STA MOVING FORWARD

PHASE II REPORT

Per STA Board Resolution No. 697-12

Final 10/8/2013

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Projects Under Evaluation

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ABOUT THIS DOCUMENT

This booklet is the result of Phase II of the STA Moving Forward planning process. Per STA Board Resolution No. 697-12, STA staff was directed to evaluate the following projects, improvements and service modifications. In addition to producing planning level costs, benefits and other analysis, staff was directed to engage community leaders and citizens. Four Corridor Advisory Panels, made up of Board appointed community members who provided input and feedback about the planning process and technical analysis for the Division, N. Monroe\S. Regal, Cheney and Spokane Valley corridors. In addition to this public outreach, an open house for each individual corridor was held in a location along the proposed corridor and a region wide open house was held on April 10th to gather input about all of the following projects.

Following the presentation of this material to the STA Board of Directors, Phase III of STA Moving Forward will begin. In this phase, staff will work with the Board to prioritize the projects and begin developing implementation scenarios that could guide the agency's work for the next 10-15 years. Please note that all costs are preliminary estimates in current year dollars. Costs at implementation are subject to inflation and potential modifications to scope.

WHY PLAN

Spokane Transit Provides nearly 11 million rides each year. That's up to 40,000 rides each day. And that number will continue to grow. That's one of the reasons it's so important to plan ahead.

Great transportation doesn't just happen. It takes a community working together. Communities that plan transportation well enjoy added vibrancy, attract more business, and help the entire transportation infrastructure run more smoothly.

In the next 20 years, the population of the Spokane metro area is expected to increase by 100,000 residents. And demand for great public transportation will grow right along with it.

That's why, over the past several years, we've worked together with our community to make important decisions and envision the future of public transportation.

With your help, we'll make sure we're ready to meet the future. That's how a great city moves. And it's how we'll keep our region moving forward for years to come.

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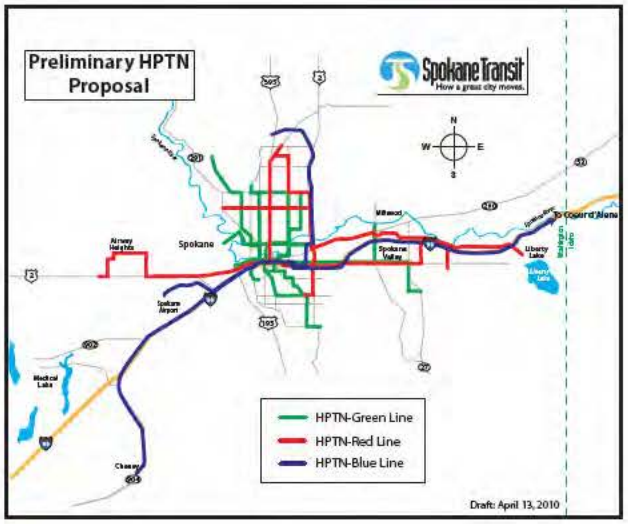
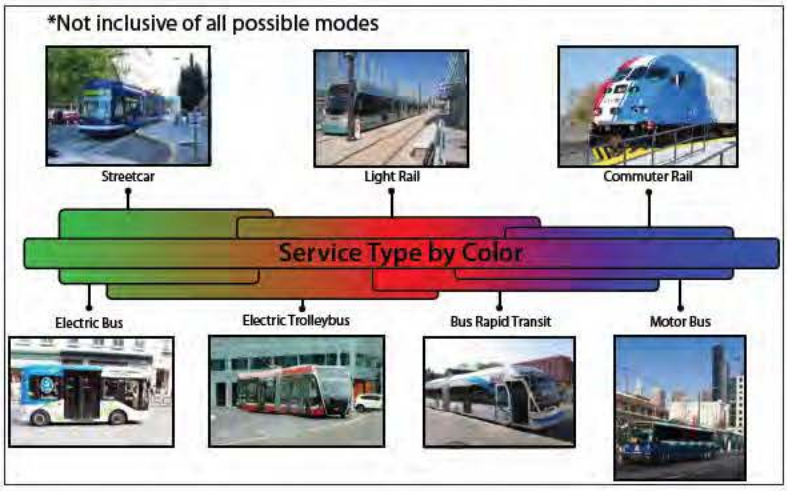
WHAT IS HIGH PERFORMANCE TRANSIT?

High Performance Transit (HPT) is a series of local and regional transportation corridors offering frequent, reliable, all day mass transit service. As a whole, the HPT provides a higher level of mobility, allowing customers greater access to the public transportation system and the ability to reach more destinations. High Performance transit features improved amenities for passengers, helping to make the transit experience attractive, safe, comfortable and more enjoyable.





The HPTN can be divided into three types of premium service:

BLUE LINES	High	Limited	15-30 minute	Cover long distances quickly to connect major regional destinations.
RED LINES	Rapid	Moderate	10-15 minute	Offer direct service to major destinations within a metropolitan area.
GREEN LINES	Moderate	High	6-15 minute	Support spontaneous travel, short trips and provide quick, easy access to other service types.

• Note that as speed increases, access and frequency decrease.

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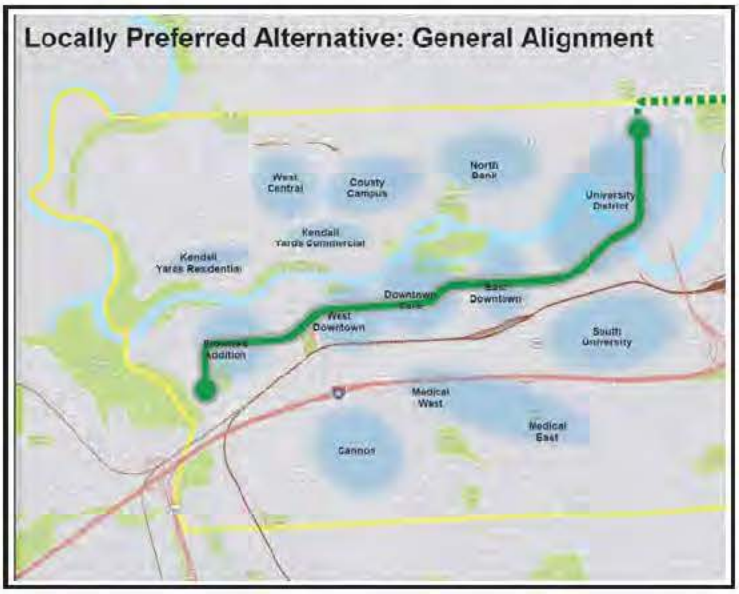
CENTRAL CITY LINE

High Performance Transit

The purpose of the Central City Line is to move more people without more cars, help grow the Central City economy and optimize financial investments in Central City infrastructure. In July 2011, the STA Board of Directors and Spokane City Council adopted a locally preferred alternative for this project: A Modern Electric Trolley (MET) operating between Browne's Addition and Gonzaga University via downtown Spokane and the University District. Work is underway to evaluate an extension to Spokane Community College.



