

# September 2019 Service Revisions

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## Draft Recommendation

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

**Draft**

**1/10/2019**

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# Executive Summary

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Spokane Transit is in the third year of implementing a ten-year plan known as *STA Moving Forward* that includes more than 25 projects to provide more and better transit service throughout the region. The draft recommendation embodied in this report is part of implementing this regionally-endorsed plan.

The service revisions planned for September 2019 are central to implementing the *STA Moving Forward* plan or related to its implementation. STA proposes to connect Airway Heights to the West Plains Transit Center, a service investment accelerated by the advancement of the Exit 272 improvements by WSDOT and by the growth in jobs and housing on the West Plains. Significant passenger facilities driving many other changes include the Spokane Falls Station at SFCC, the SCC Transit Center and Moran Station Park and Ride. The latter is a component of the introduction of High Performance Transit on a corridor that is the aggregation of several existing routes and has been referred to as the Monroe-Regal Line. This High Performance Transit line will offer frequent service, enhanced stops and stations and operate seven days a week. Existing ridership alone will place this route as the busiest single route STA currently operates.

Other changes in this draft recommendation are incidental to the primary factors described above, and include routing revisions and service headway adjustments to optimize service delivery and effectiveness, particularly existing routes that service the South Hill Park and Ride and the SFCC and SCC campuses. In addition, the draft recommendation also addresses revisions to earlier route changes to respond to public feedback and ridership results. A key element of the *STA Moving Forward* plan is “Optimize bus service in response to continuing customer feedback.” This is addressed by this draft recommendation and by the Transit Development Plan developed annually.

This report will describe how the draft recommendation was developed, the nature of public outreach, a summary of public input, an outline of recommended changes and the method for seeking additional public input to inform a final recommendation by staff and package of approved changes by the STA Board of Directors. The report also addresses STA’s responsibility for meeting the US Civil Rights Act. The appendix includes a compilation of written public feedback.

# Development of the Draft Recommendation

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Spokane Transit's typical approach to service revisions is to begin with a preliminary proposal for public input. Given the breadth of possible changes, staff reached out to neighborhood and community groups in May and June 2018 to obtain feedback and understand initial priorities. This was followed up by the Preliminary Proposal for the September 2019 Service Revisions presented to the STA Board of Directors in July 2018. Most input mechanisms on the proposal were conducted in late September through the end of November 2018. A summary of the outreach efforts and findings is in the next section of this report.

The *STA Moving Forward* plan, as amended, and the board-adopted 2018 Transit Development Plan (TDP) identify a number of service changes and improvements that would go into effect in 2019. These service changes require approval by the STA Board of Directors after conducting public outreach.

Fixed-route service design requires a robust examination of opportunities, feedback and consideration of policies and design principles. This Draft Recommendation has been developed in accordance with the principles and policies of *Connect Spokane*, STA's comprehensive plan for public transportation, while meeting the commitments set forth in the *STA Moving Forward* plan. While these are rigorous requirements and policies, they still provide for ample room for public input, discussion and technical considerations. Indeed, transit planning has both elements of art and science with a heavy dosage of constraints introduced by the built environment. Given this, virtually every improvement in the *STA Moving Forward* plan will have an appropriately scaled public input process that precedes the implementation of the service or when specific design considerations are under evaluation. Voters' approval of the funding for *STA Moving Forward* represents more of a beginning to public input rather than the final decision.

Staff from STA's Planning, Operations, Customer Service, Communications, and Training Departments make up STA's internal Service Improvement Committee. This committee meets bi-monthly in order to discuss ideas, resolve route safety issues, and review proposed changes to STA's bus system. This committee was instrumental in the preparation of this recommendation.

# Summary of Public Outreach

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STA solicited input from the public on the proposed service revisions listed in the Preliminary Proposal through an online survey and outreach at multiple community meetings. A general summary of the public outreach methods is below:

- STA informed the community of the Preliminary Proposal and the opportunity to provide feedback:
  - For over a month, automated audible announcements were made during each trip of the impacted routes inviting passengers to review the preliminary proposal and complete the online survey
  - Notices of the proposed changes were posted on bus stops along impacted routes and on-board all coaches
  - The October 2018 *STA Moving Forward* Newsletter sent via email to people interested in the transit improvements encouraging people to take the survey
  - The survey was promoted via STA's social media accounts
  - The Preliminary Proposal was available on the STA website or by request.
- STA staff presented to a number of neighborhood councils to advise residents of the Preliminary Proposal and to encourage input.
  - Audubon/Downriver: 10/18/2018
  - Cliff/Cannon: 10/2/2018
  - Comstock: 10/17/2018, 12/11/2018
  - East Central: 10/16/2018
  - Emerson/Garfield: 10/10/2018
  - Lincoln Heights: 7/17/2018, 9/18/2018
  - Manito/Cannon Hill: 10/11/18
  - North Hill: 10/11/2018
  - Northwest: 10/17/2018
  - Peaceful Valley: 10/10/2018
  - Rockwood: 11/6/2018
  - Southgate: 10/3/2018
  - West Central: 10/10/2018
- STA staff presented at other community events and committees:
  - South Perry Business & Neighborhood Association: 10/9/2018
  - City of Spokane Community Assembly Pedestrian Transportation and Traffic Committee: 10/23/2018
  - Garland Street Fair: 10/27/2018

- Cliff/Cannon Block Party: 9/15/2018
- STA mailed letters to property owners along 17<sup>th</sup> Avenue and Alberta Street who could be impacted by proposed service revisions and additions and associated bus stop installations
- The Preliminary Proposal report was presented at the following STA Public Meetings in July 2018:
  - Performance Monitoring & External Relations Committee
  - Citizen Advisory Committee
  - STA Board of Directors

The public outreach efforts above solicited the following response from customers and other community members:

- A total of 1,004 responses to the online survey were received. Paper surveys were provided upon request and the responses were entered manually.
- 20 emails and calls related to specific aspects of the Preliminary Proposal

## **Summary of Online Survey Feedback**

STA received a total of 1,004 responses on the online survey. The survey contained 28 questions, including questions asking respondents if they were interested in specific geographical areas or routes. Based on responses to the questions regarding their interest the survey allowed respondents to skip questions about areas they were not interested in. Responses were received from people all over the greater Spokane geographical area and even outside the PTBA. Over 60% of the respondents ride the bus once a week or more often, a little more than 15% ride occasionally, and about 24% never ride the bus. The variety of respondents illustrates the interest in public transportation in the region.

While the online survey is an important tool for obtaining stakeholder feedback, it is not considered scientific and is ultimately not the only way to influence decision making in terms of recommending service change revisions. As noted above, staff discussed the proposal in person with neighborhood groups. Interested parties also provided feedback via calls and email (see appendix). It is also important to consider STA's planning principles and policies as well as professional analysis from staff that make up STA's internal Service Improvement Committee.

### **Replace Route 20 SFCC with Peaceful Valley Shuttle**

One survey question read;

“The Peaceful Valley neighborhood is currently served by the Route 20, which has historically seen low ridership in the neighborhood. One alternative considers modifying the Route 20 SFCC so it would no longer travel through Peaceful Valley. A new shuttle between Peaceful Valley, downtown, and the lower South Hill would replace the route in the neighborhood. What do you think of this idea?”

Of those that had an opinion, 86% (192 respondents) thought it was a good idea as opposed to 14% (32 respondents) who thought it was a bad idea.

The survey next asked, “Specifically, how would the above change impact you or someone you know?” Many who supported the Peaceful Valley Shuttle stated this change would have little to no impact on their daily commute. Additionally, people said they were in favor because it would result in a faster trip from SFCC to Downtown on the Route 20 or would make it easier and more reliable. Some that did not support this proposal stated this reduces their mobility and they use the current Route 20 SFCC. The results of the survey and verbatim comments are located in the Appendix. The alternative that included modifying the Route 20 so it would no longer serve Peaceful Valley and serving Peaceful Valley with a shuttle is not recommended at this time.

### **South Spokane**

Four options for revisions to routes serving South Spokane were presented in the Preliminary Proposal. It should be noted that all alternatives included proposed revisions to Route 34 in order to reduce out of direction travel as well as reduce frequency. Maps were provided for each alternative and the alternatives were summarized as follows:

- Alternative A – New shuttle replaces Route 42, commuter service uses S Bernard St
- Alternative B – New route serves S Maple St and S Walnut St, existing route 42 and 43 combined, commuter service uses S Bernard St
- Alternative C – Route 42 extended south, Route 43 moves to Bernard north of 29<sup>th</sup> Ave, commuter service uses S Grand Blvd
- Alternative D – New route on E 17<sup>th</sup> Ave, commuter service uses 29<sup>th</sup> Ave and Bernard St.

A survey question asked, “Which south Spokane Alternative do you prefer?” Of those that had an opinion, 32% (82 respondents) preferred Alternative D, 29% (75 respondents) preferred Alternative C, 22% (56 respondents) preferred Alternative B, and 17% (44 respondents) preferred Alternative A.

Next the survey asked respondents to, “Please describe why you prefer Alternative A, B, C, D or have no preference.” Those that preferred Alternative A did so because they were in favor of the Peaceful Valley Shuttle and that Route 5 serves the Lincoln Heights shopping center. Those that preferred Alternative B did so because they were in favor of combining Route 42 and Route 43. Those that preferred Alternative C did so because they liked having more service on Grand Blvd. as well as Route 5 serving the South Hill Park & Ride. Those that preferred Alternative D did so because they want routes 42 and 43 to remain unchanged, as well as add service on 17<sup>th</sup> Avenue in order to improve frequency to the Perry District.

The survey also asked respondents to indicate how important various aspects of existing or potential future bus service in south Spokane is using a Likert scale. For example:

*How important is new service on Grand between 29<sup>th</sup> Ave. and 37<sup>th</sup> Ave?*

- Extremely important*
- Very important*
- Neither important nor unimportant*
- Low importance*
- Not at all important*
- No opinion*

Based on the responses to these questions keeping trips to Downtown Spokane as direct and short as possible and maintaining frequency of service through the Lincoln Heights commercial district are most important to respondents. Service to the Spokane County Fairgrounds (currently Route 34) and new service on 17<sup>th</sup> Avenue ranked among the least important.

### **Route 33 service to Alberta Street**

A proposal to modify the current Route 33 to operate on N Alberta St between W Glass Ave and Wellesley Ave instead of Driscoll Blvd was presented in the Preliminary Proposal. The online survey question asked, “What do you think of the proposed change to Route 33?” Of those that had an opinion, 77% (126 respondents) thought this change was a good idea as opposed to 23% (38 respondents) who thought this change was a bad idea.

Next the survey asked, “Specifically, how would the above changes to Route 33 impact you or someone you know?” Some of those who were in favor of this change stated that it would create a shorter and easier commute. For those who were not in favor stated they use the stops on Driscoll Blvd and would no longer be able to take the bus. This is one of the main reasons to why the Alberta Street proposal is not recommended along with other reasons discussed later in the report.



## New Route 63 Airway Heights/West Plains Transit Center

A new route was presented in the Preliminary Proposal that would operate between the West Plains Transit Center and Airway Heights via the Spokane International Airport (SIA) and Geiger Blvd. Of those that had an opinion, 93% (163 respondents) thought this was a good idea as opposed to the 7% (12 respondents) who thought this was a bad idea.

Those that stated they were in favor did so because the new Route 63 would serve important destinations on the West Plains (the new Amazon distribution center, Walmart, and SIA) and provided an easier commute to Airway Heights/Cheney without traveling downtown. Others want the route to serve other locations not presented in the original proposals such as Hayford Rd, both Airway Heights casinos, travel further west into Airway Heights or serve Fairchild Air Force Base. A few responses were not in favor of this proposal stating there is a lack of traffic/ridership data to support this route.

The results of the survey and verbatim comments are located in the Appendix.

## Recommended Service Revisions

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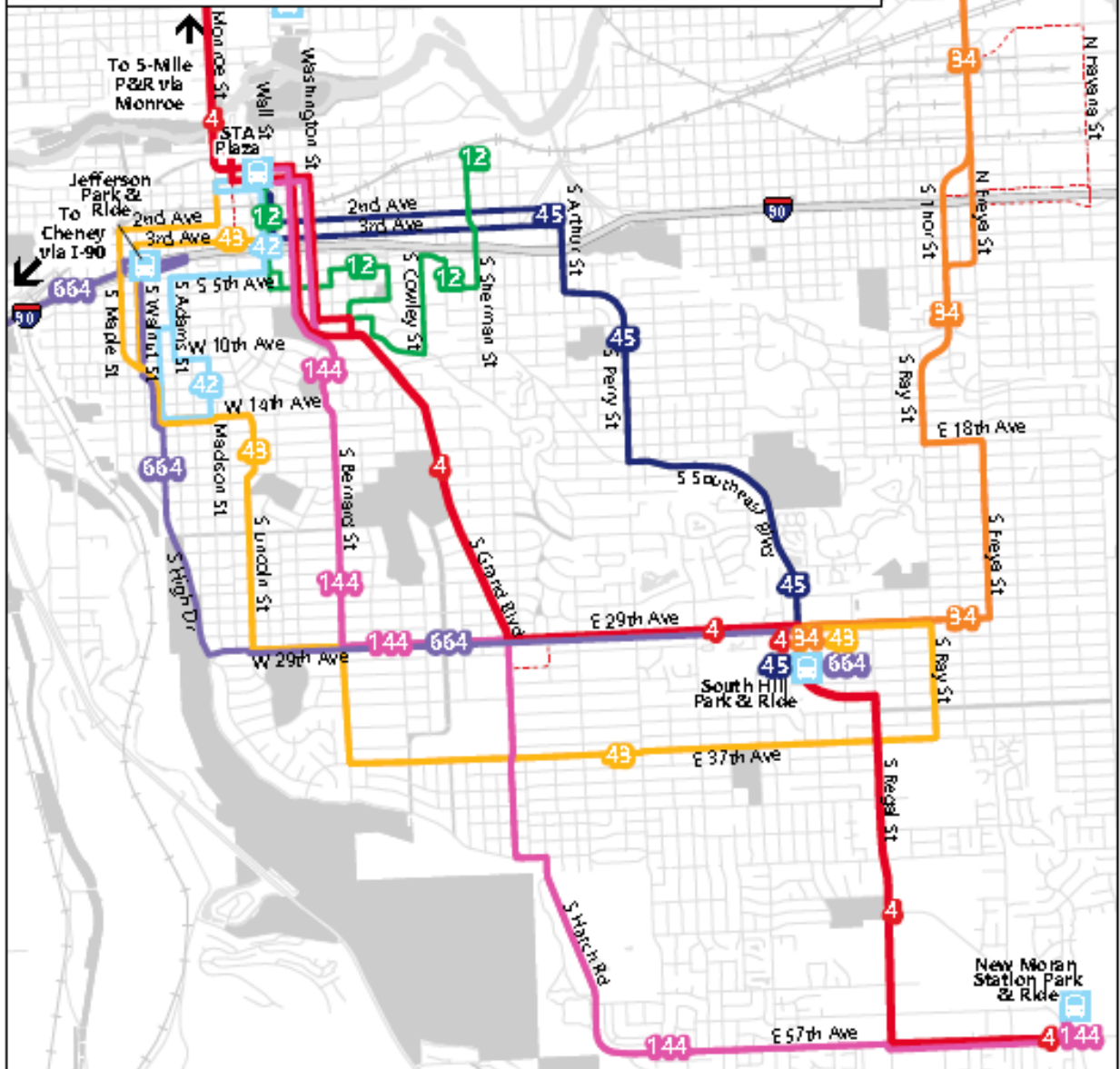
### Monroe-Regal High Performance Transit Line, South Commuter Express, and South Spokane Network

*STA Moving Forward* includes the implementation of Monroe-Regal High Performance Transit Line, the Moran Station Park & Ride, the South Commuter Express, and an expanded and relocated transit center at Spokane Community College in 2019. These improvements necessitate some redesign of the south Spokane bus network and afford the opportunity to review the changing operating conditions in south Spokane. The Preliminary Proposal presented four alternatives that contemplated different tradeoffs for providing service to south Spokane. Informed by survey results, submitted comments, feedback at neighborhood meetings, additional bus tests, technical staff recommendations and policy guidance, the recommended revisions for South Spokane are most similar to Alternative D as put forward in the Preliminary Proposal. A discussion of the recommended changes to each route is provided below along with a map of the recommended changes. **Please note there are no changes recommended in this report to the current routing of Route 42 South Maple.** Service on 17th Ave ranked among one of the least important priorities to online survey participants. However, in the written comments many respondents noted service on 17<sup>th</sup> Avenue as the reason they preferred Alternative D for south Spokane. A few home owners along 17<sup>th</sup> Ave expressed

concern regarding the placement of bus stops along 17<sup>th</sup> Ave. **Route 36 17<sup>th</sup> Ave is not recommended to be implemented in 2019** but it may be included in the proposal for September 2021 when more resources are available to fully implement a bidirectional pattern with service operating daily.

# South Spokane Recommendation

- 4 Monroe-Regal HPT
  - 12 Southside Medical Shuttle
  - 34 Freya
  - 42 South Adams
  - 43 Lincoln / 37th Ave
  - 45 Perry/Southeast Blvd.
  - 144 South Commuter Express
  - 664 Cheney EWU Express
- Routing Proposed to be Discontinued
  - Transit Center or Park & Ride
- Note: North, east, and west routes are not shown on this map in order to improve legibility.*



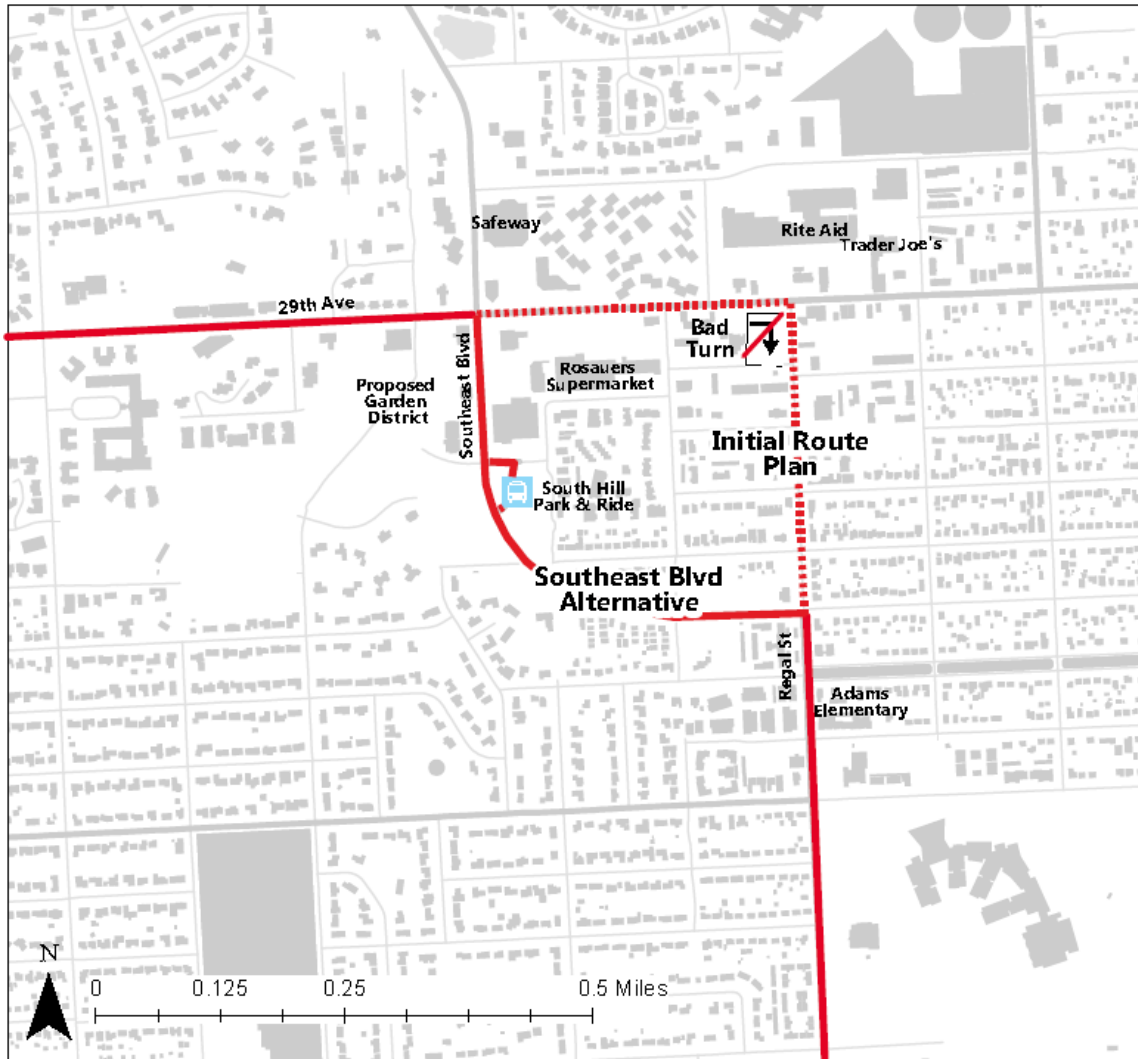
## **NEW Route 4 Monroe-Regal High Performance Transit Line**

*Change the planned alignment from Regal St to Southeast Blvd on the section between E 29<sup>th</sup> Ave and E 34<sup>th</sup> thereby serving the South Hill P&R in order to avoid the unpassable southbound right turn at 29<sup>th</sup> and Regal.*

In September 2019 the routes 24 Monroe and 44 29<sup>th</sup> Ave and the southern portion of the Route 45 Regal are programmed in *STA Moving Forward* to be interlined into one High Performance Transit Line, Route 4 (numbered route 5 in the Preliminary Proposal). The line will provide service every 15 minute on weekdays and every 30 minutes on nights and weekends. The HPT Line will operate only on Grand Blvd between downtown Spokane and E 29<sup>th</sup> Ave instead of alternating between Grand Blvd and Bernard St as the Route 44 currently does. The line will also operate on the current Regal St segment on Route 45 between the South Hill P&R and 57<sup>th</sup> Ave before terminating at the new Moran Station P&R.

It is important to note that the inbound Route 4 pattern traveling from Moran Station Park & Ride to downtown Spokane is proposed to not travel behind the Manito Shopping Center via Garfield St and E 31<sup>st</sup> Ave as Route 44 does today.

The routing of the Monroe Regal HPT Line was developed with the help of a Corridor Advisory Panel in 2012 and 2013. The Corridor Advisory Panel routing assumes a right hand turn from eastbound 29<sup>th</sup> Ave to southbound Regal St in the Lincoln Heights commercial center that currently cannot be performed in a 40-foot-long bus due to a tight turning radius. Additional right-of-way is required in order to improve the turning radius. The property owner has indicated that he is unwilling to sell the needed property. It could be acquired when a permit application for the adjoining property is submitted or through condemnation. At this point it is very unlikely that it will be acquired before the service change scheduled to take place on September 15, 2019. Staff recommends an alternative routing on Southeast Blvd be utilized when the line is implemented in September. The routing, shown on the map below, could be reconsidered should the right-of-way to make the turning improvements at 29<sup>th</sup> Ave and Regal St become available.



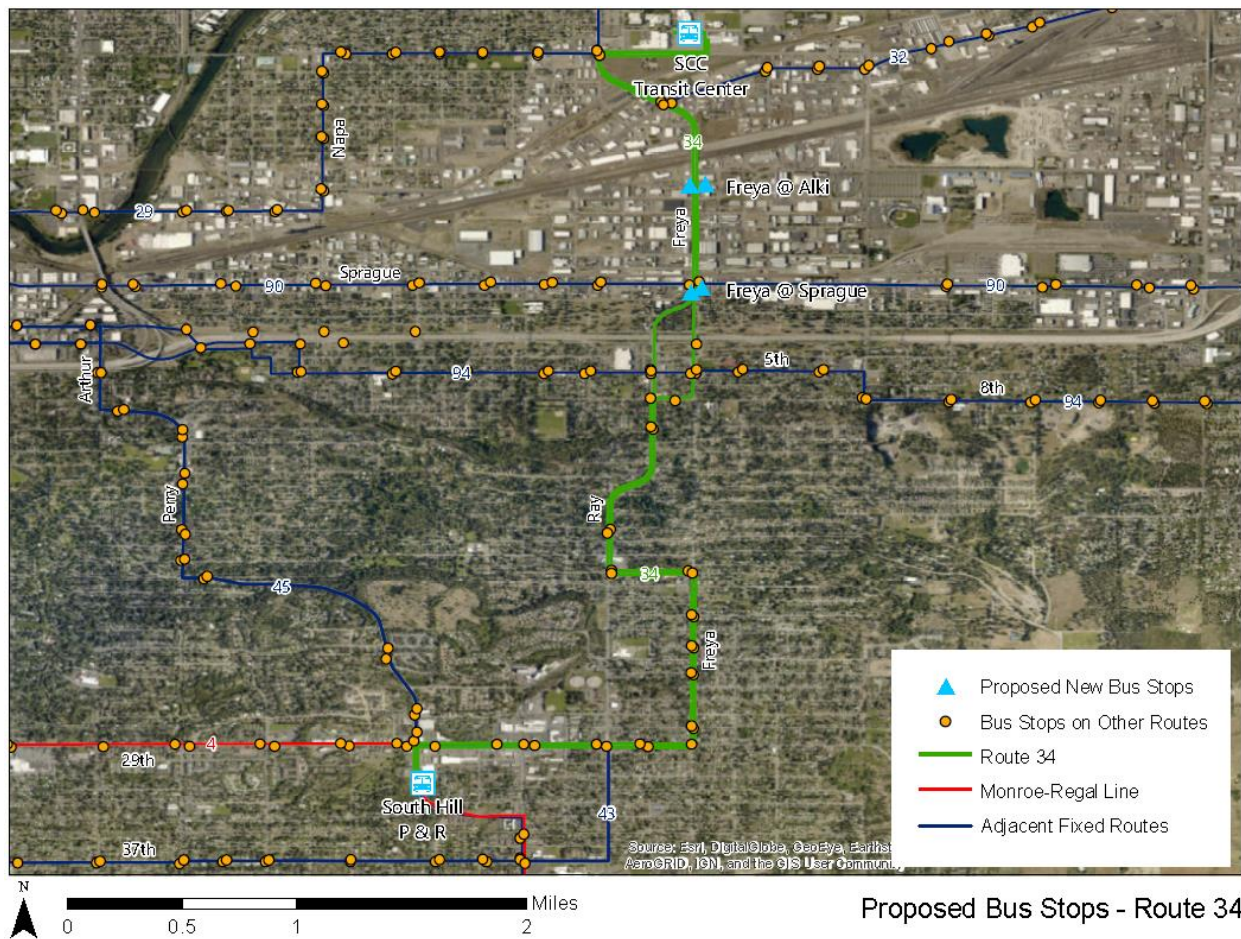
## Route 34 Freya

*Modify routing to reduce out-of-direction travel and reduce weekday frequency.*

Ridership on segments of the route does not justify the 15 minute all weekday frequency that it operates at today. In 2017 the boardings per revenue hour for the route was 11.82. Other routes with 15-minute weekday frequency are in the range of 30 to 40 boardings per revenue hour; however, the route does take on layover for many of the other City Loop routes. The route has not met STA's adopted standard for energy or fares since the route was implemented. Staff recommends the frequency of the route be reduced to 30 minutes on weekdays. The frequency on the segment between Spokane Community College and 5<sup>th</sup> Ave (Fred Meyer) is recommended to be augmented during the peak travel period, potentially only in one direction.

Additionally, the route is proposed to operate on Thor/Freya St from E 3<sup>rd</sup>/2<sup>nd</sup> Ave to E Broadway Ave instead of deviating over to Havana St as it does today. This will provide faster and more direct trips; however, the pattern will discontinue service to the Spokane County Fair and Expo Center. The Route 34 has always been detoured during the Spokane County Fair because vehicle lines for the fair parking lot prevent buses from getting through. The Fairground stop had had an uptick in passenger boardings and alightings during a handful of events at that that take place at the Fairgrounds. These events could be more cost effectively served by a Fairground shuttle that only operates during events, similar to the shuttle operated during Valleyfest.

Below is a map of the proposed routing along with the proposed new bus stops on the new route segment (stop locations subject to change pending final approvals from the City of Spokane).



### **Route 43 Lincoln/37<sup>th</sup> Ave**

*Extend the route to operate on Ray St and 29<sup>th</sup> Ave east of Regal St. before terminating at the South Hill Park & Ride.*

The online survey found that maintaining frequency of service to the Lincoln Heights Commercial District is important to the respondents. Current ridership in the commercial district is also strong. Since the Monroe-Regal Line is not proposed to travel east of Southeast Blvd. and frequency is proposed to be reduced on the Route 34 to 30 minutes, the Route 43 is proposed to be extended order to maintain frequency through a schedule offset (two 30 minute routes) with Route 34 to the Lincoln Heights Commercial District. The extension will also improve access to Ferris High School.

### **Route 44 29<sup>th</sup>**

*Discontinue and replace with the Route 4 Monroe-Regal HPT and the Route 144 South Express.*

### **Route 45 Regal**

*Modify routing to terminate at the South Hill Park & Ride.*

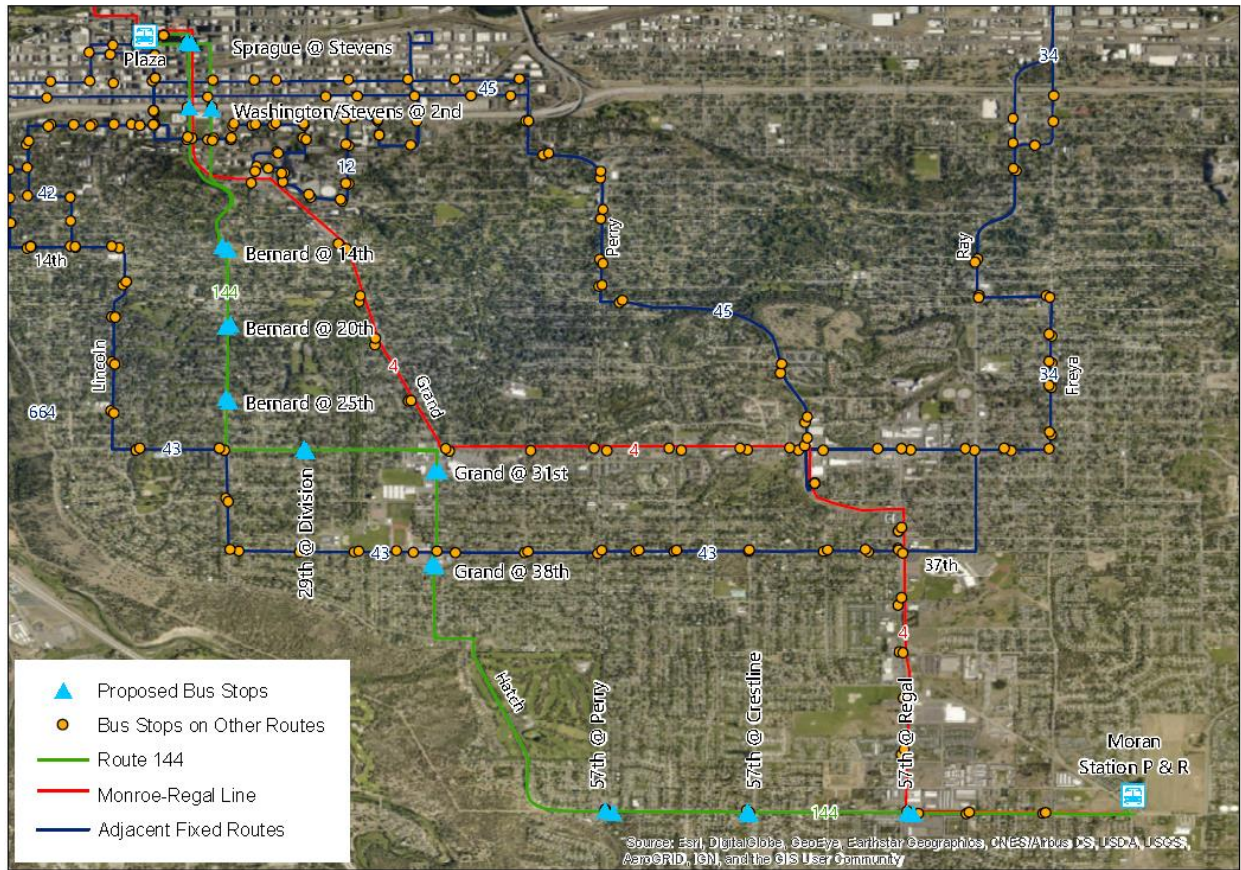
The Route 4 Monroe-Regal HPT will serve Regal St and 57<sup>th</sup> Ave beyond the South Hill Park & Ride and provide more frequent service than the Route 45 currently provides. The frequency of the modified Route 45 is recommended to be augmented through the Perry District during the peak periods similar to current service levels.

### **New Route 144 South Commuter Express**

*Operate between Moran Station Park & Ride and downtown via 57<sup>th</sup> Ave, Hatch Rd, Grand Blvd, 29<sup>th</sup> Ave, and Bernard St.*

The recommended routing provides a fast trip between downtown Spokane and the new Moran Prairie Park & Ride while serving stops that will no longer be served by the Bernard pattern of the Route 44. The route will provide service every 15 minutes during peak period on weekdays only. This will be more frequent than the 30-minute service currently provided by the Route 44 Bernard pattern. Unlike the Route 44, the new Route 144 express route will not operate during the mid-day. Stops on 29<sup>th</sup> Ave between Bernard St and Grand Blvd and on Bernard St north of 29<sup>th</sup> and on 57<sup>th</sup> Ave (currently served by the Route 45 P) are proposed to be consolidated to facilitate faster service. Below is a map of the proposed new route along

with the proposed bus stops (stop location subject to change pending final approvals from the City of Spokane and Spokane County).



Proposed Bus Stops - Route 144

### Associated Bus Stop Revisions

The implementation of the South Spokane route changes reviewed above will result in the addition of new bus stops and the closure of other stops. The table below depicts the 2017 average daily boardings (Ons)/alightings (Offs) by bus stop and direction (outbound/inbound), closest alternate stops to stops that may be discontinued, and walking distance to the general location of the closest alternate stop.

