

## 2025 Service Revisions

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Draft For Public Input

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

*Draft for Public Input*

*November 6, 2024*



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Table of Contents

1.0 Executive Summary..... 1

    1.1 Introduction ..... 1

    1.2 Summary of Proposed Revisions ..... 1

2.0 Development of Service Revisions..... 3

    2.1 Service Change Timing and Planning Timeline ..... 3

    2.2 Adopted Plans and Programs..... 4

        Connect Spokane ..... 4

        STA Moving Forward..... 4

        2025-2030 Transit Development Plan ..... 4

        2021 Near-Term Investments..... 4

3.0 Recommended Revisions ..... 5

    Routes 6 Cheney/66 EWU..... 5

    Route 7 New Route ..... 6

    Route 14 South Adams/Napa ..... 7

    Route 45 Perry District..... 8

    Route 60 Airport ..... 9

    Route 61 Highway 2/Fairchild..... 9

    Route 62 Medical Lake..... 11

    Route 65 Hayford..... 13

    Route 67 Swoop Loop..... 15

    Route 74 Mirabeau/Liberty Lake ..... 17

    Route 93 New Route..... 17

    Route 172 Liberty Lake Express ..... 19

    Route 661 EWU Express..... 19

    Route 662 EWU North Express ..... 19

    Route 664 EWU South Express ..... 20

    Route 722 New Route..... 22

4.0 Paratransit Impacts..... 24

# 1.0 Executive Summary

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## 1.1 Introduction

This report outlines the planned service improvements and revisions for 2025. The revisions within are informed by the 2025-2030 Transit Development Plan (TDP), the 2021 Near-Term Investments, and STA Moving Forward and the adopted 2024 amendments. These revisions aim to address, in a conservative manner, current and future resource availability in addition to responding to community feedback and system performance.

The Fixed Route network in current operation represents an investment of approximately 536,398 annual revenue hours. In aggregate, these proposed service revisions and investments represent an approximate increase of 0.95% over existing service, as shown in Table 1 below.

Table 1 – Comparison of Annualized Revenue Service Hours (rounded)

2024 Existing Conditions (Sep. 2024)	2025 Service Revisions
536,398	541,500

Note: values are approximate

## 1.2 Summary of Proposed Revisions

Table 2 below provides a complete list of the proposed 2025 revisions to STA’s Fixed Route network as compared with existing conditions. Presented are all routes identified for revision in 2025. It is important to note that minor scheduling changes will likely occur to other routes not listed below. Proposed revisions are planned to be implemented in September 2025, subject to CEO approval.

Section 3 of this Preliminary Proposal Report provides additional details for each proposed change, including their relationship to *STA Moving Forward*, changes from existing service, and whether the recommendations impact any near-term investments. Revisions are proposed to be implemented in September 2025.

Table 2 – Summary of Planned Revisions

Route	Draft 2025 Service Revisions
<b>6 Cheney</b>	Begin operating high capacity, double-decker coaches on the Cheney HPT corridor. Discontinue Salnave loop on Route 6 (Route 68 will continue to serve this area).
<b>7 (New Route)</b>	I-90/Valley HPT corridor implementation. Routes 60 and 74 will be superseded by Route 7, a regional High-Performance Transit (HPT) line. Route 7 will run seven days a week, including nights along a corridor extending from Liberty Lake Park and Ride to

Route	Draft 2025 Service Revisions
	Spokane International Airport via Mirabeau Transit Center and downtown Spokane, among other stops and destinations.
<b>14 South Adams/Napa</b>	Alter route between 10 <sup>th</sup> and 14 <sup>th</sup> avenues in order to serve sheltered stop at 14th Avenue at Lincoln Street. Several options under consideration.
<b>45 Perry District</b>	Introduce 30-minute service on nights and Saturdays.
<b>60 Airport</b>	Discontinue. Route 60 will be superseded by new Route 7.
<b>61 Highway 2/Fairchild</b>	Introduce 15-minute service during AM and PM peaks. Revise routing between Hayford and Deer Heights Road, traveling along 12 <sup>th</sup> Avenue and Deer Heights in both directions.
<b>62 Medical Lake</b>	Simplify route pattern and schedule in Medical Lake.
<b>65 Hayford</b>	Revise routing to travel on 6 <sup>th</sup> Avenue and Craig Road between Lawson Street and Craig Road to US Highway 2. Revise routing between Russell Street and Hayford Road to travel along 10 <sup>th</sup> Avenue and Garfield Road. Route pattern revisions conditioned on completion of multiple road projects currently in design or under construction.
<b>66 EWU</b>	Begin operating high capacity, double-decker coaches.
<b>67 Swoop Loop</b>	Discontinue route due to low ridership. Service is proposed to be maintained during AM peak periods along Simpson Parkway and Mike McKeehan Way with routing changes on Route 664. Most others stops along route to be discontinued.
<b>74 Mirabeau/Liberty Lake</b>	Discontinue. Route 74 superseded by new Route 7 and new Route 93.
<b>93 (New Route)</b>	Introduce new loop route in Liberty Lake, serving stops east of Liberty Lake Park and Ride currently served by Route 74.
<b>172 Liberty Lake Express</b>	Supersede Route 172 with new Route 722.
<b>661 EWU Express</b>	Discontinue route due to extra capacity with the introduction of double-decker buses on routes 6 and 66.
<b>662 EWU North Express</b>	In May 2025, a new stop near the intersection of Wellesley Avenues and Ash Street will be in service. This will provide better access for north Spokane EWU students, with transfer service provided by Route 33 Wellesley.
<b>664 EWU South Hill Express</b>	Reroute inside Cheney to serve discontinued Route 67 stops on Simpson Parkway and Mike McKeehan Drive. Revise routing to bypass Jefferson Park & Ride. Place in-service the stop at Cedar Street and 12th Avenue.
<b>722 (New Route)</b>	Introduce Route 722, superseded discontinued Route 172. Express route will serve downtown Spokane on Monroe and Lincoln Street before continuing north on Monroe Street and terminating at the Howard Street layover (Arena lot).

## 2.0 Development of Service Revisions

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Changes and additional service embodied in the 2025 Service Revisions Report 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 SIC in preparing the recommended elements of the 2025 Service Revisions Report as published.

### 2.1 Service Change Timing and Planning Timeline

The service planning process for the 2025 Service Change Revisions started in August of 2024, when Service Development staff conducted inventory of resources, investigated opportunities for changes, and established and vetted goals. The 2025 service revisions include new or modified routes and frequency changes to various routes. Changes will be instituted on September 21, 2025, as part of the September 2025 Service Change.

A presentation of the Service Revisions Report was given to the Service Improvement Committee, as well as the STA Executive Team. In November, STA will gather input on the 2025 Planned Service Revisions via an online survey and at various other outreach opportunities. Staff will also engage with neighborhood groups and other stakeholders to ensure meaningful feedback is received. Table 3 below outlines the remaining milestones for public input and finalization of the 2025 Service Revisions.

Table 3 – Key Activities for 2025 Service Revisions Schedule

<b>Service Revisions Activity</b>	<b>Estimated Date</b>
<b>PMER Committee Review of 2025 Planned Service Revisions Report</b>	November 6, 2024
<b>Public Input on 2025 Planned Service Revisions</b>	November – December 2024
<b>Interim Report presented to PMER</b>	December 4, 2024
<b>Report to Board on Final 2025 Plan/Survey Results</b>	March 2025

## 2.2 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.

### 2025-2030 Transit Development Plan

The [2025-2030 Transit Development Plan](#) (TDP) outlines mid-range guidance over a six-year period. It includes the 2025-2027 Service Improvement Program (SIP) which provides a timeline for all anticipated service changes, including both approved and planned changes. Section 3 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 September 2024 Service Revisions and the Near-Term Investments resolution.

### 2021 Near-Term Investments

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 improvements in service, such as longer hours of service, extension of service to new places and increased night and weekend frequency.