Other Related Investments/Changes

- Modifications to bus service through the downtown to reduce duplication of services
- Upriver transit center (if project is extended to SCC)

Mode Option: Modern Electric Trolleys

Example

Features of Corridor Investment

- Supports business growth and economic development along the corridor
- 100% electric vehicles provide quieter, cleaner transportation
- Increased frequency and longer hours of service support spontaneous travel
- Consistent with local and regional plans
- Overhead catenary systems and HPT stations signal permanent investment in the corridor

Formal Board Support/Adoption

- Spokane Transit Authority
- Spokane City Council
- Spokane Regional Transportation Council
- Spokane Public Facilities District
- Greater Spokane Incorporated
- Downtown Spokane Partnership
- Downtown Business Improvement District
- University District Development Association

Ridership Change	Preliminary estimate of net ridership gain of 300,000 annually
Operating Cost	Additional $2.5 - $3.5 million annually
Capital Cost	$36 million (excludes extension to SCC)

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N. MONROE/S. REGAL CORRIDOR - OPTION A

Option A-Basic Service Improvements

This option would create a direct route running north and south through the City of Spokane. Shelters would be installed in key locations along this route providing greater appeal for transit customers. This line would connect multiple centers and corridors targeted by the City of Spokane for greater mixed-use development.

N. Monroe/S. Regal

Mode Option: Regular 40' Buses

Example

Other Related Investments/Changes

- Option to construct Moran Prairie Park and Ride
- Modifications to the intersection of 29th and Regal

Advantages

- Improves passenger comfort, access to information
- Improves mobility by extending improved frequency along Grand Blvd., Regal St. and 57th Ave.

Disadvantages

- Does not provide the same level of increased service as Options B or C
- Does not provide the same sense of permanence as the other options

Ridership Change	Preliminary estimate of net ridership gain of 200,000 annually
Operating Cost	Additional $800,000 - $1 million annually
Capital Cost	$3.5 million • Moran Prairie Park and Ride ($2.3-$3.1 million) • Shelter Improvements ($400,000 - $500,000)

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N. MONROE/S. REGAL CORRIDOR - OPTION B

Option B-High Performance Transit

This option would create a high frequency transit line connecting multiple centers and corridors targeted by the City of Spokane for greater mixed-use development. Branded hybrid buses would operate on this line with extended hours of service. Shelters and stations with off-board fare collection, real-time information, enhanced lighting and other passenger amenities would be installed, providing greater appeal for transit customers.

N. Monroe/S. Regal

Mode Option: Branded 40' Buses

Example

Other Related Investments/Changes

- Option to construct Moran Prairie Park and Ride
- Modifications to the intersection of 29th and Regal

Advantages

- Improves passenger comfort, access to information
- Improves mobility throughout the corridor by extending the frequency and hours of service to High Performance Transit

Disadvantages

- A higher cost option than Option A
- Does not achieve the same environmental and permanency benefits as Option C

Ridership Change	Preliminary estimate of net ridership gain of 430,000 annually
Operating Cost	Additional $2 - $2.5 million annually
Capital Cost	$18 - $20 million • Moran Prairie Park and Ride ($2.3-3.1 million) • Stop and Station Improvements ($15 - $17 million)

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N. MONROE/S. REGAL CORRIDOR - OPTION C

Option C-High Performance Transit

This option would create a high frequency transit line connecting multiple centers and corridors targeted by the City of Spokane for greater mixed-use development. Modern Electric Trolleys would be operated through this corridor with extended hours of service. Branded shelters and stations with off-board fare collection, real-time information, enhanced lighting and other passenger amenities would be installed along this route providing greater appeal for transit customers.

N. Monroe/S. Regal

Mode Option: Modern Electric Trolleys

Example

Other Related Investments/Changes

- Option to construct Moran Prairie Park and Ride
- Modifications to the intersection of 29th and Regal

Advantages

- Improves passenger comfort, access to information
- Improves mobility throughout the corridor by extending the frequency and hours of service to High Performance Transit standards
- Overhead wires allow for zero emission vehicles to operate through the City
- Permanent infrastructure of this option is more likely to spur private investment in corridor

Disadvantages

- The highest cost option

Ridership Change	Preliminary estimate of net ridership gain of 520,000 annually
Operating Cost	Additional $2 - $2.5 million annually
Capital Cost	$95 - $115 million

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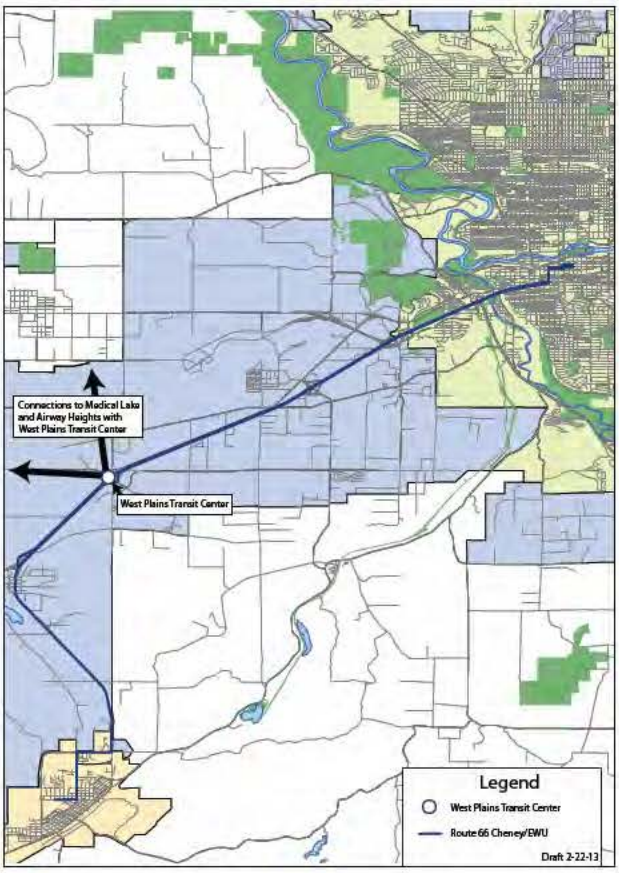
CHENEY CORRIDOR - OPTION A

Option A-Basic Service Improvements

This option would enhance the existing Route 66 Cheney/EWU service by offering earlier and later trips using regular STA buses. The West Plains Transit Center would be constructed and Route 62 Medical Lake would be modified to serve the Transit Center, creating connections between Cheney, Airway Heights and Medical Lake without having to go to Downtown Spokane.



Mode Option: Regular Buses

Other Related Investments/Changes

- Redirect Route 62 Medical Lake to serve Airway Heights and Medical Lake via new West Plains Transit Center and extend service to 7 days a week with basic service frequency
- New Cheney terminal to be integrated with EWU's Gateway Project

Advantages

- Connects West Plains' cities and destinations
- Allows commuters to access downtown Spokane before 6 a.m. and leave after 11 p.m.
- Requires only a small increase in operating hours

Disadvantages

- Provides no improvement in speed and reliability over existing conditions
- Does not allow for all-door boarding of vehicles to expedite loading of passengers

Ridership Change	Preliminary estimate of net ridership gain of 110,000 annually
Operating Cost	Additional $115,000-$145,000 annually
Capital Cost	Total: $13 million • West Plains Transit Center ($13m)