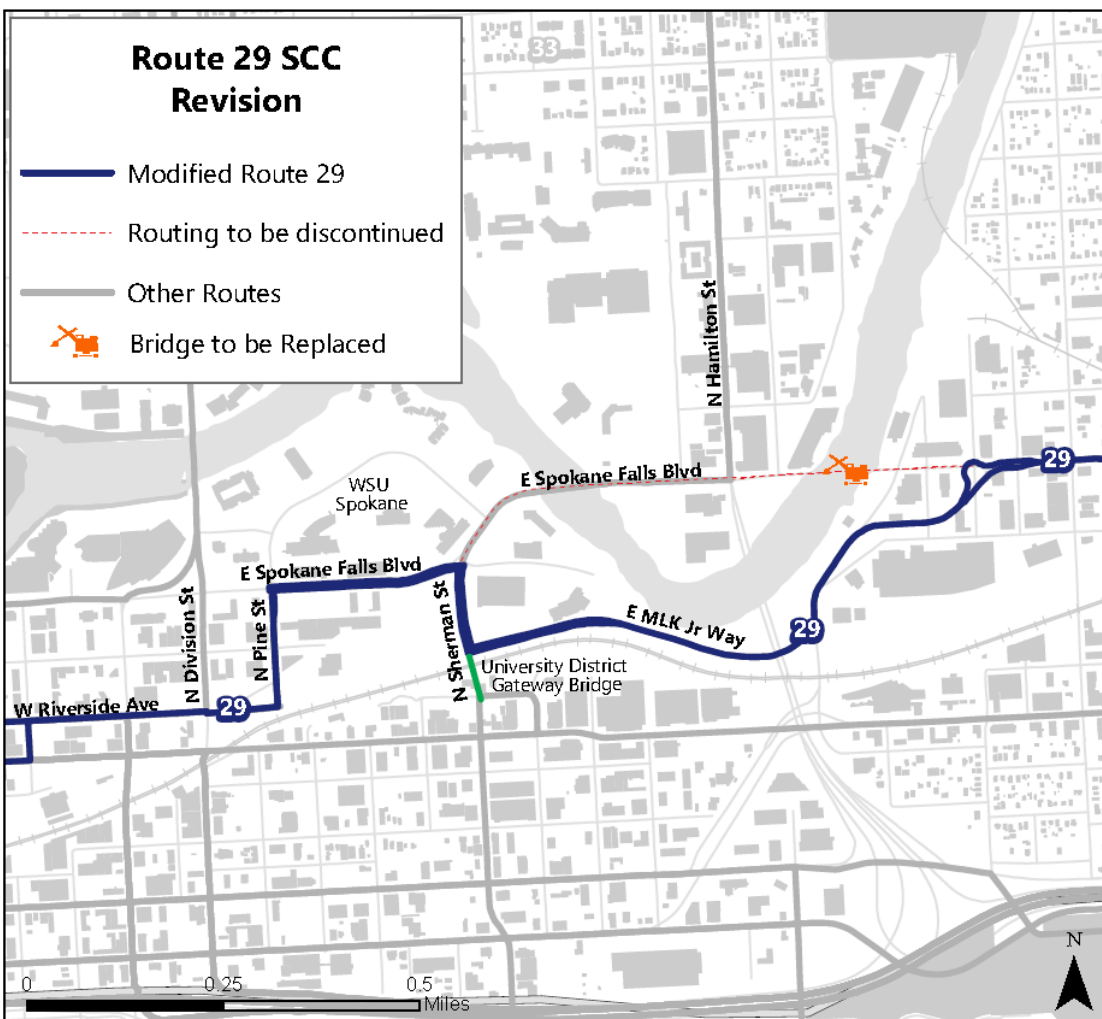


Discontinued Stop	Rt	Direction	Ons	Offs	Closest Alternate Stop	Alternate Stop Served by Route(s)	Walking Distance Within
57th @ Cook	45P	Outbound	0	0	57th @ Regal	4, 144	1/4 Mile
57th @ Cook	45P	Inbound	0	0	57th @ Regal	4,144	1/4 Mile
57th @ Pittsburg	45P	Outbound	0	0	57th @ Perry	144	1/2 Mile
57th @ Pittsburg	45P	Inbound	0	0	57th @ Perry	144	1/2 Mile
29th @ Latawah	44B	Inbound	13	4	29th @ Grand	4	1/4 Mile
29th @ Latawah	44B	Outbound	1	12	29th @ Grand	4	1/4 Mile
29th @ Manito	44B	Outbound	0	0	29th @ Division	144	1/4 Mile
29th @ Manito	44B	Inbound	7	2	29th @ Division	144	1/4 Mile
29th @ Bernard	44B	Inbound	6	0	Bernard @ 25th	144	1/4 Mile
29th @ Bernard	44B	Outbound	1	8	Bernard @ 25th	144	1/4 Mile
Bernard @ 21st	44B	Inbound	6	0	Bernard @ 20th	144	1/2 Mile
Bernard @ 21st	44B	Outbound	0	4	Bernard @ 20th	144	1/2 Mile
Bernard @ 18th	44B	Inbound	7	0	Bernard @ 14th	144	1/4 Mile
Bernard @ 16th	44B	Inbound	6	0	Bernard @ 14th	144	1/4 Mile
Grove @ 12th	44B	Outbound	1	3	Bernard @ 14th	144	1/4 Mile
Grove @ Sumner	44B	Inbound	4	4	Bernard @ 14th	144	1/4 Mile
3rd @ Myrtle	34	Northbound	0	1	Freya @ 3rd	34	1/4 Mile
Havana @ 2nd	34	Northbound	6	4	Sprague @ Havana	34, 90	1/4 Mile
Havana @ 2nd	34	Southbound	8	0	Sprague @ Havana	34, 90	1/4 Mile
Havana @ Sprague	34	Northbound	45	51	Sprague @ Havana	90	1/4 Mile
Havana @ Sprague	34	Southbound	104	2	Sprague @ Havana	90	1/4 Mile
Havana @ Ferry	34	Northbound	12	1	Sprague @ Havana	90	1/2 Mile
Havana @ Ferry	34	Southbound	0	2	Sprague @ Havana	90	1/2 Mile
Havana @ Alki	34	Northbound	3	0	Sprague @ Havana	90	1/2 Mile
Havana @ Alki	34	Southbound	2	8	Sprague @ Havana	90	1/2 Mile
Broadway @ Havana	34	Northbound	1	3	Sprague @ Havana	90	1/2 Mile
Alki @ Alki Way	34	Northbound	4	0	Sprague @ Freya	90	1/2 Mile
Alki @ Alki Way	34	Southbound	2	12	Sprague @ Freya	90	1/2 Mile
<b>Total</b>			<b>239</b>	<b>121</b>			

## Route 29 SCC

*Modify the route to operate on Martin Luther King Jr Way between N Sherman Ave and Trent Ave and serve the relocated and expanded transit Center at SCC.*

The Washington State Department of Transportation (WSDOT) will be replacing the E Trent Bridge located between Hamilton St and N Iron Ct that Route 29 currently operates on. Construction will last 2 years. The City of Spokane recently completed the final section of E Martin Luther King Jr Way. It is recommended that Route 29 be modified to operate on MLK Way beginning with the closure of reconstruction of Trent Bridge to provide access to future development along Martin Luther King Jr. Way and to improve reliability by avoiding the intersection with Hamilton Street.

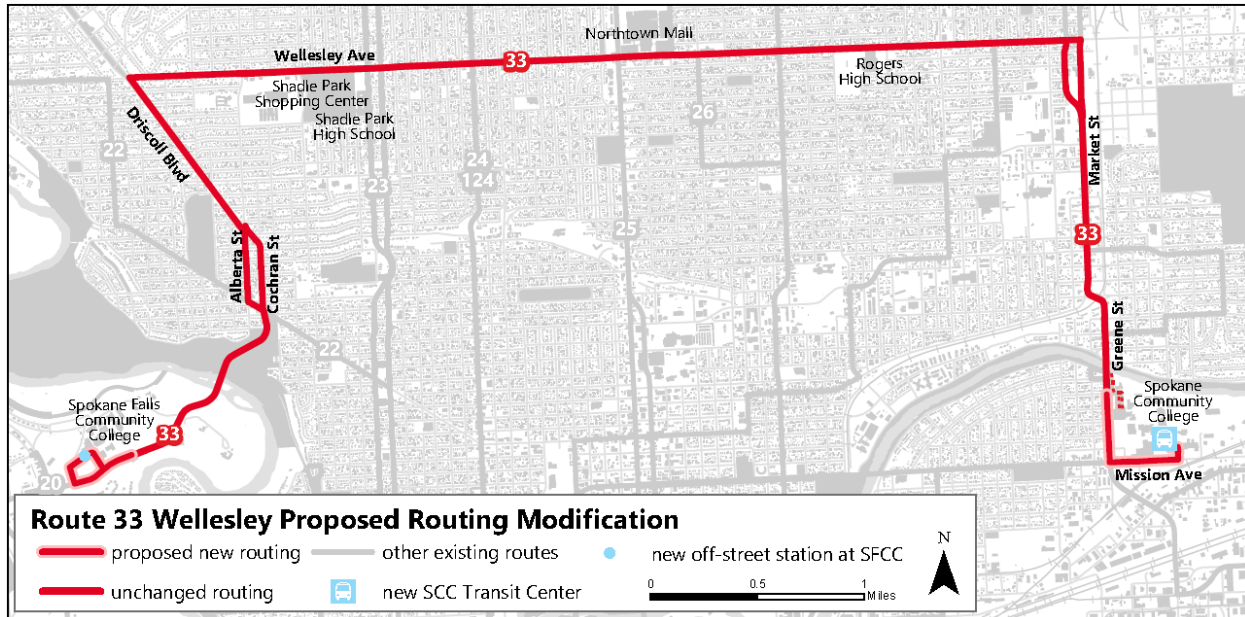


## Route 33 Wellesley Route Modification

*Modify to serve the improved transit facilities at the community colleges. Do not relocate the route from Driscoll Blvd to Alberta St at this time.*

Route 33 Wellesley provides services between Spokane Falls Community College and Spokane Community College via Wellesley Ave. The route currently deviates out of direction on Driscoll Blvd from Gordon Ave to Wellesley Ave. A concept to modify the route to operate on N Alberta St between W Glass Ave and Wellesley Ave instead of Driscoll Blvd was introduced in the Preliminary Proposal. Seventy-seven percent of online survey respondents that had an opinion responded that they thought the change was a “good idea.” However, in the written comment section of the survey about 20 people commented that the bus route would no longer be an option for them if the change was made. Despite a test that indicates otherwise, a perception that Alberta St would be slower than Driscoll Blvd during the PM peak was identified at neighborhood council meetings and in other conversations with stakeholders. However, the travel time savings was minimal at PM peak but would be more notable during off-peak times. STA mailed property owners along Alberta St to make them aware of the proposed change. Many that own property near intersections where stops would likely be located communicated that they do not want a bus stop in front of their property. Both Driscoll Blvd and Alberta Street lack curbs and sidewalks for significant stretches. Given the potential to lose existing ridership and the likely difficulty constructing new bus stops along Alberta St, this change is not recommended at this time. Current cycle times are anticipated to accommodate the existing routing though this section although detailed schedule work has yet to be completed with the deconstruction of the City Loop related to the South Spokane proposed changes.

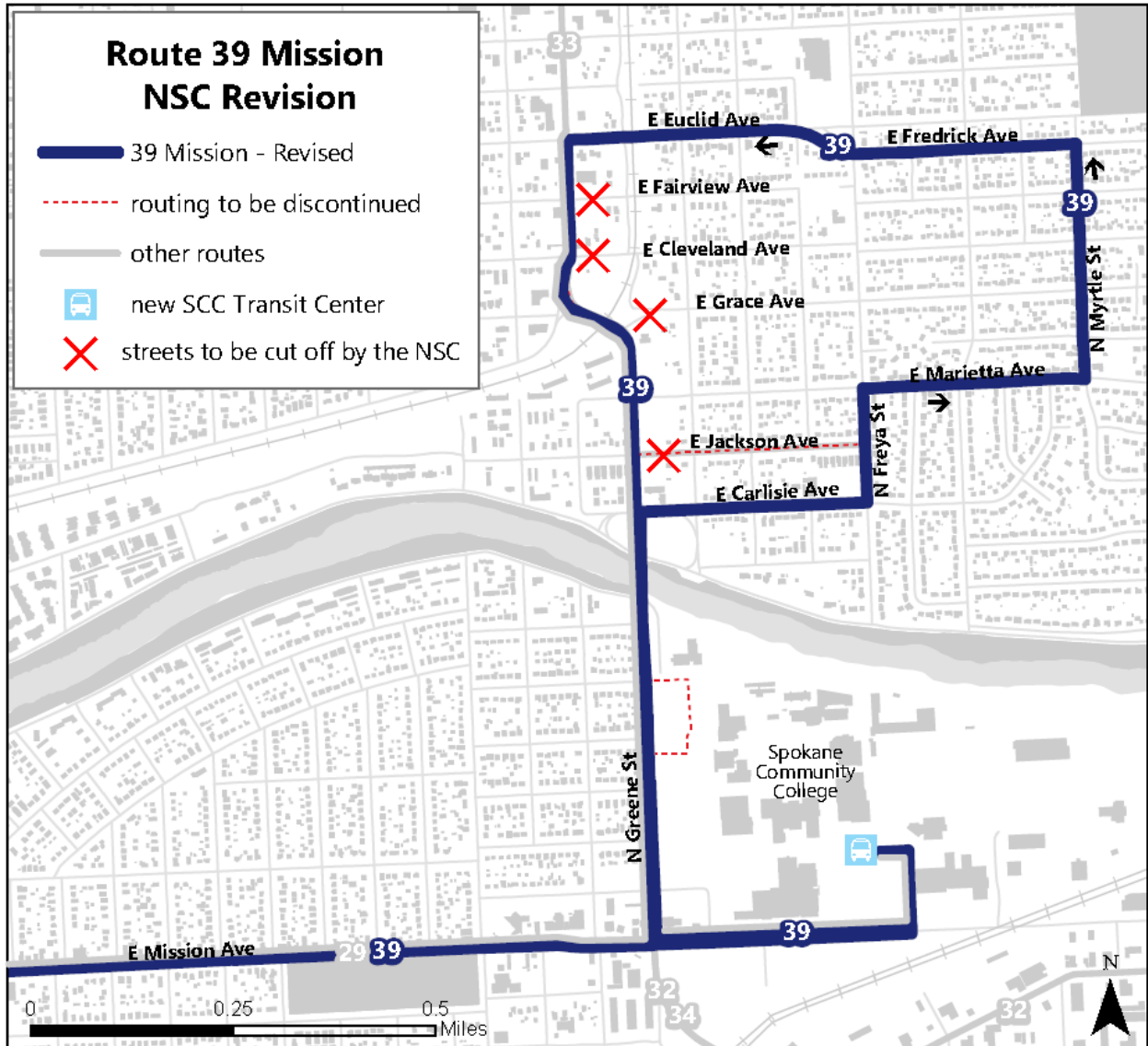
The route is recommended to be modified to serve the new Spokane Falls Station, to be constructed on the campus of Spokane Falls Community College and well as the new SCC Transit Center. Both facilities are anticipated to be completed around the time of the September service change. The map below illustrates the current Route 33 routing shown with the proposed end-of-line modifications due to the two new transit facilities.



## Route 39 Mission

*Modify the route to operate on E Carlisle Ave instead of E Jackson Ave.*

The Route 39 currently serves the Minnehaha neighborhood with a one-way loop that travels east from N Greene St onto E Jackson Ave. Due to the construction of the North Spokane Corridor (NSC), E Jackson Ave will no longer connect to N Greene St. It should be noted that STA is currently working with WSDOT in order to develop concepts to provide a new shuttle route that would help mitigate some of the negative NSC construction impacts to area residents who depend on public transportation.



## New Route 63 Airway Heights

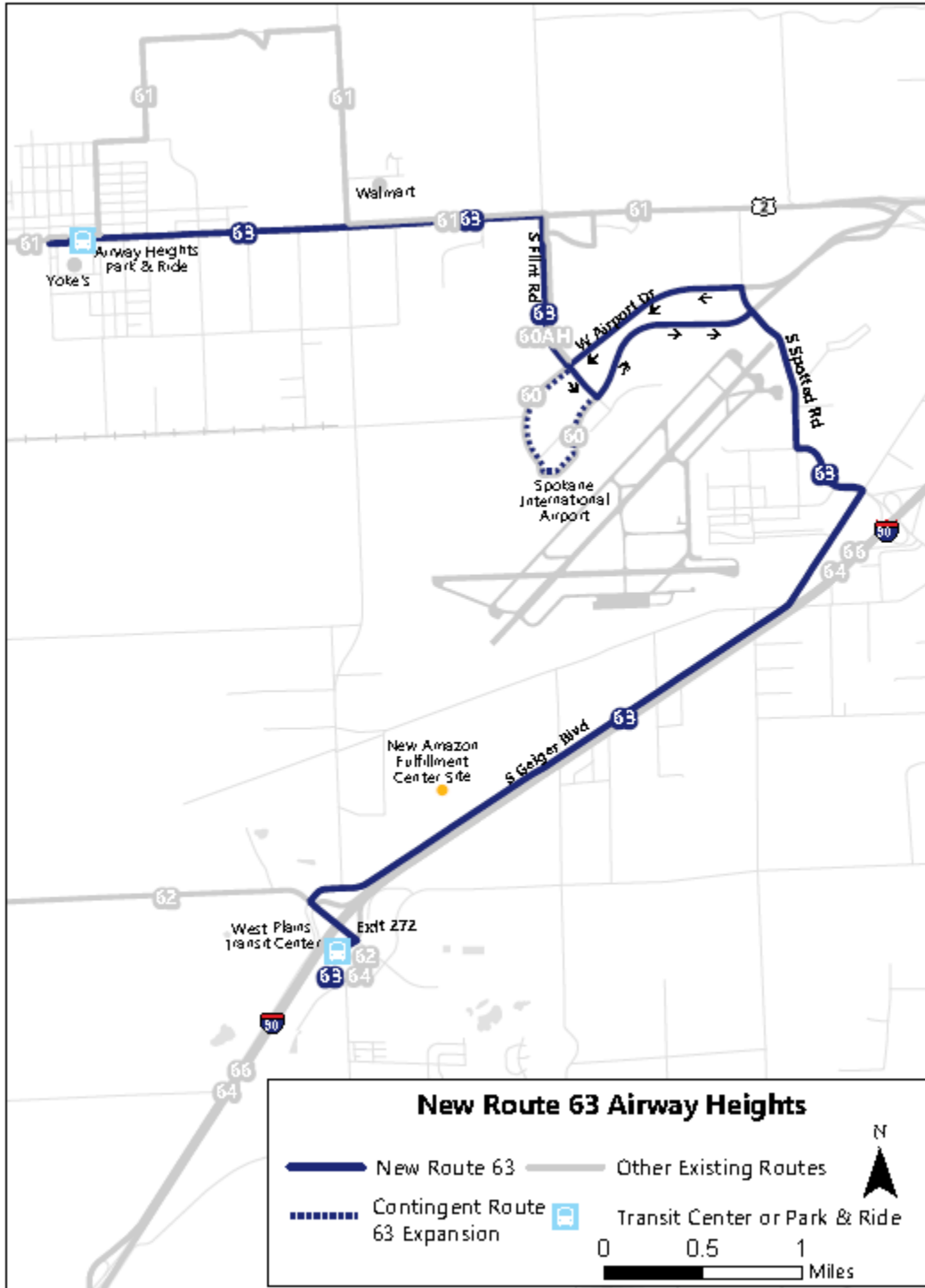
*Begin service between Airway Heights and the West Plains Transit Center in 2019 instead of 2020. Service to the bus stops located adjacent to the concourses of the Spokane International Airport would be contingent on the completion of the Medical Lake Interchange improvements and anticipated travel time savings.*

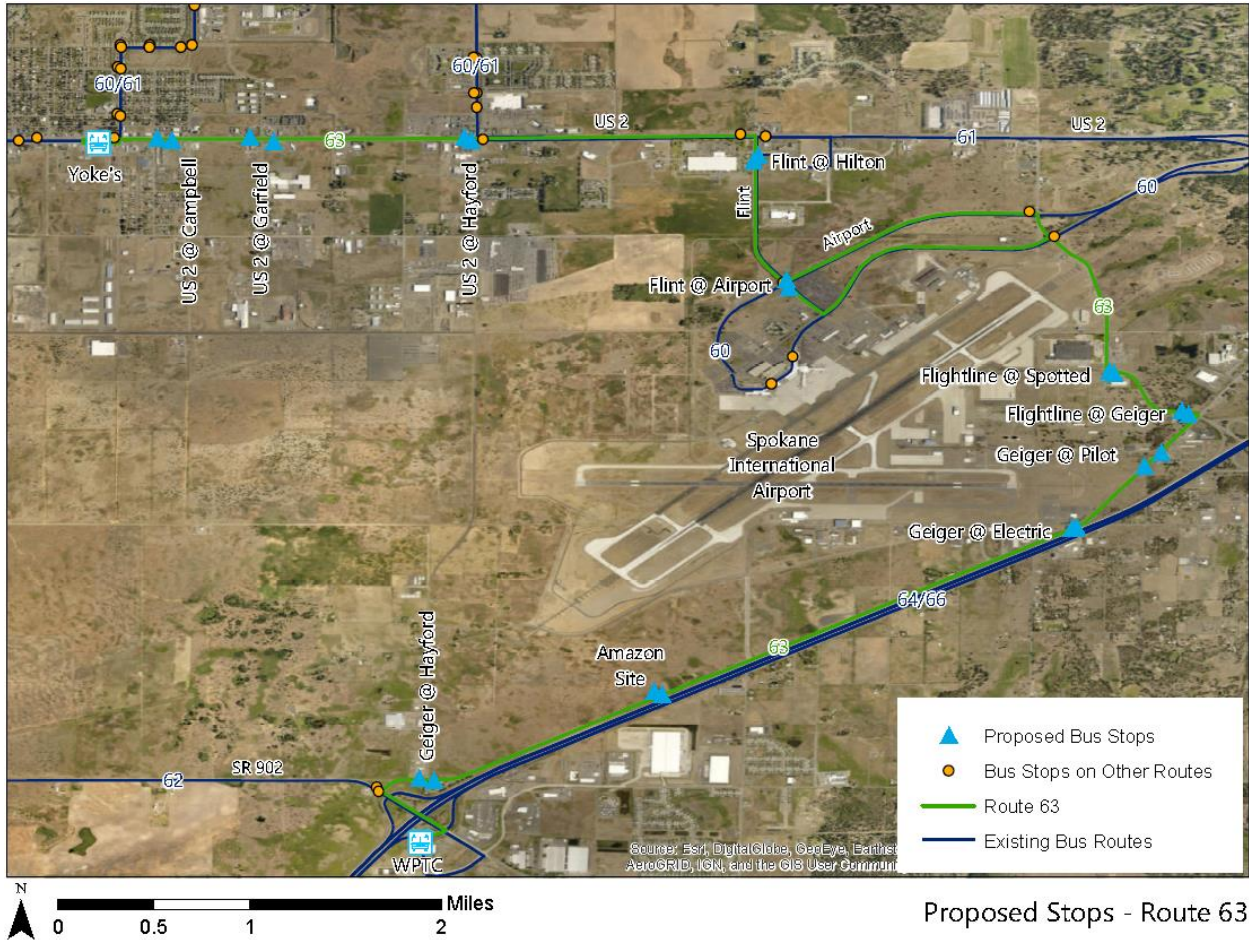
Service between Medical Lake and Airway Heights via the West Plains Transit Center is programmed in *STA Moving Forward* in conjunction with the Washington State Department of Transportation (WSDOT) completion of improvements at I-90 Exit 272. The WSDOT improvements will allow faster ingress and egress from the West Plains Transit Center and were anticipated to be complete in 2020 or 2021. Construction is underway for an Amazon

Fulfillment center on Geiger Blvd just northeast of Exit 272. It is expected to have over 2,200 year-round employees and is scheduled to be open in the fall of 2019. WSDOT has indicated they will accelerate the completion of the planned improvements at I-90 Exit 272. The new Route 63 between the West Plains Transit Center and Airway Heights via the Airport and Geiger Blvd is recommended to begin service in 2019. Additional Airway Heights service improvements are programmed for 2021.

The route will provide hourly service augmented with additional trips to address demand from shift changes at the new Amazon Fulfillment center and other job centers on the route.

The proposed route included in Preliminary Proposal showed the route looping on Airport Drive providing service directly to the airport terminal. However, this out of direction travel adds approximately five minutes of travel time in each direction. The recommended route provides access close to the airport terminal but instead of completing the full Airport Dr loop it extends further into Airway Heights along Hwy 2, terminating at the Airway Heights Park & Ride at Yoke's Fresh Market. This revised routing provides access to more Airway Heights destinations. While the route would not provide "front door service" to the SIA terminal it will still have a pair of stops at Flint Rd and Airport Dr at the Economy Parking Lot, which provides a free continuous shuttle to all concourses. There is also an option to transfer to Route 60 which serves SIA directly. The maps below show the proposed route along with the proposed bus stop locations. The route could be modified to complete the full Airport Dr loop if travel time savings are realized after WSDOT completes planned improvements around the I-90 Exit 272.





## Cheney Service Revisions

Spokane Transit has observed an unanticipated negative ridership trend on the Route 68 Cheney Local following the September 2018 service change. Average weekday ridership in October of 2018 compared to October 2017 was down approximately 33%. A small portion of the ridership has shifted to the route 64 and 66. We cannot know if the route had not been changed if riders would choose to ride the Route 68 over the routes 64 and 66. However, the increase in ridership for these routes does not make up the difference in ridership lost. Additionally, negative feedback has been greater than typical for a service change of this magnitude. While service changes can be disruptive and negative feedback is often submitted no matter the change, staff believes there are opportunities to improve the route in September 2019 and is coordinating with the City of Cheney and Eastern Washington University stakeholders to identify those opportunities and make a recommendation. Staff intends to conduct a public consultation process that may yield route modifications that could be approved at the time of a final recommendation or through a separate board action later this spring to go into effect September 2019.



## Budget Considerations

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The Draft Recommendation is generally consistent with the vehicle requirements of *STA Moving Forward* planned for 2019, with an estimated increase of six total vehicles in the AM peak period over September 2018 requirements. The Final Recommendation will include an analysis of the service plan requirements and the budgeted revenue hours for 2019 compared against the hours programmed for the implementation of *STA Moving Forward*, as revised by the adopted 2018 Transit Development Plan.

## Public Process and Implementation Timeline

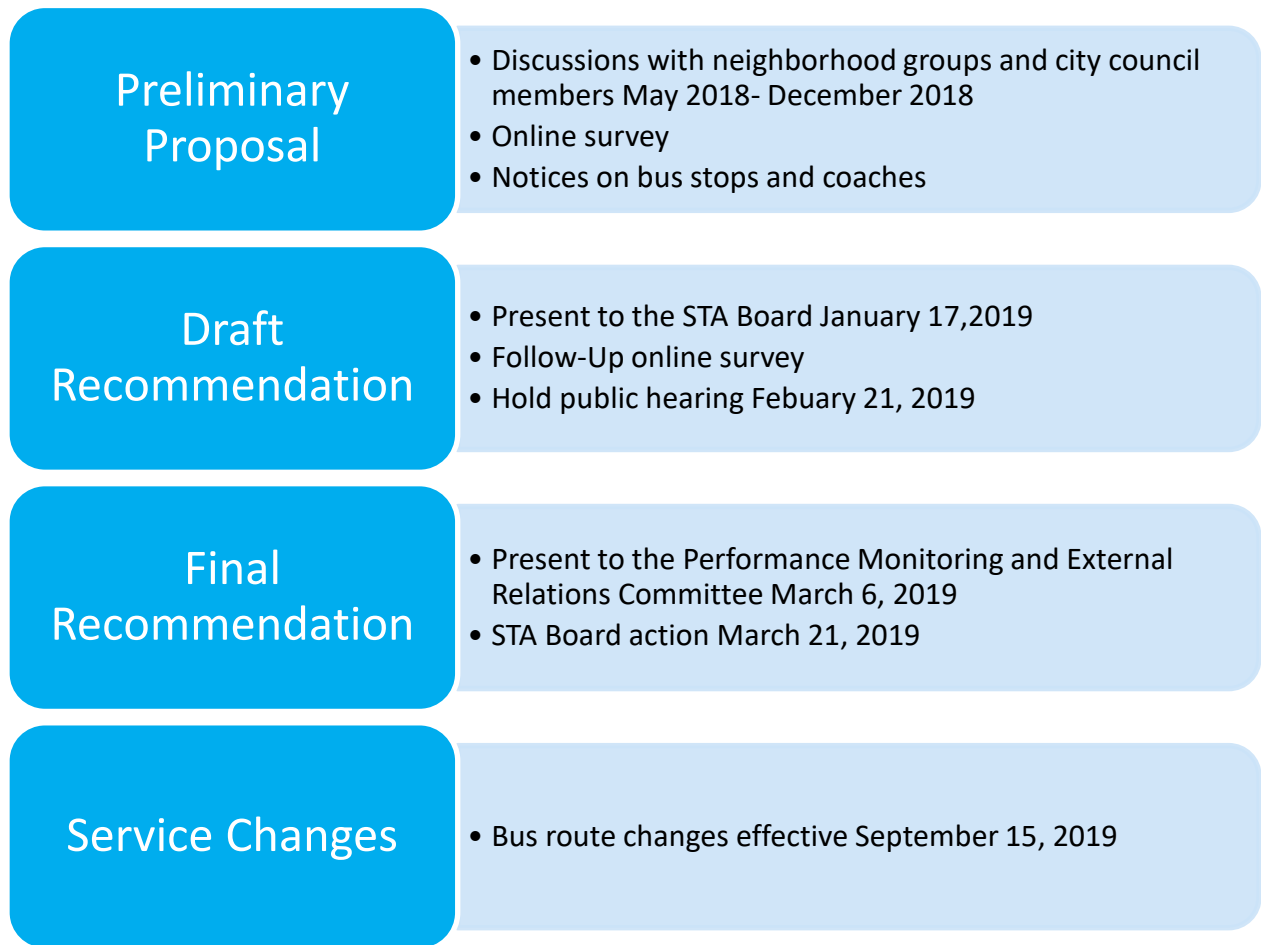
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Although these concepts listed in this Draft Recommendation have been outlined in the *STA Moving Forward* plan and 2018 TDP, the ideas for the September 2019 service change were brought forward through the public process (Preliminary Proposal) to receive public input. A public hearing will take place on February 21, 2019 in order to receive public input on the Draft Recommendation so as to formulate the Final Recommendation. The Communications and Public Input section of STA's Comprehensive Plan mandates that a public hearing take place and requires board approval for the Final Recommendation.

While significant analysis and evaluation has taken place to prepare this Draft Recommendation, public consideration and feedback is still needed to refine the proposal. Key objectives of sharing the Draft Recommendation with customers and the general public are as follows:

- Ensure broad input and education to achieve an understanding of concerns and constraints.
- Help our customers understand how the proposed service revisions could affect their travel choices.
- Obtain public feedback in order to develop a Final Recommendation through a formal public hearing and consideration process to take place in February 2019 prior to a final decision by the Board on March 2019

The following chart shows how this phase fits into the decision-making and implementation process.



## Title VI Implications

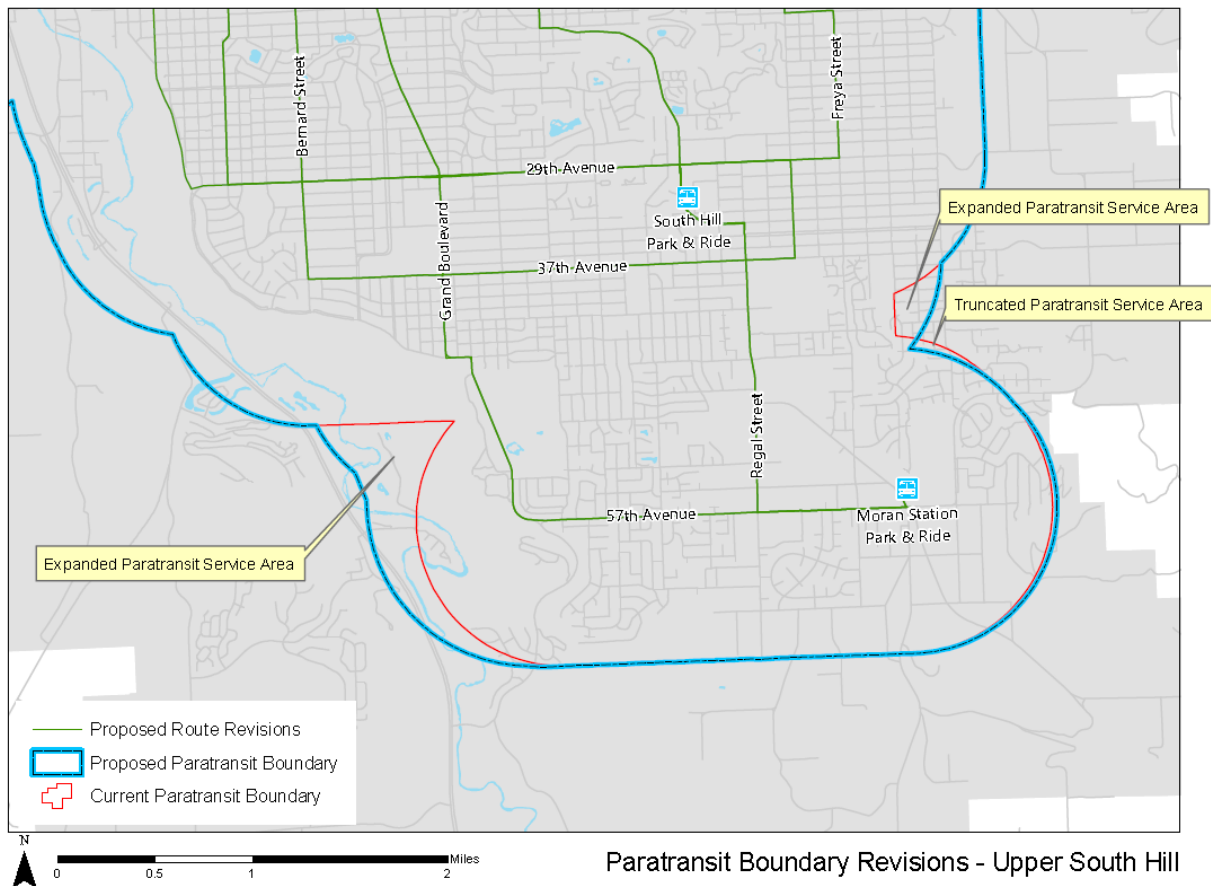
In compliance with Title VI of the Civil Rights Act of 1964, the Spokane Transit September 2018 Service Revisions includes a statement of the impacts of the proposed service changes on minority and low-income transit users. Section 601 of Title VI of the Civil Rights Act of 1964 states:

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

STA’s proposed September 2019 service change is classified as a moderate service change because the proposed system-wide growth between 1% and 10% of STA’s total revenue hours and not a reduction of hours. Since the service change is not considered major, a Title VI report is not required per Annex 2 listed in *Connect Spokane: A Comprehensive Plan for Public Transportation*.

## Paratransit Boundary Implications

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. The map below shows the Paratransit Service Area impacts should the Draft Recommendation for south Spokane go into effect in September of 2019. The other recommended changes do not impact paratransit service.



# Complete List of Proposed Changes

This section provides a complete list of the proposed changes to bus routes in the system. The chart below summarizes the proposed changes for each route. It is important to note that scheduling changes will likely occur to other routes not listed below.