## 3.0 Recommended Revisions

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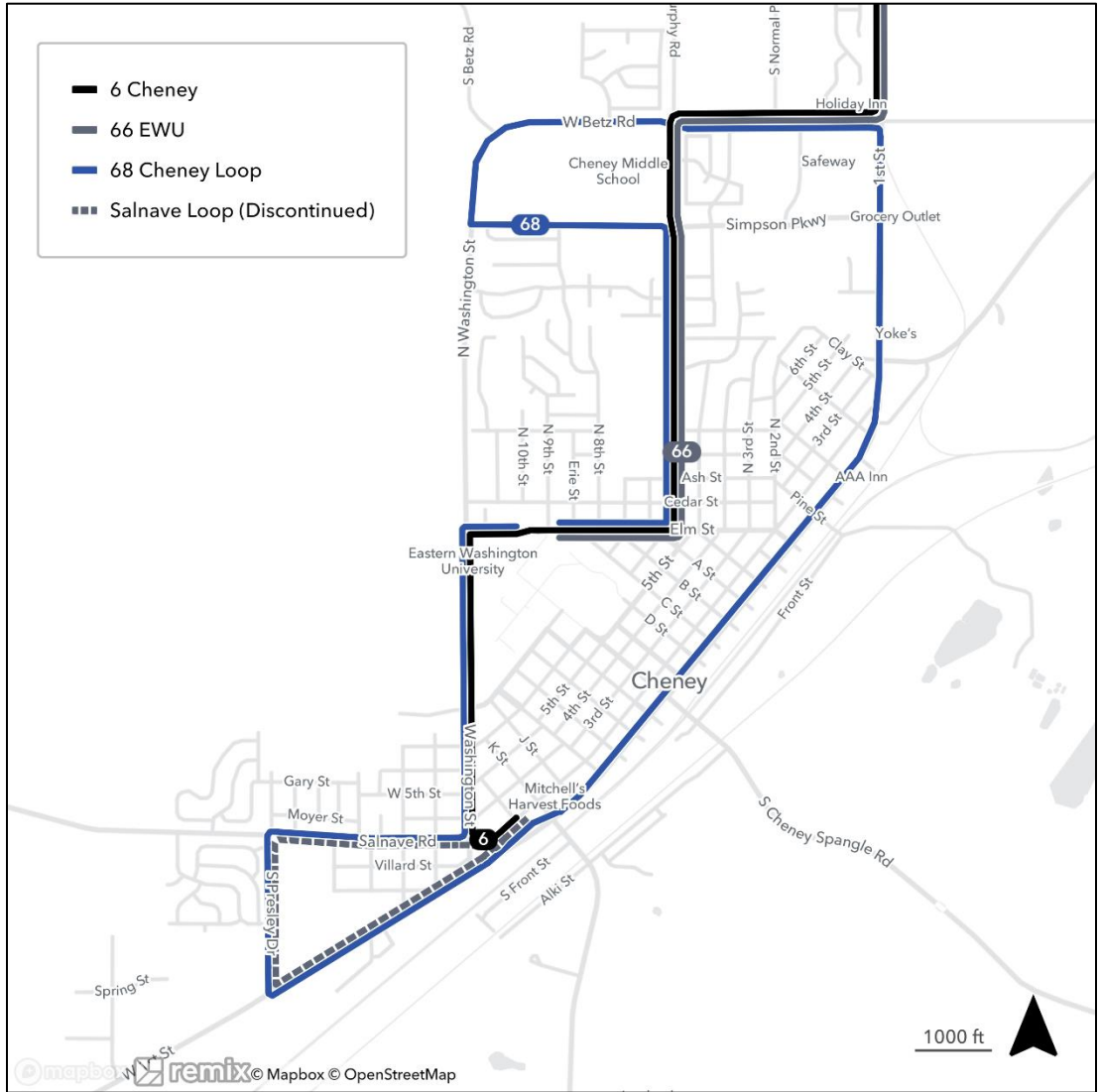
In this section the proposed revisions are presented in greater detail. Each route that is considered for proposed service revisions, either from existing service or from approved and/or planning changes listed in the TDP, are listed below. Each route includes a table detailing the recommended changes, 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.

### Routes 6 Cheney/66 EWU

<b>Proposed Revision</b>	Operate routes with a fleet of high-capacity double-decker buses. Discontinue Salnave & Presley routing (Route 6).
<b>Relationship to STA Moving Forward</b>	High Performance Transit service on the Cheney corridor is included in STA Moving Forward. This is a further improvement to that service.
<b>Changes from 2025-2030 TDP</b>	Discontinuing service in the Salnave area is not identified in the TDP.
<b>2021 Near-Term Investments Plan</b>	N/A

Routes 6 & 66 will begin operating double-decker vehicles in 2025. The Cheney Line Corridor Infrastructure and Alignment Plan, approved by the STA Board in May 2020, identified double-decker vehicles as the preferred option for increasing service capacity along the Cheney Line HPT corridor. The current service of Route 6 to Salnave Road and Presley Drive (“Salnave Loop”) during peak periods is proposed to be discontinued. This service was not included in the Infrastructure and Alignment Plan. Current service on Route 68 will remain to provide transportation within Cheney or transfer to Spokane at K Street Station or Eastern Washington University. An expected reduction in related 661 service (excess capacity) is also planned based on this improvement.

Figure 1 – Routes 6 and 66



**Route 7 New Route**

<b>Proposed Revision</b>	Supersede routes 60 and 74 with new Route 7, the core service to implement the I-90/Valley High Performance Transit Corridor Development Plan and the Route 7 Supplemental Report.
<b>Relationship to STA Moving Forward</b>	Phase two of Liberty Lake improvements calls for night and weekend service in Liberty Lake (Route 7 will complete that goal).
<b>Changes from 2025-2030 TDP</b>	Route will terminate at Spokane International Airport but still provide one-seat service to West Plains Transit Center.
<b>2021 Near-Term Investments Plan</b>	N/A



Routes 60 and 74 are superseded by Route 7, a regional High-Performance Transit (HPT) line. Route 7 will run seven days a week, including nights, along a corridor extending from Liberty Lake to Spokane International Airport via the Mirabeau Transit Center and downtown Spokane. Included in the 2025-2030 TDP, these changes represent implementation of the I-90/Valley High Performance Transit Corridor Development Plan, approved by the STA Board of Directors in October 2022, updated via the Route 7 Supplemental Report prepared in 2024.