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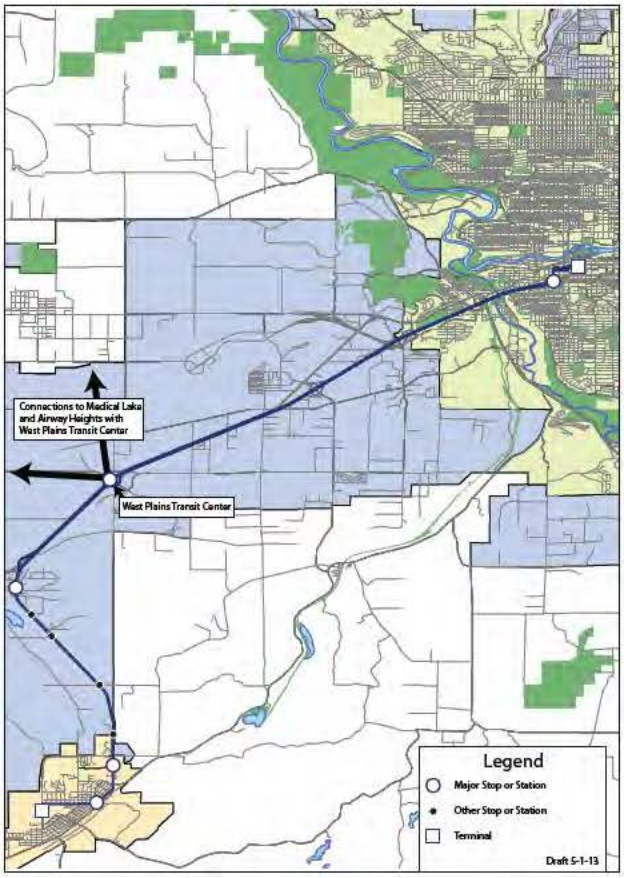
CHENEY CORRIDOR - OPTION B

Option B-High Performance Transit

This option would enhance the service on the West Plains by improving the frequency, hours of service, passenger amenities and operating an enhanced bus along Route 66 Cheney. Additionally, the West Plains Transit Center would be constructed and Route 62 Medical Lake would be modified to serve the Transit Center, creating all-day connections between Cheney, Airway Heights and Medical Lake without having to go to Downtown Spokane.



Mode Option: Branded 60' or Double-decker buses

Other Related Investments/Changes

- Construct West Plains Transit Center
- Redirect Route 62 Medical Lake to serve Airway Heights and Medical Lake via new West Plains Transit Center and extend service to 7 days a week with basic service frequency
- New Cheney terminal to be integrated with EWU's Gateway Project
- Jefferson Lot freeway access improvements
- Consolidate Route 165 Cheney Express and reroute Route 68 Cheney Local to better serve southwest Cheney

Advantages

- Connects West Plains' cities and destinations
- Operate later service seven days a week
- Improved reliability and reduced travel times
- Provides improved High Performance Transit facilities

Disadvantages

- Higher cost than Option A

Ridership Change	Preliminary estimate of net ridership gain of 320,000 annually
Operating Cost	Additional $850,000-1,050,000 annually
Capital Cost	Total: $17-20 million • West Plains Transit Center ($13m) • HPT Stop/Stations ($4-7m)

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DIVISION CORRIDOR - OPTION A

Option A-Basic Service Improvements

This option would enhance the existing Route 25 Division service by offering increased frequency nights and weekends. The combination of operating 60' articulated buses and providing more frequent service in this corridor would address immediate capacity deficiencies that exist today, particularly on the weekends. This option will fund the installation of shelters at locations with a high number of daily boardings.

Mode Option: Regular 60' Buses

Other Related Investments/Changes

- Complete sidewalk network along Division St. by constructing sidewalks where they are currently missing

Advantages

- Improves passenger comfort and access to information
- Improves mobility by extending improved frequency into the evenings and on weekends and by adding sidewalks
- Addresses near-term capacity issues

Disadvantages

- Provides no improvement in speed and reliability over existing conditions
- Does not allow for all-door boarding of vehicles to expedite loading of passengers

Ridership Change	Preliminary estimate of net ridership gain of 70,000 annually
Operating Cost	Additional $270,000-$330,000 annually
Capital Cost	$1.2-$1.5 million • Sidewalk completion ($750,000) • Shelter installation ($600,000)

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DIVISION CORRIDOR - OPTION B

Option B-High Performance Transit

This option would replace the existing Route 25 Division by offering a High Performance Transit line with high frequency and extended hours of service. 60' articulated buses that have been branded will be operated in the curbside lane through this corridor. Transit signal priority and transit lanes would be used to improve speed and reliability. High Performance Transit stops and stations with improved lighting, real-time information and off-board fare payment machines would be installed throughout.

Mode Option: Branded 60' Buses

Example

Other Related Investments/Changes

- Completes sidewalk network along Division St. by constructing sidewalks where they are currently missing
- Option to construct Farwell Park and Ride

Advantages

- Improves passenger comfort and access to information
- Improves mobility by operating at HPT hours and frequency
- Addresses capacity needs
- Lower capital and operating costs than Options C and D

Disadvantages

- Provides less improvement in speed and reliability than options C and D

Ridership Change	Preliminary estimate of net ridership gain of 410,000 annually
Operating Cost	Additional $800,000-$950,000 annually
Capital Cost	$24-$29 million • Station Improvements ($15 million) • Roadway/Traffic Revisions ($10 million) • Sidewalk completion ($750,000)

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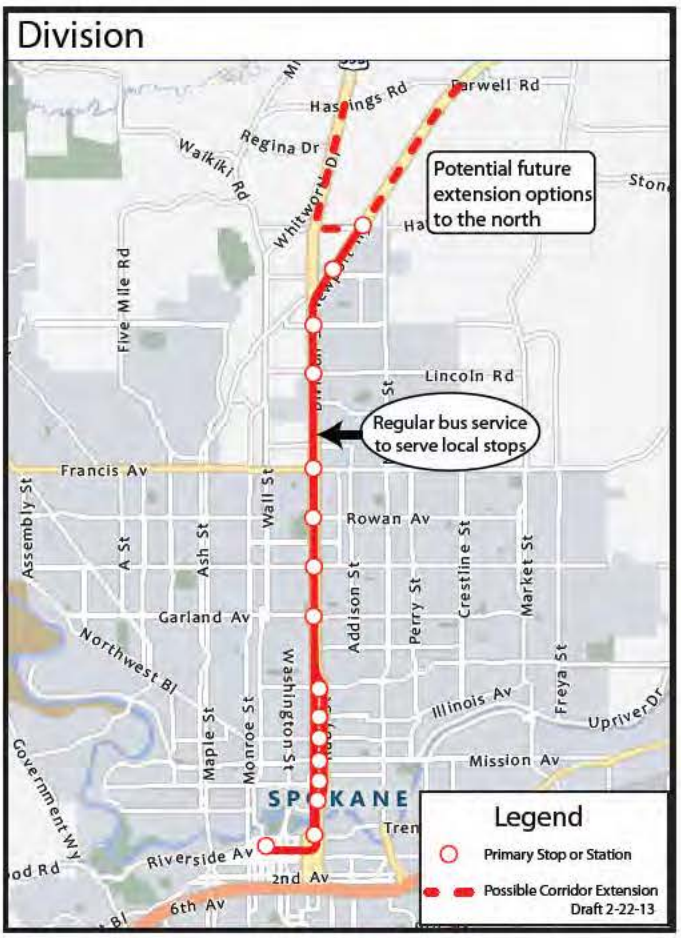
DIVISION CORRIDOR - OPTION C

Option C-High Performance Transit

This option would replace the existing Route 25 Division service by offering a High Performance Transit line with high frequency and extended hours of service. 60' Modern Electric Trolleys that have been branded would operate in exclusive center lanes with transit signal priority installed through this corridor. This route will serve the major stations featuring improved lighting and shelters, real-time information and off-board fare payment. A less frequent regular bus service will serve the stops in between the stations.