Route	Proposed Changes	Rationale
<b>New Route 4 Monroe-Regal HPT</b>	Implement a new High-Performance Transit Line operating from Five-Mile Park & Ride, through downtown, to the new Moran Station Park & Ride, providing service every 15 minutes weekdays and every 30 minutes nights and weekends.	<i>STA Moving Forward</i> improvement
<b>20 SFCC</b>	Modify the route to serve the new off-street station at SFCC.	Improve customer experience and safety
<b>24 Monroe</b>	Replace with new Route 4 Monroe-Regal HPT Line	<i>STA Moving Forward</i> improvement
<b>29 SCC</b>	Modify to operate on the recently completed Martin Luther King Blvd. between Sherman St and Trent Avenue instead of E Spokane Falls Blvd. Serve the relocated and expanded transit center at SCC.	Detour for the two-year closure of the E Trent Bridge Between Hamilton St and N Iron Ct and provide access to future development on MLK Blvd. The current transit center is at capacity and must be relocated per SCC's campus master plan.
<b>32 Trent/Montgomery</b>	Modify to serve the relocated and expanded transit center at SCC.	The current transit center is at capacity and must be relocated per SCC's campus master plan.
<b>33 Wellesley</b>	Modify the route to serve the new off-street station at SFCC relocated and expanded transit center at SCC.	Improve customer experience and safety at SFCC. The current transit center at SCC is at capacity and must be relocated per SCC's campus master plan.

Route	Proposed Changes	Rationale
<b>34 Freya</b>	Revise route to reduce out of direction travel and reduce weekday frequency from every 15 minutes to every 30 minutes.	Facilitate faster travel times; current ridership does not warrant 15-minute frequency.
<b>39 Mission</b>	Revise the routing to serve the new and expanded transit center at SCC and use E Carlisle Ave instead of E Jackson Ave to serve the Minnehaha neighborhood.	The current transit center is at capacity and must be relocated per SCC's campus master plan; Other routing changes are necessary to continue serving the Minnehaha neighborhood once the next phase of the North Spokane Corridor construction begins in the area.
<b>43 Lincoln/37th</b>	Extend route east of Regal St. to Ray St and 29 <sup>th</sup> Ave through the Lincoln Heights Commercial District.	Improve connections and maintain frequency (in conjunction with Route 34) in the heart of the Lincoln Heights commercial district.
<b>44 29<sup>th</sup> Ave</b>	Discontinue and replace with new Route 4 Monroe-Regal HPT Line on Grand Blvd and 29 <sup>th</sup> Ave, Route 144 South Express to serve Bernard St portion on weekday peak periods	Superseded by <i>STA Moving Forward</i> improvements
<b>45 Regal</b>	Modify route to terminate at the South Hill Park & Ride.	The new Route 4 Monroe-Regal HPT will serve Regal St south of the park & ride with more frequent service than the Route 45 provides today.
<b>New Route 63 Airway Heights</b>	Begin service on a new route connecting Airway Heights to the West Plains Transit Center via Geiger Blvd, Spotted Rd, Airport Dr and Flint Rd. Service to airport terminal contingent on Exit 272 improvements and associated reductions in travel time	<i>STA Moving Forward</i> improvement accelerated to meet anticipated demand at the new Amazon Fulfillment center.

Route	Proposed Changes	Rationale
<b>Routes 64 Cheney/ West Plains &amp; 68 Cheney Local</b>	To Be Determined; work with Cheney and EWU stakeholders to identify improvements to service in Cheney in response to feedback from September 2018 service changes.	Customer feedback and negative ridership trend on the Route 68.
<b>New 144 South Express</b>	Implement a new commuter line that operates between Moran Station Park & Ride and Downtown Spokane serving commuters during the weekday peak period	<i>STA Moving Forward</i> improvement; Replaces Bernard St. service due to Route 4 only serving Grand Blvd.

# Appendix

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## Online Survey Questions, Results, and Feedback

## Q1 Where do you reside? (Which neighborhood or geographical area?)

Answered: 927 Skipped: 77

#	RESPONSES	DATE
1	7th & Walnut / 7th & Maple	11/21/2018 8:39 AM
2	Richard Allen Ct	11/8/2018 7:46 AM
3	Moran Prairie ( Hilby Station - Palouse Highway)	11/8/2018 7:38 AM
4	Rockwood	11/5/2018 3:57 PM
5	South Hill	11/5/2018 3:37 PM
6	garland	11/5/2018 2:44 PM
7	Manito/Bernard	11/5/2018 2:31 PM
8	Whitworth	11/5/2018 1:45 PM
9	Bemiss	11/5/2018 1:22 PM
10	Liberty Lake	11/5/2018 9:19 AM
11	Audubon	11/5/2018 8:12 AM
12	Northwest, along Driscoll	11/5/2018 7:31 AM
13	Browne's Addition - Spokane 99201	11/5/2018 7:01 AM
14	26th ave and S wall	11/5/2018 6:54 AM
15	Cliff Cannon	11/4/2018 11:37 PM
16	Downtown	11/4/2018 3:31 PM
17	South Hill	11/4/2018 8:44 AM
18	Comstock	11/4/2018 8:09 AM
19	Hillyard	11/4/2018 7:58 AM
20	Rockwood	11/4/2018 6:36 AM
21	Cliff Cannon	11/4/2018 6:20 AM
22	South Hill	11/4/2018 5:42 AM
23	rockwood	11/3/2018 8:56 PM
24	Cannon Hill	11/3/2018 8:10 PM
25	South Perry	11/3/2018 7:37 PM
26	South Hill (middle)	11/3/2018 7:36 PM
27	40th Avenue on South Hill	11/3/2018 7:32 PM
28	Cliff/Cannon	11/3/2018 7:23 PM
29	Manito/Cannon Hill	11/3/2018 7:12 PM
30	Manito/Cannon Hill	11/3/2018 6:16 PM
31	2207 S. Rockwood	11/3/2018 6:11 PM
32	Perry district 99202	11/3/2018 5:51 PM
33	Comstock-High Drive	11/3/2018 5:35 PM
34	South Hill	11/3/2018 5:16 PM
35	Manito area	11/3/2018 4:44 PM



## 2019 Preliminary Service Change Concepts

36	Cliff-Cannon	11/3/2018 4:36 PM
37	Comstock	11/3/2018 4:25 PM
38	41st and Arthur	11/3/2018 4:17 PM
39	South hill - Comstock / East High Drive	11/3/2018 4:10 PM
40	Comstock	11/3/2018 3:47 PM
41	Comstock	11/3/2018 3:46 PM
42	Shadle neighborhood	11/3/2018 3:33 PM
43	Comstock	11/3/2018 3:23 PM
44	Shadle	11/3/2018 9:11 AM
45	Balboa neighborhood	11/3/2018 8:59 AM
46	Cliff Cannon	11/3/2018 7:27 AM
47	Downtown	11/3/2018 7:11 AM
48	Cliff-Cannon	11/3/2018 6:09 AM
49	Logan neighborhood	11/3/2018 6:05 AM
50	Perry District	11/3/2018 4:15 AM
51	Spokane's South Hill	11/2/2018 10:20 PM
52	Cliff Cannon	11/2/2018 6:10 PM
53	Lower South Hill	11/2/2018 5:46 PM
54	Cliff Cannon	11/2/2018 5:46 PM
55	Downtown	11/2/2018 5:45 PM
56	Cliff Cannon	11/2/2018 5:27 PM
57	1743 W 11th Ave	11/2/2018 5:24 PM
58	Cliff-Cannon, 16th & Cedar	11/2/2018 4:51 PM
59	South hill, Rockwood & cowley	11/2/2018 4:51 PM
60	Country Homes	11/2/2018 3:07 PM
61	south of 29th, north of 37th, not close to Grand Blvd	11/2/2018 1:51 PM
62	Broadway and bowdish	11/2/2018 1:38 PM
63	Spokane Valley	11/2/2018 12:06 PM
64	Spokane Valley	11/2/2018 10:26 AM
65	Cliff cannon	11/2/2018 9:08 AM
66	cannon hill/manito	11/2/2018 8:46 AM
67	South Hill	11/2/2018 8:31 AM
68	Manito Cannon neighborhood	11/2/2018 8:11 AM
69	South hill	11/2/2018 7:59 AM
70	19th and Bernard	11/2/2018 6:55 AM
71	spokane valley north of Miwood	11/1/2018 6:15 PM
72	cheney	11/1/2018 5:56 PM
73	lincoln heights	11/1/2018 5:45 PM
74	Lincoln heights	11/1/2018 4:16 PM
75	south hill	11/1/2018 2:30 PM
76	Cheney	11/1/2018 2:23 PM

## 2019 Preliminary Service Change Concepts

77	Shadle Park	11/1/2018 11:52 AM
78	Five Mile	11/1/2018 11:44 AM
79	Hayden Homes, Cheney, on Betz Road	11/1/2018 11:43 AM
80	Near Indian Trail Library branch	11/1/2018 10:13 AM
81	Greenacres	11/1/2018 7:28 AM
82	Lindeke Gordon	11/1/2018 6:39 AM
83	Southhill	11/1/2018 6:05 AM
84	Gonzaga	11/1/2018 12:19 AM
85	Balboa/South Indian Trail	10/31/2018 6:31 PM
86	Wandermere	10/31/2018 5:24 PM
87	northhill	10/31/2018 5:20 PM
88	downtown	10/31/2018 4:41 PM
89	Cliff cannon	10/31/2018 4:41 PM
90	south hill	10/31/2018 4:36 PM
91	Manito	10/31/2018 4:12 PM
92	Perry District	10/31/2018 4:08 PM
93	Kennewick, WA	10/31/2018 2:49 PM
94	Lincoln Heights	10/31/2018 2:36 PM
95	South Perry	10/31/2018 2:24 PM
96	Chief Gary Park	10/31/2018 2:22 PM
97	Longfellow ave	10/31/2018 2:04 PM
98	parkwater	10/31/2018 1:55 PM
99	Indian Trail/Shawnee	10/31/2018 1:53 PM
100	Cheney	10/31/2018 1:50 PM
101	Medical Lake	10/31/2018 1:24 PM
102	Cliff Cannon	10/31/2018 1:18 PM
103	Audubon Park	10/31/2018 1:00 PM
104	Manito/Cannon Hill	10/31/2018 12:59 PM
105	Perry Street District	10/31/2018 12:35 PM
106	Perry District	10/31/2018 12:33 PM
107	Cheney	10/31/2018 12:19 PM
108	West Plains	10/31/2018 12:08 PM
109	Valley	10/31/2018 12:06 PM
110	South Hill Comstock area	10/31/2018 12:05 PM
111	North Hill	10/31/2018 11:59 AM
112	Medical Lake	10/31/2018 11:52 AM
113	Emerson - Garfield	10/31/2018 11:50 AM
114	Chattaroy	10/31/2018 11:43 AM
115	Brownes addition	10/31/2018 11:38 AM
116	Spokane Valley	10/31/2018 11:29 AM
117	North Spokane	10/31/2018 11:24 AM

## 2019 Preliminary Service Change Concepts

118	Mead	10/31/2018 11:23 AM
119	south hill/Manito	10/31/2018 11:21 AM
120	Five mile	10/31/2018 11:20 AM
121	Mead	10/31/2018 11:17 AM
122	Northtown	10/31/2018 10:36 AM
123	Near the valley transit center	10/31/2018 8:49 AM
124	South Perry District	10/31/2018 7:27 AM
125	564513Uuine	10/31/2018 7:24 AM
126	South Perry District	10/31/2018 6:52 AM
127	South Perry	10/31/2018 6:49 AM
128	Shaddle Area.	10/31/2018 6:46 AM
129	Audubon/Downriver	10/30/2018 3:03 PM
130	Chief Garry Neighborhood	10/30/2018 2:45 PM
131	SFCC	10/30/2018 12:18 PM
132	south hill	10/30/2018 11:32 AM
133	Garland District	10/30/2018 10:37 AM
134	South Hill	10/30/2018 10:33 AM
135	West Hills(SFCC)	10/30/2018 9:23 AM
136	Perry District by E 11th and Perry	10/30/2018 9:13 AM
137	West Hills(SFCC)	10/30/2018 9:11 AM
138	Rogers highschool area	10/30/2018 8:18 AM
139	South Hill	10/30/2018 7:15 AM
140	Peaceful valley	10/30/2018 7:01 AM
141	South Hill	10/30/2018 6:58 AM
142	South hill	10/30/2018 6:37 AM
143	South Perey District	10/30/2018 6:30 AM
144	route 42	10/29/2018 7:48 PM
145	Cliff-Cannon	10/29/2018 4:42 PM
146	Nevada Heights	10/29/2018 3:21 PM
147	South Hill	10/29/2018 3:20 PM
148	South Hill	10/29/2018 3:13 PM
149	South Hill 17th & Regal	10/29/2018 2:46 PM
150	Chief Gerry Park	10/29/2018 2:34 PM
151	Lincoln Heights	10/29/2018 6:27 AM
152	South hill	10/29/2018 4:35 AM
153	Cheney, WA	10/28/2018 9:24 PM
154	East Cebtral	10/28/2018 2:22 PM
155	Lincoln Heights	10/28/2018 1:08 PM
156	South Hill	10/28/2018 12:57 AM
157	E 21st ave	10/27/2018 6:54 PM
158	North division	10/27/2018 6:41 PM

## 2019 Preliminary Service Change Concepts

159	lower south east side of town, lower south hill	10/27/2018 6:03 PM
160	brownes addition	10/27/2018 3:21 PM
161	Perry District	10/27/2018 1:18 PM
162	Hart Field area	10/27/2018 11:36 AM
163	West Central	10/27/2018 10:14 AM
164	Garland	10/27/2018 5:02 AM
165	Moran Prairie	10/26/2018 9:44 PM
166	East south hill near ray and 20th	10/26/2018 5:17 PM
167	Perry/Lincoln Park	10/26/2018 2:41 PM
168	7607 n wall St.	10/26/2018 1:41 PM
169	17th ave., lincoln heights	10/26/2018 1:28 PM
170	99203	10/26/2018 1:22 PM
171	East Valley	10/26/2018 12:29 PM
172	Spokane Valley	10/26/2018 11:08 AM
173	Cliff cannon	10/26/2018 10:07 AM
174	South hill	10/26/2018 9:38 AM
175	South Hill	10/26/2018 8:47 AM
176	South Perry	10/26/2018 7:00 AM
177	garland district	10/26/2018 6:45 AM
178	South Perry district	10/26/2018 4:29 AM
179	West Plains	10/25/2018 8:03 PM
180	Brownes addition	10/25/2018 6:09 PM
181	A block away from Westview Elementary	10/25/2018 3:54 PM
182	South Hill	10/25/2018 3:47 PM
183	colbert,wa.	10/25/2018 3:41 PM
184	MEAD WA	10/25/2018 3:31 PM
185	Moran Prairie	10/25/2018 2:03 PM
186	South Perry Street	10/25/2018 1:43 PM
187	Garry Park near SCC	10/25/2018 1:40 PM
188	Medical lake Washington	10/25/2018 12:53 PM
189	uper south hill	10/25/2018 12:31 PM
190	Spokane valley near mission and university	10/25/2018 12:29 PM
191	Franklin school	10/25/2018 12:06 PM
192	South Perry	10/25/2018 11:58 AM
193	3157 e 17th Ave	10/25/2018 11:54 AM
194	Lower west South hill	10/25/2018 11:53 AM
195	Perry Street/Lower South Hill	10/25/2018 11:41 AM
196	South Perry	10/25/2018 10:10 AM
197	Cheney	10/25/2018 10:03 AM
198	Spokane Valley	10/25/2018 9:59 AM
199	Lincoln heights	10/25/2018 9:30 AM

## 2019 Preliminary Service Change Concepts

200	Richard Allen court apartments	10/25/2018 7:03 AM
201	Lincoln Heights	10/25/2018 7:00 AM
202	Lincoln Hts	10/25/2018 6:11 AM
203	Northwest	10/25/2018 5:49 AM
204	Cliff Cannon	10/24/2018 10:16 PM
205	spokane	10/24/2018 7:04 PM
206	Balboa/South Indian Trail	10/24/2018 5:53 PM
207	29th and Freya, South Hill	10/24/2018 5:16 PM
208	Logan	10/24/2018 3:56 PM
209	17th avenue	10/24/2018 10:15 AM
210	Deer Park	10/24/2018 9:27 AM
211	E 17th Ave	10/24/2018 9:25 AM
212	Deer Park	10/24/2018 9:24 AM
213	South Hill	10/24/2018 9:22 AM
214	east 17th ave	10/24/2018 9:07 AM
215	North side	10/24/2018 8:14 AM
216	Cliff/Cannon	10/24/2018 8:11 AM
217	Logan // Zip Code 99207	10/24/2018 8:10 AM
218	Ray	10/24/2018 8:09 AM
219	E 21st ave	10/24/2018 7:24 AM
220	Spokane Valley	10/24/2018 7:05 AM
221	W 1223 6th Ave, 6th & Adams	10/24/2018 6:34 AM
222	South hill	10/24/2018 5:51 AM
223	north hill	10/24/2018 3:50 AM
224	Southhill	10/23/2018 11:12 PM
225	Comstock Neighborhood	10/23/2018 8:41 PM
226	Lincoln Heights	10/23/2018 6:08 PM
227	South Hill (Southgate)	10/23/2018 5:56 PM
228	South hill, 57th and regal	10/23/2018 5:30 PM
229	southhill	10/23/2018 5:08 PM
230	Manito	10/23/2018 4:28 PM
231	17th Ave - Lincoln Heights	10/23/2018 4:17 PM
232	Manito Park	10/23/2018 3:52 PM
233	Greenacres	10/23/2018 3:22 PM
234	Garfield Emerson	10/23/2018 1:26 PM
235	W 6th Ave & S. Adans	10/23/2018 12:01 PM
236	SFCC	10/23/2018 11:33 AM
237	Rockwood	10/23/2018 8:46 AM
238	South Hill	10/23/2018 8:20 AM
239	Audubon Downriver	10/23/2018 7:32 AM
240	3603 E. 22nd Ave	10/23/2018 7:32 AM

## 2019 Preliminary Service Change Concepts

241	Lower south hill	10/23/2018 6:57 AM
242	Lincoln Heights	10/23/2018 6:44 AM
243	Lincoln Heights	10/23/2018 6:16 AM
244	Comstock South Hill	10/23/2018 5:45 AM
245	Emmerson Garfield	10/22/2018 10:31 PM
246	South Hill	10/22/2018 7:50 PM
247	North side	10/22/2018 6:50 PM
248	Moran Prairie	10/22/2018 6:31 PM
249	Shadle district	10/22/2018 6:18 PM
250	South Hill on 17th Avenue	10/22/2018 6:09 PM
251	South hill	10/22/2018 5:41 PM
252	2022 E. 17th ave	10/22/2018 5:01 PM
253	Perry area	10/22/2018 4:35 PM
254	south hill in spokane, washington	10/22/2018 3:02 PM
255	south perry	10/22/2018 2:14 PM
256	Whitworth	10/22/2018 1:17 PM
257	17th by Lincoln park	10/22/2018 12:04 PM
258	Spokane	10/22/2018 11:27 AM
259	Spokane Valley	10/22/2018 11:22 AM
260	South hill	10/22/2018 7:15 AM
261	South hill	10/22/2018 7:05 AM
262	Liberty lake	10/22/2018 6:51 AM
263	lincoln heights	10/22/2018 6:01 AM
264	Downtown Spokane	10/21/2018 9:49 PM
265	Northside	10/21/2018 9:48 PM
266	835 W Shoshone Pl	10/21/2018 4:20 PM
267	99208	10/21/2018 3:19 PM
268	lower south hill	10/21/2018 12:14 PM
269	Cliff cannon	10/21/2018 12:07 PM
270	14th and Grand	10/21/2018 9:28 AM
271	South Hill	10/21/2018 9:23 AM
272	Valley	10/21/2018 8:28 AM
273	cheney wa	10/21/2018 4:36 AM
274	Spokane Valley	10/20/2018 4:23 PM
275	The Y	10/20/2018 3:01 PM
276	Southhill	10/20/2018 7:56 AM
277	Cheney, WA	10/19/2018 10:39 PM
278	Comstock	10/19/2018 8:05 PM
279	south hill	10/19/2018 6:02 PM
280	Regal	10/19/2018 5:34 PM
281	Cheyene	10/19/2018 10:14 AM

## 2019 Preliminary Service Change Concepts

282	South Hill - Moran Prairie	10/19/2018 9:22 AM
283	Eagle Ridge	10/19/2018 9:09 AM
284	South perry	10/19/2018 9:07 AM
285	Francis and A street	10/19/2018 9:07 AM
286	Lincoln Heights	10/19/2018 6:40 AM
287	Monroe and Indiana	10/18/2018 10:36 PM
288	Monroe and Indiana	10/18/2018 10:28 PM
289	Lower South Hill	10/18/2018 9:21 PM
290	Comstock	10/18/2018 8:14 PM
291	Spoke Valley	10/18/2018 4:15 PM
292	Southhill	10/18/2018 4:10 PM
293	Spokane Valley	10/18/2018 3:51 PM
294	Lincoln Heights	10/18/2018 3:44 PM
295	Cheney, WA	10/18/2018 3:25 PM
296	Shadle Park	10/18/2018 3:21 PM
297	South Hill	10/18/2018 2:30 PM
298	Emmerson Garfield	10/18/2018 1:53 PM
299	Spokane Valley	10/18/2018 1:40 PM
300	Riverside	10/18/2018 11:23 AM
301	Millwood	10/18/2018 10:40 AM
302	Shadle	10/18/2018 8:05 AM
303	Emerson	10/18/2018 5:06 AM
304	Downtown	10/18/2018 4:57 AM
305	Cheney	10/17/2018 9:32 PM
306	West Central	10/17/2018 9:15 PM
307	Moran Prairie	10/17/2018 8:40 PM
308	Alberta and Garland	10/17/2018 8:04 PM
309	Northwest	10/17/2018 6:13 PM
310	Post falls idaho	10/17/2018 4:20 PM
311	Cliff Cannon	10/17/2018 3:56 PM
312	South Hill	10/17/2018 3:05 PM
313	Spokane valley	10/17/2018 2:54 PM
314	South Hill	10/17/2018 2:10 PM
315	south hill at regal st and 37th	10/17/2018 11:45 AM
316	Brownes Addition	10/17/2018 10:33 AM
317	In spokane valley near the vtc	10/17/2018 9:29 AM
318	South hill Regal	10/17/2018 8:39 AM
319	Cheney	10/17/2018 7:15 AM
320	South Hill	10/17/2018 6:37 AM
321	Manito Blvd	10/17/2018 6:19 AM
322	Montgomery Avenue	10/17/2018 6:04 AM

## 2019 Preliminary Service Change Concepts

323	South Perry District	10/17/2018 4:47 AM
324	Shadle Park	10/16/2018 10:12 PM
325	South Regal	10/16/2018 6:51 PM
326	Lincoln Heights	10/16/2018 5:45 PM
327	Spokane Valley	10/16/2018 5:44 PM
328	Hillyard	10/16/2018 5:08 PM
329	south hill/ manito	10/16/2018 3:46 PM
330	North Spokane	10/16/2018 3:38 PM
331	99203 South Hill	10/16/2018 3:11 PM
332	Medical Lake	10/16/2018 2:47 PM
333	Manito/Cannon Hill Neighborhood	10/16/2018 1:34 PM
334	Rockwood	10/16/2018 1:27 PM
335	Colbert (closest to the hastings park and ride)	10/16/2018 1:06 PM
336	Comstock neighborhood	10/16/2018 12:00 PM
337	Comstock	10/16/2018 11:39 AM
338	Downriver/Audubon	10/16/2018 11:31 AM
339	W. Spokane, Downtown	10/16/2018 10:47 AM
340	99201	10/16/2018 10:01 AM
341	South Hill	10/16/2018 8:53 AM
342	99204	10/16/2018 8:41 AM
343	South Hill	10/16/2018 7:26 AM
344	South Hill	10/16/2018 6:58 AM
345	37th mt.vernon	10/16/2018 6:50 AM
346	Southhill	10/16/2018 6:43 AM
347	Lincoln Heights	10/16/2018 6:41 AM
348	West Central	10/16/2018 5:21 AM
349	South hill	10/16/2018 4:57 AM
350	Lincoln Heights	10/16/2018 12:51 AM
351	East Central	10/15/2018 11:13 PM
352	Northwest	10/15/2018 10:19 PM
353	Lower South Hill	10/15/2018 5:45 PM
354	Cheney	10/15/2018 4:59 PM
355	Spokane valley	10/15/2018 4:22 PM
356	Airway Heights	10/15/2018 4:12 PM
357	Lincoln Heights	10/15/2018 3:10 PM
358	Manito	10/15/2018 3:00 PM
359	Indian Trail	10/15/2018 2:39 PM
360	Greenacres, WA	10/15/2018 2:19 PM
361	Spokane valley	10/15/2018 1:51 PM
362	Riverside	10/15/2018 1:21 PM
363	Spokane Valley	10/15/2018 11:56 AM



## 2019 Preliminary Service Change Concepts

364	Autobahn park	10/15/2018 11:52 AM
365	Spokane valley	10/15/2018 10:02 AM
366	26th & Bernard	10/15/2018 7:53 AM
367	Spoakne Valley	10/15/2018 7:46 AM
368	Wilson Wlementary	10/15/2018 7:32 AM
369	Eagle Ridge/Latah Valley	10/15/2018 6:39 AM
370	south hill	10/14/2018 8:12 PM
371	Gonzaga University	10/14/2018 4:28 PM
372	Brownes addition	10/14/2018 2:41 PM
373	North side by mead high school	10/14/2018 2:21 PM
374	99218	10/14/2018 12:40 PM
375	Cheney, Wa	10/14/2018 9:44 AM
376	9th and elm	10/13/2018 8:01 PM
377	perry street district	10/13/2018 7:48 PM
378	Spokane Valley	10/13/2018 7:31 PM
379	Comstock	10/13/2018 4:40 PM
380	Shadle	10/13/2018 1:38 PM
381	North Spokane	10/13/2018 10:38 AM
382	Spokane Valley	10/13/2018 10:14 AM
383	Manito	10/13/2018 10:09 AM
384	North side	10/13/2018 10:08 AM
385	Lincoln Heights	10/13/2018 10:06 AM
386	South hill	10/13/2018 7:22 AM
387	West Central	10/13/2018 4:52 AM
388	Lidgerwood	10/12/2018 11:22 PM
389	Cliff-Cannon	10/12/2018 10:09 PM
390	Minnehaha	10/12/2018 9:54 PM
391	34th and Bernard	10/12/2018 9:00 PM
392	Comstock park area	10/12/2018 8:20 PM
393	garland district	10/12/2018 7:37 PM
394	Lower South Hill	10/12/2018 4:36 PM
395	Comstock	10/12/2018 4:22 PM
396	South hill	10/12/2018 3:07 PM
397	Western Washington	10/12/2018 2:55 PM
398	South Hill	10/12/2018 2:03 PM
399	High Drive	10/12/2018 1:52 PM
400	Downtown	10/12/2018 12:40 PM
401	North Spokane	10/12/2018 12:38 PM
402	Morning Side Spokane Valley	10/12/2018 11:16 AM
403	99203	10/12/2018 11:06 AM
404	Pines and mission	10/12/2018 10:51 AM

## 2019 Preliminary Service Change Concepts

405	west Spokane Valley	10/12/2018 10:22 AM
406	Greenacres	10/12/2018 9:30 AM
407	Northwood (Spokane Valley/Millwood/WVSD)	10/12/2018 8:41 AM
408	Manito	10/12/2018 8:15 AM
409	Brownes Addition	10/12/2018 7:43 AM
410	SCC/market	10/12/2018 7:12 AM
411	South Hill - Latawah and 37th	10/12/2018 6:12 AM
412	34 ave south hill	10/12/2018 6:01 AM
413	South east Blvd.	10/12/2018 5:04 AM
414	Comstock	10/12/2018 5:00 AM
415	Cannon	10/12/2018 4:19 AM
416	Comstock	10/11/2018 8:48 PM
417	Hillyard	10/11/2018 6:35 PM
418	South Hill Comstock Neighborhood	10/11/2018 5:56 PM
419	Lower South Hill	10/11/2018 5:53 PM
420	Browne's Addition	10/11/2018 5:51 PM
421	south hill	10/11/2018 5:47 PM
422	Lower south hill on 9th/maple	10/11/2018 4:17 PM
423	High Drive	10/11/2018 4:13 PM
424	Chief Garry park	10/11/2018 4:08 PM
425	South hill	10/11/2018 3:40 PM
426	Comstock/High Drive	10/11/2018 3:05 PM
427	14106 e 3rd	10/11/2018 3:02 PM
428	browne's addition	10/11/2018 3:00 PM
429	comstock	10/11/2018 2:13 PM
430	Cheney	10/11/2018 2:09 PM
431	South Hill	10/11/2018 1:26 PM
432	Nevada-Lidgerwood	10/11/2018 1:15 PM
433	Spokane, WA	10/11/2018 12:47 PM
434	Cliff-Cannon	10/11/2018 12:36 PM
435	South Hill	10/11/2018 12:22 PM
436	south hill-lincoln heights	10/11/2018 11:56 AM
437	S.palouse hwy. Spokane wa 99223	10/11/2018 11:51 AM
438	Pines and 12th	10/11/2018 10:13 AM
439	Shadle/Audubon	10/11/2018 9:35 AM
440	South Hill	10/11/2018 9:34 AM
441	Lower south hill	10/11/2018 9:23 AM
442	Near the Eastern side of 57th	10/11/2018 9:15 AM
443	South Hill	10/11/2018 9:12 AM
444	Nevada/whitworth area	10/11/2018 8:59 AM
445	Moran Prairie	10/11/2018 7:06 AM

## 2019 Preliminary Service Change Concepts

446	South Hill	10/11/2018 6:31 AM
447	Lincoln Heights	10/11/2018 5:16 AM
448	28th and Assembly	10/11/2018 1:26 AM
449	Downtown Spokane	10/10/2018 11:36 PM
450	Sprague and evergreen	10/10/2018 9:08 PM
451	spokane	10/10/2018 7:23 PM
452	Peaceful Valley	10/10/2018 5:38 PM
453	South Hill	10/10/2018 5:13 PM
454	South hill. Manito area	10/10/2018 4:48 PM
455	South Hill	10/10/2018 3:16 PM
456	Chenney	10/10/2018 2:43 PM
457	Downtown	10/10/2018 1:22 PM
458	Airway Heights	10/10/2018 1:14 PM
459	The Fairwood Neighborhood, by Mead HS	10/10/2018 12:12 PM
460	Liberty Lake	10/10/2018 11:46 AM
461	Spokane valley	10/10/2018 9:53 AM
462	Lower south hill	10/10/2018 9:49 AM
463	Garland	10/10/2018 9:08 AM
464	310 East High Drive	10/10/2018 9:05 AM
465	South Hill, Lincoln Heights	10/10/2018 8:08 AM
466	Spokane Valley	10/10/2018 7:59 AM
467	south perry district/south hill	10/10/2018 7:07 AM
468	comstock neighborhood	10/10/2018 6:27 AM
469	Mead	10/10/2018 4:24 AM
470	north spokane	10/9/2018 11:24 PM
471	Southgate	10/9/2018 7:50 PM
472	Hamblen	10/9/2018 6:49 PM
473	Audubon Downriver	10/9/2018 6:11 PM
474	Mukogawa Institute.	10/9/2018 5:42 PM
475	Cliff Canon -Lower South Hill	10/9/2018 5:16 PM
476	Whitworth	10/9/2018 4:59 PM
477	Cannon hill	10/9/2018 4:42 PM
478	Moran Prairie	10/9/2018 4:36 PM
479	South Hill close tho downtown	10/9/2018 4:18 PM
480	lower South Hill	10/9/2018 3:42 PM
481	Spokane Valley, Dishman Mica and 32nd	10/9/2018 3:04 PM
482	Millwood	10/9/2018 3:02 PM
483	southeast part of south hill, near 57th & Palouse	10/9/2018 2:58 PM
484	57th & Regal	10/9/2018 2:39 PM
485	North town mall	10/9/2018 1:55 PM
486	South hill	10/9/2018 1:07 PM

## 2019 Preliminary Service Change Concepts

487	Spokane	10/9/2018 12:41 PM
488	Southwest Spokane	10/9/2018 12:36 PM
489	Spokane Falls Community College	10/9/2018 12:32 PM
490	Valley	10/9/2018 11:58 AM
491	South 5 Mile	10/9/2018 11:46 AM
492	Deer park	10/9/2018 11:46 AM
493	Mead School District	10/9/2018 11:46 AM
494	Logan	10/9/2018 11:46 AM
495	Shadle area	10/9/2018 11:36 AM
496	2628 e 27th ave spokane wa	10/9/2018 11:02 AM
497	comstock area	10/9/2018 10:42 AM
498	Valleyford, WA	10/9/2018 10:41 AM
499	South Hill	10/9/2018 10:18 AM
500	Cliff Cannon	10/9/2018 9:55 AM
501	Millwood	10/9/2018 9:50 AM
502	Spokane Vallley	10/9/2018 9:40 AM
503	Comstock	10/9/2018 9:36 AM
504	Shadle	10/9/2018 8:42 AM
505	Audubon	10/9/2018 8:35 AM
506	Brownes Addition, soon to be Peaceful Valley	10/9/2018 8:29 AM
507	Indian trail	10/9/2018 8:08 AM
508	Perry	10/9/2018 7:58 AM
509	Cliff-Canon	10/9/2018 7:37 AM
510	29th+Cuba	10/9/2018 7:21 AM
511	Spokane Valley	10/9/2018 7:20 AM
512	Southgate on the South Hill	10/9/2018 7:14 AM
513	Shadle Northside	10/9/2018 7:00 AM
514	22nd/Lincoln	10/9/2018 6:54 AM
515	Upper South Hill	10/9/2018 6:28 AM
516	Moran Prairie	10/9/2018 6:20 AM
517	medical Lake Washington	10/9/2018 6:18 AM
518	Shadle	10/9/2018 5:38 AM
519	West Central	10/8/2018 9:22 PM
520	Westwood/West Plains	10/8/2018 8:14 PM
521	Spokane Valley	10/8/2018 6:48 PM
522	Medical Lake	10/8/2018 5:33 PM
523	glenrose	10/8/2018 3:17 PM
524	NW Spokane	10/8/2018 2:53 PM
525	Shadle	10/8/2018 2:17 PM
526	comstock route #43	10/8/2018 2:06 PM
527	Cliff-cannon neighborhood	10/8/2018 1:44 PM