**Figure 2 – New Route 7**

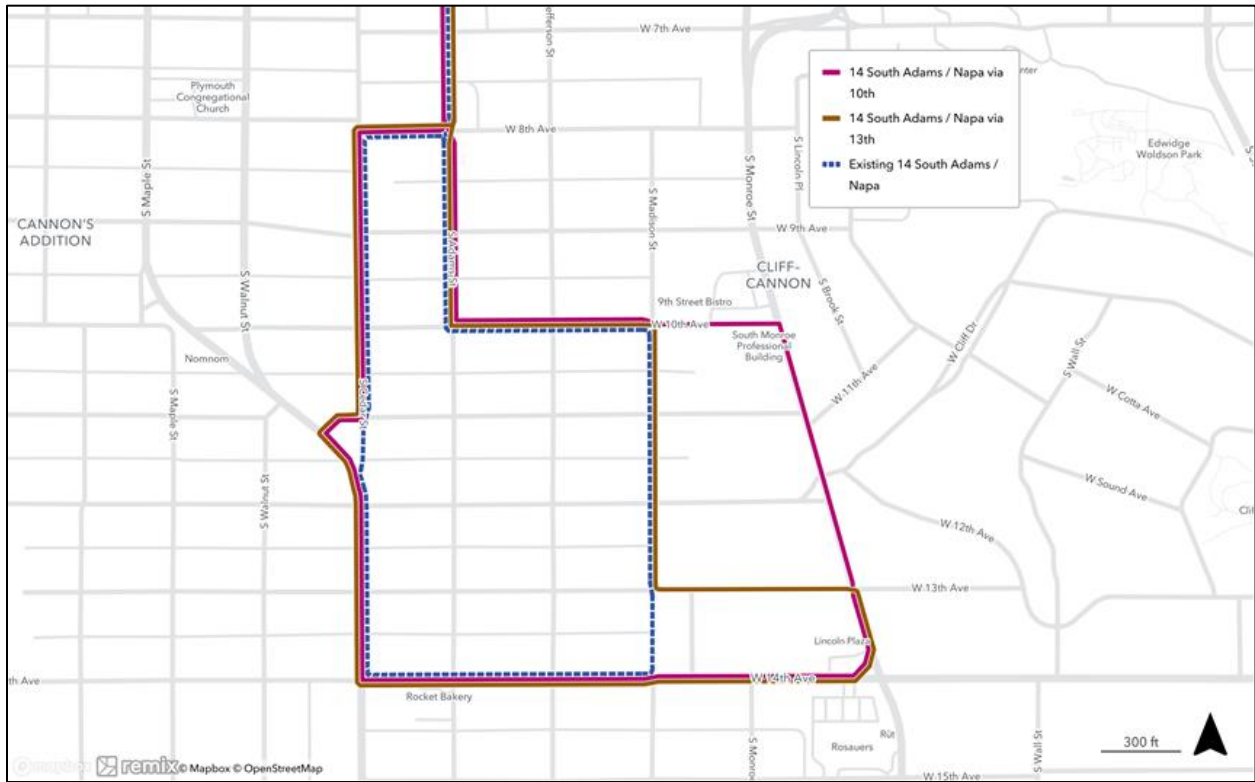


**Route 14 South Adams/Napa**

<b>Proposed Revision</b>	Routing alternatives between Madison Street and Monroe Street via 10 <sup>th</sup> or 13 <sup>th</sup> avenues to better connect the route with the Rosauers on 14 <sup>th</sup> Avenue.
<b>Relationship to STA Moving Forward</b>	This change is not included in STA Moving Forward.
<b>Changes from 2025-2030 TDP</b>	This is not included in the 2025-2030 TDP
<b>2021 Near-Term Investments Plan</b>	N/A

STA staff is exploring the possibility of a re-route south of 10th Avenue on Monroe Street to 14th Avenue. Customer comments regarding easier access to the sheltered stop on 14th Avenue and Lincoln Street to access the Rosauers at that location is the driver for this change. Candidates for rerouting include using 10th Avenue or 13th Avenue between Madison and Monroe streets before returning to 14th Avenue. Further community engagement and input is necessary.

Figure 3 – Route 14 Reroute Options



Route 45 Perry District

<b>Proposed Revision</b>	Extend service on Saturdays and weeknights with 30-minute frequency.
<b>Relationship to STA Moving Forward</b>	Included STA Moving Forward as amended.
<b>Changes from 2025-2030 TDP</b>	No change.
<b>2021 Near-Term Investments Plan</b>	N/A

Trips will be added to provide 30-minute frequency on Saturdays and weeknights according to the 2025-2030 TDP. These changes were approved with the amended 2024 modifications to the STA Moving Forward plan. The plan to provide improved night and Saturday service on Route 45 replaces the Logan/Lincoln Heights connection that was included in the original STA Moving Forward.

## Route 60 Airport

<b>Proposed Revision</b>	Discontinue. Route 60 to be superseded by new Route 7.
<b>Relationship to STA Moving Forward</b>	Phase two of Liberty Lake improvements calls for night and weekend service in Liberty Lake (Route 7 will complete that goal).
<b>Changes from 2025-2030 TDP</b>	No change.
<b>2021 Near-Term Investments Plan</b>	N/A

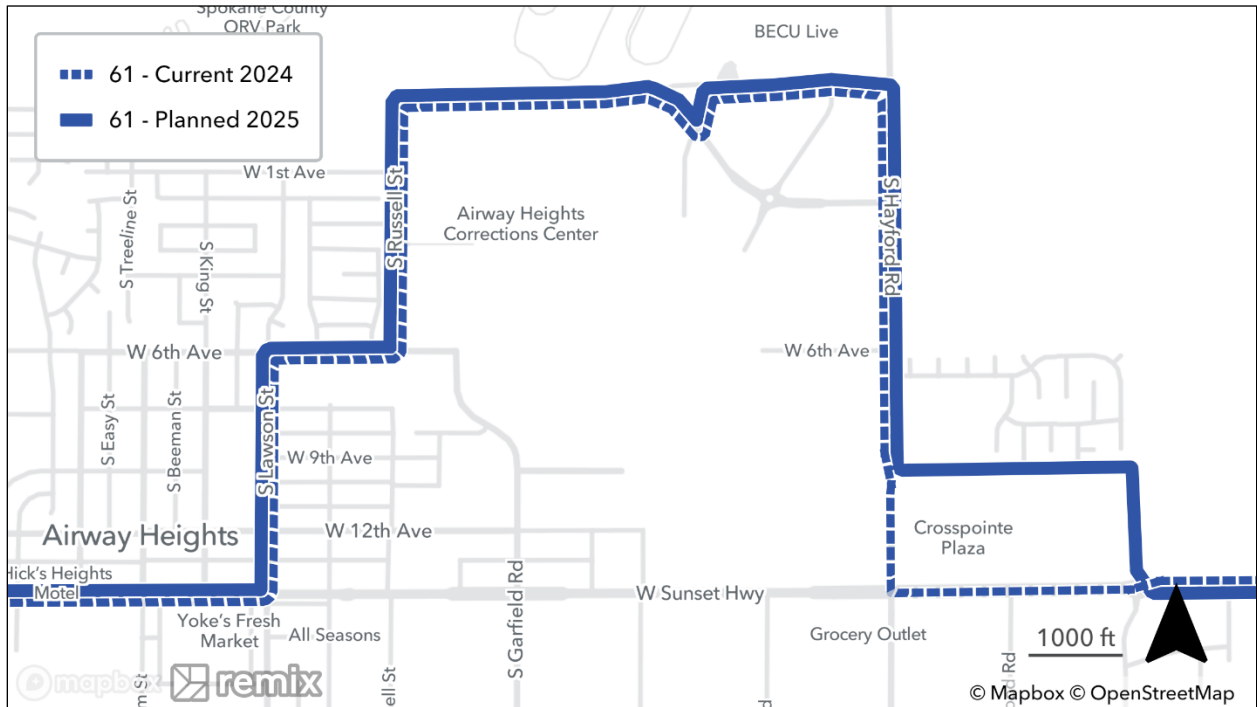
As part of the planned Route 7, Route 60 is proposed to be discontinued and superseded by Route 7 along a corridor extending from Liberty Lake to Spokane International Airport via the Mirabeau Transit Center and downtown Spokane. This planned change will provide passengers with a one-seat ride beyond downtown Spokane to Spokane Valley and Liberty Lake from the airport. Service to the West Plains Transit Center will continue with the current interline at Spokane International Airport with Route 63.

## Route 61 Highway 2/Fairchild

<b>Proposed Revision</b>	Introduce 15-minute service during AM and PM peaks. A routing change with associated new stops is planned using Deer Heights Road and 12 <sup>th</sup> Avenue.
<b>Relationship to STA Moving Forward</b>	Added peak-period trips to Route 61 is included in STA Moving Forward.
<b>Changes from 2025-2030 TDP</b>	Deer Heights Road routing is not included in the TDP.
<b>2021 Near-Term Investments Plan</b>	N/A

STA Moving Forward includes improvements to peak period frequency on Route 61. To fulfill that plan, 15-minute service during AM and PM peaks are included in the 2025-2030 TDP and is planned for 2025. To further implement STA Moving Forward goals of improved connectivity and convenience of transit service in Airway Height, a routing change to use Deer Heights Road and 12th Avenue between US 2 and Hayford Road is also proposed. The Deer Heights Road re-route will move passenger activity at Crosspointe Plaza off Highway 2 and Hayford Road to 12th Avenue. This alignment has been explored for several years, and addresses feedback from customers wishing to access services on or adjacent to Deer Heights Road, while also advancing plans for future HPT along this segment of 12 Avenue.