Mode Option: 60' Modern Electric Trolleys

Example

Other Related Investments/Changes

- Completes sidewalk network along Division St. by constructing sidewalks where they are currently missing
- Option to construct Farwell Park and Ride

Advantages

- Improves passenger comfort, access to information
- Improves mobility by extending improved frequency into the evenings and on weekends and by adding sidewalks
- Accommodates long-term passenger growth

Disadvantages

- More costly than Options A and B

Ridership Change	Preliminary estimate of net ridership gain of 980,000 annually
Operating Cost	Additional $1.5-$1.9 million annually
Capital Cost	$105-$130 million

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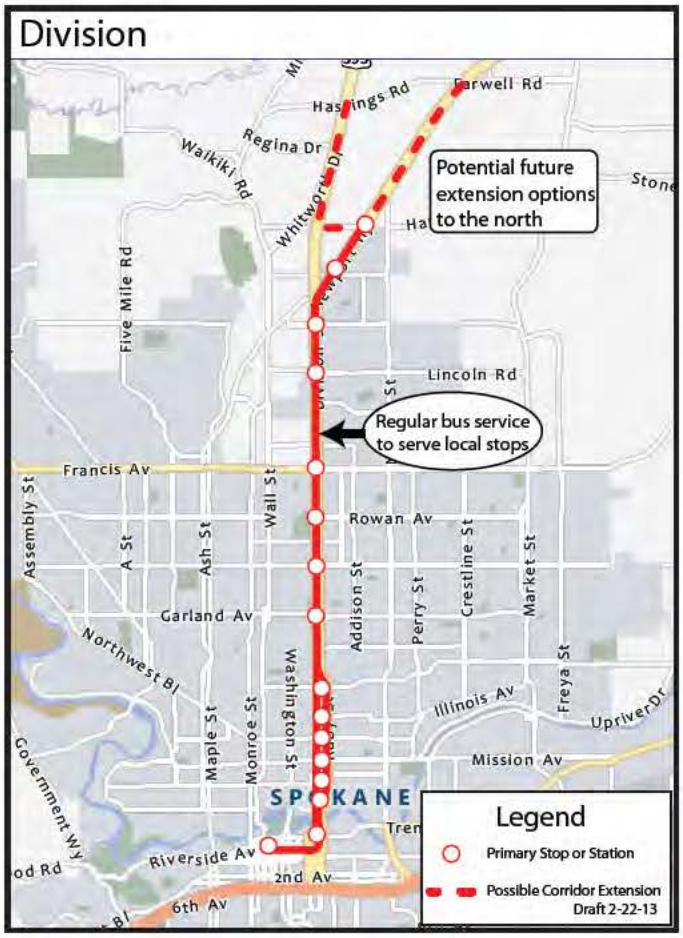
DIVISION CORRIDOR - OPTION D

Option D-High Performance Transit

This option would replace the existing Route 25 Division service by offering a High Performance Transit line with high frequency and extended hours of service. Rapid Streetcars would operate in the center lanes of Division St. with pedestrian access to both sides of the street. Stations located in the center of the street would feature improved lighting, real-time information, level boarding and off-board fare payment machines.



Mode Option: Rapid Streetcar

Example

Other Related Investments/Changes

- Improves stop amenities by installing High Performance Transit stations
- Operates branded Rapid Streetcars in exclusive center lanes on Division St.
- Completes sidewalk network along Division St. by constructing sidewalks where they are currently missing

Advantages

- Improves passenger comfort, access to information
- Improves mobility by extending improved frequency into the evenings and on weekends and by adding sidewalks
- Addresses near-term capacity concerns

Disadvantages

- Highest cost of all the options

Ridership Change	Preliminary estimate of net ridership gain of 1,190,000 annually
Operating Cost	Additional $1.8-$2.2 million annually
Capital Cost	$360-$440 million

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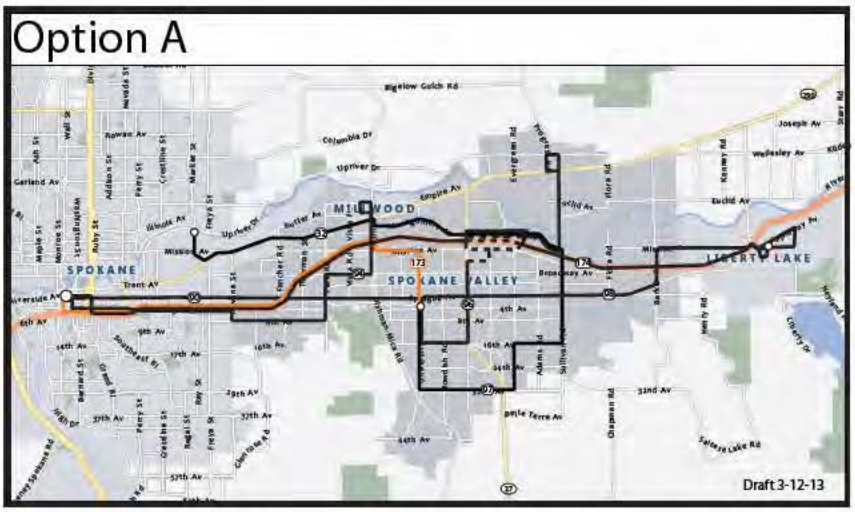
SPOKANE VALLEY - OPTION A

Option A-Basic Service Improvements

This option would improve the frequency of Route 173 to operate every 15 minutes during the peak periods on weekdays providing improved connections at the Valley Transit Center. Additionally, Route 173 would add hourly frequency during the mid-day.

Other Related Investments/Changes

- No other related investments or changes with this option



Advantages

- Improves mobility between Spokane Valley and Spokane by extending the frequency and hours of service of Route 173
- Could be a step toward Options B, C and D
- Lowest cost option

Disadvantages

- No capital improvements and small operating investment yields smaller ridership benefits than other options
- Does not expand to emerging employment centers along Indiana
- No increase in service to Liberty Lake

Mode Option: Regular Buses

Example

Ridership Change	Preliminary estimate of net ridership gain of 60,000 annually
Operating Cost	Additional $500,000-600,000 annually
Capital Cost	N/A

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SPOKANE VALLEY - OPTION B

Option B-High Performance Transit

This option would replace the current bus service on E. Sprague with an HPT Green Line operating Modern Electric Trolley. It would also create an all-day, direct route with greater frequency from the Valley Transit Center to Downtown Spokane. Route 174 Liberty Lake Express features a modified routing to better connect with the University District and other bus service in the Valley.

Other Related Investments/Changes

- Construct new Liberty Lake Park and Ride
- Construct new Argonne Road Transit Facilities
- Serve emerging employment centers along Mission and Indiana avenues

Option B

Mode Options:

MET

Green Line

Regular Buses

Other Routes

Advantages

- Improves mobility by increasing frequency and hours of service on Sprague (Route 90) to High Performance Transit levels
- Modifications to Route 173 Valley Transit Center Express creates a more direct express route between Spokane Valley and Downtown Spokane
- Improved station amenities and investment along Sprague corridor may help spur private investment

Disadvantages

- No improvements to service east of Valley Transit Center

Ridership Change	Preliminary estimate of net ridership gain of 590,000 annually
Operating Cost	Additional $1.3 - 1.6 million annually
Capital Cost	$45 - 55 million