## 2019 Preliminary Service Change Concepts

528	hillyard	10/8/2018 1:36 PM
529	1809 e37th ave	10/8/2018 1:33 PM
530	south hill	10/8/2018 11:46 AM
531	Cheney, West plains	10/8/2018 11:29 AM
532	Colville	10/8/2018 10:19 AM
533	Lincoln Heights (east 18th ave)	10/8/2018 10:09 AM
534	South Regal	10/8/2018 10:08 AM
535	Valley	10/8/2018 9:21 AM
536	southeast part of south hill, near 57th & Palouse	10/8/2018 8:56 AM
537	Minihaha neighborhood	10/8/2018 8:30 AM
538	17th ave Spokane washington	10/8/2018 8:11 AM
539	Rockwood/Manito	10/8/2018 8:06 AM
540	West Plains	10/8/2018 6:38 AM
541	Lincoln Heights	10/8/2018 6:07 AM
542	Upper manito area	10/8/2018 6:00 AM
543	Hillyard	10/8/2018 5:35 AM
544	Shadle Park	10/8/2018 4:58 AM
545	Moran prarie	10/8/2018 4:34 AM
546	rockwood	10/7/2018 6:25 PM
547	Eastside	10/7/2018 5:42 PM
548	Cliff Cannon 10th and Monroe	10/7/2018 5:21 PM
549	Hillyard	10/7/2018 4:43 PM
550	Medical lake	10/7/2018 2:24 PM
551	Cheney	10/7/2018 1:11 PM
552	south hill cannon's addition	10/7/2018 9:47 AM
553	West central	10/7/2018 8:39 AM
554	West Valley, millwood	10/7/2018 6:31 AM
555	north spokane	10/7/2018 2:58 AM
556	Airway Heights	10/6/2018 8:01 PM
557	37th nd Perry	10/6/2018 7:30 PM
558	Garland	10/6/2018 6:54 PM
559	Lincoln Heights	10/6/2018 4:46 PM
560	Eagle Ridge	10/6/2018 3:19 PM
561	Cheney wa	10/6/2018 2:46 PM
562	South hill	10/6/2018 10:01 AM
563	Rowan @ monroe	10/6/2018 8:09 AM
564	Otis orchards	10/6/2018 7:57 AM
565	Mead	10/6/2018 12:54 AM
566	Audubon/Shadle	10/5/2018 11:15 PM
567	Peacefulvalkey	10/5/2018 10:26 PM
568	Minnehaha	10/5/2018 8:36 PM

## 2019 Preliminary Service Change Concepts

569	Hillard-Rogers High School	10/5/2018 8:24 PM
570	Bottom of the South Hill	10/5/2018 6:36 PM
571	Perry District	10/5/2018 5:33 PM
572	South hill	10/5/2018 4:48 PM
573	South Perry	10/5/2018 4:07 PM
574	210 Simpson Parkway, Cheney	10/5/2018 3:37 PM
575	Moran Prairie	10/5/2018 3:35 PM
576	south perry district	10/5/2018 3:31 PM
577	Perry Street District	10/5/2018 3:05 PM
578	Marshall, WA	10/5/2018 12:35 PM
579	Indian Trail	10/5/2018 12:22 PM
580	Lower South Hill Spokane	10/5/2018 12:18 PM
581	By Chief Gary park	10/5/2018 11:47 AM
582	South Hill/Manito	10/5/2018 11:37 AM
583	Liberty Lake	10/5/2018 11:33 AM
584	Liberty Lake	10/5/2018 11:31 AM
585	S Hill (57th)	10/5/2018 11:19 AM
586	Liberty Lake	10/5/2018 11:06 AM
587	South Valley	10/5/2018 11:05 AM
588	Rockwood/Perry District	10/5/2018 11:02 AM
589	Liberty Lake	10/5/2018 10:46 AM
590	COUNTRY HOMES	10/5/2018 10:40 AM
591	1922 west 1st Ave#6	10/5/2018 10:03 AM
592	Spokane Valley, Mirabeau	10/5/2018 9:58 AM
593	Liberty Lake	10/5/2018 9:39 AM
594	Logan	10/5/2018 9:26 AM
595	Millwood	10/5/2018 9:16 AM
596	shadle area	10/5/2018 9:05 AM
597	Geiger area	10/5/2018 8:48 AM
598	fairview	10/5/2018 8:30 AM
599	Crestline and Dalke	10/5/2018 8:26 AM
600	spokane valley	10/5/2018 7:57 AM
601	Lincoln Heights	10/5/2018 7:31 AM
602	Lower South Hill	10/5/2018 7:22 AM
603	By the spokane valley transit	10/5/2018 6:16 AM
604	15th and Adams	10/5/2018 6:11 AM
605	South hill	10/5/2018 6:04 AM
606	Trentwood area, Spokane Valley	10/5/2018 5:25 AM
607	South hill	10/5/2018 4:29 AM
608	Northtown, by Francis and Crestline	10/5/2018 4:26 AM
609	Logan	10/5/2018 1:20 AM

## 2019 Preliminary Service Change Concepts

610	garden springs addition/ finch arboretum	10/4/2018 5:34 PM
611	spokane valley	10/4/2018 5:03 PM
612	Lower South Hill	10/4/2018 3:18 PM
613	Nevada-Lidgerwood	10/4/2018 3:15 PM
614	99016	10/4/2018 1:34 PM
615	Spokane Valley	10/4/2018 1:28 PM
616	North Spokane	10/4/2018 1:20 PM
617	Veradale	10/4/2018 1:19 PM
618	South hill	10/4/2018 1:18 PM
619	Moran Prairie	10/4/2018 1:08 PM
620	Spokane Valley	10/4/2018 12:52 PM
621	CVHS NEIGHBORHOOD	10/4/2018 12:40 PM
622	Cannon Addition	10/4/2018 11:46 AM
623	River Ridge/Audobon	10/4/2018 11:39 AM
624	Whitworth Area	10/4/2018 11:26 AM
625	99025	10/4/2018 11:17 AM
626	Carnahan/Glenrose	10/4/2018 11:02 AM
627	southcentral	10/4/2018 10:46 AM
628	South Hill	10/4/2018 10:37 AM
629	Liberty Lake	10/4/2018 10:36 AM
630	Spokane VALley /Opportunity	10/4/2018 10:26 AM
631	Comstock	10/4/2018 9:39 AM
632	Camelot	10/4/2018 9:38 AM
633	Liberty lake	10/4/2018 9:36 AM
634	North Indian Trail	10/4/2018 9:31 AM
635	South Hill	10/4/2018 9:21 AM
636	99218 in the area of hawthorne and north division	10/4/2018 9:18 AM
637	Cheney, WA	10/4/2018 9:17 AM
638	Northwest	10/4/2018 9:05 AM
639	West Central	10/4/2018 9:00 AM
640	Shadle area	10/4/2018 8:58 AM
641	Mead Washington	10/4/2018 8:56 AM
642	North Spokane	10/4/2018 8:55 AM
643	Cheney	10/4/2018 8:48 AM
644	Spokane Valley	10/4/2018 8:37 AM
645	medical lake	10/4/2018 8:33 AM
646	SPOKANE VALLEY	10/4/2018 8:27 AM
647	North Indian Trail	10/4/2018 8:23 AM
648	South Spokane	10/4/2018 8:17 AM
649	Spokane Valley	10/4/2018 8:09 AM
650	Eagle Ridge, South of Spokane	10/4/2018 7:55 AM

## 2019 Preliminary Service Change Concepts

651	Logan Neighborhood	10/4/2018 7:53 AM
652	Spokane valley	10/4/2018 7:43 AM
653	Downtown Spokane	10/4/2018 7:38 AM
654	South hill	10/4/2018 7:25 AM
655	Shadle Neighborhood	10/4/2018 7:19 AM
656	North	10/4/2018 7:19 AM
657	Southside	10/4/2018 7:12 AM
658	Garland	10/4/2018 7:10 AM
659	south hill	10/4/2018 7:09 AM
660	Millwood	10/4/2018 5:38 AM
661	Perry District	10/4/2018 4:40 AM
662	Lincol Heights	10/4/2018 12:54 AM
663	Spokane	10/4/2018 12:11 AM
664	Downtown	10/3/2018 10:38 PM
665	Pines & Broadway, Spokane Valley	10/3/2018 10:24 PM
666	Northtown	10/3/2018 9:21 PM
667	Cannon - Hill District, 10th & Cannon	10/3/2018 8:55 PM
668	Browns Addition	10/3/2018 8:48 PM
669	South Hiki	10/3/2018 8:02 PM
670	Cliff Cannon	10/3/2018 7:14 PM
671	northtown mall area	10/3/2018 7:04 PM
672	Downriver/Audubon	10/3/2018 6:36 PM
673	S Hill	10/3/2018 6:18 PM
674	South Hill 21st ave West	10/3/2018 6:04 PM
675	spokane valley	10/3/2018 5:53 PM
676	Comstock	10/3/2018 5:50 PM
677	EWU, Cheney, wa	10/3/2018 5:20 PM
678	Valley	10/3/2018 5:17 PM
679	Spokane valley on pines	10/3/2018 4:52 PM
680	Shadle neighborhood	10/3/2018 4:39 PM
681	Rockwood	10/3/2018 4:28 PM
682	South hill	10/3/2018 3:19 PM
683	Lincoln Heights	10/3/2018 3:19 PM
684	Audubon/Downriver	10/3/2018 3:03 PM
685	Lincoln Heights	10/3/2018 3:02 PM
686	Airway Heights	10/3/2018 2:57 PM
687	Mead	10/3/2018 2:48 PM
688	south hill	10/3/2018 2:42 PM
689	Downtown	10/3/2018 2:41 PM
690	northside	10/3/2018 2:39 PM
691	South Perry	10/3/2018 2:35 PM



## 2019 Preliminary Service Change Concepts

692	spokane valley WA	10/3/2018 2:15 PM
693	Spirit Lake, ID	10/3/2018 2:15 PM
694	North Spokane	10/3/2018 2:05 PM
695	Spokane Valley	10/3/2018 1:51 PM
696	North side	10/3/2018 1:39 PM
697	Cannon Hill Neighborhood	10/3/2018 1:38 PM
698	cheney	10/3/2018 1:25 PM
699	2821 s glenrose rd spokane wa 99223	10/3/2018 1:14 PM
700	Comstock	10/3/2018 1:11 PM
701	South Hill	10/3/2018 1:06 PM
702	Cannon Hill neighborhood	10/3/2018 12:42 PM
703	Logan	10/3/2018 12:36 PM
704	North Forker RD, Spokane County	10/3/2018 12:36 PM
705	Perry District	10/3/2018 12:28 PM
706	S. Altamont	10/3/2018 12:28 PM
707	Lincoln Heights	10/3/2018 12:24 PM
708	Mead	10/3/2018 12:21 PM
709	Spokane Valley	10/3/2018 12:20 PM
710	Spokane Valley	10/3/2018 12:18 PM
711	Downtown	10/3/2018 12:17 PM
712	Spokane Valley	10/3/2018 12:09 PM
713	north town	10/3/2018 12:08 PM
714	Foothills	10/3/2018 12:04 PM
715	Bemiss	10/3/2018 12:01 PM
716	Spokane Valley	10/3/2018 11:58 AM
717	valleyford, wa	10/3/2018 11:57 AM
718	Cliff/Cannon	10/3/2018 11:56 AM
719	Five Mile Prairie	10/3/2018 11:46 AM
720	6.5 mile south of 904 on Mullinnix rd	10/3/2018 11:46 AM
721	Airway Heights	10/3/2018 11:42 AM
722	West Plains	10/3/2018 11:40 AM
723	South Hill	10/3/2018 11:40 AM
724	Bigalow Gulch Rd	10/3/2018 11:32 AM
725	Liberty Lake	10/3/2018 11:23 AM
726	Northpointe	10/3/2018 11:23 AM
727	Canon Hill	10/3/2018 11:21 AM
728	manito park	10/3/2018 11:19 AM
729	South Hill / Perry District	10/3/2018 11:14 AM
730	Northeast	10/3/2018 11:10 AM
731	Spokane Valley	10/3/2018 10:51 AM
732	Spokane Valley	10/3/2018 10:48 AM

## 2019 Preliminary Service Change Concepts

733	Millwood	10/3/2018 10:47 AM
734	East Upriver Dr.	10/3/2018 10:44 AM
735	West Spokane	10/3/2018 10:41 AM
736	North Spokane by the Y	10/3/2018 10:39 AM
737	South Hill	10/3/2018 10:39 AM
738	South Hill	10/3/2018 10:37 AM
739	Northwest Spokane	10/3/2018 10:28 AM
740	east central	10/3/2018 10:20 AM
741	mead, wa	10/3/2018 10:19 AM
742	Comstock	10/3/2018 10:19 AM
743	southgate	10/3/2018 10:18 AM
744	99206	10/3/2018 10:18 AM
745	Linwood	10/3/2018 10:17 AM
746	lincoln heights	10/3/2018 10:14 AM
747	Colbert	10/3/2018 10:13 AM
748	Garland District	10/3/2018 10:11 AM
749	Spokane Valley near Dishman	10/3/2018 10:09 AM
750	MEDICAL LAKE	10/3/2018 10:09 AM
751	Spokane Valley	10/3/2018 10:09 AM
752	south valley	10/3/2018 10:06 AM
753	South Hill	10/3/2018 10:04 AM
754	Kendall Yards	10/3/2018 10:04 AM
755	Cheney	10/3/2018 9:59 AM
756	Browne's Addition	10/3/2018 9:53 AM
757	Moran Prairie	10/3/2018 9:46 AM
758	AIRWAY HEIGHTS	10/3/2018 9:45 AM
759	Garland	10/3/2018 9:39 AM
760	Glenrose (South Hill)	10/3/2018 9:38 AM
761	Spokane Valley	10/3/2018 9:37 AM
762	Spokane Valley	10/3/2018 9:36 AM
763	Brownes addition	10/3/2018 9:34 AM
764	Browne's Addition	10/3/2018 9:33 AM
765	lincoln heights	10/3/2018 9:32 AM
766	Spokane Valley	10/3/2018 9:32 AM
767	East Central Neighborhood	10/3/2018 9:32 AM
768	Valley	10/3/2018 9:31 AM
769	Minnehaha	10/3/2018 9:29 AM
770	West of Fairchild AFB off of Hwy 2	10/3/2018 9:24 AM
771	west if cheney	10/3/2018 9:21 AM
772	Harvest Bluff, Cheney	10/3/2018 9:19 AM
773	Spangle	10/3/2018 9:18 AM

## 2019 Preliminary Service Change Concepts

774	South Hill	10/3/2018 9:16 AM
775	5 Mile Prairie, Spokane, WA	10/3/2018 9:14 AM
776	West Plains	10/3/2018 9:12 AM
777	hillyard 99207	10/3/2018 9:10 AM
778	spokane Valley	10/3/2018 9:03 AM
779	Spokane Valley	10/3/2018 9:01 AM
780	N Edgerton road, in the valley near millwood	10/3/2018 9:01 AM
781	Perry District	10/3/2018 9:00 AM
782	Newman Lake	10/3/2018 8:59 AM
783	Lower South Hill	10/3/2018 8:59 AM
784	Finch Arboretum	10/3/2018 8:57 AM
785	Manito Area	10/3/2018 8:56 AM
786	10 miles south of Spokane	10/3/2018 8:56 AM
787	south	10/3/2018 8:54 AM
788	Northwest Spokane, near Salk middle school	10/3/2018 8:54 AM
789	Spokane Valley	10/3/2018 8:53 AM
790	Hillyard	10/3/2018 8:53 AM
791	Cheney	10/3/2018 8:52 AM
792	South Hill	10/3/2018 8:49 AM
793	N Perry	10/3/2018 8:48 AM
794	Lincoln Heights	10/3/2018 8:46 AM
795	Spokane, Wa - Southside	10/3/2018 8:45 AM
796	Browne's Mountain	10/3/2018 8:44 AM
797	16th & Bowdish	10/3/2018 8:39 AM
798	Spokane, Lincoln Heights neighborhood	10/3/2018 8:39 AM
799	Logan	10/3/2018 8:36 AM
800	Grandview/Thorpe	10/3/2018 8:35 AM
801	Comstock	10/3/2018 8:33 AM
802	Cheney	10/3/2018 8:27 AM
803	99224	10/3/2018 8:24 AM
804	downtown spokane area	10/3/2018 8:23 AM
805	north	10/3/2018 8:22 AM
806	South Hill area, Spokane	10/3/2018 8:21 AM
807	Veradale	10/3/2018 8:18 AM
808	Town and Country	10/3/2018 8:15 AM
809	west central	10/3/2018 8:14 AM
810	Spokane Valley	10/3/2018 8:14 AM
811	Airway Heights	10/3/2018 8:13 AM
812	south hill	10/3/2018 8:12 AM
813	garland	10/3/2018 8:12 AM
814	Downriver/Audabon	10/3/2018 8:09 AM

## 2019 Preliminary Service Change Concepts

815	Spokane Valley	10/3/2018 8:05 AM
816	Liberty Lake	10/3/2018 8:02 AM
817	south hill	10/3/2018 7:57 AM
818	Northwest	10/3/2018 7:57 AM
819	4th and Altamont	10/3/2018 7:57 AM
820	Cliff Cannon Neighborhood	10/3/2018 7:56 AM
821	Spokane Valley	10/3/2018 7:53 AM
822	Spokane Valley 99037	10/3/2018 7:52 AM
823	Manito Park	10/3/2018 7:52 AM
824	cheney wa.	10/3/2018 7:52 AM
825	13660 w 6th ave basaltridge apartments H103	10/3/2018 7:51 AM
826	Fairwood	10/3/2018 7:49 AM
827	South Hill off Freya	10/3/2018 7:46 AM
828	By Petro and new transit station near Medical Lake	10/3/2018 7:46 AM
829	Mead	10/3/2018 7:45 AM
830	Garland District	10/3/2018 7:45 AM
831	South Hill	10/3/2018 7:44 AM
832	Ravenwood District	10/3/2018 7:42 AM
833	SOUTH VALLEY	10/3/2018 7:38 AM
834	Shadle Park	10/3/2018 7:38 AM
835	coeur d alene	10/3/2018 7:38 AM
836	Francis & Cedar	10/3/2018 7:32 AM
837	NORTH SPOKANE	10/3/2018 7:31 AM
838	Brownes Addition	10/3/2018 7:31 AM
839	East central	10/3/2018 7:30 AM
840	Spokane Valley 4216 S. Bowdish Rd. 99206	10/3/2018 7:30 AM
841	Colbert	10/3/2018 7:27 AM
842	West Hills	10/3/2018 7:25 AM
843	Deer Park	10/3/2018 7:24 AM
844	Spangle	10/3/2018 7:23 AM
845	Liberty Lake	10/3/2018 7:23 AM
846	Spokane Valley	10/3/2018 7:21 AM
847	Five Mile	10/3/2018 7:20 AM
848	Southhill	10/3/2018 7:20 AM
849	Indian Trail	10/3/2018 7:18 AM
850	West Plains	10/3/2018 7:18 AM
851	East Spokane Valley	10/3/2018 7:18 AM
852	Morgan Acres	10/3/2018 7:17 AM
853	southhill	10/3/2018 7:16 AM
854	Airway Heights	10/3/2018 7:16 AM
855	Cheney	10/3/2018 7:16 AM

## 2019 Preliminary Service Change Concepts

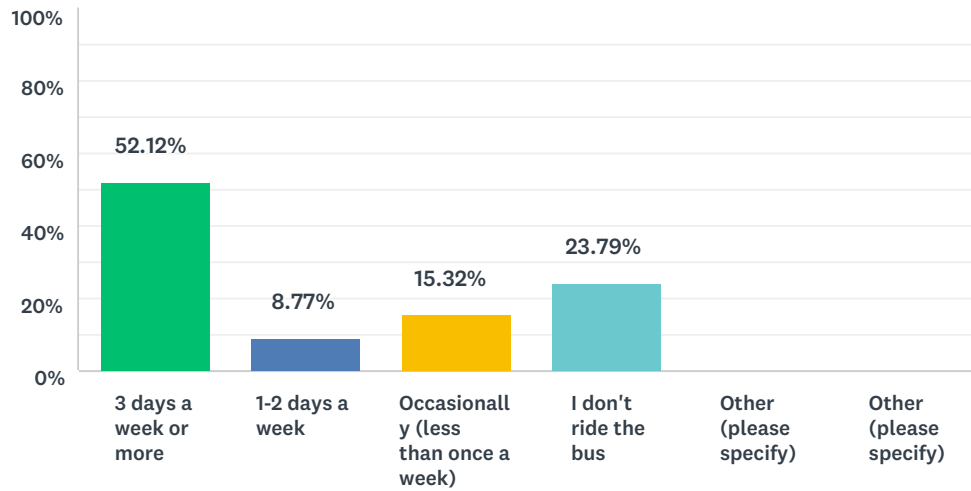
856	Rockwood	10/3/2018 7:15 AM
857	South Hill	10/3/2018 7:15 AM
858	Idaho coeur dalene	10/3/2018 7:15 AM
859	Northwest	10/3/2018 7:13 AM
860	Nine Mile Falls, WA	10/3/2018 7:13 AM
861	West Plains near the new transit center	10/3/2018 7:13 AM
862	Argonne & Upriver Drive	10/3/2018 7:12 AM
863	North Spokane	10/3/2018 7:12 AM
864	Cheney	10/3/2018 7:11 AM
865	cheney	10/3/2018 7:09 AM
866	Spokane Valley 99206	10/3/2018 7:09 AM
867	West Hills (Near SFCC)	10/3/2018 7:08 AM
868	Brownes Addition	10/3/2018 7:07 AM
869	Cheney	10/3/2018 7:06 AM
870	Lidgerwood/Navada area	10/3/2018 7:06 AM
871	norh spokane	10/3/2018 7:04 AM
872	Browne's Addition	10/3/2018 7:03 AM
873	Post Falls Idaho	10/3/2018 7:03 AM
874	at the top of sunset hill by holiday inn	10/3/2018 7:03 AM
875	Hunters Ridge	10/3/2018 7:02 AM
876	Spokane Valley	10/3/2018 6:58 AM
877	South Hill	10/3/2018 6:56 AM
878	Lidgerwood North Spokane	10/3/2018 6:48 AM
879	Liberty Lake	10/3/2018 6:41 AM
880	Millwood	10/3/2018 6:38 AM
881	Spokane Valley	10/3/2018 6:38 AM
882	Spokane Valley	10/3/2018 6:16 AM
883	Newman Lake	10/3/2018 6:03 AM
884	Wedgewood and Lindgerwood	10/3/2018 5:57 AM
885	Holy Family Hospital	10/3/2018 5:56 AM
886	Northwest Spokane	10/3/2018 5:51 AM
887	99037 / Ridgemont subdivision	10/3/2018 5:44 AM
888	Franklin Park	10/3/2018 5:36 AM
889	Morgan Acres	10/3/2018 5:18 AM
890	Ponderosa (South Valley)	10/3/2018 5:17 AM
891	Longfellow	10/3/2018 5:14 AM
892	millwood	10/3/2018 4:48 AM
893	Audubon	10/3/2018 4:38 AM
894	Lincoln Heights	10/3/2018 4:21 AM
895	North Hill/ Garland	10/2/2018 10:34 PM
896	West Central	10/2/2018 9:23 PM

## 2019 Preliminary Service Change Concepts

897	West central	10/2/2018 8:50 PM
898	Hamblen area	10/2/2018 8:50 PM
899	Lincoln Heights	10/2/2018 8:47 PM
900	Cliff Cannon	10/2/2018 8:41 PM
901	Lincoln Heights	10/2/2018 8:39 PM
902	Peaceful Valley	10/2/2018 8:34 PM
903	Chief Garry	10/2/2018 8:19 PM
904	Nevada/Lidgerwood	10/2/2018 7:20 PM
905	Audubon Downriver	10/2/2018 7:11 PM
906	Northwest Blvd	10/2/2018 6:51 PM
907	North Spokane	10/2/2018 6:21 PM
908	Knox & Vista, Spokane Valley	10/2/2018 5:19 PM
909	comstock	10/2/2018 4:26 PM
910	Cliff-Cannon	10/2/2018 4:20 PM
911	Downriver/Audobon	10/2/2018 4:16 PM
912	Evergreen & 16th Spokane Valley	10/2/2018 4:14 PM
913	lower south hill/Cannon	10/2/2018 4:07 PM
914	liberty lake	10/2/2018 3:56 PM
915	Spokane Valley	10/2/2018 3:56 PM
916	Spokane valley	10/2/2018 3:46 PM
917	Peaceful Valley	10/2/2018 3:43 PM
918	Mead, WA	10/2/2018 3:42 PM
919	Spokane valley	10/2/2018 3:40 PM
920	Newport hwy / Hawthorne	10/2/2018 3:40 PM
921	Manito Cannon Hill neighborhood	10/2/2018 2:54 PM
922	West Central	10/2/2018 2:38 PM
923	North side	10/2/2018 2:17 PM
924	Downtown	10/2/2018 2:04 PM
925	Minahaha	10/2/2018 2:00 PM
926	Sunset Hill	10/1/2018 12:30 PM
927	Garland	10/1/2018 10:27 AM

## Q2 How often do you ride the bus?

Answered: 992 Skipped: 12

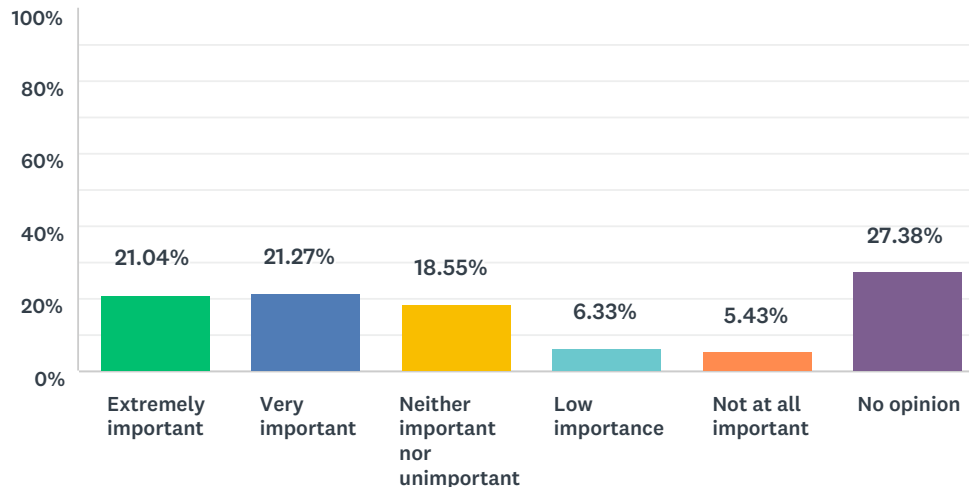


ANSWER CHOICES	RESPONSES	
3 days a week or more	52.12%	517
1-2 days a week	8.77%	87
Occasionally (less than once a week)	15.32%	152
I don't ride the bus	23.79%	236
Other (please specify)	0.00%	0
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>992</b>

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

### Q4 How important is improving frequency of service (how often a bus comes) on S Maple St and S Walnut St on the lower South Hill (currently served by the Route 43)?

Answered: 442 Skipped: 562

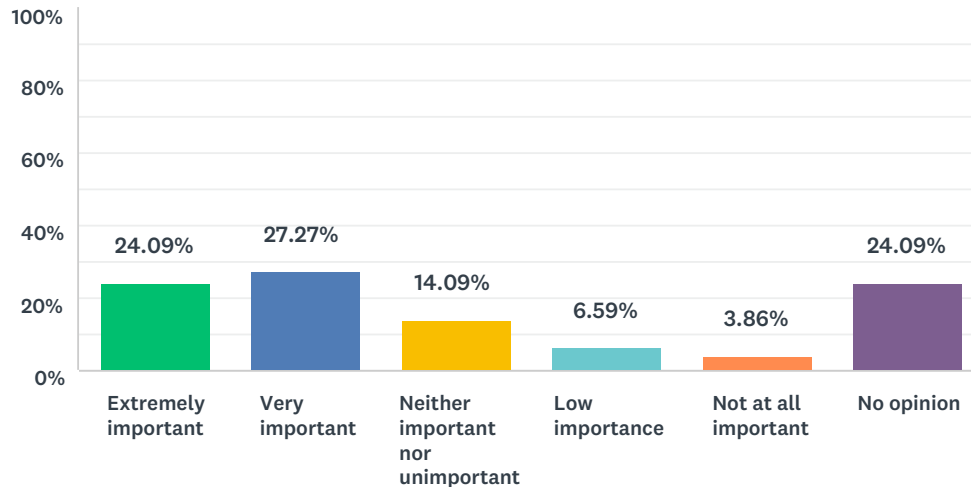


ANSWER CHOICES	RESPONSES	
Extremely important	21.04%	93
Very important	21.27%	94
Neither important nor unimportant	18.55%	82
Low importance	6.33%	28
Not at all important	5.43%	24
No opinion	27.38%	121
<b>TOTAL</b>		<b>442</b>



### Q5 How important is all day weekday service on Bernard St/Grove St between 29th Ave and 9th Ave (currently served by the Route 44)?

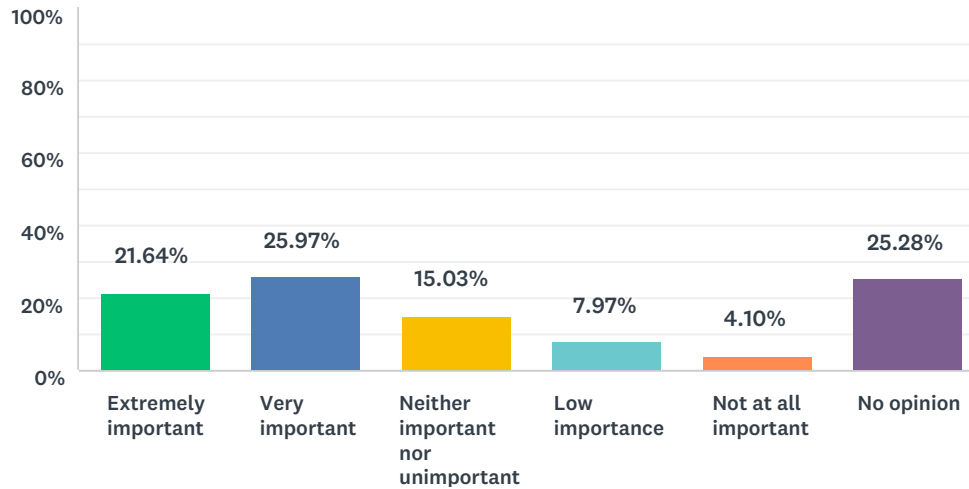
Answered: 440 Skipped: 564



ANSWER CHOICES	RESPONSES	
Extremely important	24.09%	106
Very important	27.27%	120
Neither important nor unimportant	14.09%	62
Low importance	6.59%	29
Not at all important	3.86%	17
No opinion	24.09%	106
<b>TOTAL</b>		<b>440</b>

## Q6 How important is all day weekday service on Bernard SOUTH of 29th Ave (currently served by Route 43)?

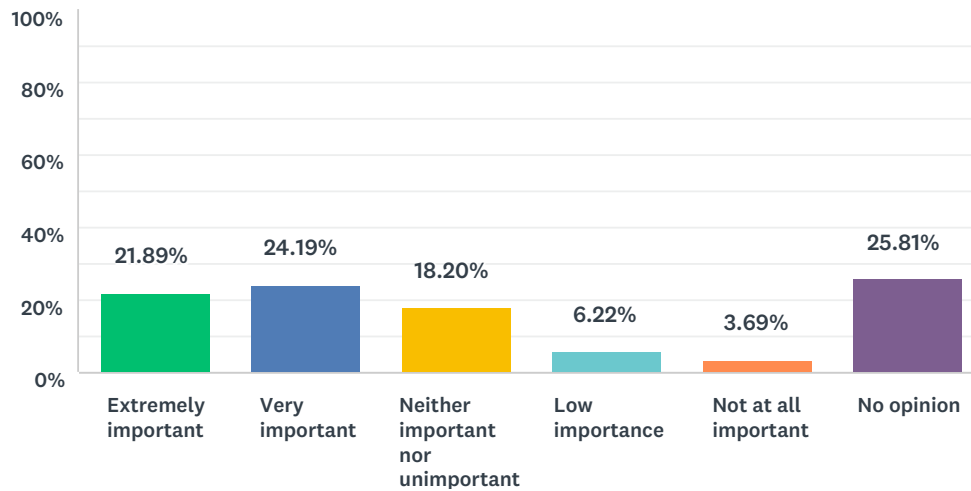
Answered: 439 Skipped: 565



ANSWER CHOICES	RESPONSES	
Extremely important	21.64%	95
Very important	25.97%	114
Neither important nor unimportant	15.03%	66
Low importance	7.97%	35
Not at all important	4.10%	18
No opinion	25.28%	111
<b>TOTAL</b>		<b>439</b>

## Q7 How important is keeping service on S Lincoln St between 14th Ave and 29th Ave (currently served by Route 43)?

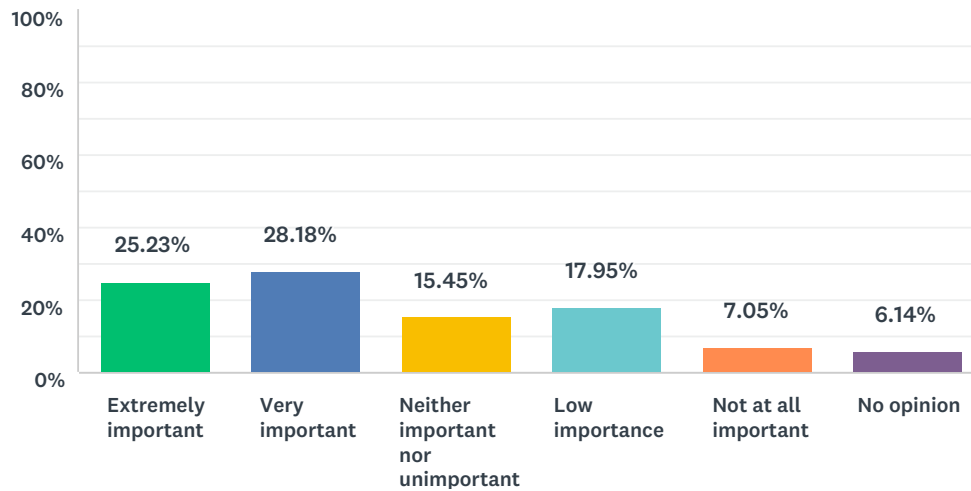
Answered: 434 Skipped: 570



ANSWER CHOICES	RESPONSES	
Extremely important	21.89%	95
Very important	24.19%	105
Neither important nor unimportant	18.20%	79
Low importance	6.22%	27
Not at all important	3.69%	16
No opinion	25.81%	112
<b>TOTAL</b>		<b>434</b>

### Q8 How important is keeping your trip to Downtown Spokane as direct and short as possible even if it means less trips on your route?