**Figure 4 - Route 61**



Stops on Hayford between Highway 2 and 12th Avenue will no longer be served by route 61. Stops will be placed on 12th Avenue in the vicinity of the Hayford Road intersection to provide access to Walmart and provide transfers to and from Route 65. The table below shows discontinued stops on Route 61 with boarding and alighting information as well as the approximate walking distance to the nearest alternate stop. Figure 5 below the table shows the discontinued stops on a map.

**Table 4 – Route 61 Discontinued Stops**

Discontinued Stop	On	Off	Closest Alternate Stop	Approx Walking Distance (Feet)
Hayford @ 12th Av (IB)	12	13	12th @ Hayford (New Stop-IB)	370'
Hwy 2 @ Hayford (Walmart-IB)	90	18	12th @ Hayford (New Stop-IB)	1,620'
Hayford @ Hwy 2 (Walmart-OB)	32	97	12th @ Hayford (New Stop-OB)	580'
Hayford @ 12th (OB)	2	6	12th @ Hayford (New Stop-OB)	260'

Figure 5 - Route 61—Necessitated Stop Closures



### Route 62 Medical Lake

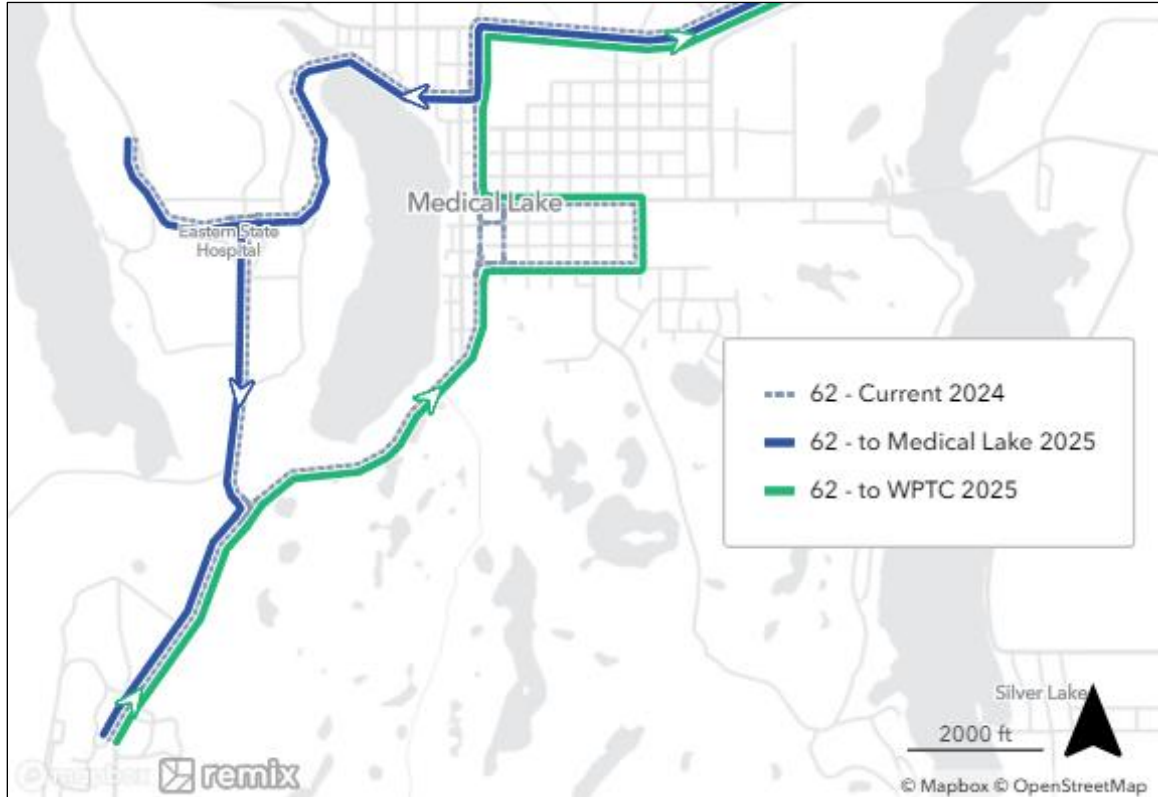
<b>Proposed Revision</b>	Introduce a simplified schedule and minor routing change to simplify service in Medical Lake.
<b>Relationship to STA Moving Forward</b>	This change is not included in STA Moving Forward
<b>Changes from 2025-2030 TDP</b>	This is not included in the 2025-2030 TDP
<b>2021 Near-Term Investments Plan</b>	N/A

Currently Route 62 runs different route patterns in the City of Medical Lake depending on the time of day. STA staff is proposing a simplified schedule and minor routing change within the City of Medical Lake to streamline the service and create an easier-to-understand schedule for the passengers.

Figure 6 below presents an alternative to Route 62 Medical Lake routing which retains service at or near all current stops, with equivalent operating resources. This alternative follows the pattern of the current “AM” routing all day, with service extending on Campbell, Prentis and

Lake streets, on a more consistent basis (“Campbell/Prentis Loop”). The routing on the Campbell/Prentis would travel counterclockwise instead of in a clockwise pattern. Further community engagement and input is necessary prior to a final routing solution.

Figure 6 - Route 62



With Route 62 previously performing different patterns based on times of day, stops were constructed on both sides of the streets to serve locations all times of the day. An exception to this is in the vicinity of Campbell and Prentis streets. Rerouting Route 62 will require the closure of many singular parts of stop pairs, retaining one stop in the location. Table 5 below details stops and the directions they serve (where applicable) that would be closed based on the above routing. Stop boarding activity is for 2023. Note that all closing stops have an alternate stop across the street aside from the four stops in the previously discussed Campbell and Prentis area. Stops in this neighborhood are yet to be designed or constructed. However, service is retained at the Medical Lake Center at Lake and Broad streets.