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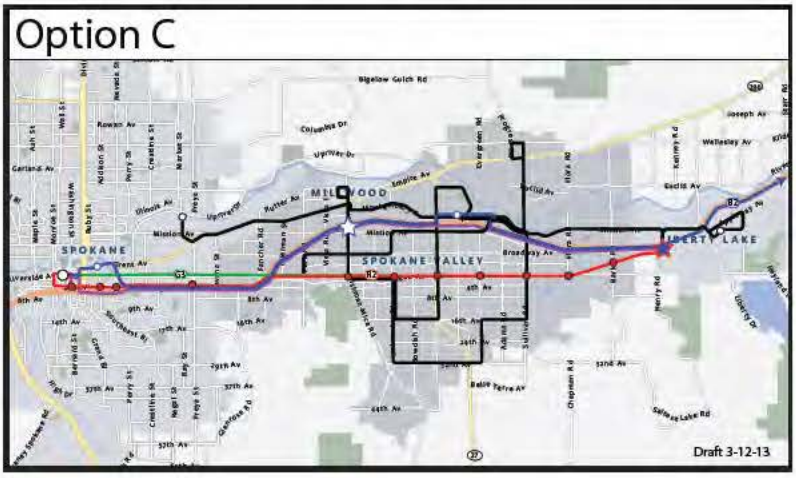
SPOKANE VALLEY - OPTION C

Option C-High Performance Transit

This option would replace the current bus service on Route 90 Sprague with an HPT Green Line operating Modern Electric Trolley for short trips between downtown Spokane and the Valley Transit Center. Limited stop, high frequency service (HPT Red Line) would serve Sprague and Appleway extending to Liberty Lake. All-day freeway bus service (HPT Blue Line) between Coeur d'Alene and downtown Spokane would make stops in Liberty Lake and Spokane Valley.



Other Related Investments/Changes

- Construct new Liberty Lake Park and Ride with express bus service (no stops) to Downtown Spokane
- Construct new Argonne Road Transit Facilities
- Serve emerging employment centers along Mission and Indiana avenues
- Local bus would serve Mirabeau Parkway

Mode Options:

Example MET

Green Line

Example Branded 60' Bu

Red Line

Example Doubledecker Bu

Blue Line

Advantages

- Improves mobility by increasing frequency and hours of service on Sprague to High Performance Transit levels
- Creates a more direct route for travelers between the Valley Transit Center and Downtown Spokane
- Station amenities and public investment along Sprague corridor may spur private investment
- Creates new connection to Coeur d'Alene

Disadvantages

- Higher cost than Options A and B

Ridership Change	Preliminary estimate of net ridership gain of 1,250,000 annually
Operating Cost	Additional $6.75 - 8.25 million annually
Capital Cost	$135 - 165 million

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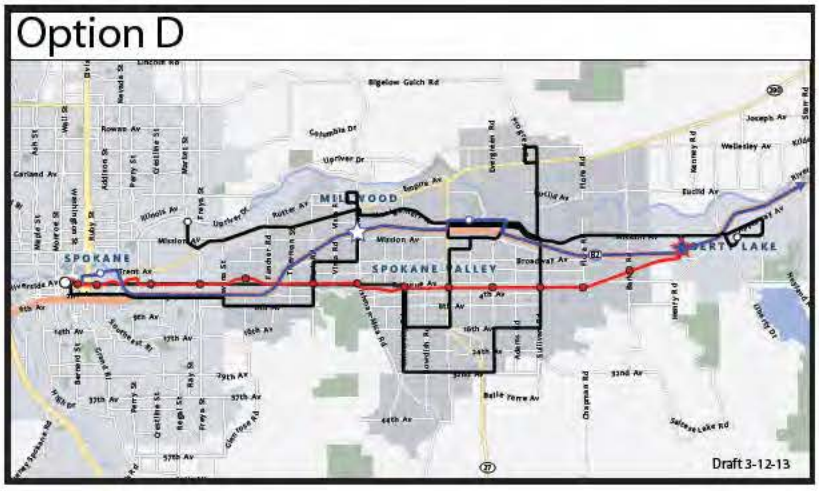
SPOKANE VALLEY - OPTION D

Option D-Light Rail

This option would invest in a single-track light rail line extending from downtown Spokane to Liberty Lake providing transit service with limited stops (Red Line). This allows for future capacity increases as demand grows. All-day freeway bus service (HPT Blue Line) between Coeur d'Alene and Spokane would make stops in Liberty Lake and Spokane Valley.

Other Related Investments/Changes

- Construct new Liberty Lake Park and Ride
- Construct new Argonne Road Transit Facility
- Serve emerging employment centers along Mission and Indiana Avenues
- Eliminate Route 173 VTC Express



Example Light Rail

Red Line

Example Doubledecker B

Blue Line

Advantages

- Improves mobility by increasing Route 90 to High Performance Transit levels of frequency and hours of service
- Accommodates capacity needs through Sprague corridor for future generations
- "Permanent" rail infrastructure may spur private investment and encourage development around stations

Disadvantages

- Highest cost of the options
- Long stop spacing reduces access for people on Sprague Ave.

Ridership Change	Preliminary estimate of net ridership gain of 1,290,000 annually
Operating Cost	Additional $7 - 8.5 million annually
Capital Cost	$315 - 400 million

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CONNECTION FACILITIES

Connection facilities include transit centers, park and rides and terminals. Park and Rides provide transit customers with an opportunity to drive to a location and park their car while they make a connection to transit, providing opportunities for people who may not have direct access to transit service near their home. Transit centers provide comfortable and efficient connection opportunities between two or more transit routes. Terminals are generally constructed at the end of a transit line and added capacity for transit vehicles to layover while the operators take a break or use the restroom.

WEST PLAINS TRANSIT CENTER

The construction of this facility located at Exit 272 of I-90 would address several transportation issues on the West Plains. Currently transit customers are required to travel to Downtown Spokane to make a connection between any of the cities on the West Plains. This transit center would allow customers to change buses on the West Plains, saving travel time. This facility would also include a park and ride for commuters.

Features of Facility

- Improve connectivity between cities on the West Plains
- Provide transit access to residential and industrial areas adjacent to Exit 272 and I-90
- Provide park and ride capacity for bus and vanpool commuters
- Increase utilization and efficiency on existing service investments
- Approximately 110 parking stalls for commuters (space to double parking capacity in future)
- Three bus zones on site for connections to Airway Heights, Medical Lake and future aerospace industrial facilities
- Pedestrian bridge and "Flyer" stops allow Route 66 Cheney/ EWU to continue on I-90 with minimal disruption

Ridership Change Preliminary ridership gain estimated to be 83,000 annually

Operating Cost No additional bus operating cost required

Capital Cost $13 million (preliminary estimate)

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FARWELL PARK AND RIDE

The construction of this facility located near US Highway 2 north of Farwell Rd. is being evaluated as a park and ride site which could draw people from north of Spokane who are commuting to employment centers within STA's service area. The facility could also be used as a gathering point for vanpool commuters traveling to other employment centers througout the region.

Features of Facility

- Provides Park and Ride facility for future North Spokane Corridor
- Provides a terminal for a future extension of Division St. transit improvements or commuter express service
- Provide park and ride capacity for bus and vanpool commuters
- Increase utilization and efficiency on existing service investments
- Approximately 120-170 parking stalls
- Capacity for four buses at one time

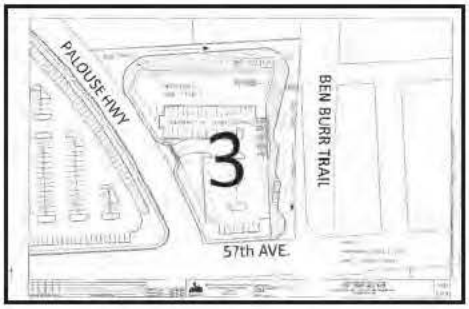
Ridership Change Preliminary ridership gain estimated to be 51,000 annually

Operating Cost $800,000 annually for additional service

Capital Cost $3 million (preliminary estimate)

MORAN PRAIRIE PARK AND RIDE TERMINAL

The construction of this facility, located near the intersection of 57th Avenue and the Palouse Highway, is being evaluated as a park and ride site. The facility would also be a terminal for existing bus service and a future High Performance Transit line. The park and ride would be expected to draw commuters from southeast of Spokane who are commuting to employment centers within Spokane. Additionally, this facility could also be used as a gathering point for vanpool commuters who are traveling to other employment centers throughout the region.