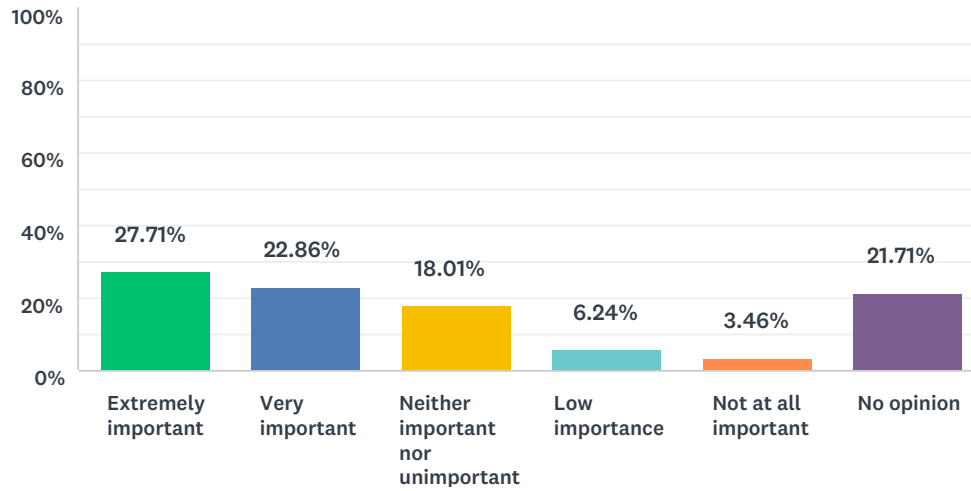
Answered: 440 Skipped: 564



ANSWER CHOICES	RESPONSES	
Extremely important	25.23%	111
Very important	28.18%	124
Neither important nor unimportant	15.45%	68
Low importance	17.95%	79
Not at all important	7.05%	31
No opinion	6.14%	27
<b>TOTAL</b>		<b>440</b>

### Q9 How important is keeping service on 29th Ave between Bernard St and Grand Blvd (currently served by Route 44)?

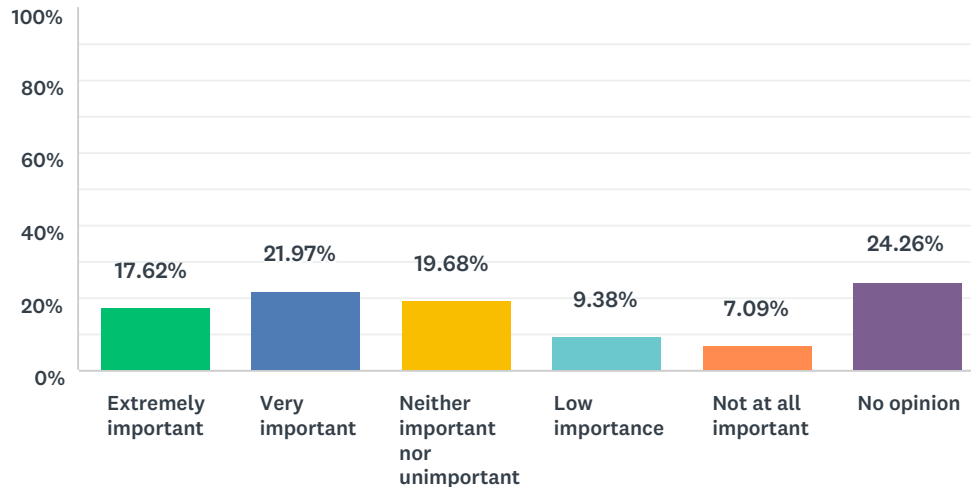
Answered: 433 Skipped: 571



ANSWER CHOICES	RESPONSES	
Extremely important	27.71%	120
Very important	22.86%	99
Neither important nor unimportant	18.01%	78
Low importance	6.24%	27
Not at all important	3.46%	15
No opinion	21.71%	94
<b>TOTAL</b>		<b>433</b>

## Q10 How important is new service on Grand between 29th Ave and 37th Ave?

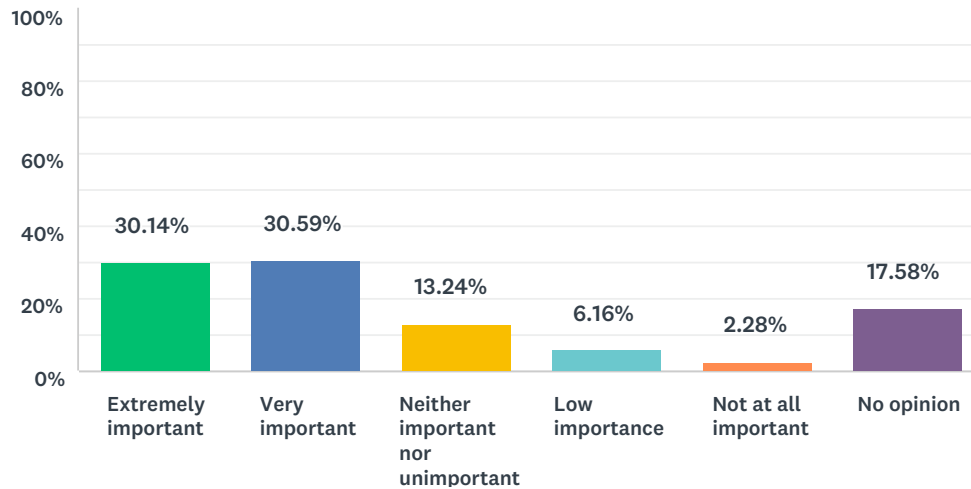
Answered: 437 Skipped: 567



ANSWER CHOICES	RESPONSES	
Extremely important	17.62%	77
Very important	21.97%	96
Neither important nor unimportant	19.68%	86
Low importance	9.38%	41
Not at all important	7.09%	31
No opinion	24.26%	106
<b>TOTAL</b>		<b>437</b>

### Q11 How important is maintaining frequency of service (how often the bus comes) on 29th Ave through the Lincoln Heights Shopping Center/Commercial District?

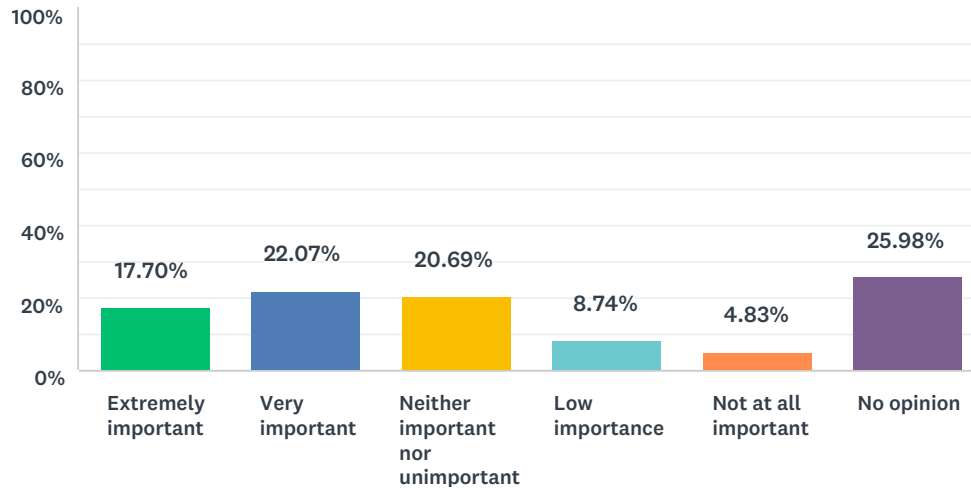
Answered: 438 Skipped: 566



ANSWER CHOICES	RESPONSES	
Extremely important	30.14%	132
Very important	30.59%	134
Neither important nor unimportant	13.24%	58
Low importance	6.16%	27
Not at all important	2.28%	10
No opinion	17.58%	77
<b>TOTAL</b>		<b>438</b>

## Q12 How important is keeping service on 37th Ave between Bernard St and Grand Blvd (currently served by Route 43)?

Answered: 435 Skipped: 569

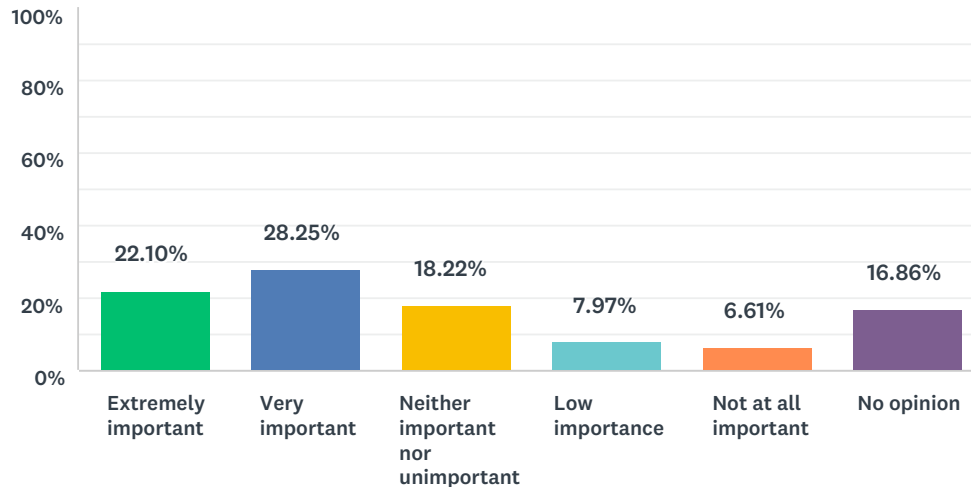


ANSWER CHOICES	RESPONSES	
Extremely important	17.70%	77
Very important	22.07%	96
Neither important nor unimportant	20.69%	90
Low importance	8.74%	38
Not at all important	4.83%	21
No opinion	25.98%	113
<b>TOTAL</b>		<b>435</b>



### Q13 How important is making the new express route from the Moran Station P&R to downtown as fast as possible?

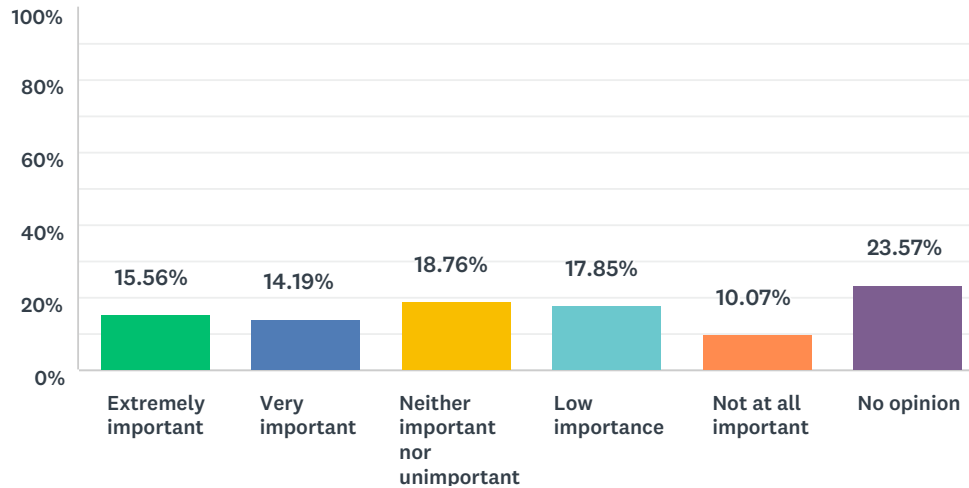
Answered: 439 Skipped: 565



ANSWER CHOICES	RESPONSES	
Extremely important	22.10%	97
Very important	28.25%	124
Neither important nor unimportant	18.22%	80
Low importance	7.97%	35
Not at all important	6.61%	29
No opinion	16.86%	74
<b>TOTAL</b>		<b>439</b>

**Q14 Route 34 connects the South Hill to Spokane Community College and travels out-of-direction to serve the Spokane County Expo/Fairgrounds along Havana St. Service is detoured during the Spokane County Fair because vehicle lines for the fair parking lot prevent buses from getting through. How important is keeping service to the Spokane County Fairground along Havana St?**

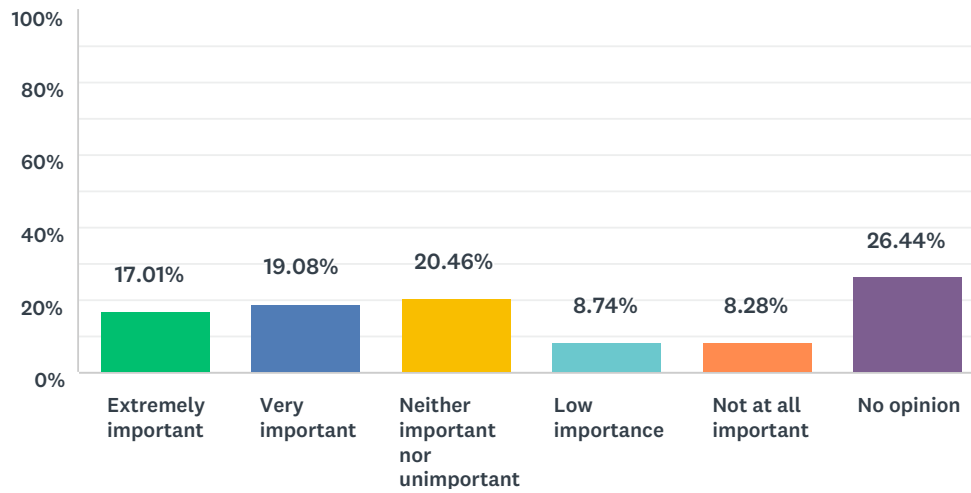
Answered: 437 Skipped: 567



ANSWER CHOICES	RESPONSES	
Extremely important	15.56%	68
Very important	14.19%	62
Neither important nor unimportant	18.76%	82
Low importance	17.85%	78
Not at all important	10.07%	44
No opinion	23.57%	103
<b>TOTAL</b>		<b>437</b>

## Q15 How important is new service on E 17th Ave between S Ray St and S Perry St?

Answered: 435 Skipped: 569



ANSWER CHOICES	RESPONSES	
Extremely important	17.01%	74
Very important	19.08%	83
Neither important nor unimportant	20.46%	89
Low importance	8.74%	38
Not at all important	8.28%	36
No opinion	26.44%	115
<b>TOTAL</b>		<b>435</b>

## Q16 Are there other South Hill service priorities that are important to you and are not listed? Please tell us what else is important.

Answered: 202 Skipped: 802

#	RESPONSES	DATE
1	I take the bus to pay bills. I also take the 90 bus to the valley to buy money orders to pay bills!	11/8/2018 7:49 AM
2	The stop @ 55th & Palouse Hwy is very important to me (I board there daily for work). Frequent service between Moran Prairie and downtown is also important, as I commute off peak hours. Likewise, frequent service between downtown and Moran Prairie off peak hours is very important to me.	11/8/2018 7:43 AM
3	I hope STA can retain a bus stop on South Bernard near St. Augustine's Church, Cataldo School and Manito Park (Bernard at 18th/19th).	11/5/2018 3:31 PM
4	no opinion	11/5/2018 7:07 AM
5	Frequency is the ultimate priority. Also minimizing the loss of service to currently served areas is very important. It is hard to justify losing service or frequency when taxpayers approved increased funding. Especially in the S Hill neighborhoods that strongly supported the initiative.	11/4/2018 11:59 PM
6	Please keep route 43 continuing as route 29: VERY IMPORTANT!	11/4/2018 9:08 AM
7	Frequent bus service on Grand and Bernard to downtown. Especially on weekends and nights.	11/3/2018 7:18 PM
8	I am elderly and cannot walk to my nearest bus stop at 37th & Arthur. A bus line closer to my neighborhood would be helpful. Perhaps Grand & Thurston.	11/3/2018 4:23 PM
9	I am looking for an easier way to get from my house (east high drive / 41st and grand area) to Gonzaga university.	11/3/2018 4:13 PM
10	I think a route along s Perry south of 37th would be nice.	11/3/2018 4:02 PM
11	Huckleberrys	11/3/2018 7:19 AM
12	South Perry District - current frequency and quick route downtown need to be maintained.	11/3/2018 4:26 AM
13	My home is on 37th Ave. It is very important to me that service along 37th Ave. (or nearby) be maintained not only between Bernard and Grand but in the stretch east from Grand to Regal. The stops we most often use and benefit from are at the intersection of 37th and Pittsburg. I travel via #43 to the plaza and remain on it as it becomes the #29 going to SCC (my workplace). As you modify the routes please insure that relatively direct and regular routes to the downtown STA Plaza are still accessible within two or three blocks. Thank you.	11/2/2018 11:51 PM
14	Monroe between 7th and 15th, in the Huckleberrys area needs options	11/2/2018 5:50 PM
15	Going to a park & ride is back tracking in direction and time for me. Getting on and off on main arterials in winter leaves one drenched in the slush by passing cars and crossing dangerous arterials in the dark winter months to get to a bus stop. No matter which direction I go I have 4 plus blocks to walk now. With changes that will go up or be crossing traffic in the dark on 29th.	11/2/2018 2:12 PM
16	would like weekend service on bernard	11/2/2018 9:01 AM
17	Having a bus that runs along either Lincoln or high drive between 14th and 29th is very important to me	11/2/2018 8:28 AM
18	I have on the north side and do not travel by bus to the south.	11/1/2018 12:00 PM
19	It would be extremely important to have the 43 route continue the same route that it has now and absolutely look at the possibility of changing the schedule back to what it was. It was a lot easier to make connections on the weekends especially with the old schedule. The new schedule makes it harder to make connections.	11/1/2018 6:45 AM
20	Keep 45 routed on SE Blvd	10/31/2018 7:58 PM
21	I would like to see bus service along High Drive.	10/31/2018 2:55 PM

## 2019 Preliminary Service Change Concepts

22	I use the 45 on weekends to get to 57th Ave.	10/31/2018 2:47 PM
23	Please consider keeping the current route 34 versus adding new service on 17th.	10/31/2018 2:33 PM
24	I would like bus access to Ben Burr park. Ben Burr Park, 4401 S Havana St, Spokane, WA 99223	10/31/2018 1:22 PM
25	More frequent service on saturday?	10/31/2018 12:48 PM
26	I would like to see a bus that would come across 9th between Perry and Altamont that would make it to downtown.	10/31/2018 12:40 PM
27	Moving 34 from Havana to Freya makes the Fairgrounds inaccessible to public transit. The annual Fair is not the only event held at the Fairgrounds.	10/31/2018 12:02 PM
28	There is a "transportation desert" between Grand and Southeast Blvd. that needs to be served.	10/31/2018 11:30 AM
29	45 Peak hours to 57 and Perry I wish for that Route to be extended	10/31/2018 7:30 AM
30	More bus stops on Perry Street. They are spread apart to far.	10/31/2018 7:00 AM
31	Service from Comstock Park to downtown is important for those living west of Comstock Park.	10/31/2018 5:55 AM
32	None	10/30/2018 9:21 AM
33	Increase the frequency and timeliness of the 43	10/30/2018 7:24 AM
34	on sundays would be nice to have two later bus times till 9:00 pm leaving the sta downtown to home	10/29/2018 8:01 PM
35	Better 34 service on weekends!	10/29/2018 3:35 PM
36	I like the Route 44 on Saturday and Sunday to run every 15 minute like Weekdays	10/29/2018 6:30 AM
37	Get the Altamont Bus back....ran from downtown to Altamont Blvd. There is no bus serving this area at this time.	10/27/2018 6:19 PM
38	Route 45 is my main ride up and down the hill. If you slow down service that would mean I stand around waiting on for a bus or being for work	10/27/2018 1:21 PM
39	I rarely go to the South hill	10/27/2018 5:06 AM
40	N/A	10/26/2018 2:44 PM
41	Having weekend service - esp. to fairgrounds as there are many events that only happen on weekends	10/25/2018 6:46 PM
42	Near Glen Rose and Havanna	10/25/2018 3:55 PM
43	Keeping the 45 as is rates high on importance to me since I commute daily on that route.	10/25/2018 1:49 PM
44	No	10/25/2018 12:58 PM
45	I am chemically sensitive to air pollution. I live next to Franklin school traffic, including idling cars, trucks, and school buses. I support mass transit. But on 17th between Perry and Ray, only if those buses were built with the latest technologies. Smog easily builds up here. Thank you for your efforts.	10/25/2018 12:33 PM
46	Bus 42	10/25/2018 11:57 AM
47	Continued service by the 45 for all stops.	10/25/2018 11:51 AM
48	While I am a proponent of a well functioning bus service in our community - I am very much opposed to re-instating service on 17th Ave. During peak times it's rare to see more than 10 people walking to and from the bus stop on Perry; and most of them walk within a 5 block radius (on 17th) to catch the bus on Perry. Major concerns: 1) Due to low ridership, a large bus is not needed; 2) Large buses have done much to tear up the pavement on 17th - especially on the bend at the top of 17th; 3) the garbage in my yard when there was a bus stop in front of my house was a big issue. Even though it has diminished considerably since removal of that route - there is still a fair amount from people walking to the bus stop on Perry; and 4) Safety is an issue - I have been approached by 3 people in the last couple of weeks while working in my front yard - asking for bus fare. Please keep your routes off of residential streets and especially 17th. Solutions could include an alternate route that would travel from SCC to the South Hill via Thor/Freya and 29th and especially given the low ridership noted above. Another alternative would be to use a smaller shuttle to test the ridership and that would alleviate pavement wear and tear.	10/25/2018 10:36 AM

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49	The 94 that goes down second and up third are the buses I take more often than others. I cannot walk long distances. The more stops the better off, especially off third st.	10/25/2018 7:09 AM
50	South Hill Park and ride to downtown frequency is extremely important	10/25/2018 7:06 AM
51	More frequent weekend service for route 44/34. Hourly service is useless.	10/25/2018 6:19 AM
52	Keep #42 aligned on its current route. Frequency is up for debate but keep it running through our most densely populated areas of the city.	10/24/2018 10:22 PM
53	having service later in the evenings	10/24/2018 7:11 PM
54	Staggering route times between the 43, 45 and the 44 from downtown to the South Hill park and ride is important. Commuters who miss one route can take the other allowing them to leave the station and arrive at their destination faster. When the two share similar schedules, it reduces commuter's options, creates larger crowds at the station, and prolongs wait times.	10/24/2018 5:34 PM
55	It is Very Important to us as we see this as a bad idea. See our remarks under question # 18.	10/24/2018 10:30 AM
56	Continuing service along 29th street near the rosauers and safeway is essential.	10/24/2018 8:19 AM
57	No	10/24/2018 8:18 AM
58	The 44 Grand should run more frequently during the work week hours	10/24/2018 7:12 AM
59	Route 42. #42 also serves deaconess hospital. I live at 6th and Adams - I use this bus to get to church downtown at 3rd and Howard - to do laundry next to Huckleberries at 10th and Madison - to get closer to Rosauers at 14th and Monroe - I'm 62 years old have to walk to these place is difficult and dangerous in the winter. Please take older people into consideration who have no care and use this bus for everything.	10/24/2018 6:40 AM
60	45 still having a pick up by 34th and southeast Blvd	10/24/2018 6:02 AM
61	Grand Blvd between 29th and 37th often jammed with traffic with two schools operating...desired not to plan a route.	10/23/2018 9:28 PM
62	Frequency of service on routes that service the South Hill on weekends currently runs every 30 min.- 1 hr. Weekends are the time of the week that I have time to run errands and grocery shop. It would improve the quality of my life by having the frequency of each route serving the South hill to run every 30 min., or sooner, if possible. When I have to wait 1 hour for the next bus to arrive, I cannot help but think the in the same amount of time I could fly to Seattle. If my errand for the weekend has me traveling across town, this trip can take up to two hours to complete a round-trip. In this instance, I cannot help but think the I could fly to Seattle and back to Spokane in the same amount of time.	10/23/2018 7:18 PM
63	Frequent Service on Regal, Crestline And Hatch between 37th and 55th. Many frequent riders who live east of Hatch and west of Regal are left to walk too great a distance for a bus, particularly in sloppy winter weather. For example, there used to be a popular stop at 49 th and Crestline	10/23/2018 6:09 PM
64	The 44 bus can be quite full. Don't cut it.	10/23/2018 4:37 PM
65	More frequent service in the evening.	10/23/2018 4:05 PM
66	42 S. Adams & 14 th	10/23/2018 12:28 PM
67	If you are going to reduce the frequency of the 34 going up and down the South Hill, can you at least coordinate it so that those riding the 94 can connect with the 34 at 5th and Freya/Thor without waiting for a long time?	10/23/2018 9:21 AM
68	Maintaining the frequency (every 15 minutes) of route 34 is more important than anything else.	10/23/2018 6:53 AM
69	I used to ride the bus (route 43) all the time. Unfortunately, not able to because I start work at 6:00 and the buses don't run that early. So, if the bus route 43 would start earlier, I would be able to ride the bus again.	10/22/2018 3:27 PM
70	It would be great to see route 36 to be in place	10/21/2018 9:55 PM

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71	As someone who rides the route 43 as their primary route they ride, I appreciate the chance to have some input. I think that the amount of times the 43 runs along its current route seems to be OK during the week, but I would be interested in maybe making it a little more frequent on the weekends. Also, speaking of the weekends, I would also love to see this town somehow run at least some of the more used routes earlier and later than they do on sundays/holidays in particular. Working in healthcare as I do, it gets frustrating to have a job that is 24/7 year round and either have to work a different location or take a car ride service because you can't get to/from the job location you need in a town this size.	10/21/2018 12:35 PM
72	43 from south hill should go past Lewis and Clark HS currently 42 this route has many fewer students riding. I believe STA should know it's riders better	10/21/2018 12:18 PM
73	37th and grand stops need to stay open not just for my sake but the people living in this area because it is a major intersection and livelihood depends on the bus.	10/21/2018 9:29 AM
74	15 minute frequency to S Perry district especially during peak periods and 30 minute frequency weekends.	10/21/2018 5:20 AM
75	A connection between the new Moran park and ride to Liberty Lake would be useful for my commute.	10/19/2018 9:48 AM
76	A morning and late afternoon route to/from the Eagle Ridge neighborhood	10/19/2018 9:15 AM
77	Earlier start to 45, more frequent 45	10/19/2018 9:15 AM
78	A route on E 17th that connects Ray St to downtown is my most important priority. I do wonder whether there has been consideration given to scheduling 15 minute intervals at peak commute times, but I understand that there are budget and ridership issues that might not make 15 minute intervals feasible. I would prefer to see the route with 30 minute intervals than no route at all.	10/19/2018 7:52 AM
79	Route of Bus 42, will these change?	10/18/2018 9:58 PM
80	42 bus route	10/18/2018 2:38 PM
81	We need continued service between 9th & Perry and downtown.	10/18/2018 1:49 PM
82	No	10/17/2018 3:48 PM
83	I work at Ferris high school. I train students to ride the city bus to their job sites. I use the south hill park and ride almost everyday. I use the 43 to go downtown when I need to get to bus #29. I use the 45 from Ferris to the P&R to transfer to the 34 to go to Havana & Sprague to take kids to Costco to work. I catch the 44 when I go to rite aid with students. I would appreciate these routes staying.	10/17/2018 12:02 PM
84	South hill park and ride where it is	10/17/2018 8:46 AM
85	No	10/17/2018 7:42 AM
86	Sheltered Bus Stops	10/17/2018 6:26 AM
87	South Perry to downtown	10/17/2018 4:54 AM
88	I need to catch a ride from Touchmark at 29th and Pittsburg, to 51st and Regal. Currently I have to walk from Touchmark all the way to SE Blvd to catch bus 45 home. In the reverse, from 51st and Regal, I take bus 45 to SE Blvd and the have to walk to 29th and Pittsburg. So much walking in the heat and the snow.	10/16/2018 7:11 PM
89	It's VERY important to keep bus stops at 4th and Stevens and at 4th and Wall.	10/16/2018 6:00 PM
90	Make the kids ride the school bus. They are flooding public transit so that everyday commuters cant even hardly get on the bus and are looking for alternative transportation.	10/16/2018 5:50 PM
91	i'd like to see more frequent trips on early weekday mornings for the 43 to downtown. maybe even one that leaves earlier than the currently earliest bus	10/16/2018 12:11 PM
92	More frequency in routes 43 and 44 would be very helpful, weekdays. Also Friday and Saturday nights for downtown activities.	10/16/2018 11:47 AM
93	Route 42 (No reduction in service and more service)	10/16/2018 10:50 AM
94	Keeping bus stop at Bernard and 33rd	10/16/2018 8:57 AM
95	Keeping service on Grand to 29th.	10/16/2018 7:41 AM
96	The bus stop on route 43 at Mt Vernon and 37th to downtown!!!!!!	10/16/2018 6:54 AM

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97	More early morning service to downtown.	10/16/2018 5:08 AM
98	Service from lower south hill to/from downtown frequently	10/15/2018 5:51 PM
99	Local service from SE Blvd @29th to 57th	10/15/2018 3:19 PM
100	It would be great if Route 44 service that runs down 29th/Bernard would operate on the weekend.	10/15/2018 3:12 PM
101	Options A-C do not account for closed stops on route 144 between 29th and downtown. Also, Bernard needs some level of weekend/holiday service.	10/15/2018 8:07 AM
102	All day express to downtown from New park in ride and back	10/13/2018 7:33 AM
103	Please keep some type of service. The bus is my only way to get to work.	10/12/2018 9:16 PM
104	#42 is extremely important to me!	10/12/2018 4:43 PM
105	Frequency of the 45	10/12/2018 3:10 PM
106	37th and grand is extremely important. There's no service south of 37th on grand. And you have LC's practice fields, Jefferson elementary and Franklin camp right there. Not everybody on the further south has a car.	10/12/2018 11:22 AM
107	Browne's Addition weekends and holidays.	10/12/2018 7:49 AM
108	Stop 2436	10/12/2018 6:15 AM
109	Keeping the South east Blvd route is super important.	10/12/2018 5:20 AM
110	Area served by route 42 is important. Both it and the 43 are routes I catch frequently in the week.	10/11/2018 8:27 PM
111	Focus service on lower south hill to 29th Avenue and on Regal Avenue to serve the apartments that have been built.	10/11/2018 6:16 PM
112	Make it easier to access the shopping district on 29th ave (such as trader Joe's, Petco, cold stone ect.). Right now to get there from downtown it requires a transfer from the p&r which is inconvenient.	10/11/2018 4:52 PM
113	DO NOT INCLUDE ANY ROUTE THAT INVOLVES HIGH DRIVE!!!!!!	10/11/2018 4:27 PM
114	Southeast Blvd and regal stop route 45	10/11/2018 3:47 PM
115	I do not want buses running on High Drive. We recently went through a major reconstruction of High Dr. that narrowed the street making it friendlier to bikers and pedestrians.. adding buses, on what is now a narrower street, would present a huge danger. Please do not do this!!!!	10/11/2018 3:18 PM
116	45	10/11/2018 3:17 PM
117	I know you all have considered in the past removing the 44 bus stop at the corner of Garland and 29th, and the swing through (now to downtown only) by the shopping center. I see that you all are planning to take this away again. Please keep the swing through shelter (already a nice covered shelter). As a frequent bus rider/pedestrian, crossing 29th and Grand is dangerous, even at the lights (traffic doesn't often stop at the walk sign for right-hand turns, and especially in the winter (icy roads, but traffic again doesn't stop easily, so if you remove that bus stop to get downtown, it would make getting to a bus stop much more hazardous. Also, many people stop there to shop with groceries, and it would be hard on them to have to cross 29th and walk down Grand a ways to the next bus stop. Maybe lengthen the pedestrian walk sign, but really, traffic is not friendly to pedestrians on those crosswalks at the lights or elsewhere. Getting on/off on 29th heading toward Lincoln Heights (since took away that leg) is ok, but in the snow reaching that hollowed-out bus stop is hard, because businesses haven't been clearing sidewalks (some businesses have gotten better, but it is still hit or miss). I basically walk in the street to/from the bus because of the sidewalk/berm issues (even if sidewalks are cleared, access to the sidewalk isn't). If I now had to start walking in the busy streets on Grand/29th because of berm/sidewalk issues, with all that traffic, that would be even more dangerous. So Please think hard before getting rid of that swing-through by the shopping center. Shaving a minute or two from the downtown high-performance line isn't worth the danger to the bus riders. And there are few signs that drivers will slow down on 29th, or pay more attention when making right/left hand turns. General comments - if you can keep most routes, but make some high-frequency while still maintaining access to the other neighborhood areas at less frequent access, that would be ideal. I am hoping the 44 can become more frequent and later in the evenings (and weekends), because I would do more downtown if that were so. Thanks.	10/11/2018 2:18 PM
118	more frequent service on the 34/44 during peak traffic times during the school year.	10/11/2018 12:02 PM



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119	A bus on the palouse hwy. So many apts up there. Some of us are seniors and the walk up the is difficult at times for many of us.	10/11/2018 11:59 AM
120	#42 Adams is necessary for us to get to Deaconess Hospital and Physical Therapy -- BUT Adams Street is such horrible rutted condition, I am hurt riding your buses!!! Can the #42 be changed to go down another street in reasonable condition?	10/11/2018 10:31 AM
121	Maintaining service between Bernard and Grand on 37th is important to us.	10/11/2018 7:59 AM
122	As long as a bus stops at 44th and Regal a minimum of every 30 minutes and takes me to the south hill pnr so I can catch the scc bus without waiting forever ... I'll be a happy girl.	10/11/2018 7:22 AM
123	The 43 and 44 is all that is relevant to me at this time. IncreasingThe frequency of the 43 would be great	10/11/2018 6:59 AM
124	No	10/11/2018 1:48 AM
125	Continued service from Sprague and Havana to south Hill P&R.	10/10/2018 1:38 PM
126	It is extremely important NOT to use High Drive between grand and 29th for bus service! The proposed Moran to downtown route does not need to go through that section of High Drive but can follow established routes on Grand to 37th to Bernard. There is no distance benefit by using High Drive from Grand to Barnard. If speed is an issue then that motivation would be a complete breach of promises made by the City of Spokane to residents of High Drive when designing and building the present street. The fact that busses are trucks, which are prohibited on that stretch of High Drive, is a pitiful argument which is an offense to the residents who were promised that there would be traffic calming, minimal auto lanes, and less traffic for walkers bikers and runners and an enhanced residential feel. The fact that busses operate on other areas near High Drive is not relevant. Busses coming down Hatch to 43rd and then down Grand, dont travel on the residential section of High Drive in question. Choosing High Drive from Grand to Bernard then down Bernard is nonsense unless someone is trying to somehow penalize the residents of High Drive who were promised large vehicles wouldnt be using that street to pass through. I hope this proposal isnt some agency power play, but we on High Drive will insist that the City of Spokane stand behind the design and use promises it made.	10/10/2018 10:54 AM
127	None	10/10/2018 9:56 AM
128	Service on 57th Ave all day picking up at the current stops of 45	10/10/2018 8:14 AM
129	With transit its always the chicken vs egg of ridership vs frequency. I think 15 minute frequency will lead to more ridership and so for any and all questions id like to see more frequency even if it means more express routes and slightly longer walking. Thats where bikes/scooters/etc can come into play	10/10/2018 7:15 AM
130	Increasing frequency from 57th/Palouse through Southgate District Center and Lincoln Heights (probably covered in the HPT plan). Making convenient stops for high density residential (and retirement) communities along and east of Regal south of 44th Avenue. Adding some sort of route or service down Havana and 37th east of Freya would be good too.	10/9/2018 8:19 PM
131	I would love to see improved connectivity between the western portion of Cliff-Cannon and the business districts on 29th Avenue. My biggest priority, however, would be keeping service on Adams street intact (currently served by route 42).	10/9/2018 6:25 PM
132	Not wasting the taxpayers' money building unnecessary facilities like the Moran Park and Ride - 55th St. between Freya and Palouse Hwy has plenty of parking	10/9/2018 3:05 PM
133	South hill to the valley is very inconvenient and the times back and forth do not work for me. Any chance at improving that?	10/9/2018 1:17 PM
134	I use the 44 43 45 all very often to make dr. appt and other appts. and connect with medical shuttle the 43 goes to the gym I attend where elderly people are treated with respect and considered for the slower pace please do not take 43 off of 37th and grand.	10/9/2018 11:12 AM
135	I am really excited about a Moran transit center. I wish there was a bus that went further out down the Palouse as I live in Valleyford and the Valleyford, Freeman, Mica, Rockford area is completely cut off from the bus route. It's geographically difficult to bike in to the South Hill from Valleyford so a bus or shuttle heading out that direction, even if it was an infrequent one would be a life changer for me. It would also be a big deal during winter time as I am certain many people in that area would prefer to bus into town rather than drive if that option were available.	10/9/2018 10:51 AM