Table 5 – Route 62 Discontinued Stops

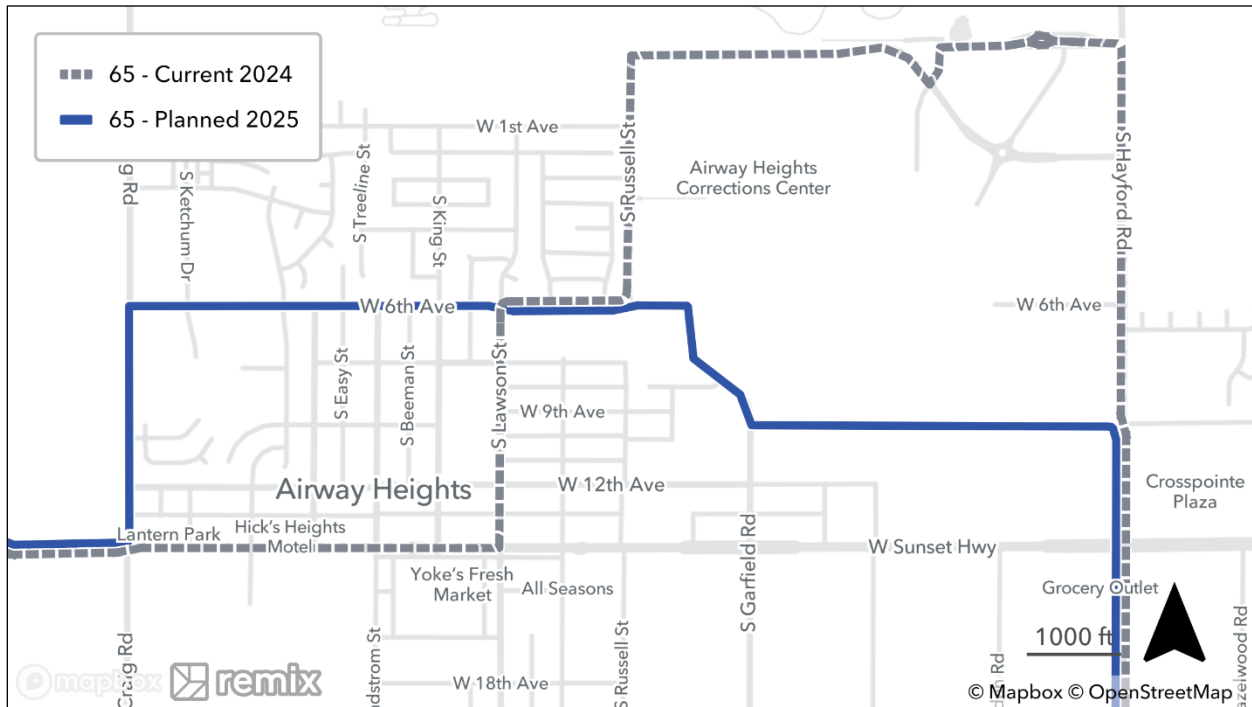
Discontinued Stop	On	Off	Closest Alternate Stop	Alternate Stop Across Street?
Lake @ Walker	2	0	<i>To be determined/constructed</i>	<i>n/a</i>
Lake @ Stanley	3	0	<i>To be determined/constructed</i>	<i>n/a</i>
Prentis @ Campbell	5	2	<i>To be determined/constructed</i>	<i>n/a</i>
Campbell @ Brower	2	1	<i>To be determined/constructed</i>	<i>n/a</i>
Lefevre @ Campbell (SB)	0	1	Lefevre @ Campbell (NB)	Yes
Lefevre @ Jefferson (SB)	0	0	Lefevre @ Jefferson (NB)	Yes
Lefevre @ Waterfront Park (SB)	1	1	Lefevre @ Waterfront Park (NB)	Yes
Pine @ Fancher (NB)	0	0	Pine @ Fancher (SB)	Yes
Pine @ Poplar (NB - Pine Lodge)	1	0	Pine @ Poplar (SB - Pine Lodge)	Yes
Pine @ Maple (NB)	0	0	Pine @ Maple (EB)	Yes
Maple @ Alder (EB - Eastern State Hosp.)	6	1	Maple @ Alder (WB)	Yes
4th @ Minnie (EB)	2	0	4th @ Minnie (WB)	Yes

**Route 65 Hayford**

<b>Proposed Revision</b>	Reroute from the current path through Airway Heights utilizing a newly constructed 10th Avenue/Garfield Road/6th Avenue/ Craig Road routing.
<b>Relationship to STA Moving Forward</b>	This change is not included in STA Moving Forward
<b>Changes from 2025-2030 TDP</b>	No change.
<b>2021 Near-Term Investments Plan</b>	Will serve 6th Ave subject to completion of Near-Term Investment S-14.01.

From northbound Hayford Road, buses will continue west along newly constructed 10th Avenue to Garfield Road where it would then meet with 6th Avenue and connect with Craig Road before continuing to Spokane Tribe Casino. This project will include bus stops and pedestrian amenities. Concurrently, a new roundabout will be constructed at Highway 2 and Craig Rd. Together, these improvements allow STA to provide fixed route service to northwest Airway Heights and the recently relocated Yoke’s grocery store. Service to Northern Quest Casino is discontinued with transfer service offered by Route 61 with improved peak frequency (see Route 61 above). Service to Crosspointe Plaza (Walmart) is retained. The 2021 Near-Term Investments Plan included investments and passenger improvements on the 6th Avenue connection to Craig Road. The route will terminate at or near the Spokane Tribe Casino. The 2025-2030 TDP slates these improvements for September 2025.

**Figure 7 - Route 65**



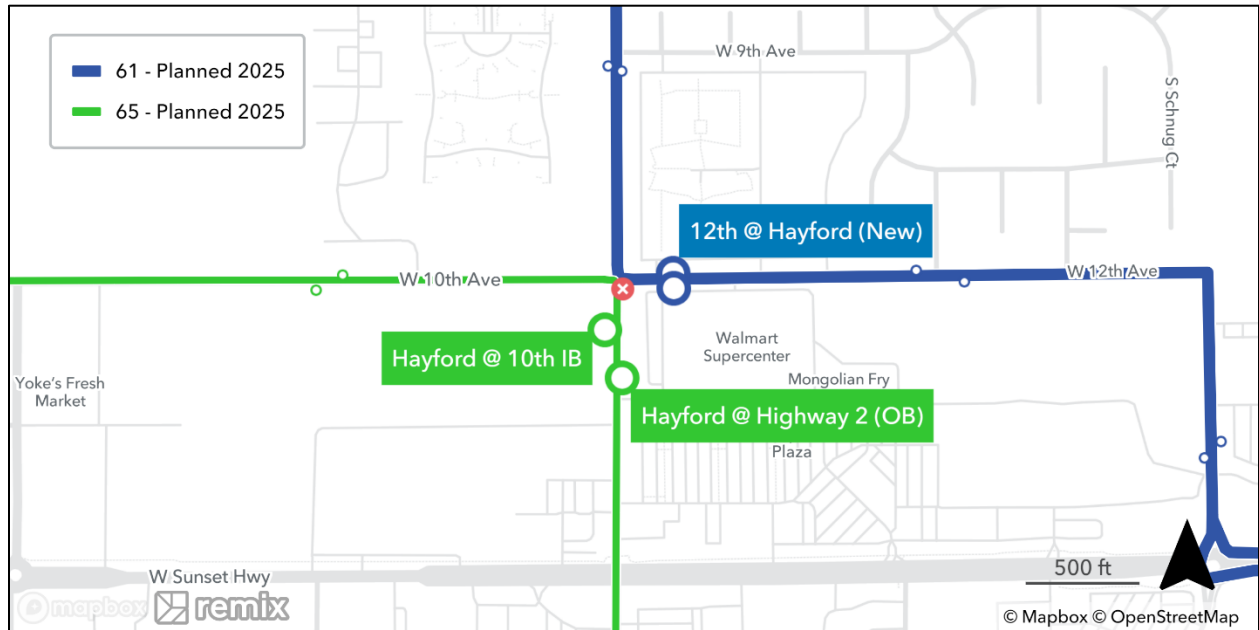
The bus stop at Hayford Road and 12<sup>th</sup> Avenue is discontinued for both routes 61 and 65. While closed for Route 61, Route 65 has its stop north of Hayford Road and Highway 2 retained and the stop at the 10th Avenue connection relocated south of the intersection. Table 6 below shows zero average 2024 year to date daily boardings and alightings at the discontinued stop at Hayford Road and 12th Avenue. The map below the table displays the stop locations for routes 61 and 65 at the Route 61 transfer node of Hayford Road at the intersection of 10th and 12th avenues with the discontinued stop (red icon) at Hayford and 12th.

**Table 6 – Route 65 Discontinued Stop**

Discontinued Stop	On	Off	Closest Alternate Stop	Approx Walking Distance (Feet)
Hayford @ 12th (OB)	0	0	Hayford @ Highway 2 (OB)	400'



**Figure 8 - Route 65 at Hayford Road and 10th/12th Avenues**



**Route 67 Swoop Loop**

<b>Proposed Revision</b>	Discontinue route.
<b>Relationship to STA Moving Forward</b>	This change is not included in STA Moving Forward
<b>Changes from 2025-2030 TDP</b>	This is not included in the 2025-2030 TDP
<b>2021 Near-Term Investments Plan</b>	N/A

The ridership of Route 67 has struggled in recent years to recover post-pandemic ridership. Upon route introduction in 2019, the route saw much stronger ridership than today. While most other routes have recovered post-pandemic ridership, this route carries little over half its 2019 ridership. Its sister clockwise direction route, Route 68 has continued to improve and is nearing its 2019 pre-pandemic numbers. Route 67 has struggled to meet many of its benchmarks due to its short route length and passengers’ continuing preference for Route 68. Furthermore, with the proliferation of online classes and declining attendance, the in-person attendance at Eastern Washington University has also affected the performance of this route.

