

STA Moving Forward

Memo I.04 – Connection Facilities Screening Results

Prepared for:
Planning and Development Committee

Final

6/21/2012



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Introduction

The purpose of this memo is to detail the screening criteria, process, and results for the fifteen Connection Facilities as defined in Memo 1.01 Long List of Conceptual Projects.

Background

Spokane Transit is conducting a planning process to identify investments in public transportation that could be made during the next 10 to 15 years as funding opportunities arise. The central element of these investments is the High Performance Transit Network as identified in STA's long range plan, *Connect Spokane*. Spokane Transit envisions a network of HPT corridors providing all-day, two-way frequent service that is more attractive and effective than conventional fixed-route service.

This planning process, referred to as HPT Network Development or more simply, *STA Moving Forward*, has three major phases:

Phase I: Initiation and Scoping. The outcome of this phase will be the identification of the purpose and goals for the planning process, a list of projects that will be studied in greater detail, the analysis approach, and the public involvement plan for later phases. We are currently in this phase.

Phase II: Conceptual Project Development and Evaluation: During this phase each project will be developed to a conceptual level to determine costs, benefits and other implementation considerations that are necessary to fully evaluate the merits of the possible projects.

Phase III: Scenario Development and Selection: In this phase the projects that have been developed will be combined into implementation scenarios for evaluation as a system of investments. Based on agreed upon criteria, these scenarios will be evaluated, refined and re-evaluated, both through public input and technical analysis. The outcome of this scenario will be a prioritization of transit investments, including HPT corridors that are ready for implementation as funding opportunities arise.

The following describes the screening results of the Major Connection Facilities during the Phase I: Initiation and Scoping process. The intent is that a list of these facilities will be forwarded on to Phase II for further analysis and review.

Summary of Screening Results

Connection Facilities Recommended to Move Forward:

Connection Facility Description
Shadle Park Transit Center
Farwell Road Terminal and Park and Ride
Northeast Transit Center
Upriver Transit Center (SCC)
New Liberty Lake Park and Ride/Transit Center
Argonne Road Park and Ride
Moran Prairie Terminal/Park and Ride
West Plains Transit Center
Indian Trail Park and Ride

Connection Facilities Not Recommended to Move Forward:

Connection Facility Description
Joe Albi Terminal and Park and Ride
Nine Mile Road Park and Ride
Four Lakes Park and Ride
US 195/Hangman Valley Park and Ride
Post Falls or Coeur d'Alene Park and Ride
Exit 276 Transit Center

Next Steps

Staff will use the outcomes of this screening process to begin to develop a draft work program for Phase II of the *STA Moving Forward* HPT planning effort.

Screening Process and Methodology

Park and ride lots, transit centers and other major facilities designed to connect multiple modes or routes are referred to as “Major Connection Facilities.” Conceptual projects that have been identified in the past official planning documents by STA are considered as part of the Long List.

As originally proposed, staff recommended that projects that met at least one of the following criteria be moved forward into Phase II.

- Location provides for a logical terminal for existing route(s), as well as a future HPT corridor.
- Location connects two or more routes where there is a beneficial connection (i.e. routes serve different areas providing for justification to transfer between buses)
- The facility would be adjacent to a designated state route and along a future HPT corridor.

The initial screening results as originally proposed eliminated too few connections facilities and did not narrow the field of facilities to be considered a workable “short list” for conceptual projects to be evaluated in Phase II. Staff recommends that the second and third screening criteria be combined resulting in only the following two screening criteria:

- Location provides for a logical terminal for existing route(s), as well as a future HPT corridor.
- Location connects two or more routes, including at least one HPT corridor, where there is a beneficial connection (i.e. routes serve different areas providing for justification to transfer between buses).