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136	Keeping a stop at the south hill park and ride is very important to me, that is where I get on the bus to get downtown then to school then back home and anywhere else I go really.	10/9/2018 10:36 AM
137	Just keep the 43 from 29th and Bernard going both to downtown and P&R!	10/9/2018 9:41 AM
138	Service from Southgate to Lincoln Heights to Manito Park and to the hospital district.	10/9/2018 7:21 AM
139	southside park & ride to lincoln heights shopping area	10/8/2018 2:32 PM
140	Bus 44 on Bernard between downtown and 29th is extremely important. It would be good if it could pick up on 4th from downtown just a few minutes later because Lewis and Clark Highschool gets out at 2:30pm and the bus comes around 2:27	10/8/2018 1:51 PM
141	37th between perry and	10/8/2018 1:45 PM
142	37th and regal	10/8/2018 11:53 AM
143	Route 45. Southeast Blvd and Regal	10/8/2018 10:19 AM
144	Accesability. A lot of stops arn't ADA friendly.	10/8/2018 8:43 AM
145	It is important to me that route 45 continues to 17th ave and Perry and Ferris high school and that route 43 continues to 29th and Bernard	10/8/2018 8:21 AM
146	STA is doing a great job.	10/8/2018 6:26 AM
147	The Monroe-Regal Performance Transit Line will meet my current needs and provide an opportunity to ride the bus, where currently it does not make sense to.	10/8/2018 6:18 AM
148	More weekend service of the 44th Bernard is my number one wish!	10/8/2018 6:09 AM
149	on weekends, please amend inbound to downtown service times on the 42 and 43 to be 1/2 hour apart; currently these routes have virtually the same schedule hourly, starting at 14th ave to downtown, which is redundant (the routes are only 2 blocks apart)	10/7/2018 10:11 AM
150	Connections between 43 and 45 need to be improved. 28 minutes between outbound 43 and outbound 45 is very inconvenient. Its even worse outbound 43 to inbound 45 is 57 minutes. I try not to do it because extremely long wait.	10/6/2018 7:50 PM
151	Maybe make the 44 run every 30 min on weekends, as well as the rest of the city loop buses	10/6/2018 4:56 PM
152	Farther south to the Qualchan area	10/6/2018 3:22 PM
153	Need more east-west options. I'd ride more often if I didn't have to go downtown, wait and catch a new bus just to go to the other side of the hill. Must make sure there is limited wait on 29th to do so as well and maintain that line.	10/5/2018 5:41 PM
154	It would be nice if The 45 bus stopping at 57 and perry could come and go more often in the during the day	10/5/2018 4:52 PM
155	South Regal near 53rd to 57th ave. Many of those apartment residents there could benefit from better, more frequent bus routes.	10/5/2018 3:37 PM
156	Perry st direct to courthouse.	10/5/2018 3:16 PM
157	I do not what to be stuck behind the buses when they stop they need there owe pull outs.	10/5/2018 2:41 PM
158	Service from Eagle Ridge Neighborhood and Latah Creek @ Cheney-Spokane Road.	10/5/2018 1:22 PM
159	Weekend Service on bernard from 29th to downtown.	10/5/2018 1:15 PM
160	I am a 45 rider who connects at the Plaza to the 24. In the morning I can connect directly, but in the afternoon my 45 bus pulls out as I'm coming in and I have a 15 minute wait for the next one. Direct connections are more important to me than 15 minute frequency or more stops/time on the route.	10/5/2018 11:15 AM
161	I would like to see Route 44 continue to alternate between Grand and Bernard after the afternoon and continue on into the evening.	10/5/2018 10:21 AM
162	No	10/5/2018 10:07 AM
163	Having a route that connects the South Hill High Drive/Maple Street to business corridors on the north side of the river using the Maple Street bridge WITHOUT having to stop at the Plaza or transfer is very important.	10/5/2018 9:17 AM

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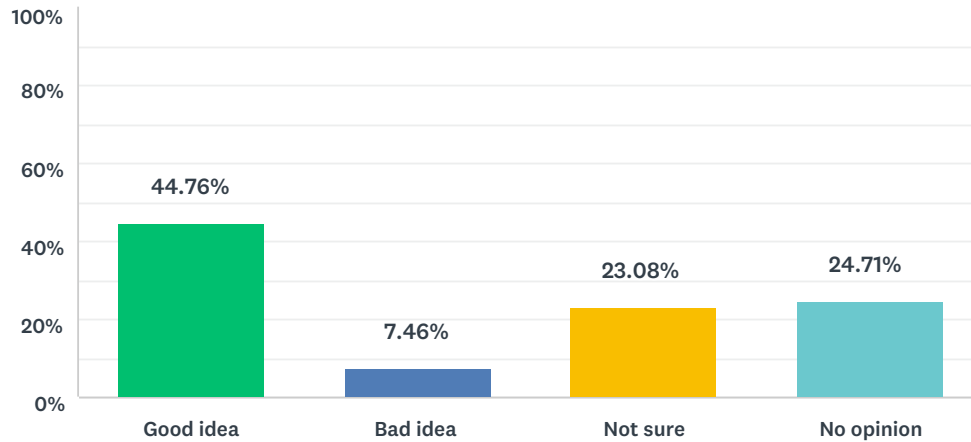
164	I take route 45 on a daily basis, and hold getting to 57th Ave. very important. I would appreciate if the bus ran towards Perry more often instead of turning left however this is a minor adjustment.	10/5/2018 8:47 AM
165	Extending service past 7:30 pm on Sundays and Holidays	10/5/2018 7:28 AM
166	- Improving connection certainty at STA Plaza. - Improving road conditions on routes for example Adams. - Increase taxation of businesses benefiting from bus service availability	10/5/2018 6:25 AM
167	DO NOT change the 34 route frequency to anything longer than 15 minutes!! This is a city loop that serves so many needs. I can't imagine why the proposal includes revising to 30 minute frequency. Please rethink this decision. Shorter wait times to transfer from 34 to 34 at Sprague/Havana. Adjustments within the last year have made the wait time significant. Another (separate) suggestion is to switch the 34 bus traveling south to Hartson Avenue vs the frontage road near the freeway. Almost all of the houses have been removed along that stretch and rider security is a significant concern. It doesn't feel safe standing at the one stop on that stretch. Please don't eliminate the stop. . . simply transition the route slightly to another parallel road near the freeway on the south side between Freya and Havana.	10/4/2018 11:03 AM
168	I rely on the 42 every single day and with the changes recently made to it, it has made it very inconvenient. At first I was eager to see how STA's changes would impact the 42, in particular, when notices started popping up about the September changes. I, however was let down. Please don't discontinue the 42 as it very convenient to Mt self and others i know. I feels like with these recent changes in STA, I'm being let down and am seeing no improvement. With that including, making it to work on time or even having to wake up an extra hour early to get to an important meeting.	10/4/2018 9:52 AM
169	Route 47 Glenrose	10/4/2018 9:01 AM
170	What about the High Drive Area. What about East of Freya There are lots of new homes and areas that could be serviced.	10/4/2018 8:22 AM
171	Jefferson	10/4/2018 7:15 AM
172	n/a	10/3/2018 6:54 PM
173	I ride the bus daily on route 43. The western part of the south hill is already poorly served by STA. I thought I voted for better service from STA and I am appalled that you are considering restricting the existing routes. I vote and will make my voice heard at city council.	10/3/2018 6:22 PM
174	adjust the frequency on route 34 from 1 hr to 30 minutes on Saturdays during the day. i volunteer on Saturdays at a food pantry by hugos on the hill and when i leave to get on the 34 to to transfer to the 94 and i don't make the connection to the 94 cause i will miss it	10/3/2018 5:27 PM
175	The 34 to 44 bus was full this morning (10/3/18) to downtown arriving at 737 AM. Any reduction in service to this route would be a detriment to the community of Lincoln Heights.	10/3/2018 3:33 PM
176	Perry district is very important to keep service	10/3/2018 3:27 PM
177	I really like being able to hop on the 44 every half hour to get downtown quickly from Bernard & 14th.	10/3/2018 2:51 PM
178	no	10/3/2018 1:20 PM
179	Could the 34 become the 43 and vice versa at the South Hill Park and Ride?	10/3/2018 1:15 PM
180	Perry District to SCC	10/3/2018 12:32 PM
181	I don't live on South Hill. No service to Bigalow Gulch	10/3/2018 11:36 AM
182	The bus needs to run only on grand. Not alternate between grand and Bernard. It makes reading schedule and catching a bus very difficult. I would personally be able to ride much more frequently.	10/3/2018 11:33 AM
183	The less transferring the better with all routes. If I can take a bus from Perry to Manito shopping center w/out transferring.	10/3/2018 11:19 AM
184	New service on S Perry between 29th and 37th to provide access to South Hill Library.	10/3/2018 10:45 AM
185	N/A	10/3/2018 10:44 AM
186	None however around Hablen school when the busses stop especially when children are crossing it blocks the views at Crestline and Napa which is dangerous for the kids.	10/3/2018 10:17 AM
187	Having service on 17th and Ray to downtown quickly	10/3/2018 10:12 AM

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188	Get more service to the outlying areas that are on the upper south hill like 57th ave and higher Palouse highway out of valley etc	10/3/2018 9:24 AM
189	Southeast Blvd	10/3/2018 9:15 AM
190	Perry District to Freya line	10/3/2018 9:08 AM
191	Connecting the 34 to the 90 at Sprague and Havana. Could use a bus shelter there and better timing on the connection	10/3/2018 9:06 AM
192	More direct route from 29th and grand to SCC.	10/3/2018 8:58 AM
193	STA needs to pay for improving road structural capacity on its routes. Buses are overweight for their axles and shorten pavement life. City of Spokane is bad enough at road maintenance as it is. DON'T run buses on Freya! has anybody seen the short transitions at the intersections? It's bad enough for cars. Not to mention road conditions in the winter. Keep and improve access during the Interstate Fair, or maybe provide a shuttle service during the Fair. We've seen many disabled people (primarily in wheel chairs/scooters) trying to navigate the rough east side off-roadway terrain to get to the bus pick-up point on Sprague & Havana - There's no light at the Fair to cross over to the sidewalk on the west of the road. The shuttle from Sprague/Havana transfer point would be a reasonable accommodation.	10/3/2018 8:21 AM
194	You mention whether some legs need "all day" service. If not all day, do you mean frequent service during peak hours - morning and afternoon - and then less frequent mid day? This could be more clearly explained.	10/3/2018 8:06 AM
195	Frequency of bus routes is important. If people have to wait too long for a bus, they wont use bus services.	10/3/2018 7:47 AM
196	10th & Madison stop must be preserved so that people from Browne's, downtown, and lower S. Hill can access Ace Hardware, Huckleberry's, laundromat, and dental offices.	10/2/2018 9:22 PM
197	I'd like to see the South Hill Library gain a bus route	10/2/2018 8:58 PM
198	NA	10/2/2018 8:56 PM
199	Keep route 34 every 15 minutes in front of the Lincoln Heights shopping center to downtown. I would like the bus to turn on 29th/Regal	10/2/2018 8:52 PM
200	Respect the "no Trucks" intention on High Drive between Grand and 29th. This was thoughtfully and purposefully designated as a residential versus arterial zone years ago and the intent needs to stand.	10/2/2018 4:35 PM
201	Vinegar Flats	10/2/2018 3:55 PM
202	Bernard Route 44 is the most important	10/2/2018 3:22 PM

Q17 The Peaceful Valley neighborhood is currently served by the Route 20, which has historically seen very low ridership in the neighborhood. One alternative considers modifying the Route 20 SFCC so it would no longer travel through Peaceful Valley. A new shuttle between Peaceful Valley, downtown, and the lower South Hill would replace the route in the neighborhood. What do you think of this idea?

Answered: 429 Skipped: 575



ANSWER CHOICES	RESPONSES	
Good idea	44.76%	192
Bad idea	7.46%	32
Not sure	23.08%	99
No opinion	24.71%	106
TOTAL		429

## Q18 Specifically, how would the above change impact you or someone you know?

Answered: 173 Skipped: 831

#	RESPONSES	DATE
1	I've been with STA 10 years or so. I depend on STA since I don't have a car.	11/21/2018 8:44 AM
2	I am a sinor. I need the bus.	11/8/2018 7:49 AM
3	N/A	11/8/2018 7:43 AM
4	I would like to have (and would use) a bus going across 14th Ave, but prefer the design of option C.	11/5/2018 3:31 PM
5	I pick up the Route 20 bus out to SFCC at Hemlock, pls. don't take that away!	11/5/2018 7:07 AM
6	The shuttle in Peaceful Valley, based on the proposed alternatives, results in poorer options for other service on the S Hill. Do not pit one neighborhood against another in this way	11/4/2018 11:59 PM
7	A dedicated Peaceful Valley shuttle would increase how often I visit Peaceful Valley. I have considered moving to Peaceful Valley, but the poor bus service prevents me from seriously considering it.	11/4/2018 4:03 PM
8	Option A would be best for me and my friends because it connects directly to Grand at 14th. The others do not and would eliminate/greatly reduce our use of the bus.	11/4/2018 12:34 PM
9	It would not	11/4/2018 9:08 AM
10	I live in Cliff/Cannon and this does not sound it would negatively impact ridership in this area, and would be a good solution for peaceful valley service.	11/4/2018 6:36 AM
11	Not much.	11/3/2018 7:40 PM
12	I would go to peaceful valley more, from south hill	11/3/2018 4:02 PM
13	It would not impact anyone I know	11/3/2018 7:19 AM
14	no impact	11/3/2018 4:26 AM
15	Most changes would have little impact. My reliance on STA bus services is limited almost solely to routes #43 and then #29 from the Plaza. If I am able to board within a reasonable distance of 37th & Pittsburg and be transported to the Plaza without too much detour or delay I am able and willing to adapt.	11/2/2018 11:51 PM
16	If the shuttle is frequent enough, runs on weekends, & loads bicycles for people, it would be good.	11/2/2018 5:36 PM
17	Depending on how the shuttle ran along the lower South Hill I may or may not use that line to get downtown	11/2/2018 8:28 AM
18	I take the bus 2-3 x a week from manito shopping plaza to downtown. I love it. I wish it was easier to take the bus in Spokane other places the difference between Waiting 15" ( great) and 30" ( too long) feels huge to me. Please keep the every 15" accessat manito shopping center! Thanks	11/2/2018 8:07 AM
19	I take the 20/33 daily and still need the 15 minute ride.	11/1/2018 12:00 PM
20	It would impact mine and someone I know if the changes are made, the commute would be a lot longer and the waiting times downtown would be a lot longer.	11/1/2018 6:45 AM
21	That plan has busses traveling east and west on 14th and there is barely room for two way car traffic. If busses run on 14th, all street parking would have to be removed and with the number of multi-unit homes, there is not enough off street parking.	10/31/2018 4:50 PM
22	No impact.	10/31/2018 4:17 PM
23	I think it would impact the changes greatly on those who rely on the bus system.	10/31/2018 2:55 PM
24	I have friends who ride the bus near Pacific and Hemlock. They make trips to Cheney and Huckleberries for shopping. This may shorten their travel times.	10/31/2018 1:22 PM

## 2019 Preliminary Service Change Concepts

25	If you are able to save money, that saves my money!	10/31/2018 12:48 PM
26	I live on lower south hill so it if would add a route near me i'd use it for work.	10/31/2018 12:40 PM
27	Makes Peaceful Valley thank much harder to reach via public transit. Will force users to transfer, reducing ridership that much more.	10/31/2018 12:02 PM
28	I don't know anyone it would affect.	10/31/2018 11:30 AM
29	I really love the peaceful valley part of the ride to sfcc it always makes my morning	10/31/2018 9:01 AM
30	It might limit their mobility.	10/31/2018 7:30 AM
31	N/A	10/31/2018 7:00 AM
32	It would not affect me or someone I know. I wonder how it will impact people traveling from Peaceful Valley to SFCC. It seems like taking a shuttle downtown to catch the 20 or other route (24/33?) would take a lot longer.	10/30/2018 10:47 AM
33	N/A	10/30/2018 9:21 AM
34	As long as the shuttle came through peaceful valley periodically this would work	10/30/2018 7:08 AM
35	Wouldnt	10/30/2018 5:48 AM
36	Not at all.	10/29/2018 3:35 PM
37	It's very important to me.	10/29/2018 6:30 AM
38	Maybe just extend the gondolas to PV	10/27/2018 5:06 AM
39	No impact on me... i just know that peaceful valley has been gentrifying and perhaps bus service changes impact rhus?	10/26/2018 5:22 PM
40	THIS WILL BRING TOO MUCH TRAFFIC THROUGH THE NEIGHBORHOOD. ALSO THIS WILL BRING UNWANTED ATTENTION TO THE NEIGHBORHOOD BY PEOPLE WHO DON'T LIVE HERE. WITH THIS, TRAFFIC & CRIME WILL GO UP! :(	10/26/2018 2:44 PM
41	My son Could use that route.	10/26/2018 1:34 PM
42	Better fits the needs of the neighborhood.	10/25/2018 8:24 PM
43	there would be a greater possibility of having service during snow days	10/25/2018 6:46 PM
44	No opinion	10/25/2018 1:49 PM
45	It make it easier	10/25/2018 12:58 PM
46	I used to live there. It seemed to take longer than needed to get to downtown from SFCC.	10/25/2018 12:16 PM
47	If stops are removed, it could make my travels around the South Hill more difficult. I have multiple sclerosis and need to use the bus for mobility purposes.	10/25/2018 11:51 AM
48	I wpuld probably take that his just as often as any others	10/25/2018 7:09 AM
49	Would not affect me but sounds reasonable	10/25/2018 6:19 AM
50	it wouldn't	10/24/2018 7:11 PM
51	None	10/24/2018 5:34 PM
52	It is Very Important because we live on E 17th Ave. Even though it is listed as an "Arterial", it is only a three lane wide street. Two lanes provide limited two-way East West travel with the third lane on one side of E 17th open to on street parking. Bus stops on the parking side of the street would further diminish already full parking spaces. Add snow, fire truck and ambulance traffic on this part of the street, makes this a very questionable change. Add to this Franklin Elementary School which is in final stages of a major remodel with many school buses. The blind curve at the northeast corner of Lincoln Park adds to the risk of more large buses. NOT a good idea, Thank you.	10/24/2018 10:30 AM
53	I ride to the south hill from the north side at scc all the time and vice versa so continuing service is necessary and creating a better station at scc is awesome.	10/24/2018 8:19 AM
54	It wouldn't	10/24/2018 8:18 AM
55	It would not	10/24/2018 6:02 AM

## 2019 Preliminary Service Change Concepts

56	How can one plan to ride bus directly to SFCC....could that become a possible Central Line additional connection to SFCC, too.	10/23/2018 9:28 PM
57	I do not often travel to Peaceful Valley very often. I do believe it is important to have some type of service available to get riders to the downtown transit center where they have the option to make other connections frequently and conveniently.	10/23/2018 7:18 PM
58	It would speed up travel from my home to SFCC and beyond.	10/23/2018 4:05 PM
59	those who have no other way of getting to downtown or other places that they need to survive to get other items that they need such as medical & prescriptions. Also if their are students that depend on Spokane Transit to get to classes.	10/23/2018 12:28 PM
60	Wouldn't affect me very much, but Peaceful Valley is a pretty easy neighborhood to walk to downtown, so I think a shuttle would be an appropriate alternative.	10/23/2018 9:21 AM
61	Nobody rides the bus in Peaceful Valley. Put buses where you get ridership return and use taxpayer dollars in the most efficient way.	10/22/2018 7:57 PM
62	Quicker commute.	10/22/2018 6:15 PM
63	Perry st through 17th to Ray would be an awful idea for the neighborhood. We already have a very bad speeding issue down 17th. Your buses drive faster than most speeding cars AND they are very rude - all just to get to their destination. Bad idea.	10/22/2018 5:14 PM
64	People who live in the area	10/22/2018 11:29 AM
65	Would have to go to the plaza and take two different buses to get to SFCC if needed instead of just catching the one bus	10/21/2018 3:24 PM
66	For how little the peaceful Valley is used it would be cheaper for Sta to buy Lyft or Uber gift certificates for someone to get from their Peaceful Valley home to the Plaza or back. There are several areas in the Valley that need improved service more so than the South Hill. Design the New farebox to work in harmony with Uber and Lyft fare.	10/21/2018 1:03 PM
67	It would not directly impact me or anyone I know, but I still think it's a good idea for the people who need it.	10/21/2018 12:35 PM
68	No	10/21/2018 12:18 PM
69	It would not	10/21/2018 9:29 AM
70	it wouldn't impact me too much being as i mainly take the 43 off the south hill. Just would like for the 43 not to be changed too much. Also would like for the 43 to continue to go by Jefferson park and ride being a student at EWU i get off there to catch the routes to cheney	10/19/2018 6:24 PM
71	Make it easier to get downtown from peaceful valley. Going to SFCC from peaceful valley is unimportant to the people I know.	10/19/2018 9:15 AM
72	Looking at the map South Spokane Alternative A, it look like you will discontinue Bus 42 route. This will impact me greatly because I rely on this bus to work and back home and I work at night and currently the stop is one block from my place, so it is still safe to ride the bus at night. If the route is discontinue, I will not have a choice by discontinue riding the bus.	10/18/2018 9:58 PM
73	Don't Know	10/18/2018 2:38 PM
74	No idea	10/17/2018 3:48 PM
75	We have events at SFCC and students who ride the bus their from Ferris. We stay on the 44 and it turns into the 20 downtown so we can go to SFCC	10/17/2018 12:02 PM
76	I live in Brownes and since Main has been closed and the 20 has only been running on Riverside it's been AWESOME!! I LOVE having so many busses to get me home fast!	10/17/2018 10:39 AM
77	I work at Ferris I use the 45 -44 and 34 all of the time to take students to work	10/17/2018 8:46 AM
78	Not much	10/17/2018 6:26 AM
79	We at LC utilize the stop for 42 at 4th and Wall each weekday to downtown. We also utilize 44 on Stevens and 4th and Washington and 4th. We would advocate that these bus stops are continued in your plan. Having wheelchairs and mobility impaired students, hinder our outings if stops aren't close to LC. We've been training students for over 30 years from LC and have endured many STA changes, we are asking for your locations to remain the same. So many of our students have become independent bus riders. Thank you	10/16/2018 6:46 PM



## 2019 Preliminary Service Change Concepts

80	Without knowing route and frequency, I don't know.	10/16/2018 10:50 AM
81	I take the 20 every day, it gets pretty crowded and a quicker route or a few less people on the bus sounds nice	10/16/2018 10:43 AM
82	This would be helpful for me to get to school faster and more directly!	10/16/2018 6:54 AM
83	It will not affect me.	10/16/2018 5:08 AM
84	Not at all.	10/16/2018 1:16 AM
85	Not much	10/15/2018 3:19 PM
86	Elimination of the stop at 25th and Bernard. At peak times we often have 4 or 5 people at this stop.	10/15/2018 8:07 AM
87	I think it would aid in clarity on which route to take. Often people are confused by the alternate 20 routes.	10/14/2018 2:44 PM
88	Not much dont know anyone that lives down there	10/13/2018 8:10 PM
89	I can get to sfcc faster i assume	10/13/2018 10:17 AM
90	Should not impact me.	10/12/2018 9:16 PM
91	Service would be faster in the winter when there's snow on street. Bus seems to be late when it goes through peaceful Valley during snowy days	10/12/2018 8:39 PM
92	N/A	10/12/2018 4:43 PM
93	Little change	10/12/2018 3:10 PM
94	As a resident on High Drive, I am very opposed to the South Commuter Express Plan A and B. This road was recently designed and rebuilt to be bicycle and pedestrian friendly, eliminating truck traffic. A bus line on this road seems inconsistent with the new plan.	10/12/2018 2:12 PM
95	Significantly, I depend on bus services to get to work every single day so the year. And so do other ppl in the area.	10/12/2018 11:22 AM
96	No impact	10/12/2018 6:15 AM
97	It would not effect me, my opinion is based on the low ridership on the current Clark shuttle.	10/11/2018 7:01 PM
98	I have always found the 20 Clarke St. to be a nuisance. (I am a regular 20 Riverside user.)	10/11/2018 6:03 PM
99	I would like to have direct access to the parks in peaceful valley, with no less than 30 minute wait time between trips. I would also like to maintain the access the the river and the trips to sfcc. Those are places that I and others I know frequent often.	10/11/2018 4:52 PM
100	It wouldn't have any impact on me	10/11/2018 3:47 PM
101	Good	10/11/2018 3:17 PM
102	I daily ride the 44 from South Hill to SFCC, so it is wonderful not having to change buses. The main area in the 20 that I would be tempted to get off and visit businesses for is around Browns Addition or the museum, but it makes no difference which route the 20 takes to get to SFCC (although I am hoping I won't have to switch buses from South Hill to SFCC... but greater frequency and later evenings would make up for it).	10/11/2018 2:18 PM
103	Need more information - what bus route would this change that currently serves lower South Hill? Am currently walking 6-8 blocks to catch #42 / #43....What are you proposing?	10/11/2018 10:31 AM
104	No impact, except I rather liked the route through there. But I was joy-riding.	10/11/2018 7:22 AM
105	N/a	10/11/2018 6:59 AM
106	It would not.	10/11/2018 1:48 AM
107	In all the times I've ridden the 20 along Clarke, I've never seen anyone using any of the stops.	10/10/2018 11:52 PM
108	It would help so much getting home arnd to work	10/10/2018 5:17 PM
109	Public transportation should be available for everyone servicing all of Spokane. You charge enough per ride for it.	10/10/2018 3:23 PM
110	The conversion of route 20 to Route 33	10/10/2018 1:38 PM
111	Not at all	10/10/2018 9:56 AM

## 2019 Preliminary Service Change Concepts

112	A small-scale shuttle sounds like it could be a good compromise between running a full-size bus and cutting service entirely.	10/9/2018 8:19 PM
113	I would be okay with providing service between Peaceful Valley and the Lower South Hill, but I'm worried about the proposal to cancel service on Adams Street. This could greatly impact riders in my neighborhood, taking away frequently used service. The proposed route 14 would make bus service further for many people, and it would not provide service on weekends. The idea of route 14 could be improved if there were a route adjustment (similar to the current route 42 once it reaches the lower South Hill) and weekend service.	10/9/2018 6:25 PM
114	Does not impact	10/9/2018 5:42 PM
115	not at all	10/9/2018 3:05 PM
116	would not impact me, but it would address the low censorship without eliminating transportation being avail.	10/9/2018 1:17 PM
117	Little impact.	10/9/2018 12:43 PM
118	I do not use anything in this area.	10/9/2018 11:12 AM
119	A route in peaceful valley wouldn't affect me at all	10/9/2018 10:36 AM
120	not sure yet.	10/9/2018 9:45 AM
121	I love the idea of Alternative A with Peaceful Valley Shuttle Service. I think if the shuttle travels through Peaceful Valley and Downtown often, it's a great idea. I'm moving to Peaceful Valley in a couple weeks and depend on the bus to get me around (especially on weekday mornings for work). Not having any bus/shuttle service in the neighborhood would really affect me. I know there's the option to take the stairs up to Riverside- I have no problem with this (except in the snowy winter), but worry about people who aren't as physically capable as I am.	10/9/2018 9:02 AM
122	I ride that route frequently and it would make it quicker to get where I need.	10/9/2018 8:51 AM
123	It would make my trip to SFCC faster	10/9/2018 7:25 AM
124	Faster service from the Southgate area.	10/9/2018 7:21 AM
125	I'm not sure of the frequency of riders in this area.	10/9/2018 5:46 AM
126	If there was a place to park my car, I (and several neighbors) would ride the Peaceful Valley route from Sunset Hill to downtown.	10/8/2018 8:30 PM
127	The old cable addition traveled down division and was changed to the #43. I live on West 37th. I ride the bus almost daily several times a day. I need a bus. I have been riding since 1965 and have supported you this long. Don't forget your older population. It is not all about the colleagues and youth. You need to service those who have supported you thru the years. The elderly!	10/8/2018 2:32 PM
128	Drastically	10/8/2018 1:45 PM
129	For the better	10/8/2018 11:44 AM
130	Church goes at life center, and lots of students use the route. Also I exclusively use the route to get between downtown and my parents house. And to the MAC.	10/8/2018 8:43 AM
131	As long as route 20 continues to SFCC so I can get to school I'm fine with any route change as long as I get to school on time.	10/8/2018 8:21 AM
132	Not at all	10/8/2018 6:09 AM
133	I work weekends, so during the bad weather months, it would be nice to have 1/2 hour schedule pickups on inbound to downtown	10/7/2018 10:11 AM
134	I know students who use that route to get to SFCC, it would be an inconvenience to them.	10/6/2018 4:56 PM
135	Students at SCC may be able to come from the S. Hill to SCC in a shorter time.	10/5/2018 3:37 PM
136	If a direct bus from Perry St to courthouse was an option I would ride the bus. No Plaza!	10/5/2018 3:16 PM
137	being stuck behind them, roads to narrow	10/5/2018 2:41 PM
138	Low ridership may be due to lack of population or a lack of convenience. Either way, empty busses do not help other areas that may need more resources such as the HPT lines. So it impacts me on whether to use the bus if we do not have the resources to make it more convenient.	10/5/2018 1:22 PM

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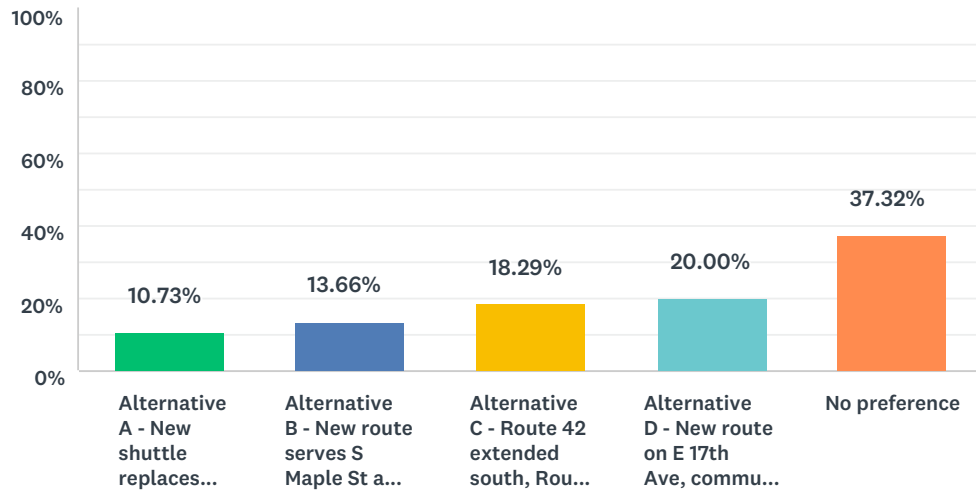
139	N/A	10/5/2018 11:15 AM
140	Not sure	10/5/2018 10:07 AM
141	the new Monroe-Regal high performance route would be highly convenient for my daily routine. it would improve my ride to home/work.	10/5/2018 8:47 AM
142	I work afternoons and it is very sad that I have no way to get home after 9p.m. on Sundays.	10/5/2018 7:28 AM
143	Removes the option, reduces service.	10/5/2018 6:25 AM
144	It would mak traveling easier	10/4/2018 9:01 AM
145	I think it most important that the bus system has more frequency before and after work hours to make it more accessible for the working class and some more frequent hours late night between 9 and 10 for adults and students who work a later shift. Most business close between those hours.	10/4/2018 8:46 AM
146	n/a	10/3/2018 6:54 PM
147	the above changes would impact me cause of two reasons: 1 the 44 29th ave will be discontinued and replaced by route 5 which i still take the 44 29th ave to 29th and grand (walgreens). 2 the 45 regal from south hill park and ride to 57th and regal is being discontinued and replacing it with route 5 and i take the 45 to 57th and regal and go to rockwood moran prairie family medicine.	10/3/2018 5:27 PM
148	none	10/3/2018 1:20 PM
149	No impact to me.	10/3/2018 12:53 PM
150	It would probably impact my aunt's commute to work..	10/3/2018 12:05 PM
151	no impact at all. I don't use the bus and don't live on South Hill	10/3/2018 11:36 AM
152	It would make the arrival times at the Plaza more on time.	10/3/2018 11:33 AM
153	I use the bus system on the lower South Hill. I would not want a shuttle to the Peaceful Valley affect the frequency of the routes I use.	10/3/2018 10:45 AM
154	Easier to get to northside without changing busses which would help several family members	10/3/2018 10:17 AM
155	I would be fine. But I see a lot of students take that bus from the plaza.	10/3/2018 9:49 AM
156	I ride the 20 through Browne's Addition, and more trips down Riverside are beneficial to riders there.	10/3/2018 9:38 AM
157	make the commute from downtown to Sfcc more efficient and possibly a quicker commute to the college from downtown area	10/3/2018 9:24 AM
158	It is a really quick route from downtown to SFCC. I would be concerned that the time to SFCC might grow longer.	10/3/2018 9:15 AM
159	It would not impact me	10/3/2018 9:06 AM
160	It wouldn't really impact me, as long as we still had service from the Plaza to SFCC every 15 minutes.	10/3/2018 9:04 AM
161	No impact	10/3/2018 8:19 AM
162	I often ride route 20 (when I don't have free parking options) and I like the Peaceful Valley route because it offers me a little extra time to catch the bus if I am running late and can't get to the plaza in time, I can just walk to the next stop (which is at the bottom of the hill behind the Spokane Club... but it would be much more preferable to have a stop before then, for instance at the top of the hill or the library). I work in City Hall and know some people that also work in my building and live in Peaceful Valley that may ride the bus more often if there was a more convenient stop near our building. Ideally, if the outbound route 20 departed from the north side of the plaza, turned north on Wall, then turned West on Spokane Falls Blvd with a stop in front of City Hall before proceeding past the library and traveling down into Peaceful Valley, this would be a much more "user friendly" option for riders coming from the north side of Spokane Falls Blvd.	10/3/2018 7:53 AM
163	N/A	10/3/2018 7:47 AM
164	It would make the trip to SFCC faster and more attractive.	10/3/2018 7:28 AM
165	na	10/3/2018 7:05 AM
166	Not impacted at the present time	10/2/2018 9:22 PM