Table 7 below shows the average daily ridership on Route 67 since service was introduced in 2019. Data for the years 2019 – 2023 are from STA’s published Annual Route Performance Report. 2024 data are observations to date as reported by coaches’ automatic passenger counters. Data for 2020 is for the period from January 6, 2020 – March 20, 2020. Service on this route did not resume after March 20, 2020—returning when Eastern Washington University resumed an in-person schedule Fall Quarter 2021. In September 2023, STA eliminated seven

trips after 1:49pm due to a drop in noticeable ridership in the late afternoon and early evening. 2023 and 2024 boarding numbers may show some reflection of these eliminated trips.

Table 7 – Average Daily Boardings—Weekday, Route 67

Year	Average Daily Boardings
2019	232
2020	327
2022	70
2023	54
2024 YTD	48

Discontinuing Route 67 results in 12 stop closures of 21 stops on the route. Route 68 is retained, keeping service within proximity to discontinued Route 67 stops, primarily on the same streets in the opposite direction (stops with an alternate stop across the street are notated with \* below). The stops proposed for closure are shown in Table 8 below with 2023 average weekday ridership provided with alternate stop locations.

Table 8 – Route 67 Discontinued Stops

Discontinued Stop	On	Off	Closest Alternate Stop	Alt Stop Served by Route(s)	Approx Walking Distance (Feet)
C Street @ 5th	1	0	Elm @ C St	68	1000'
F Street @ 6th	1	1	1st @ G Street (SB)	68	1700'
7th @ I Street	0	0	Washington @ 7th	6, 68	900'
1st @ Union (NB)*	0	0	1st @ Union (SB)	68	100'
1st @ G Street (NB)*	2	0	1st @ G Street (SB)	68	190'
1st @ D St Cheney Library (NB)*	1	0	1st @ D St Cheney Library (SB)	68	250'
1st @ A Street (NB)*	0	0	1st @ A Street (SB)	68	120'
1st @ Calispel (NB)*	0	1	1st @ Calispel (SB)	68	220'
1st @ Pine (NB)*	0	0	1st @ Pine (SB)	68	200'
1st @ Vine (NB)*	0	0	1st @ Vine (SB)	68	200'
1st @ Cheney Spokane Rd. (NB)*	5	4	1st @ Cheney Spokane Rd. (SB)	68	250'
1st @ College Hill (NB)*	1	2	1st @ College Hill (SB)	68	100'

The remaining nine stops of discontinued Route 67 are shown in Table 9 below with 2023 ridership information and the route(s) that the stop will continue to serve. Outside of Eastern Washington University, the bulk of Route 67 ridership occurs on Mike McKeehan Way in the vicinity of the Eagle Point apartments during the morning hours. STA staff is proposing to adjust the path of Route 664 EWU South Express to provide targeted service at peak ridership times (See Route 664 improvements below).

Table 9 – Route 67 Retained Stops

Retained Stop	On	Off	Served by Route(s)
Elm @ C St / Eagle Station	12	17	6, 66, 68
Washington @ 7th	1	1	6
Washington @ 3rd	1	1	6
K Street Station	8	5	6, 68
Simpson @ 1st	1	3	664
Simpson @ Al Ogdon Way	7	3	664
McKeehan Way @ 6th	0	4	68, 664
McKeehan Way @ Sports Complex	3	2	68, 664
McKeehan Way @ Washington (Eagle Point)	8	2	68, 664

### Route 74 Mirabeau/Liberty Lake

<b>Proposed Revision</b>	Discontinue. Route 74 is proposed to be superseded with new routes 7 and 93.
<b>Relationship to STA Moving Forward</b>	Phase two of Liberty Lake improvements calls for night and weekend service in Liberty Lake (Route 7 will complete that goal)
<b>Changes from 2025-2030 TDP</b>	No change.
<b>2021 Near-Term Investments Plan</b>	N/A

As part of the planned Route 7, Route 74 will be superseded by Route 7, providing seven days a week service along a corridor extending from Liberty Lake to Spokane International Airport via the Mirabeau Transit Center and downtown Spokane. Local service beyond Liberty Lake Park and Ride to the east will continue with a planned new circulator route (See Route 93 below)

### Route 93 New Route

<b>Proposed Revision</b>	Introduce Route 93 to supersede the current routing in Liberty Lake of Route 74 east of the Liberty Lake Park & Ride.
<b>Relationship to STA Moving Forward</b>	The route is not specifically addressed in STA Moving Forward.
<b>Changes from 2025-2030 TDP</b>	A local Liberty Lake route is not included in the TDP
<b>2021 Near-Term Investments Plan</b>	N/A

Route 93 is proposed to replace Route 74 east of Liberty Lake Park and Ride, traveling primarily on Mission Avenue, Molter Road and Appleway Boulevard. Generally, Route 93 will be “interlined” with Route 7, providing for a one-seat ride between destinations east of Liberty Lake Park and Ride and points west. Like Route 68 Cheney Loop, Route 93 is proposed to operate in one direction. While this is typically discouraged when designing a route, the circumference of the loop is relatively small, making out-of-direction travel minimal for the customer. STA did operate two-way service on this segment of Route 74 for a year. Passengers found the operation confusing and the extra travel time reduced available time for layover activities.

The direction of travel is yet to be determined, but the route is proposed to follow the current Liberty Lake routing of Route 74 as depicted below.

**Figure 9 - Route 93**



### Route 172 Liberty Lake Express

<b>Proposed Revision</b>	Discontinue. Route 172 to be superseded by Route 722.
<b>Relationship to STA Moving Forward</b>	Route 172 was implemented as part of STA Moving Forward. Route 722 is an optimization of that plan, and was included in the I-90/Valley HPT Corridor Development Plan approved in 2022
<b>Changes from 2025-2030 TDP</b>	No change.
<b>2021 Near-Term Investments Plan</b>	N/A

This route, providing express service between Liberty Lake and Spokane will be superseded by new Route 722 (See Route 722 below). The upgrading of Route 172 to 722 was included in the 2025-2030 TDP.

### Route 661 EWU Express

<b>Proposed Revision</b>	Discontinue.
<b>Relationship to STA Moving Forward</b>	High Performance Transit service on the Cheney corridor is included in STA moving forward. This is a further improvement to that service.
<b>Changes from 2025-2030 TDP</b>	No change.
<b>2021 Near-Term Investments Plan</b>	N/A

The 2025-2030 TDP states an expected reduction in Route 661 service due to double-decker buses and their expanded capacity being used on Route 6. The service on route 661 would be redundant and is planned to be discontinued.

### Route 662 EWU North Express

<b>Proposed Revision</b>	Addition of a stop on Ash Street at Wellesley Avenue to better serve EWU students in north Spokane with a connection opportunity from Route 33.
<b>Relationship to STA Moving Forward</b>	This change is not included in STA Moving Forward
<b>Changes from 2025-2030 TDP</b>	Route and stop are identified in the TDP.
<b>2021 Near-Term Investments Plan</b>	N/A

Route 662 currently has stops in north Spokane at Hastings Park & Ride and at the Five-Mile Park & Ride facility before travelling southbound on Ash Street and to Cheney. In September 2025, STA is planning to place a stop near the intersection of Wellesley Avenue and Ash Street to provide transfers for students who utilize Route 33. This recommended stop would better serve Rogers and Shadle High School running-start students traveling to EWU.