Results

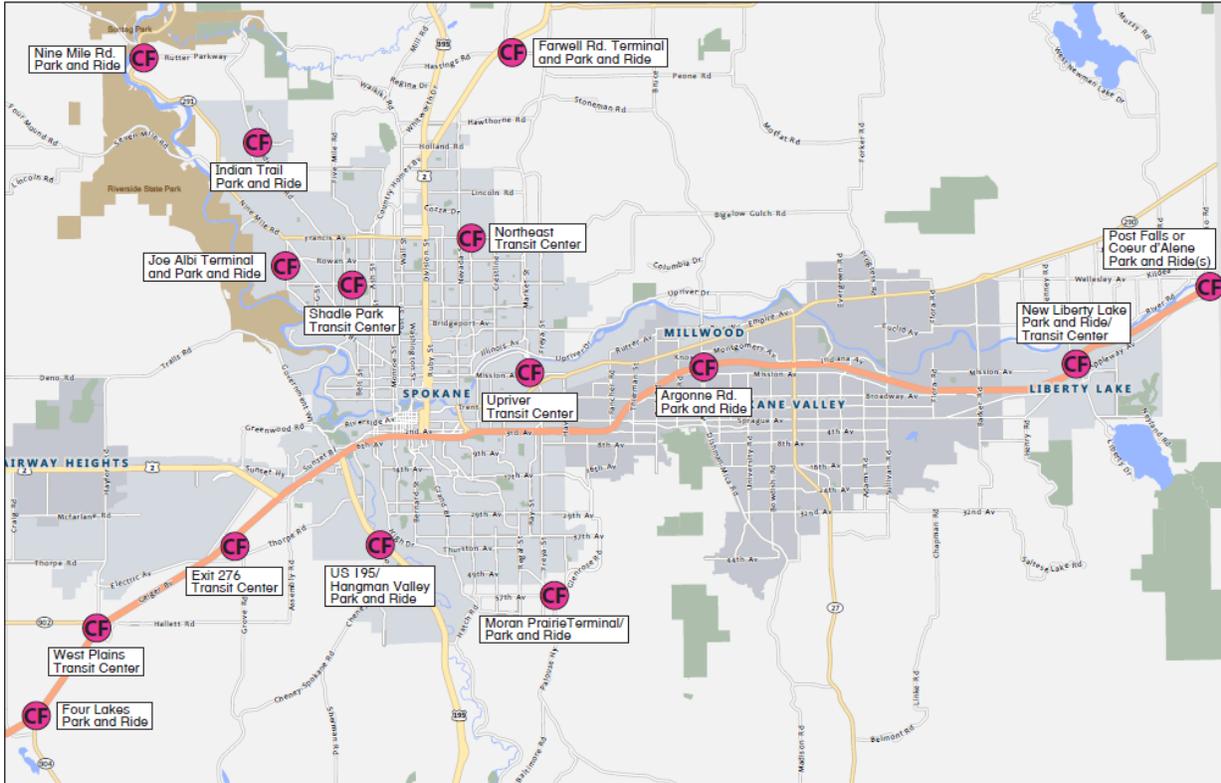
Major Connection Facilities

Items with a white background met at least one of the requirements and are recommended to move forward into Phase II for further study. Items highlighted by orange did not meet either criterion and are not recommended to move forward into Phase II.

Concept Description	Justification	Logical Terminal for existing routes and HPT	Connects two or more routes (including at least one HPT)
Shadle Park Transit Center	This connection facility would be a logical terminal for future HPT Corridor R3-A (Shadle Park to SCC) providing connections to Route 23 Indian Trail.	Yes	Yes
Joe Albi Terminal and Park and Ride	The conceptual location of this connection facility would not be a logical terminal for existing routes and only one route would pass by the facility.	No	No
Nine Mile Road Park and Ride	Due to the location of this connection facility, it would not be a logical terminal for existing or HPT routes and no routes currently pass by the conceptual facility.	No	No
Farwell Road Terminal and Park and Ride	This connection facility would be a terminal for existing routes or HPT Corridor B1 (Cheney to Hastings). It does not connect two or more routes as envisioned.	Yes	No
Northeast Transit Center	This connection facility would not be a logical terminal for existing routes because it is located in the middle of urban development but it could connect two or more routes and offer transfer options for people going to various parts of the region.	No	Yes
Upriver Transit Center (SCC)	This connection facility would be a logical terminal for several routes including Route 29 SCC, 32 Trent/Montgomery, 39 Mission and HPT Corridor G2. Additionally, this location offers connections to the Spokane Valley, North Spokane, South Spokane, and Downtown Spokane.	Yes	Yes
New Liberty Lake Park and Ride/Transit Center	This conceptual facility is not considered a logical terminal for HPT because there is already a park and ride in Liberty Lake. However, this location could connect several routes including HPT Corridor B2, R2 and Route 98 Liberty Lake via Sprague.	No	Yes
Argonne Road Park and Ride	This conceptual facility is not considered to be a logical terminal, but it could serve to connect routes 94 East Central/Millwood and 173 VTC Express with HPT Lines B2 and R2.	No	Yes

Concept Description	Justification	Logical Terminal for existing routes and HPT	Connects two or more routes (including at least one HPT)
Moran Prairie Terminal/Park and Ride	This conceptual facility is considered a terminal of HPT Line G1. It would be located at the edge of the urbanized area but still near commercial activity. Although Route 45 Regal ends there today, it would likely not duplicate G1.	Yes	No
West Plains Transit Center	This conceptual facility is not considered a logical terminal location but it would connect several routes including those that serve Medical Lake, Cheney, Spokane and possibly Airway Heights.	No	Yes
Four Lakes Park and Ride	This connection facility would not be a logical terminal because all routes that would travel to this location would likely continue on to Cheney. In the foreseeable future, there is only one option for a route through this location.	No	No
Exit 276 Transit Center	This connection facility location would not be a logical for a route terminal. There would be limited connection opportunities here as well. No routes serve the location today.	No	No
US 195/Hangman Valley Park and Ride	This connection facility location would not be a logical terminal for an HPT route or local routes. No routes exist in this location today. Additionally, there would be no connection options here.	No	No
Indian Trail Park and Ride	This location for this connection facility would be a logical terminal for HPT Route G4-Indian Trail to Lincoln Heights. Due to its location on the fringe, this location would not facilitate transfers between more than one route.	Yes	No
Post Falls or Coeur d'Alene Park and Ride	Initially, these facilities don't meet the requirements. However, if the HPT Line B2 is forwarded on for further review in Phase II and there is a location for beneficial connections or a terminal, this connection facility may be further considered.	No	No

Appendix I- Map of Major Connection Facilities Considered During Screening



CF Conceptual Major Connection Facility