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167	NA	10/2/2018 8:56 PM
168	I use the bus to get to the museum of modern art from downtown. I hope the bus continues to provide a ride there.	10/2/2018 8:52 PM
169	I sometimes use this bus. My friends frequently use this bus to visit me	10/2/2018 8:42 PM
170	Serving Peaceful Valley in any form is a waste of resources. Not only a waste of money for virtually no riders but also takes longer for students trying to get to SFCC. A new shuttle sounds like a waste of money	10/2/2018 6:42 PM
171	A student who goes to SFCC	10/2/2018 3:55 PM
172	It might make the SFCC trip quicker, and a frequent or on-call shuttle could build ridership from Peaceful Valley.	10/2/2018 3:04 PM
173	It wouldn't impact me	10/2/2018 2:04 PM

## Q19 Which south Spokane Alternative do you prefer?

Answered: 410 Skipped: 594



ANSWER CHOICES	RESPONSES	
Alternative A - New shuttle replaces Route 42, commuter service uses S Bernard St	10.73%	44
Alternative B - New route serves S Maple St and S Walnut St, existing routes 42 and 43 combined, commuter service uses S Bernard St	13.66%	56
Alternative C - Route 42 extended south, Route 43 moves to Bernard north of 29th Ave, commuter service uses S Grand Blvd	18.29%	75
Alternative D - New route on E 17th Ave, commuter service uses 29th Ave and Bernard St	20.00%	82
No preference	37.32%	153
<b>TOTAL</b>		<b>410</b>

## Q20 Please describe why you prefer Alternative A, B, C, D or have no preference.

Answered: 266 Skipped: 738

#	RESPONSES	DATE
1	I live at 7th and Walnut and go to Rosaures on 14th to Park and Ride. I have no car and can't drive. I depend on bus.	11/21/2018 8:44 AM
2	Please provide frequent service from Downtown to Moran Prairie during off peak hours!	11/8/2018 7:43 AM
3	I live near Bernard St, as do some college students next door and my elderly aunt and uncle. We like to have a bus going down Bernard Street toward downtown and also back up the hill. The current #44 Bernard bus is perfect for us and I'm sorry it will be discontinued. But the next best option is C.	11/5/2018 3:31 PM
4	More direct service 443 in the 44 N of 29th Ave.	11/5/2018 7:24 AM
5	couldn't you simplify the question? Sorry, but you lost me on this one . . .	11/5/2018 7:07 AM
6	C provides logical end points and distribution of routes. This allows for many trip options and good frequency by allowing options within walking distance. It also preserves much more existing service than A or B. I could support D and justify the additional cost if you believe the new service on 17th is needed. I have no opinion on that service because I do not live in that neighborhood	11/4/2018 11:59 PM
7	Only A includes a shuttle to Peaceful Valley.	11/4/2018 4:03 PM
8	same answer as above	11/4/2018 12:34 PM
9	Want Route 43 to stay the same	11/4/2018 9:08 AM
10	My route is 44. I don't appreciate having this option removed unless I'm walking half a mile with 2 kids to a route that is served more frequently, including on weekends. Please consider people traveling from up Manito who have children.	11/4/2018 7:27 AM
11	The lower south hill has high ridership. While I like Alternative A, I'm concerned about eliminating service for one route (14) over the weekend. I think it's more important to have two routes serving the lower south hill regularly.	11/4/2018 6:36 AM
12	The commuter route passing the commercial areas on Grand between 37th and 29th would be very beneficial. Also, the new Perry connection would be good	11/3/2018 9:42 PM
13	Provides options for both Grand and Bernard	11/3/2018 7:18 PM
14	Commuters use Grand. Better road in winter 4 lane road	11/3/2018 5:44 PM
15	Actually, I would refer that you leave #44 as it is and do not discontinue it!	11/3/2018 4:48 PM
16	Bus service on Grand further south than 37th would provide service to my neighborhood.	11/3/2018 4:23 PM
17	It seems like the fastest way to get from my house (41st and grand) to downtown.	11/3/2018 4:13 PM
18	Seems like B would expedite travel between 37th and downtown via route 43	11/3/2018 4:02 PM
19	I don't want to lose service at or near Lincoln Ave and 29th	11/3/2018 3:33 PM
20	I am confused. I use the 42 to go to Huckeberrys often. I am 73 years old and unable to walk up the hill or back down.	11/3/2018 7:19 AM
21	I prefer 'D' because there are two routes through the Perry District. If you cut the frequency of #45 to 30 and 60 minutes, hopefully the 36 would fill the in between times.	11/3/2018 4:26 AM
22	It seems to me that most of the changes proposed would not greatly affect me. I do not see the big picture or where the needs are as well as your planners do and think they're better positioned to make the most effective choices. That said, I like the proposal under Alternative A to create a separate shuttle route to serve the Peaceful Valley area and retain the #43 on Bernard rather than combining it or moving it over to Grand.	11/2/2018 11:51 PM

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23	I don't want the line to go no further south than Maple. That is the only option here.	11/2/2018 5:36 PM
24	Only Alternative D preserves the existing Route 42, which is the one I ride, and retains the stop at 14th and Adams, which is highly used.	11/2/2018 5:10 PM
25	Going to a park & ride is back tracking in direction and time for me. Getting on and off on main arterials in winter leaves one drenched in the slush by passing cars and crossing dangerous arterials in the dark winter months to get to a bus stop. No matter which direction I go I have 4 plus blocks to walk now. With changes that will go up or be crossing traffic in the dark on 29th.	11/2/2018 2:12 PM
26	We can more easily get to Manito Shopping center, but still have plenty of service with new routes on maple and Ash. I would really like the route on 17th in D tho as it's quite a hike to get a bus over there.	11/2/2018 9:40 AM
27	confused by the choices. can't figure out the changes.	11/2/2018 9:01 AM
28	I like all of the options except for option c. I do not like commuter services along Grand, and I do not like the stunted service along Lincoln that comes with option b.	11/2/2018 8:28 AM
29	a services regal to 29th then travels west. this would continue along the business and not on southeast blvd which is a no mans land.	11/1/2018 6:05 PM
30	I presently take the 44 Grand as I live in the 2100 block of Manito Blvd. Plan C shows both the new 5 and the new 144 going up and down Grand which suggests there'll be plenty of opportunities to catch the bus in the morning, hopefully a bus coming every 15 minutes instead of every 30 which is the schedule now with the 44 Grand in the a.m.	11/1/2018 2:41 PM
31	I live on the north side.	11/1/2018 12:00 PM
32	Have no preference.	11/1/2018 6:45 AM
33	D is close to my house and I have students who go to SCC	10/31/2018 7:58 PM
34	Worried busses on 14th will remove parking. At 14th and Bernard specifically, there is not enough street parking. Also worried about turning on 14th at a school crossing.	10/31/2018 4:50 PM
35	I think Route 42 should extend to 29th	10/31/2018 2:55 PM
36	Too complicated for me to make a choice	10/31/2018 2:47 PM
37	Survey needs to ask/add the question: Do you not support A/B/C or D and why?	10/31/2018 2:33 PM
38	It maintains some bus service for residents of Lincoln St between 5th Ave and Madison St on nights and weekends.	10/31/2018 1:37 PM
39	You destroy the identity of #5 HPT route by elimating the #44. None of theses are going to go over well to the the people who use Grand Blvd.	10/31/2018 1:22 PM
40	Retention of service on both Lincoln and Bernard, but I like the proposed route 36!	10/31/2018 1:09 PM
41	Rt.45 disrupted the least..	10/31/2018 12:48 PM
42	would get my neighborhood closer to a route to schools and downtown	10/31/2018 12:40 PM
43	D sucks. Eliminate layovers on 34 at Sprague and Havana.	10/31/2018 12:02 PM
44	I think there are elements of all that should be considered, like the Peaceful Valley and 17th service options are both important.	10/31/2018 11:30 AM
45	Please continue the 24 every 15 minutes (daytime) which turn into either the 26 or 28. Please do not replace the 24 with the new route 5	10/31/2018 11:25 AM
46	It is the least invasive to my schedule is as well as being useful for me and my friend go up to the South hill	10/31/2018 9:01 AM
47	It doesn't get rid of as many of the routes as the other options	10/31/2018 7:30 AM
48	Will improves frequency of bus on South Perry Street.	10/31/2018 7:00 AM
49	Increased bus frequency along s. Perry st	10/31/2018 6:55 AM
50	Comstock Park service maintained.	10/31/2018 5:55 AM
51	I don't currently use these routes. I will use the HPT route from N Monroe to the South Hill.	10/30/2018 10:47 AM
52	I ride 43, getting on at Crestline. From what I can tell, the proposals won't directly affect me.	10/30/2018 10:37 AM

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53	I don't travel to the South Hill much. When I need to, it will be nice to be able to get there by 8 am and back downtown in time to catch the #20 to SFCC and get home by 4:30 pm. Especially on weekends.	10/30/2018 9:21 AM
54	Alt b c d do not include peaceful valley services, so A is preferred.	10/30/2018 7:08 AM
55	Because I'll be riding the Moran Prairie bus.	10/30/2018 6:43 AM
56	I don't use the route	10/30/2018 5:48 AM
57	Dosen't matter. Just need better 34 weekend service!	10/29/2018 3:35 PM
58	I would use the New Peaceful Valley Cliff Cannon Shuttle so A is my favorite.	10/29/2018 11:03 AM
59	I do not like A, B, C, or D. Just keep city loop Route like it is now Route 44.	10/29/2018 6:30 AM
60	I use live on 57 and regal,	10/29/2018 4:40 AM
61	Please stay in the neighborhoods. I need to get to Grand and 14th. do not change the 44, keep the number of stops. keep 34 every 15 minutes	10/27/2018 6:19 PM
62	I believe it is important to have service to/from downtown in the area of 37th and Bernard. Because of my concerns regarding climate change, I recently bought a Smart Card with the intention to take the bus at least weekly. I recently retired; there are many others around my age in my neighborhood who I think could be induced to travel by bus.	10/27/2018 11:44 AM
63	THE BEST CHOICE	10/26/2018 2:44 PM
64	Having another route along Grand is more convenient for me.	10/26/2018 1:32 PM
65	This route Will keep the stops that make it easiest to shop. It the 42 is combined with the 43, I will have to walk several blocks to get home carrying heavy bags. This would be extremely dangerous on snow and ice.	10/26/2018 10:16 AM
66	Lincoln Heights gets its bus back.	10/25/2018 8:24 PM
67	Only use these routes 1-to 2 times a month. Weekend service is my concern. Service is low because routes aren't available - your business would grow if customers could get around city without it taking so much of the day in travel time. I miss a lot of local events because I can't get there - and now Saturdays are just as bad as Sundays.support your customers and more will support you.	10/25/2018 6:46 PM
68	As long as the 45 continues to serve that Perry Corridor from downtown to South Hill P&R, I believe it will continue to see steady usage.	10/25/2018 1:49 PM
69	33/34 are my most frequently used buses. Making them 30 rather than 15 minutes will be very disruptive with our schedules.	10/25/2018 1:49 PM
70	No preference	10/25/2018 12:58 PM
71	I do not know enough.	10/25/2018 12:33 PM
72	My partner would not be able to take the bus home from work otherwise. She uses the bus stop at 37th and Bernard, where she works.	10/25/2018 12:16 PM
73	Alternative B seems most practical to me.	10/25/2018 11:51 AM
74	I work at a Psychology practice located on the corner of 17th and Ray. A lot of patients take the bus and any route that makes it easier to get to this location from different parts of town would benefit a lot of our clients. Also South Perry has had a lot of growth and connecting Ray to Perry could potentially benefit a lot of riders.	10/25/2018 10:32 AM
75	The 42 Route stops in front of Deaconess and runs frequently every 15 or 20 min, that makes a difference when I have to stand outside in the elements (wind, rain, snow, below zero temps).	10/25/2018 10:11 AM
76	I live on 17th. When the 46 route was discontinued, I had to walk approximately 1 mile during winter to a bus or cross Ray when traffic was not stopping due to ice.	10/25/2018 9:36 AM
77	I will adjust myself according to all of these plans to get where I need to go, but I will probably prefer alternative c	10/25/2018 7:09 AM
78	I prefer to have more route options from and to the South Hill park and ride. If routes 34, 44 and 45 will be reduced in frequency, I will need to find other routes that are near.	10/24/2018 5:34 PM
79	Any route other than Alternative D. See my comments under Question 18.	10/24/2018 10:30 AM



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80	I live on 17th	10/24/2018 9:27 AM
81	I have no preference because I trust the sta professionals.	10/24/2018 8:19 AM
82	No preference	10/24/2018 8:18 AM
83	I only use the 44 Grand route	10/24/2018 7:12 AM
84	Route 42 is my bus to get to food, shopping, laundry, getting downtown to church or work	10/24/2018 6:40 AM
85	45/ the express turns left on 34th to go down south easy	10/24/2018 6:02 AM
86	Formerly ride bus to and from work downtown for many years. Love it ALL! The key is continuing a bus route on 37th between Grand and Bernard. Alternative D will work well, too.	10/23/2018 9:28 PM
87	The principle routes I was looking at are #5, #34, #43, and #45. I would use the #5 route instead of the #44 route. I like alternate plan B because it utilizes an already existing park & ride station. This means parking, lighting, and a place to safely embark & disembark from the bus. I did review the other alternate plans for this route. I think the route running at Regal & 29th is a very bad idea. On any given day this is a highly congested intersection. Adding a bus - a turning bus - would compound the issue. Additionally, any rider who disembarks at this intersection will most likely have to cross the street. Drivers prefer that pedestrians cross at the intersection. But, intersections are the place where pedestrians are most likely to be hit by a car. I would encourage you to attempt to cross the street at this intersection. While you wait you may see a driver's idea of stopping at a "safe distance" to be in the middle of the cross walk. I use route #34 to travel to and from work. I like the proposed change to travel along Thor/Freya and eliminating the out of travel area along Havana. Although, I think the McDonald's on the NE corner of Sprague/Havana will miss my business. On many occasions I stop by for breakfast. The frequency change to every 30 min. will be an adjustment, but a doable one. I hope that you will continue having early-morning departure times at the South Hill Park & Ride. I do not often use route #43. I like knowing that I can get to that part of the South Hill, though, in case I need to go to Huckleberry's. I currently use the #45 route to travel to the South Hill post office, Target, and restaurants. The addition of the #5 will allow me to get to these same places. I like the addition of the Monroe-Regal HPT I like the addition of the Moran Station Park & Ride. I really like the addition of the #166 South Commuter Express. I use to live on the north side of Spokane and used the #124 North Express to the Wandermere Park & Ride. I'm glad you now have the same for the South Hill. It may help to get more people who wouldn't normally consider riding the bus to start.	10/23/2018 7:18 PM
88	To me, the options are confusing as to how riders who live south of 37th and along or between Regal and Crestline will be served	10/23/2018 6:09 PM
89	I would use route 144	10/23/2018 5:39 PM
90	Very hard to tell if I can continue to use the bus or not.	10/23/2018 4:37 PM
91	One of the factors for purchasing my house on 17th was that it was on a bus route...unfortunately that same year the route was terminated.	10/23/2018 4:24 PM
92	Bernard is mor convenient fot me, compared to Grand.	10/23/2018 4:05 PM
93	It's the best that I can determine that is best for where I live & is also the closest that require less walking to the nearest bus stop,it also isn't the safest during the winter when it is snowing or ice is present, it also isn't that safe for those of us that use cans, walkers or crutches to walk.	10/23/2018 12:28 PM
94	I mostly want a route on 17th avenue, since I'm potentially looking at moving to that area in the future.	10/23/2018 9:21 AM
95	If route 34 is going to see reduced frequency, the new 36 route using 17th is an absolute requirement.	10/23/2018 6:53 AM
96	Alternative D would be ideal, but with the high cost to implement, Alternative B would be my next choice.	10/23/2018 6:24 AM
97	np	10/22/2018 10:38 PM
98	I think you can combine ideas from C & D	10/22/2018 7:57 PM
99	Convenience and with the school on 17th and Mount Vernon remodeled and tripled in size, I think it is a good re-addition to the neighborhood.	10/22/2018 6:15 PM
100	makes more sense	10/22/2018 5:14 PM
101	I would prefer (b) because I would be able to get the route 43 and 144 near high drive.	10/22/2018 3:27 PM

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102	Faster snow removal for those living on 17th ave.	10/22/2018 2:22 PM
103	It is too confusing	10/22/2018 11:29 AM
104	I think about C and D it would be better service to have	10/21/2018 9:55 PM
105	B combines 42 and 43 which seems efficient while maintaining service to Lincoln St. between 14th-29th which is important to our family	10/21/2018 4:34 PM
106	Cable add historically took care of the lower South Hill	10/21/2018 12:18 PM
107	Na	10/21/2018 9:29 AM
108	I would prefer alternative D, but alternative C looks the Best for cost efficiency and still serving the current configuration.efficiently. I would hope the S Perry district would still get some Peak period High frequency. If Scheduled Properly,,,By sending route 45 and 34 onto the 29th and Lincoln Heights area makes sure Lincoln Heights has high frequency which to me is very important because route 5 HPTN has no way to make the turn at 29th & Regal. This also keeps the current S Hill P & R open for route 5 and be able to serve two park & Rides I'm not really sure which area Of the Lower south hill the peacefull valley shuttle would serve, since the lower south hill is already served by other routes. This does not look cost effective by a long shot.	10/21/2018 5:20 AM
109	I don't have a preference	10/20/2018 4:25 PM
110	IF 44 29th Ave is going away, then I prefer new route 144 from Alternative D and revised route s42 and 43 from Alternative C.	10/19/2018 8:19 PM
111	I prefer alternative D because it keeps the 43 the same and i would like that because i know then the 43 will continue to go by the jefferson park and ride where i catch the routes to cheney being an EWU student	10/19/2018 6:24 PM
112	Would be nice to have more E-W options north of 29th. Including W from Perry, which is not an option.	10/19/2018 9:15 AM
113	My primary interest is in seeing Route 45 continue to connect downtown to the Perry District and up Southeast to the Lincoln Heights shopping area. This is the bus route I use most frequently and I appreciate its 15 minute peak travel intervals. I am very excited to see the possibility of a route that connects downtown to SCC via E 17th Ave between Perry and Ray. I think this route will serve the neighborhoods around Lincoln Park well that are not close enough to the 45 bus route to be convenient and aren't presented with an time-friendly alternative on Ray. I would love, love, love to see this proposed Route 36 to be implemented alongside existing route 45. I believe that if Route 36 is only going to be 30 minute intervals at best, then maintaining Route 45 as is will help keep some flexibility for riders that could take advantage of either route. I also think Route 36 is a good way to integrate an east-west route that connects different neighborhoods that would have otherwise needed to make one or more bus transfers.	10/19/2018 7:52 AM
114	I would really appreciate improved lower south hill bus service--a line on 17th and more frequent service to downtown on Perry (via two routes)	10/19/2018 6:51 AM
115	I prefer Alternative B, because with the combination of the bus, I won't need to go to downtown to catch the other bus to go upper South Hill for shopping and picking up prescription. But most importantly, since I work at night, I am concern with my safety, and with this route I can still take the bus to work and back home feeling safe.	10/18/2018 9:58 PM
116	Not Sure	10/18/2018 2:38 PM
117	All plans provide for continued service between 9th & Perry and downtown, which is what we need.	10/18/2018 1:49 PM
118	This section of your survey is confusing and poorly explained	10/18/2018 11:35 AM
119	You get more coverage into the shopping areas and I like the added East-West options. You can actually walk to a bus from more places on the south hill. I think more people would ride the bus.	10/17/2018 7:40 PM
120	I live along the 43 route and having a stop at the end of my street which is 11th Ave is very important because I like having it there so I don't have to walk as far	10/17/2018 4:03 PM
121	I live between grand and Bernard on 29th and as long as I get downtown the fastest, getting on the 144 is fine with me as long as there is a stop on 29th and division.	10/17/2018 3:48 PM
122	I do not like that the 43 and 45 do not come by Ferris High School. Our students use these buses everyday.	10/17/2018 12:02 PM

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123	The 20 going thru Peaceful Valley doesn't make sense. I've been on that route many many times and we only PU a handful of people every now and then. Riverside is much much busier and would benefit the most with service every 15 minutes! Awesome Idea!!!	10/17/2018 10:39 AM
124	Not sure	10/17/2018 8:46 AM
125	I feel like Alternative C would see the most increase in ridership	10/17/2018 7:42 AM
126	Straightest routes	10/17/2018 6:26 AM
127	I want there to be more service in the South Perry District area, because every 30 minutes is too long to wait, especially since I don't travel during peak times. I'd like it to be every 15 or 20 minutes.	10/17/2018 4:54 AM
128	It has the 17th Ave route. It provides the most coverage to most of the South Hill.	10/16/2018 1:48 PM
129	If route 43 moves changes from 37th to 29th westbound between Grand and Bernard I would not be able to access the bus any more as my stop is on Bernard	10/16/2018 11:47 AM
130	N/A	10/16/2018 10:50 AM
131	they all seem fine, I will continue to be able to use the stops I usually do	10/16/2018 10:43 AM
132	Faster routing.	10/16/2018 5:08 AM
133	All of these alternatives either have no effect or are bad for me. I live on Freya & 32nd & depend mainly on the 34 & 44 lines to get to work.	10/16/2018 1:16 AM
134	I would probably use 36 in the summer	10/15/2018 5:51 PM
135	B and c still offer service from 29th to regal along se boulevard alternative	10/15/2018 3:19 PM
136	I would use 144 almost exclusively with options to use 43 and 664 if an alternative is needed. Also like extension of 14 to Grand.	10/15/2018 8:07 AM
137	Need a stop at 9th and maple and 9th and walnut	10/13/2018 8:10 PM
138	I live off Grand so I want access there. Also I think the busses should pick people up at the South hill park and ride	10/13/2018 10:17 AM
139	New service from SCC to Downtown	10/12/2018 10:01 PM
140	Think this is only way for me to get to work	10/12/2018 9:16 PM
141	Seem like best alternative to get to and from plaza for work. But also gets me from Comstock park ares to 29th and grand to do shopping	10/12/2018 8:39 PM
142	D	10/12/2018 4:43 PM
143	A seems more reasonable	10/12/2018 3:10 PM
144	As a resident on High Drive, I am very opposed to the South Commuter Express Plan A and B. This road was recently designed and rebuilt to be bicycle and pedestrian friendly, eliminating truck traffic. A bus line on this road seems inconsistent with the new plan. I also think an express route makes more sense to keep it on a commercial street and not on the more residential street (Bernard).	10/12/2018 2:12 PM
145	I ride 43 from regal to grand a lot	10/12/2018 2:06 PM
146	Because services on grand are extended.	10/12/2018 11:22 AM
147	My bus route most frequently used is the 44. I cannot give an opinion, as it looks like this is getting cut no matter what. This is very sad for me. Walking 2 kids to Grand is too far for me, so this affects us a lot. We will no longer be able to use the STA system with these proposed changes.	10/12/2018 8:23 AM
148	Must be B or C. Route downtown MUST consider south hill park and ride.	10/12/2018 6:15 AM
149	These routes don't affect me cuz I don't ever take them.	10/12/2018 5:20 AM
150	Question is too complex	10/11/2018 7:01 PM
151	All 4 options have bus 144 on S. Hatch Road, which has no riders and sees over 10,000 cars a day. Keep STA busses where the riders are. Please move 144 to S. Perry Street between 29th and 57th.	10/11/2018 6:16 PM

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152	My use of the 44 is not impacted by using Bernard/Grand, and so the commuter using one or the other would not impact me either. I don't travel through Peaceful Valley, so the changes to frequency/type of transit there does not impact me.	10/11/2018 6:03 PM
153	I rarely bus to the areas involved.	10/11/2018 6:03 PM
154	The plans are difficult for me to understand, but I want to retain services to peaceful valley.	10/11/2018 4:52 PM
155	ROUTE C OR D IS OK WITH ME. I WILL NOT APPROVE OF A OR B AS I DO NOT WANT HIGH DRIVE INVOLVED IN A BUS ROUTE!!!!!! It will destroy the credibility of the planning, design, and engineering departments of the City of Spokane in their dealings with the High Drive neighborhood groups.	10/11/2018 4:27 PM
156	I work at Lincoln Heights and I do most of my shopping there too. At nights and on weekends it's along wait for the bus. There should be a bench at those stops or a shelter. The new #5 would be great.	10/11/2018 3:54 PM
157	I don't actually know which would be better so that is why I said no preference.	10/11/2018 3:47 PM
158	To keep buses off High Drive which is residential...Grand is a multi-use street which currently has bus routes on it. Going down High Dr does not offer a "speedier" way to downtown...this would be a totally unnecessary way to plan the new bus routes...dangerous for walkers, bikers and was never part of the plan when High Drive was reconstructed to make the lanes smaller!!!!	10/11/2018 3:18 PM
159	I take the 43 44 45 34 20 33	10/11/2018 3:17 PM
160	I really want to keep the swing-through option for Manito Shopping Center in play, so that I don't have to cross 29th or Grand in order to go downtown every day. This one seems to be the only one that does that. I can't speak otherwise to the elimination of 44 because I don't know where the stops are on the new 5 in order to go downtown. Unless I would need to take another bus downtown instead of the 5? But that swing-through is currently the only every 15 minutes downtown around. I would hate to have a new high-frequency route created and lose my current every 15 minutes to downtown option, that would be cruelly ironic. I would really like to keep my current every 15 minutes option to get downtown without having to cross 29th to do so...	10/11/2018 2:18 PM
161	I live between Perry and Grand on 33rd	10/11/2018 12:27 PM
162	no preference	10/11/2018 12:02 PM
163	I take 45 mostly	10/11/2018 11:59 AM
164	Without more information on where stops will be on #144 commuter express and new HPT, I cannot be certain, but "D" might be best for me. HOWEVER!!! Adams #42 being deleted leaves us South Hill riders without transport to Deaconess Hospital AND Physical Therapy services on Fifth Avenue!!! Going to Plaza to get #12 shuttle is more cost to us in time and \$. You get us to Provident/Sacred Heart Hospital --are you favoring it over Deaconess??? Get DOT to replace roadbed on Adams --then our lower spines will not be in pain riding on your buses, which have minimal shock absorbers apparently.	10/11/2018 10:31 AM
165	Alternatives A & B eliminate service on 37th between Bernard and Grand.. Walking to Grand not very convenient as we are over 70 approaching 80 and want to stay in our home.	10/11/2018 7:59 AM
166	I have no preference because I don't like any of the proposed changes for Regal south of 37th. While I can still walk, it's getting harder and harder and making me walk further in the winter just won't cut it. And no I do not qualify for para transit. I really can't afford a car, even if I'm working.	10/11/2018 7:22 AM
167	The 43 needs to continue operating on 37th between Grand and Bernard.	10/11/2018 6:59 AM
168	Alternative A seems to provide the best coverage of the south hill without many overlapping or redundant routes.	10/11/2018 1:48 AM
169	I don't know they are all good	10/10/2018 5:17 PM
170	I think it is very important to keep service on 29th between grand and Bernard	10/10/2018 4:57 PM
171	You summaries are to confusing to understand.	10/10/2018 3:23 PM
172	None of the proposals will help me, I will have to take a different set of buses or walk an additional 6 to ten blocks	10/10/2018 1:38 PM
173	Any route such as alternative D which uses High Drive between Grand Blvd and 29th Must be avoided as it would violate promises made to residents of the street by design and engineering of City of Spokane when recently designed and constructed. Please see my response above.	10/10/2018 10:54 AM

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174	Route 42 serves as an alternative means to get downtown, if this combined route were permitted, it would mean less chance of missing the bus.	10/10/2018 9:56 AM
175	i live near Perry street and alternative D would give higher frequency buses through the Perry district which is great.	10/10/2018 7:15 AM
176	Sending HPT down Regal to serve the Lincoln Heights shopping center. I also like the commuter route going down Bernard instead of Grand	10/9/2018 8:19 PM
177	I'm advocating for South Spokane Alternative C because it would provide extended service between locations on the South Hill, giving residents of the Cliff-Cannon neighborhood improved options for reaching businesses, schools, and other locations in the 29th and Grand area. (Currently residents of this area have to ride multiple buses, and it takes much longer to reach this area from the west portion of Cliff-Cannon.) With the new frequent service at 29th and Grand, it would also provide a better transfer point for getting to other locations on the South Hill, like 29th and Southeast Boulevard. Additionally, Alternative C allows route 43 to serve residents near Bernard (picking up this area from the cancelled route 44), while still providing service for residents near South Lincoln Street via the extended route 42. My next choices would be D and B. If I may make one primary request: I would be so grateful if you could please keep service on South Adams between 5th Avenue and 14th Avenue. The current route 42 serves a lot of people in our neighborhood, many of which are low-income and rely heavily on public transportation. If service to this area is cancelled, it would leave a big gap for this highly populated, low-income area. Moving the service several blocks away really matters considering Adams is already far trek for a lot of people in the neighborhood (like those closer to Monroe). This service is important to many of us, and as demonstrated in the stats on the service revision proposal, the stops on Adams at 6th, 8th, and 10th are well-utilized. Thank you!	10/9/2018 6:25 PM
178	C would take me more time. A or B may work out depending on the schedule. D seems the safest for me.	10/9/2018 5:57 PM
179	A lot of people shop at Lincoln Hts. At 29th and Regal and go down Grand. If the #5 bus goes by way of the Park & Ride, then people would have to catch the #34 or #45 to the Park & Ride to transfer to the #5. I shop at Trader Joe's often and I don't want to wait for a bus for an hour and then have to transfer again.	10/9/2018 5:53 PM
180	That meets my needs to commute best way.	10/9/2018 5:42 PM
181	I currently catch 42 at 6th and Adams and like that it often continues as 60 to the airport. I'd prefer one of the plans that keep that stop (C and D?). For the other plans I would need to walk further.	10/9/2018 4:58 PM
182	i will take the new 5 route regardless	10/9/2018 3:05 PM
183	no preference	10/9/2018 12:43 PM
184	I explained why I need to continue the bus for 37th and I go to the south hill park and ride and get bus 43. You need to think of the Seniors in this south hill communities that are active and would like to stay that way and do not drive any longer.	10/9/2018 11:12 AM
185	It is the one that benefits my transportation the most.	10/9/2018 10:36 AM
186	I don't go there	10/9/2018 9:41 AM
187	As I depend on the bus to get to work early in the mornings M-F, Alternative A would be most beneficial to me as I'm going to be residing in Peaceful Valley ( I currently take the bus M-F from Brownes Addition) and would rely on the shuttle to get me to work every morning.	10/9/2018 9:02 AM
188	I don't ride these routes often enough.	10/9/2018 8:51 AM
189	I don't want to lose S Lincoln Street stops. Reduces access to Wilson Elementary, bad for children.	10/9/2018 7:43 AM
190	The express between Moran Station and Grand Blvd.	10/9/2018 7:21 AM
191	Lower south hill at cedar/walnut needs as many lines as possible. Grand Blvd near 29th needs the 2 lines to encourage density living at that intersection. Removing all stops along Bernard between 29th and 14th with high transit line would Really inconvenience some who use that path. I would consider a high transit line (different alternative) if the 144 has one stop at say at 22nd and Bernard - half way between 29th and 14th	10/9/2018 7:04 AM
192	I commute from Moran Prairie to downtown and want a faster commute between my home and work (plan A or D), but plan A costs commuters a lot of stops.	10/9/2018 6:52 AM
193	no preference because those routes do not affect me	10/8/2018 8:30 PM

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194	Do not totally understand alternatives and would prefer no changes. I need bus from bernard down 37th at least 30 minutes.	10/8/2018 2:32 PM
195	Convenience	10/8/2018 1:45 PM
196	Riding the 42 only take you up too 14th, if the 43 and 42 as one then I would not have to go downtown to go Moran Prairie.	10/8/2018 11:44 AM
197	I need to get to 35th and Regal and can not walk very far	10/8/2018 10:19 AM
198	I live on 18th....hopefully would make things easier for me to catch the bus.	10/8/2018 10:14 AM
199	Provides the most coverage for places I go to.	10/8/2018 8:43 AM
200	I would need a bus that is close to 17th ave and Perry and that takes me down to the plaza, and I would a need a bus close to 17th ave and Perry that could take me up to Ferris high school.	10/8/2018 8:21 AM
201	The new Monroe-Regal HPT Line taking the Southeast Alternative route	10/8/2018 6:18 AM
202	No preference	10/7/2018 5:44 PM
203	41 is short and quick to downtown , weekend service; use 43 as an alternate, weekend service	10/7/2018 10:11 AM
204	Does that mean 37th doesn't serviced anymore. I'm confused.	10/6/2018 7:50 PM
205	Seems like the least change to the 44	10/6/2018 4:56 PM
206	I have no preference because I don't ride that bus	10/5/2018 4:52 PM
207	Not enough time to review each option- sorry	10/5/2018 3:37 PM
208	Confused	10/5/2018 3:16 PM
209	It would appear that more east/west routes are needed on the South Hill and this would help with that issue. It would be ideal if a park and ride could be offered as a hub, with express HPT between the hubs and downtown transfer.	10/5/2018 1:22 PM
210	I live near 17th and it cuts down the distance I travel to the bus significantly and helps in winter specifically.	10/5/2018 11:15 AM
211	I live steps off Bernard and it is most convenient for me to get to the Plaza and connecting routes.	10/5/2018 10:21 AM
212	Have no preference	10/5/2018 10:07 AM
213	the newer routs would let more people board the bus in a spot that is near to them.	10/5/2018 9:18 AM
214	None of these connect High Drive/Maple to the north without a required stop at STA.	10/5/2018 9:17 AM
215	Regal St. is very popular in my everyday routine, more so than southeast blvd alternative.	10/5/2018 8:47 AM
216	I believe the new 5 route would be my preferred bus and is the same in each alternative	10/5/2018 8:02 AM
217	If the 36 route and the 34 routes are staggered for their departure arrival times to make up for switching 34 from 15 minute frequency to 30 minute frequency, then this proposal is acceptable. I am not impacted by the other adjustments, but ride the bus daily.	10/4/2018 11:03 AM
218	Alternative D	10/4/2018 9:52 AM
219	I have no preference	10/4/2018 9:01 AM
220	MORE SERVICE	10/4/2018 8:22 AM
221	17th route is extremely convenient.	10/4/2018 12:59 AM
222	Maple and Walnut need the bus service to run on the weekends...a fair amount of people who work nights and weekends live in the area.	10/3/2018 9:09 PM
223	no preference	10/3/2018 6:54 PM
224	Reducing the options of routes 42 and 43 is unacceptable as I take those daily to ride to and from downtown. The western part of the south hill is already poorly served by STA. Many professionals working downtown might use the service if available and convenient. I did vote to increase service not to further cut it.	10/3/2018 6:22 PM
225	i don't have a preference at all but the only thing thats affects me is the new route 5	10/3/2018 5:27 PM