Features of Facility

- Draws commuters and transit customers traveling north from the southeast of Spokane
- Provides park and ride capacity for bus and vanpool commuters
- Increases utilization and efficiency on existing service investments
- Sites could accomodate anywhere from 85-150 parking stalls
- Capacity for multiple buses
- Provides restroom and break facilities for bus operators

Ridership Change Preliminary ridership gain estimated to be 50,000 annually

Operating Cost No additional operating cost required

Capital Cost $2.3 - $3.1 million (preliminary estimate)

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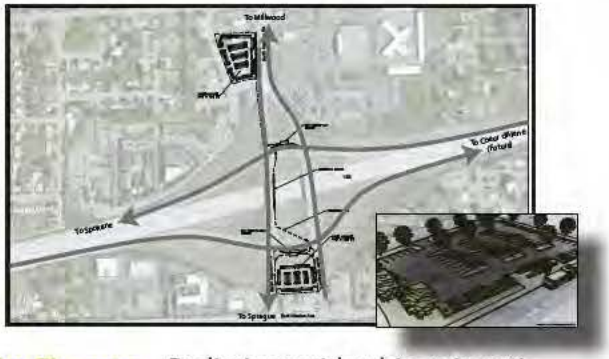
ARGONNE PARK AND RIDE

This facility would be located at Exit 287 on I-90, drawing commuters from all directions. Taking advantage of existing and proposed freeway bus service, this facility would enhance transit access for residents of Millwood and City of Spokane Valley. Coupled with the potential addition of service to Coeur d'Alene, this facility would create a connection with buses running north and south to enable speedy travel throughout the region.



Features of Facility

- Enables more transit connections throughout region without significantly increasing operating costs
- Provides park and ride capacity for bus and vanpool commuters
- Improves pedestrian mobility of Spokane Valley with pedestrian bridge and pathways that cross I-90 barrier
- Approximately 110-200 parking stalls

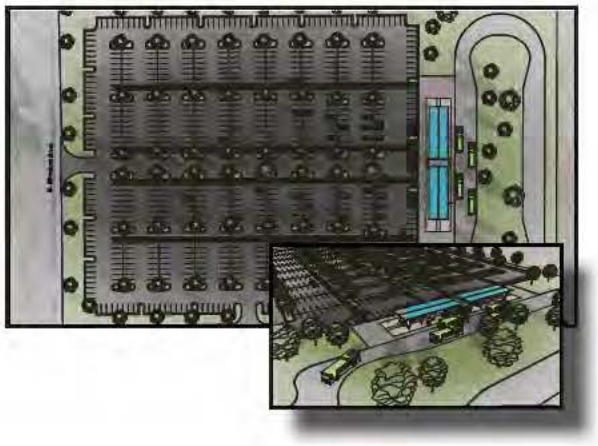
Ridership Change Preliminary ridership gain estimated to be 60,000 annually

Operating Cost No additional operating cost required

Capital Cost $6-$7 million (preliminary estimate)

LIBERTY LAKE PARK AND RIDE

This facility would be located near the area of Henry Rd. and I-90. The existing Liberty Lake Park and Ride is at capacity, which creates a demand for a new facility. This facility would serve as a terminal for a High Performance Transit Line that would travel through the Spokane Valley and offer connections to other transit service. As proposed, this project is dependent upon the construction of a new interchange near Henry Rd. and I-90.



Features of Facility

- Enables more transit connections throughout region without significantly increasing operating costs
- Provides park and ride capacity for bus and vanpool commuters
- Provides layover capabilities for multiple buses
- Alleviates current and projected capacity demands near Liberty Lake
- Adjacent to I-90, drawing commuters traveling west
- Approximately 400-600 parking stalls

Ridership Change Preliminary ridership gain estimated to be as much as 130,000 annually

Operating Cost Dependent upon service structure for Valley routes

Capital Cost $4.5-5.5 million (preliminary estimate)

STA MOVING FORWARD

UPRIVER TRANSIT CENTER (SCC)

This facility would be located adjacent to or within the Spokane Community College (SCC) campus. The existing transit facility on the SCC campus is undersized for growing transit demands and is challenged by the increasing traffic congestion on Greene Street. The new facility in this area would enhance transit customers' ability to make connections to other routes and improve safety. Overall, these improvements would create a transit center that would draw more riders and allow for the future growth of transit service.

Features of Facility

- Improves functionality over current facility
- Improves safety of pedestrians
- Transit center near planned multi-use path
- Provides more bus capacity
- Restroom facilities for STA coach operators

Ridership Change This facility supports ridership growth

Operating Cost No additional operating cost required

Capital Cost $2.5 - $3 million (preliminary estimate)

INDIAN TRAIL PARK AND RIDE

This facility would be located along North Indian Trail Rd. Today, Route 23 serves N. Indian Trail Rd. up to Blackfoot Ave. and then turns around to travel back into Spokane. As of 2010, over 500 commuters from the Indian Trail neighborhood worked in downtown Spokane. A convenient park and ride could support increased bus ridership growth and also provide parking for STA vanpool groups. An alternative to the site depicted below would be a lot within the Shopping Center south of Barnes Road.

Features of Facility

- Provides park and ride capacity for bus and vanpool commuters
- Provides layover capabilities for multiple buses
- Alleviates current and projected parking demands in this area
- Approximately 90-100 parking stalls

Ridership Change Preliminary ridership gain estimated to be as much as 34,000-38,000 annually

Operating Cost No additional operating cost required

Capital Cost $600,000 - $2.1 million (preliminary estimate)

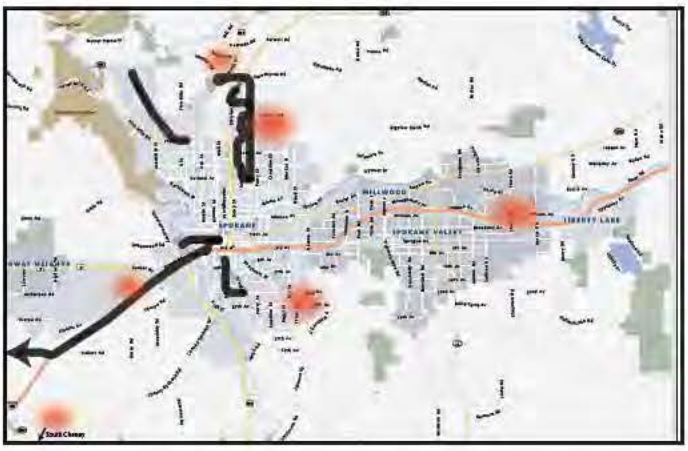
STA MOVING FORWARD

OTHER IMPROVEMENTS

BASIC ROUTE IMPROVEMENTS

These improvements address parts of the system that do not currently meet the policies as defined in STA's *Connect Spokane: A Comprehensive Plan for Public Transportation*. For our fixed-route bus service to be successful, they should have a basic level of frequency and hours of service to ensure reliability and predictability. The routes should also travel within one-half mile of at least 85% of the urban population. By adding service to the five areas shown below, STA could serve nearly 11,000 more residents with fixed-route bus service.