**Route 664 EWU South Express**

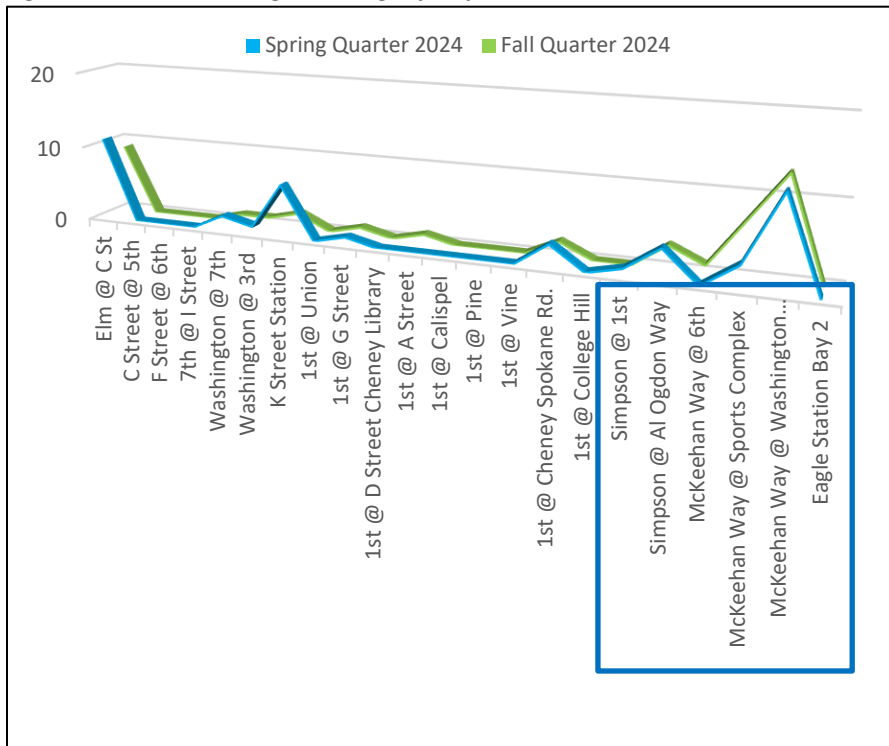
<b>Proposed Revision</b>	Reroute on Simpson Parkway/Mike McKeehan Way in Cheney. Discontinuation of service to Jefferson Park & Ride. Addition of a stop at Cedar Street and 12th Avenue to better serve EWU students on the lower South Hill with a connection opportunity from routes 14 and 43.
<b>Relationship to STA Moving Forward</b>	This change is not included in STA Moving Forward
<b>Changes from 2025-2030 TDP</b>	This is not included in the 2025-2030 TDP
<b>2021 Near-Term Investments Plan</b>	N/A

STA is proposing a reroute of Route 664 to supersede some service lost with the elimination of Route 67. The planned reroute will serve Simpson Parkway and Mike McKeehan Way between 1st Street and the Eagle Point apartments on Washington Street in Cheney at identified peak passenger demand times. Due to high-capacity buses on routes 6 and 66, Route 664 service through Jefferson Park and Ride is proposed to be discontinued.

Furthermore, like Route 662 above, a new stop is proposed to be placed in service for Route 664. Routes 14 and 43 both serve the current stop at Cedar Street and 12th Avenue on the lower South Hill. This stop will be placed in-service for Route 664 and provide better accessibility to Eastern Washington University from the lower South Hill.

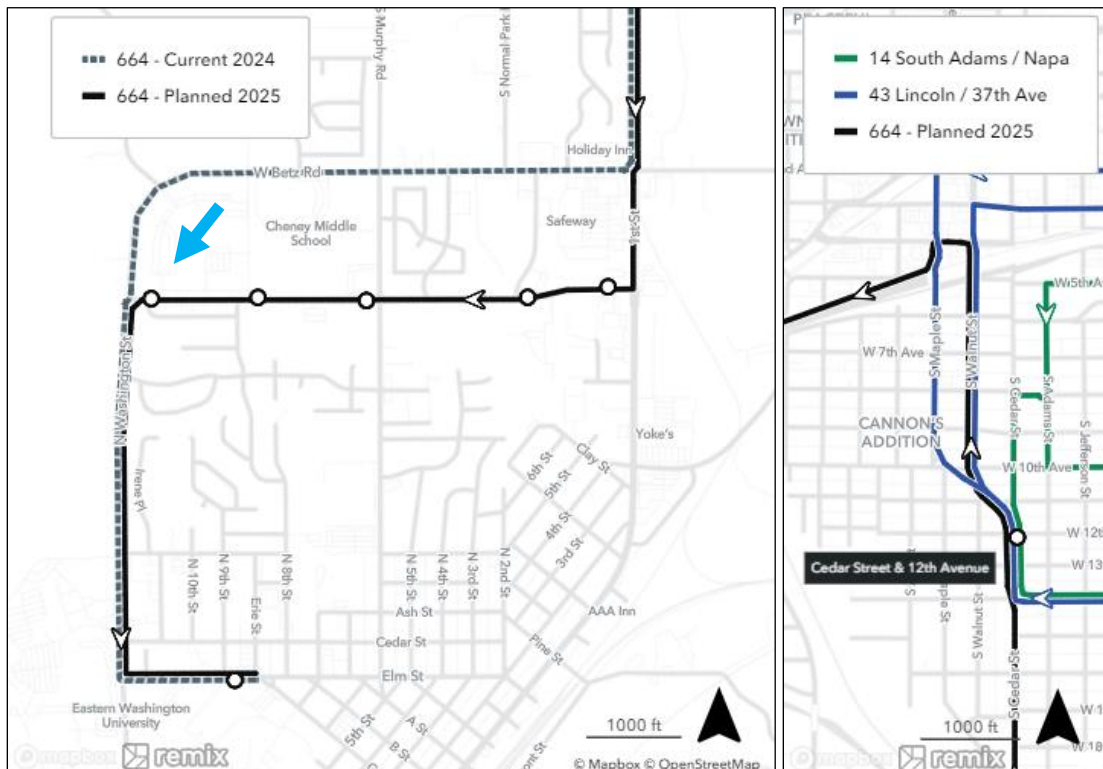
Figure 10 shows the average daily boardings by stop of discontinued Route 67. Data from both Spring and Fall quarters 2024 are presented side-by-side. Aside from boardings at Eastern Washington University (Elm @ C St) and K Street Station, the majority of boardings occur at stops expected to be preserved by the Route 664 reroute (stops highlighted by the box below).

**Figure 10 - Route 67 Average Boardings by Stop**



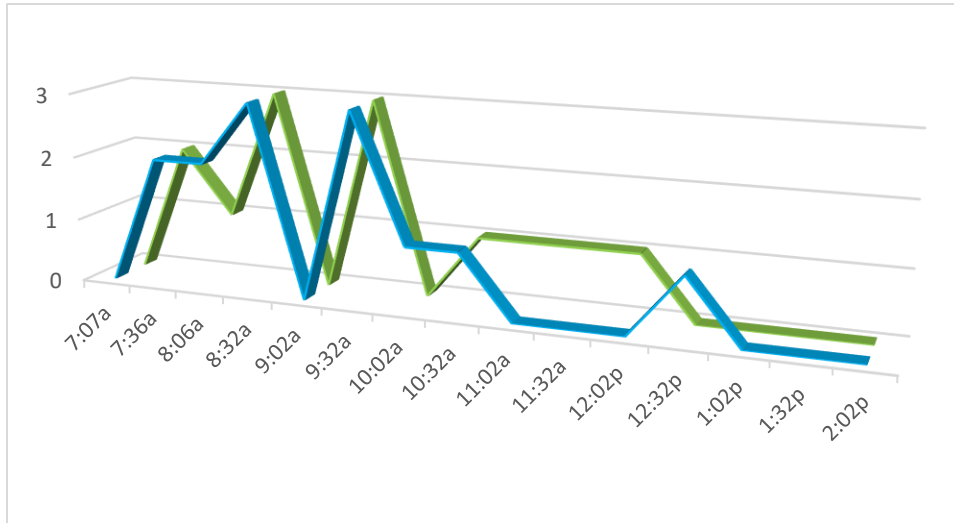
Eagle Point, an apartment complex at Mike McKeehan Way and Washington Street (indicated by the blue arrow in Figure 11 below) show the highest ridership numbers.