The black lines on the map below identify segments of routes needing improvements to meet a basic level of service. The red bubbles identify areas that could reasonably be served to support the expanded geographic extent of the basic fixed-route bus system.



Route	Challenge	Options for Increased Investment
Route 20 SFCC	Route does not serve Clarke Ave. nights and weekends	Add service to Clarke Ave. nights and weekends
Route 23 Maple/Ash	Mid-day service is every 60 minutes (rather than 30 minutes) and there is no service north of Francis Ave. mid-day, nights and weekends	Add mid-day, evening and weekend service north of Francis Ave.
Route 26 Lidgerwood	Route does not extend north of Francis Ave. late nights and Sundays	Discontinue loop routing and extend service along weekday Route 26
Route 28 Nevada	Route does not extend north of Francis Ave. late nights and Sundays	Discontinue loop routing and extend service along weekday Route 28
Route 44 29th Ave.	Routing along Bernard St. is not served nights and weekends	Add hourly service during nights and weekends along Bernard routing
Route 62 Medical Lake	Service is less frequent than the minimum for basic service and there is no service nights and weekends	Create hourly frequency during the weekdays and at least a trip every 2 hours in the evenings and on weekends
Route Extensions	Less than 85% of the urban population within 1/2 mile of basic fixed-route bus service	Extend routes to serve highlighted areas on map

Ridership Change Preliminary ridership gain estimated to be as much as 1,000,000 annually depending on options selected

Operating Cost Up to $5.9 million annually

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BASIC ROUTES TRANSITIONING TO HPT

This initiative identifies corridors in the preliminary High Performance Transit (HPT) Network that were not selected for further study during this planning process. However, they are corridors that may warrant near-term improvements to frequency, span or passenger amenities that may help the corridors transition into HPT service in the future.

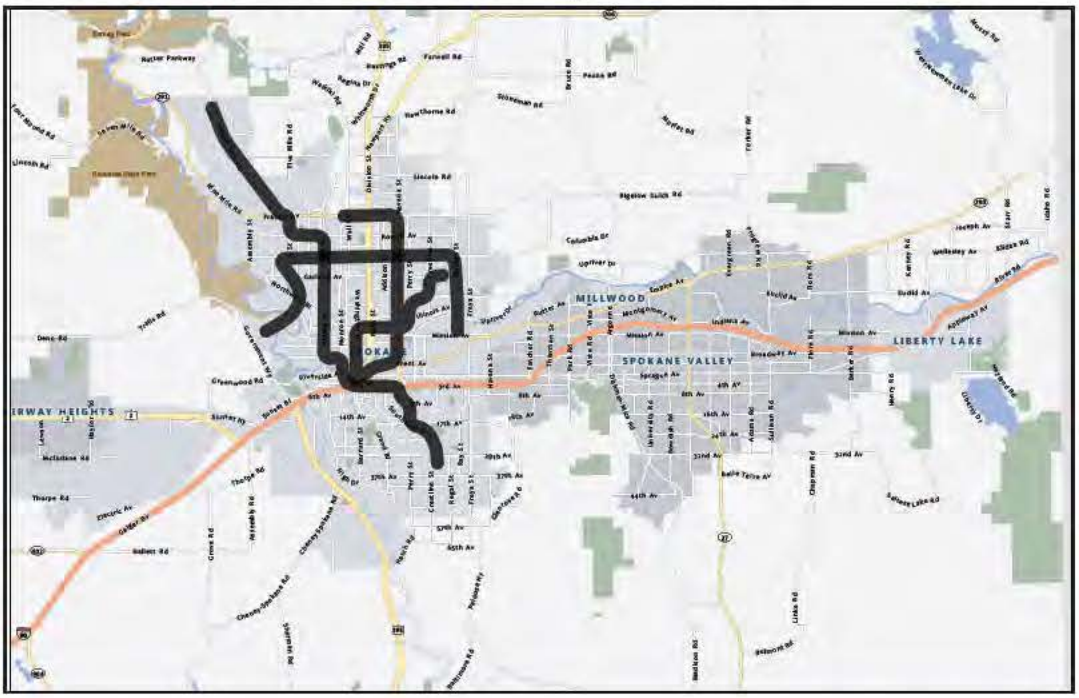
Ridership Change Preliminary ridership gain estimated to be as much as 625,000 annually

Operating Cost Up to $2.5 million annually

Improvements to Transitioning Basic Routes

- **R3-A (Wellesley):** Improve frequency of service of Route 33 to every 30 minutes on nights and weekends
- **G5-A (Foothills-Cannon):** Improve frequency of Route 27 to every 15 minutes during weekdays. Consider splitting route north of Empire Ave.
- **G6-A (Hamilton):** Discontinue existing loop for night and weekend service and improve Routes 26 and 28 to meet frequency and hours of service standards for Basic Routes
- **G4 (South Perry/Indian Trail):** Improve frequency of the segment of Route 45 between downtown Spokane and the South Hill Park and Ride to every 30 minutes on nights and weekends. Bring Route 23 into compliance with the Basic Service standards outlined in STA's *Connect Spokane: A Comprehensive Plan for Public Transportation*

Basic Routes Evaluated for Improvements



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OTHER SYSTEM REQUIREMENTS

Other system requirements to Spokane Transit's fixed route bus system can be critical to the functionality and reliability of the transit service provided. Buses need to be replaced over time, maintenance facilities need to be constructed and upgraded to meet new demand, and additional resources are needed to sustain and grow service for the increasing population of the Spokane region. The list of requirements cannot be placed into one of the other categories, but they are no less important to the transit system. The exact cost of these investments will depend on the number and type of projects included in the final plan.

Other System Requirements

- Sustain and grow current service levels to meet the needs of the present and the growing population
- Meet current and future demands for paratransit services
- Replace vehicles that have reached the end of their useful life
- Construct maintenance and storage facilities to accommodate the vehicles required to provide service
- Construct new facilities to accommodate any new modes (streetcar, light rail, modern electric trolley) that are adopted for High Performance Transit
- Maintain new facilities constructed as part of the final plan

Examples of Other System Requirements

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PASSENGER AMENITIES

Passenger amenities (passenger interface components) improve the functionality and comfort of transit. They play a role in the ability for transit customers to access the stops and their destinations. The comfort of a transit shelter in inclement weather or a bicycle locker providing safe storage for their bike can influence people's decisions about whether or not to use transit. The components listed below are examples of improvements that can be made throughout the system if more resources were available.

Passenger Amenity Options

- Transit Shelters
- Bicycle lockers and racks
- Bus bulbs or curb extensions
- Improve ADA access of sidewalk network near transit facilities

Investment Options	Estimated Cost
75 new shelters (2/3 of all riders would now have weather protection at a bus stop)	$1.5-2.3 million
192 new shelters (80% of all riders would now have weather protection at a bus stop)	$3.8-5.7 million
100 Bike Lockers	$800,000-$1.2 million
Five Miles of ADA Accessible Sidewalk	$1.5-1.9 million

Examples of Passenger Amenities

Transit Shelter

Bicycle Locker

ADA Accessible Ramp

Bus Bulb

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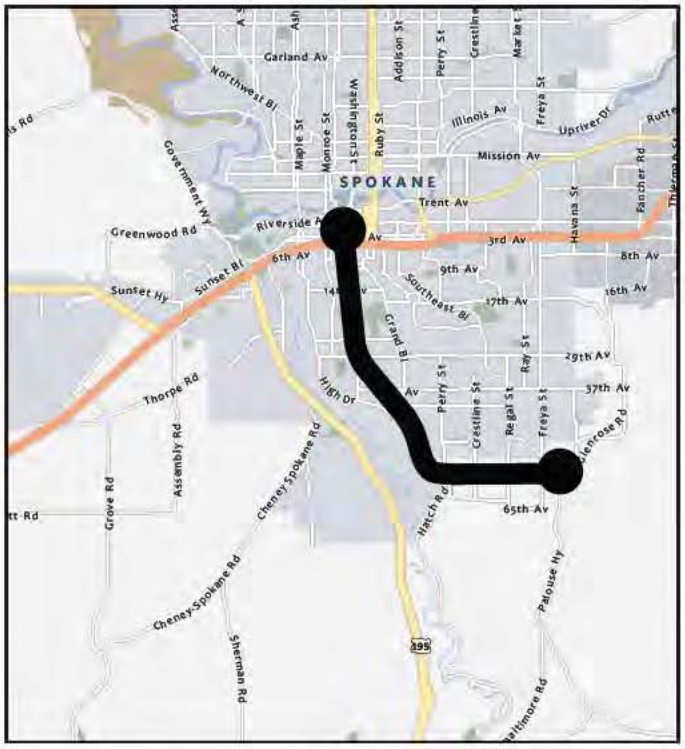
SOUTH EXPRESS (COMMUTER) SERVICE

Today, STA operates an express route that serves each geographic region. Route 124 serves the north, Route 165 serves the West and routes 173 and 174 serve the East. There is currently no commuter route serving the South. This conceptual route would begin at a future Moran Prairie Park and Ride and serve limited stops on a trip to downtown Spokane. This service would operate during peak periods only.

South Commuter Service Concept



South Commuter Service Features

- Provides new express service to southeast Spokane
- Speeds up travel times to downtown Spokane with limited stop spacing along portions of the route
- Serves new Moran Prairie Park and Ride at 57th Avenue and Palouse Highway
- Meets Comprehensive Plan policy to provide express service in each geographic region within STA's service area

Related Investments

- Construct Moran Prairie Park and Ride (see Moran Prairie Park and Ride display board for more information)

Ridership Change	Preliminary ridership gain estimated to be as much as 200,000 annually
Operating Cost	$500,000 annually for additional service
Capital Cost	Moran Prairie Park and Ride: $2.3 - $3.1 million (preliminary estimate)

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PARATRANSIT SERVICE

Paratransit is a wheel-chair accessible shared-ride transportation service for individuals whose disability prevents them from using the regular fixed-route buses. This means that due to a disability a person must be unable to get to or from a bus stop, get on or off a lift or ramp equipped bus, or successfully travel by bus to or from their destination. Balancing quality service with fiscal effectiveness remains a key concern of STA's Paratransit Department.

Paratransit Enhancements

- Support third parties in delivering transportation services above and beyond the existing paratransit service
- Support software development to create on-line booking ability

Ridership Change	Each $1,000 in Paratransit investment produces 40 passenger trips
Operating Cost	$200,000 annually for additional program assistance
Capital Cost	$500,000 for software

VANPOOL SERVICE

Spokane Transit Authority provides vans that are shared by people who live and work in approximately the same areas and can commute together to a place of employment. The driver is not an employee of STA and the group pays for the operating cost of the van. Even people traveling outside of the Public Transportation Benefit Area can choose vanpool for their commute.

Vanpool Enhancements

- Support capital expansion of the vanpool program as demand warrants. This includes but is not limited to fully funding the expansion program

Ridership Change	Each $1,000 in vanpool investment provides approximately 2400 miles of passenger travel
Operating or Capital Cost	Additional $200,000 annually

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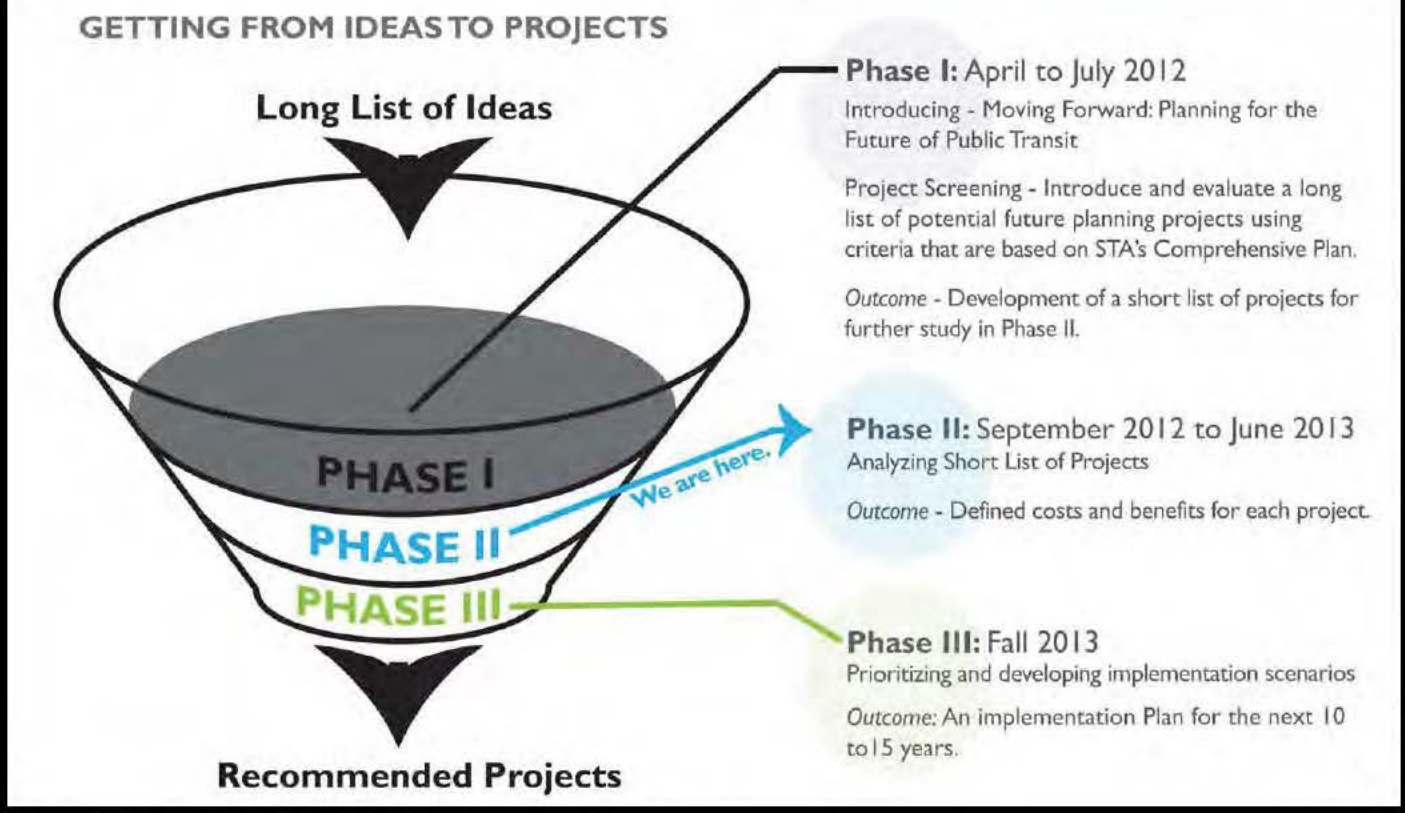
Planning Process & Timeline



For more information:

www.stamovingforward.com

Email comments or questions to: STAPlan@spokanetransit.com

Final 10/8/13