**Figure 11 - Route 664**



A further look into the above mentioned stop’s statistics for Spring and Fall 2024 quarters show that the 8:32a and 9:32a departures from that stop are trips that show consistent boardings averaging at least three passengers per day (Figure 12 below). An attempt will be made to schedule the Route 664 accordingly to accommodate these trip times.

**Figure 12 – Mike McKeehan Way and Washington Street (Eagle Point) Average Daily Boardings**



Having Route 664 serve Simpson Parkway and Mike McKeehan Way will cause the route to vacate its service of the Betz Road and Al Ogden Way stop. This stop will continue to be served by routes 6, 66, 662 and 663.

**Route 722 New Route**

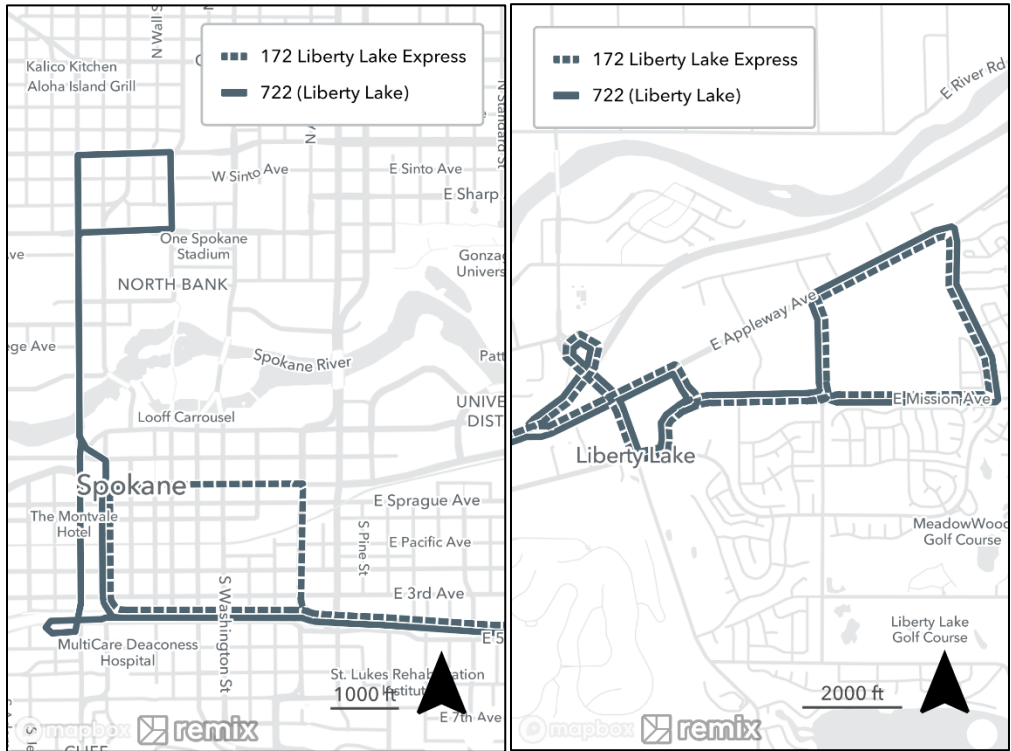
<b>Proposed Revision</b>	New route to supersede Route 172 with service extended in Spokane to the North Bank area and the Spokane County Campus.
<b>Relationship to STA Moving Forward</b>	Introduction of Route 172 was included in STA Moving Forward. This is an optimization of that plan.
<b>Changes from 2025-2030 TDP</b>	No change.
<b>2021 Near-Term Investments Plan</b>	This route was not included in the Near-Term Investments Plan.

This express route will supersede Route 172 on Interstate 90 and within Liberty Lake. In downtown Spokane, the route is expected to bypass the Plaza and use the Monroe/Lincoln corridor (serving the Spokane County Courthouse campus), terminating at the Howard Street layover (Arena lot). Route 722 as envisioned here would extend service to the North Bank to take advantage of the layover facilities on Howard Street at Sharp Avenue and make the express service useful to commuters whose commute ends near the west side of downtown



Spokane, Kendall Yards or the Spokane County Courthouse. Lincoln Street and Sprague Avenue provide an opportunity for passengers to transfer to the City Line to other points downtown.

Figure 13 - Route 772

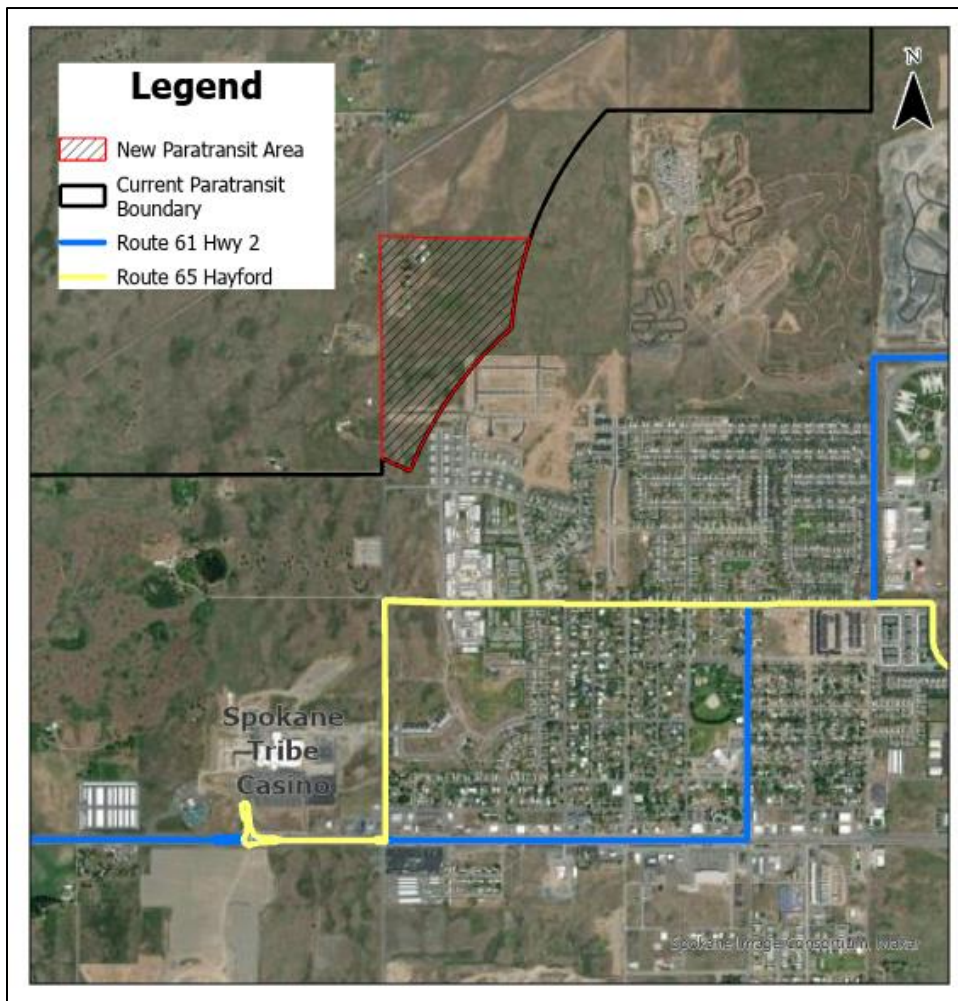


## 4.0 Paratransit Impacts

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.

Due to the Route 65 extension west on 6th Avenue to Craig Road, a portion of area north of the Spokane Tribe Casinos east of Craig Road will be eligible for service.

Figure 14 – New Paratransit Area, Craig Road



Another small area of Airway Heights will be eligible for paratransit service based on the planned 2025 routes. With Route 61 utilizing Deer Heights Road, a very small section of land (one domicile) would be newly eligible for service.

Figure 14 – New Paratransit Area, Flint Road