## 2019 Preliminary Service Change Concepts

226	A bus transition would be best at the SH Park and Ride. Getting rid of the 44 line is disappointing due to having to change lines.	10/3/2018 3:33 PM
227	42 & 43 have always seemed a bit redundant to me	10/3/2018 2:51 PM
228	Best transfer options without needing to go back down to downtown and then back up the hill.	10/3/2018 2:49 PM
229	A or B seem workable.	10/3/2018 1:46 PM
230	most direct	10/3/2018 1:20 PM
231	I catch the bus at 25th and Bernard. Alternative C appears to be the only one that might stop there.	10/3/2018 12:53 PM
232	Less bus routes, better commute.	10/3/2018 12:05 PM
233	I ride Route 42 downtown anytime I want to travel anywhere in Spokane using the bus system. The alternatives lengthen the distance between my stop and the Plaza.	10/3/2018 12:02 PM
234	It doesn't affect me on a daily basis.	10/3/2018 11:52 AM
235	I don't live on South Hill, and there is no bus service to my residential area.	10/3/2018 11:36 AM
236	They all seem to cut out grand blvd way to much. There is a ton of people on this route no matter what time of day it is and have less stops would be unfair as there is already 5 to 7 blocks between many of the stops.	10/3/2018 11:33 AM
237	b	10/3/2018 11:27 AM
238	n/a	10/3/2018 11:19 AM
239	Provides the most flexibility.	10/3/2018 10:44 AM
240	Provides the most coverage for the South Hill	10/3/2018 10:25 AM
241	easier access	10/3/2018 10:17 AM
242	NEED service on 17th street	10/3/2018 10:12 AM
243	I primarily take the 44 to the park and ride on south hill and catch the 34 over to Trader Joe's and shops around there. I also take the 44 to 29th and grand area. It's hard for me to tell if these are still serviced in these new changes. The current frequency of those busses is adequate but would like more service nights and especially weekends. Getting up the south hill on weekends is a pain in the ass cause of 60 minute service. Running errands takes three times as long sometimes. If anything, don't decrease service to these areas, increase it! If routes are inconvenient for people (60 minute service on weekends /nights) they won't use them. Increasing frequency of service will get you more riders.	10/3/2018 9:49 AM
244	I live on the east South Hill, and the lines that affect me (5, 34, and 144) are basically the same on all options.	10/3/2018 9:48 AM
245	I think all of these alternatives have the equal amount of neccessity	10/3/2018 9:24 AM
246	Because it adds more and quicker ways for me to get downtown (I live on lower south hill by Ray/Freya	10/3/2018 9:06 AM
247	Bernard would access more residential areas.	10/3/2018 9:04 AM
248	each seems to have its own value. Having a way to decrease automobile track is important	10/3/2018 8:27 AM
249	Alternative B provides better residential access between 29th and Grand/High Drive. Alternatives A & B have a turnaround at 37th/Grand - how does that work. All alternatives have routes turning at Hatch & 43rd - how do the buses make this turn radius without impeding regular traffic - this is another very tight radius location! Is anybody actually riding the routes before making these "done deal" proposal?	10/3/2018 8:21 AM
250	Option C is best option to streamline without cutting out necessary service areas	10/3/2018 8:19 AM
251	Adds service to 17th, maintains service to Comstock park/South High Drive area via 43. 144 maintains access to Manito Shopping Center.	10/3/2018 8:06 AM
252	Information is too complicated to understand fully. I'm not a civil engineer.	10/3/2018 7:47 AM
253	I like to take the 44 from the plaza to church or to meet friends near 29th & Bernard on weekday evenings or Sundays so that is the route I am paying the most attention to.	10/3/2018 7:46 AM

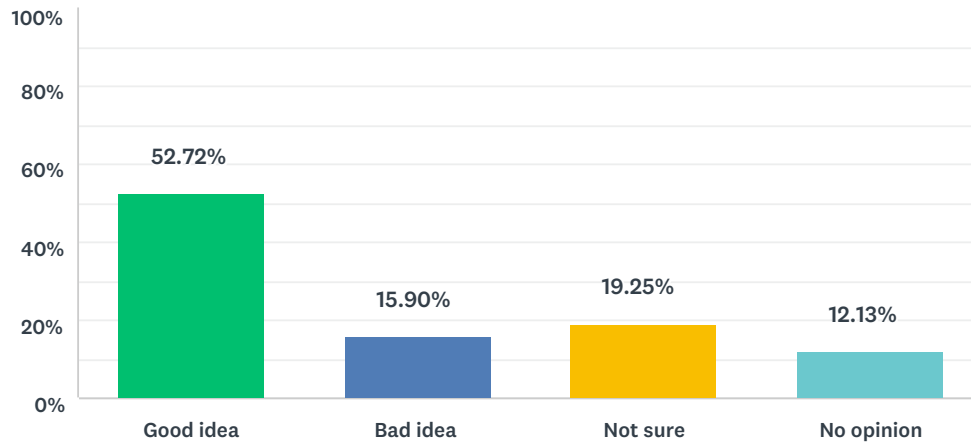
## 2019 Preliminary Service Change Concepts

254	Seems like time to downtown would be faster, and there are walk-able alternative routes if necessary,	10/3/2018 7:30 AM
255	I live near the part of 45 that would not change.	10/3/2018 7:20 AM
256	B and C both connect routes 34 and 5 at the south hill p&r.	10/3/2018 4:47 AM
257	Two benefits: 1. Peaceful Valley residents can get to Huckleberry's and Ace Hardware. 2. Cliff Cannon/ Peaceful Valley riders can travel east/west along 14th to Grand Blvd.	10/2/2018 9:22 PM
258	Having a route down 17th to Perry would greatly reduce the amount of time to get downtown from the portion of Lincoln Heights around Franklin Elementary. This alone would increase my bus ridership by several trips a month.	10/2/2018 8:55 PM
259	I catch a bus at Lincoln Heights shopping center that goes downtown. I like that it goes north and south. I have to transfer to a bus downtown to get to meetings and sometimes miss my first connection and have to wait.	10/2/2018 8:52 PM
260	I very much want to retain bus service to Peaceful Valley. Especially in winter, I think it is essential.	10/2/2018 8:42 PM
261	D is the best option for multiple reasons. Routes 42 and 43 seem to work as they are now and they'd stay the same. The 144 would basically replace the 44 via Bernard but go all the way to Moran Prarie which makes sense. The 5 would service the busy area of 29th and Regal. And the new 36 route would help offset the 34 going from :15 to :30 min frequency. Not a fan of the route 14 or route 41 proposals.	10/2/2018 6:42 PM
262	like the idea of being able to get to Manito center on the #42 and the 43# allows closer access/walk to stores on 14th - and Manito Park	10/2/2018 4:36 PM
263	No busses on non arterial High Drive between Grand and 29th	10/2/2018 4:35 PM
264	Better service for Peaceful Valley	10/2/2018 3:55 PM
265	Extending the 42 would mean more frequent service to downtown for a larger part of the South Hill.	10/2/2018 3:04 PM
266	Better connections near Deaconess Hospital	10/1/2018 12:38 PM



## Q22 What do you think about the proposed change to Route 33?

Answered: 239 Skipped: 765



ANSWER CHOICES	RESPONSES	
Good idea	52.72%	126
Bad idea	15.90%	38
Not sure	19.25%	46
No opinion	12.13%	29
<b>TOTAL</b>		<b>239</b>

## Q23 Specifically, how would the proposed change to Route 33 impact you or someone you know?

Answered: 148 Skipped: 856

#	RESPONSES	DATE
1	I have two sister on France.	11/8/2018 7:49 AM
2	Leave it on Driscoll	11/5/2018 8:17 AM
3	I'd no longer be able to take the bus. I'd have to use taxis or buy a car.	11/5/2018 7:32 AM
4	I take the 20 continuing as the 33 over to Shadle Center and then out to Wellesley and have always wondered about the deviation on Driscoll Blvd thinking it was out of the drivers' way for very few passengers. I would also like STA to consider going across Bigelow Gulch Rd over to the Argonne Rd/ Millwood corridor.	11/5/2018 7:11 AM
5	Gives everyone at the bottom of the hill a longer trip which most in the area are a younger generation that catch the bus after school	11/3/2018 3:37 PM
6	Depends on if there is a stop@ Alberta & Garland or not.	11/3/2018 9:45 AM
7	It would slightly shorten my son's commute to SFCC.	11/3/2018 9:02 AM
8	It would not impact anyone I know	11/3/2018 7:20 AM
9	They would loose a bus stop	11/3/2018 6:07 AM
10	It would not	11/2/2018 8:29 AM
11	why can't you still use Cochran to Driscoll then turn onto "A" street because Alberta is so crowded at heavy times and people use Driscoll to get to the 22 line and there are a lot of regulars using Driscoll and Garland	11/1/2018 12:07 PM
12	I use this route to connect with route 23, which takes me to and from home. Therefore, the change doesn't affect my travel, but I'm not opposed to it. I also use route 33 to connect with the northbound buses that take me to the shopping district known as Northpointe. My physician is at Rockwood Clinic, in that neighborhood.	11/1/2018 10:16 AM
13	Longer commute.	11/1/2018 6:46 AM
14	because I'm sure there are those who need to get to downtown or the South Hill from Route 33	10/31/2018 2:56 PM
15	Why take the sign on the Driscoll store/Rockwell there was no need i thinkk it was fine there	10/31/2018 2:06 PM
16	straighter line	10/31/2018 1:57 PM
17	It would impact us. I'm a little concerned on the plowing there in that area. That hill is tricky! As long as the hospital access and the bus route match it should be fine I imagine.	10/31/2018 1:42 PM
18	There will be a large area north of Audubon Park and east of Route 22 that will be stranded	10/31/2018 1:29 PM
19	No impact	10/31/2018 1:05 PM
20	Eliminating service is never a good idea	10/31/2018 12:02 PM
21	My daughter uses that route daily.	10/31/2018 10:37 AM
22	I take the 33 rather frequently, and I don't feel the change would greatly affect my route except for saving me a few minutes	10/31/2018 9:06 AM
23	It would effect quite a few people I know	10/31/2018 7:30 AM
24	I live at the cross section of Wellesley and Driscoll. If the route changes, I would not be able to take the bus to school or work.	10/31/2018 6:50 AM
25	It would impact how i get to school. Its so convenient for me to get to school that way. Im a full time student	10/30/2018 3:05 PM
26	It will make the trip to SFCC a little shorter.	10/30/2018 10:49 AM

## 2019 Preliminary Service Change Concepts

27	As long as I can go to the Shadle Park area and back home to the area near SFCC, I don't care reliably during the weekdays and occasionally on Saturday and Sunday, I don't care. Crossing Ft.George Wright Dr @ Randolph Rd is MOST important!	10/30/2018 9:27 AM
28	N/A	10/30/2018 9:22 AM
29	It would make my bus ride to college a couple minutes shorter	10/30/2018 8:20 AM
30	Not at all.	10/29/2018 3:36 PM
31	I rarely take this bus, I don't think it will affect me.	10/29/2018 3:23 PM
32	I think it is great that the 33 will connect at a new Transit Center, but I hope that the focus on improving service on Fort George Wright does not end with that. There are really needs to be improved safety on that street including the installation of sidewalks on the south side of the street where there are bus stops and several apartments. The bus stop at Fort George Wright @ Randolph Stop ID: 1083 specifically really could use a marked crosswalk so that residents, students, and church goers can cross that area safely.	10/29/2018 11:03 AM
33	I don't ride Route 33.	10/29/2018 6:30 AM
34	It would be quicker and easier access.	10/25/2018 10:08 PM
35	It won't.	10/25/2018 3:55 PM
36	Will it also be diminished from 15 to 30 minutes? That would make it difficult.	10/25/2018 1:52 PM
37	No	10/25/2018 12:58 PM
38	Looks more direct so I'm assuming it would be faster which would probably be preferred by riders.	10/25/2018 10:34 AM
39	Would not affect me	10/25/2018 6:20 AM
40	Removing the Driscoll portion of the line would make it harder for a co worker to take the bus to work every day. Alberta is also more congested during rush hour and could cause time delays on the route.	10/24/2018 6:09 PM
41	I like this option. Currently, I can get on route #34 at the South Hill Park & Ride and travel, non-stop, to Northtown Mall. The addition of the Station at SCC still keeps this open as an option for me when traveling to the north side. I would need to view updated schedules for any time delays.	10/23/2018 7:19 PM
42	Make way to work a lot quicker and less stressful about being laten	10/23/2018 11:34 AM
43	Morning rush hour traffic on Alberta is stop and go between NW blvd and Wellesley due to high volumes of people in the right lane trying to turn onto TJ meenach to SFCC. Traffic is slowed down due to the traffic light at NW blvd and the 4 way stop at Cochran/Driscoll/Alberta. I live on Upton and find it difficult to turn right onto Alberta when cars are packed tight and they do not want to let another driver ahead of them. I believe a bus that stops several times along Alberta or Cochran would further aggravate this problem. People will want to pass the bus but can't because they would lose their place in the right lane. Waiting in the left lane to be let back into the right lane would slow down drivers like me that use the left lane to bypass the traffic jam to go to work.	10/23/2018 7:44 AM
44	I don't think you'll save time in PM on Alberta going north.	10/22/2018 7:58 PM
45	It affects people who use Driscoll	10/22/2018 11:31 AM
46	It would be great and faster to shadle center	10/21/2018 9:57 PM
47	I ride the bus from downtown to shaddle alot for shopping.	10/20/2018 3:02 PM
48	I take the bus to work and I live right by the Garland and Dricoll bus stop. It would be very out of my way to walk all the way to Alberta to catch the bus. I would have to leave an hour early instead of 15mins early.	10/18/2018 8:07 AM
49	Cut to many people off the route. They are not going to walk up the hill to A St. The A St. neighbors are already not that far from Driscoll or Wellesley	10/17/2018 6:17 PM
50	I would not be effected by this route change.	10/17/2018 12:03 PM
51	It would allow me to get from scc to sfcc easier	10/17/2018 9:31 AM
52	Easier route from school and back. Faster as well	10/16/2018 1:07 PM
53	i prefer you leave this alone its doing great.	10/16/2018 10:05 AM

## 2019 Preliminary Service Change Concepts

54	It may make it easier to get to shadle xenter	10/15/2018 3:21 PM
55	it would take a half a mile to get to my bus rather than a block	10/15/2018 11:54 AM
56	I see people catching the bus eastbound at Driscoll and Hoffman all the time. These riders would have to walk a half mile to catch the same bus with this proposal. I ride this direction only occasionally but I see others there often. It would be a big impact specifically at this stop.	10/14/2018 12:54 PM
57	Its good how it is	10/13/2018 8:11 PM
58	It would be a more convenient route	10/13/2018 7:33 PM
59	The buses always run late changes to the route will delay the buses even more	10/13/2018 10:16 AM
60	Shorter trip/faster change-over to 20	10/12/2018 10:02 PM
61	No impact on me as I get on at the plaza and get off at shade center to go to work	10/12/2018 8:42 PM
62	No	10/12/2018 7:14 AM
63	It would get me to Shadle, where I regularly shop, more quickly (and without that ridiculous 45-degree right turn that flings me out of my seat every time).	10/11/2018 6:07 PM
64	quicker route to Walmart from SFCC is nice.	10/11/2018 4:53 PM
65	I have a friend who goes to Spokane falls CC, but frequently goes over to Spokane CC. The new route would eliminate transfer or going downtown.	10/11/2018 4:01 PM
66	I'm not quite sure	10/11/2018 3:48 PM
67	Not good	10/11/2018 3:28 PM
68	My son rides the 33 to SFCC and it would likely make his ride shorter.	10/11/2018 1:16 PM
69	It doesn't impact me. I can walk to either Driscoll Blvd. or Alberta. It is about the same distance. It makes sense to change it to Alberta because in the winter time, the hill on Wellesley to Driscoll can be bad.	10/11/2018 9:38 AM
70	It wouldn't.	10/11/2018 1:49 AM
71	I ride the 33-34-44 route from the northtown mall to get home to avoid going down town to the plaza	10/10/2018 1:40 PM
72	As long as it can still pick me up on Wellesley and take me to SFCC, I am fine with it.	10/10/2018 12:14 PM
73	I don't ride the 33 very often. My neighbor rides to Rogers and that would not change a lot. I like the connection between the community colleges	10/9/2018 6:13 PM
74	It would drop me off closer to Safeway. I like that. That's where I shop.	10/9/2018 5:44 PM
75	Shorten trout improve speed and time	10/9/2018 1:57 PM
76	It makes it more difficult for people to ride the bus when they live in the Northwest terrace and Winston drive/Winston court area.	10/9/2018 12:39 PM
77	Brother goes to SFCC	10/9/2018 11:48 AM
78	Longer walking distance for the ones on Driscoll.	10/9/2018 11:38 AM
79	Ok currently get on at Driscoll and Garland to go to SFCC. I get off at the same stop coming home. I ride this bus everyday.	10/9/2018 8:56 AM
80	It would not	10/9/2018 8:09 AM
81	It would eliminate my stop and make taking the bus harder for people who live in the Driscoll area.	10/9/2018 7:02 AM
82	It always seems like a waste of time anyways going down Driscoll, and going down Alberta would avoid the traffic light. Makes sense to me.	10/9/2018 5:48 AM
83	It's the fastest, most convenient way for me to get downtown and to work, and back. It's easy for me because of my disability	10/8/2018 2:55 PM
84	No impact	10/8/2018 2:53 PM
85	I use the discroll kiernan stop to get to my moms house. So does my friend in a wheelchair.	10/8/2018 8:45 AM
86	No impact.	10/8/2018 7:02 AM

## 2019 Preliminary Service Change Concepts

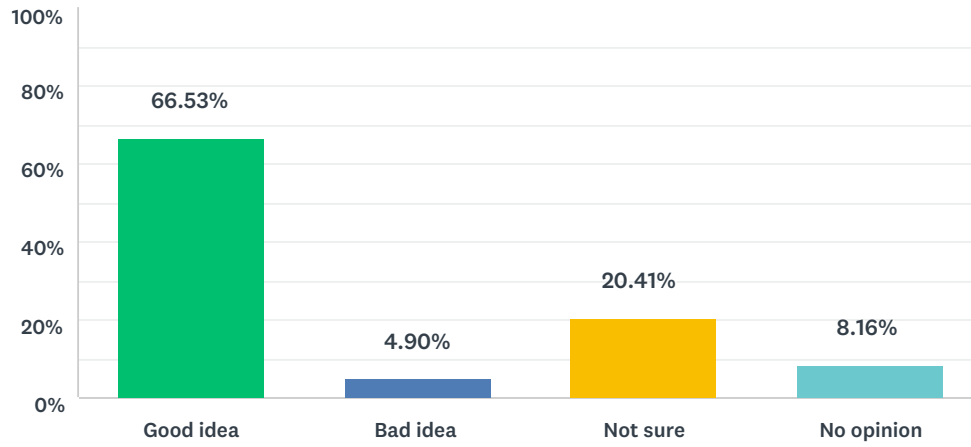
87	It could potentially reduce the time I spend walking to my first bus stop in the morning, dependent upon where new stops are placed.	10/8/2018 5:00 AM
88	Much further to connect with 22 near Driscoll and Wellesley. It's already a hike. This change would make it impossible.	10/7/2018 4:50 PM
89	Less wait times for the bus	10/7/2018 1:13 PM
90	I need more info. For instance how often the bus will depart, including weekends and the time extension or decrease of the trip from start to end.	10/7/2018 8:42 AM
91	I only take it from Wal-Mart on Wellesley to Monroe so it wouldn't affect me	10/6/2018 8:22 AM
92	From Driscoll and Wellesley this proposal adds a half mile walk to the stop. Bad idea.	10/5/2018 11:18 PM
93	I don't think it would make much difference	10/5/2018 8:30 PM
94	Adding the transfer station off street helps the flow of traffic in front of SFCC.	10/5/2018 1:24 PM
95	it would help other students get to school on time	10/5/2018 9:19 AM
96	Easier access to SFCC from our neighborhood	10/5/2018 9:06 AM
97	Possible shorter route times.	10/5/2018 8:49 AM
98	No impact	10/5/2018 4:27 AM
99	I already have issues with being able to make it to my transfer at Sullivan and Sprague to make it to school on time (a problem which has only started in the last few months) and I worry that these new routes will make it even more difficult to get where I need to be on time.	10/4/2018 1:36 PM
100	Changes my drop off location. Not very impactful - perhaps times would change.	10/4/2018 11:30 AM
101	The proposed new route on Alberta is only one block from my house and is more convenient for me.	10/4/2018 9:06 AM
102	Adding articulated buses from SCC to SFCC so we don't have crowded buses	10/4/2018 9:02 AM
103	No impact.	10/4/2018 9:01 AM
104	But how do you plan on servicing those people who will lose their service? There are still people who live in that area who need that service.	10/4/2018 8:24 AM
105	this Route doesn't get to Honeywell	10/4/2018 12:13 AM
106	Someone I know is on the route at Driscoll and would have to walk up the hill to catch the bus.	10/3/2018 7:06 PM
107	n/a	10/3/2018 6:55 PM
108	It would help to stay out of the Finch school zone in the morning and afternoon.....love this idea	10/3/2018 6:41 PM
109	shorter distance from Wellesley to Northwest Blvd on Alberta	10/3/2018 5:34 PM
110	What about icy conditions on Cochran Hill just north of NW Blvd?	10/3/2018 3:08 PM
111	not affected	10/3/2018 12:44 PM
112	Already the bus is limited in where it goes. That area seems to see less and less access throughout the years to where it is needed which is why less people are riding the bus.	10/3/2018 12:39 PM
113	n/a	10/3/2018 12:09 PM
114	It'd impact in a positive way for me especially when I go back to college as I don't drive and I ride the bus.	10/3/2018 12:06 PM
115	Keep Driscoll in your route. That is a huge population area and a large hill to walk if someone needs to get on the route	10/3/2018 11:43 AM
116	It would stop me from riding the bus entirely. I live on Driscoll north of Wellesley and work at SCC and SFCC. I ride the bus occasionally during the year and frequently during the winter. The current route is great- I can get to both locations without transferring. I certainly would not walk all the way to Alberta and would revert to driving every single day. This would be a huge disappointment for me as I like riding the bus as much as I can.	10/3/2018 10:33 AM
117	Could create a hardship for people that live/work along Driscoll Blvd. Especially, in the winter. Alberta certainly needs a route, but I hope Driscoll doesn't lose service completely.	10/3/2018 10:28 AM

## 2019 Preliminary Service Change Concepts

118	Well it would get me home sooner, and in the winter Wellesley is hard to get up in a snowstorm	10/3/2018 10:26 AM
119	NA	10/3/2018 10:12 AM
120	It won't change anyone I know but I can't give an opinion because I don't know how the ridership is on the section of Driscoll that is being proposed to stop. This would be a good time savings, so if the ridership is low, then I support the change.	10/3/2018 9:55 AM
121	Easier to get to walmart	10/3/2018 9:51 AM
122	College students that go between sfcc and scc on a daily basis for school would have better access	10/3/2018 9:26 AM
123	Allow for faster commute times from one CC to the other.	10/3/2018 9:17 AM
124	I live closer to Alberta.	10/3/2018 9:15 AM
125	It wouldnt	10/3/2018 9:07 AM
126	People who live closer to Driscoll Blvd will lose bus service to city loop.	10/3/2018 9:06 AM
127	N/A	10/3/2018 9:02 AM
128	Better on time results for arrival at SCC	10/3/2018 8:55 AM
129	It wouldn't	10/3/2018 8:37 AM
130	We will ride it more.	10/3/2018 8:23 AM
131	further from the VA hospital	10/3/2018 8:14 AM
132	it would just be easier for me to comprehend	10/3/2018 8:13 AM
133	More tricky for folks trying to get to the VA Hospital.	10/3/2018 7:40 AM
134	WALK FURTHER TO BUS STOP	10/3/2018 7:33 AM
135	Keep the route as is.	10/3/2018 7:19 AM
136	it would be a straight shot to the colleges	10/3/2018 6:00 AM
137	no impact	10/3/2018 5:58 AM
138	The additional station would be safer for college students.	10/3/2018 5:52 AM
139	??	10/3/2018 5:37 AM
140	N/A	10/3/2018 5:15 AM
141	It is a more direct route and I believe that more people will use this route, although what about the people near Driscoll and Wellesley?	10/3/2018 4:42 AM
142	It would be possible access more areas for me.	10/2/2018 9:24 PM
143	Proposed changes would definitely provide a quicker and more logical trip to the Shadle area	10/2/2018 6:43 PM
144	It would get me to Wellesley and Division more quickly.	10/2/2018 4:18 PM
145	having the bus going from Driscoll is very helpful to many groups!	10/2/2018 3:42 PM
146	Make my commute faster/shorter	10/2/2018 2:19 PM
147	It wouldn't impact me but it makes more sense to go down Albert rather than Driscoll closer to shopping center and wouldn't get in the way of audobon elementary rush hours	10/2/2018 2:06 PM
148	A lot faster to get up to shadle center	10/2/2018 2:05 PM

## Q25 What do you think about the above proposal to create a new Route 63 Airway Heights / West Plains Transit Center?

Answered: 245 Skipped: 759



ANSWER CHOICES	RESPONSES	
Good idea	66.53%	163
Bad idea	4.90%	12
Not sure	20.41%	50
No opinion	8.16%	20
<b>TOTAL</b>		<b>245</b>

## Q26 Specifically, how would the new Route 63 Spokane Airport / West Plains Transit Center impact you or someone you know?

Answered: 140 Skipped: 864

#	RESPONSES	DATE
1	z,u darter in law works at the Spokane Airport.	11/8/2018 7:50 AM
2	I can go to airport from downtown.	11/3/2018 7:41 PM
3	Extend Route 63 to Northern Quest	11/3/2018 7:19 PM
4	I think the route would better connect the most important features of the expanding West Plains area. I think a route serving the new Amazon facility will be very important and if route 63 were to serve the casinos on the plains that too would be of great value. I would likely use it to access the casinos and possibly for transportation to the Amazon facility as I have considered applying for employment there.	11/3/2018 12:03 AM
5	will not impact me. Happy to see people have bus availability	11/1/2018 5:57 PM
6	Why doesn't the route go straight along Hayford road from Cheney to Airway height? Because the route has to make twists and turns to pick up people from the Amazon distribution center, Airport and Walmart. Then why was the bus 68 bus stops in Cheney outside Hayden Homes and along Betz road was removed to make it straight and simple to avoid making twists and turns? The result is people living at Hayden Homes, Eagle Point apartment and two other apartment complexes on Betz road now have no buses going downtown Cheney to buy groceries. DOUBLE STANDARD!!	11/1/2018 11:54 AM
7	I would prefer to take a bus to and from the Airport if I am traveling out of town. The more service to that destination, the better.	11/1/2018 10:17 AM
8	Longer commute	11/1/2018 6:47 AM
9	because there are some people who need to be out in that area	10/31/2018 2:56 PM
10	A connection to the airport would be good. Good for EWU students also. I wonder if people will use Park & Ride for cheap airport parking. Maybe that is fine right now with park and ride getting up and running. Spotted Road is a dangerous intersection.	10/31/2018 1:52 PM
11	Yes it will improve connections for my friends who live in that area.	10/31/2018 1:44 PM
12	The concept is good however, will there have to be a transfer from the 63 to the 60/61 in order to get into Airway Heights? If so, this needs to be re-evaluated.	10/31/2018 1:35 PM
13	It would be easier to get to Airway from Cheney.	10/31/2018 12:20 PM
14	1. I live in Medical Lake and could take the bus to the airport. 2. My son lives in apts near WalMart and works at Caterpillar. This route looks like it would be a feasible option for him.	10/31/2018 12:10 PM
15	Seriously doubt there is enough traffic to support this route. If implemented, can not reduce existing 60/61 service.	10/31/2018 12:04 PM
16	Make getting to airway heights easier without having to go into Spokane to catch bus	10/31/2018 11:53 AM
17	Hard to tell.	10/31/2018 11:31 AM
18	Using it to get to the airport	10/31/2018 11:24 AM
19	This will enable people who live in Cheney, Medical Lake, and West Plains a more efficient way to reach the airport or Airway Heights without having to go all the way to Spokane first.	10/31/2018 10:41 AM
20	It would help them commute easier	10/31/2018 7:31 AM
21	Positively	10/30/2018 2:46 PM
22	Easier travel to Airway	10/30/2018 5:50 AM



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23	It would impact me only if it expanded hours of service to/from the airport. I don't have a car so I rely on STA to get me where I'm going, which includes the airport, but the hours of service need to be expanded.	10/29/2018 3:26 PM
24	I don't ride Route 63.	10/29/2018 6:31 AM
25	It would mean easier access to airway heights for all on-campus students at EWU. It would mean easier access to Walmart and the military base.	10/28/2018 9:25 PM
26	Will Amazon be subsidizing transit passes? Are there opportunities to connect with tribal transit services in the area?	10/27/2018 5:10 AM
27	One of our kids uses the bus go to work.	10/26/2018 1:35 PM
28	I live in the West Plains area, and my mom lives in Airway heights, it would be easier and faster than having to go all the way to downtown to transfer to the 61 to go out to airway heights.	10/25/2018 10:10 PM
29	I use rte 60/airport everyday	10/25/2018 3:44 PM
30	No	10/25/2018 12:59 PM
31	More options there is a lot of new businesses on that route. It would make it easier for people needing to access businesses on that route.	10/25/2018 10:38 AM
32	It looks nice, however if it's going to impact the service to Cheney then I don't like it. The route 68 change in Cheney recently implemented is horrible as it no longer serves Rockwood clinic or the end of town by Safeway. The weekend service is horrible I no longer have 20 minutes to run errands and catch the bus, instead I can take the bus do my business and then take 30 minutes to walk home. It's the same during the weekdays the bus service is less frequent now down by Safeway, I can take the bus to buy groceries but I have to walk home which is 30 min. Please change the bus service back to what it was previously when it was reliable.	10/25/2018 10:20 AM
33	I would agree with above if we eliminate route 60 but make route 61 15min service during peak periods.	10/25/2018 6:22 AM
34	Create easier commute to the people I know living in airway heights that need ways of transportation into town	10/24/2018 9:25 AM
35	Use route 60/61 from downtown to get to Airport / Northern Quest	10/24/2018 6:41 AM
36	Perhaps it is more important to connect West Plains Transit Center thru Cheney to Spokane. But, of course there should be a continuing connection to Spokane Airport, too.	10/23/2018 9:31 PM
37	Why waste time going to the airport. Skip so you can go further in Aiway Heights.	10/22/2018 7:59 PM
38	Gives me another way out to airway heights	10/22/2018 6:52 PM
39	A lot of people work near the airport in the business district.	10/21/2018 1:35 PM
40	I don't know. With Amazon coming it would make sense to serve this area	10/21/2018 12:20 PM
41	It would help them get to Cheney EWU from Airway heights without going downtown	10/21/2018 5:27 AM
42	It would help me and many others have more job opportunities that are more accessible. With how it is now it's useless to get a job in airway heights even though it's closer than downtown is to cheney, yet it takes more than an hour to ride a bus there. This would help me tremendously.	10/19/2018 10:41 PM
43	Better for the new Amazon center	10/18/2018 4:58 AM
44	Use to get to airport	10/17/2018 9:34 PM
45	The Airport always needs transportation	10/17/2018 12:05 PM
46	It would make a more direct connection to the airport and Walmart for people living in Four Lakes and Cheney	10/17/2018 7:50 AM
47	Easier transfer to and from the airport when traveling	10/16/2018 6:02 PM
48	I would be more inclined to look for a new job that might be in that area.	10/16/2018 2:49 PM
49	I would like to have more options in bussing to the airport.	10/16/2018 11:48 AM
50	63 should include the casinos in airway heights.	10/16/2018 10:06 AM
51	Looks like the bus will go to Walmart and within walking distance to the Northern Quest Casino. Anyone living in the West Plains area can ride without having to go downtown.	10/15/2018 4:18 PM

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52	It would be effective if it helps with transportation to the new amazon warehouse	10/15/2018 3:22 PM
53	Increase available seats on brownes route	10/14/2018 2:46 PM
54	Faster access to airport for Eastern washington University students and others. Dont have to take a 2 hour trip from cheney to spokane and spokane to the airport.	10/14/2018 9:46 AM
55	No one that depends on the bus couldn't arrive on time in the mornings at Lakeland village, Eastern State hospital and west lake hospital	10/13/2018 7:51 PM
56	Not sure	10/12/2018 8:43 PM
57	Support folks with limited transportation who work at the airport	10/12/2018 2:57 PM
58	I suggest an exit off I-90 at Geiger, stop in front of the new Amazon Fulfillment Center and then go to the West Plains Transit Center and vice versa.	10/11/2018 6:20 PM
59	My mother works at Jensen Distribution Center and this route will allow her to reduce her carbon footprint by taking the bus to work now.	10/11/2018 4:55 PM
60	The more the better and I hope that the bus has better stops and closer to some important places.	10/11/2018 3:50 PM
61	I'm not sure of the impact, but it would be wonderful to have a bus that went to/from the airport, even at early/late times, so that one could bus instead of taking a taxi.	10/11/2018 2:21 PM
62	How long will this take? It looks like it won't make the trip any shorter than going from Cheney downtown to transfer and travel to Airport Heights. Why isn't Hayford Road included to make a loop? There are several business located on Hayford that could benefit from creating a loop.	10/11/2018 2:16 PM
63	You have "Other Existing Routes" in gray...the same color as everything except the New Route 63, so it's impossible to see the difference.	10/11/2018 1:18 PM
64	I am not sure what the goal of this route is. It seems like it would create unnecessary connections for people. The obvious solution here is to modify route 60 to extend to the transit center and then resume route as normal. Or, ideally, move route 60 to serve vinegar flats via Inland Empire, then come up Thorpe to eventually wrap around to airport and transit center. This would create coverage for many near Thorpe & Assembly that otherwise need to walk pretty far.	10/11/2018 1:55 AM
65	Yes	10/10/2018 4:53 PM
66	You need to extend all bus services to all people.	10/10/2018 3:24 PM
67	Not at this time	10/10/2018 1:41 PM
68	I have friends who live over there. Quite honestly you guys need to add more parking areas for the Jefferson park and ride.	10/10/2018 9:09 AM
69	Lakeland Village Night Shift	10/9/2018 11:26 PM
70	can you take the bus from Cheney to WPTC? I know a few people that would help to both get to the air port and shopping in Airway Hts.	10/9/2018 6:16 PM
71	Not much. But I think it'll work well with the new Amazon DC.	10/9/2018 5:57 PM
72	Give people in airway heights to go to Cheney and Cheney to airway heights where there's a walmart	10/9/2018 1:58 PM
73	More access to the airport the better.	10/9/2018 10:52 AM
74	I would like a Garfield/HWY 2 stop back. Either the one at the Gas Station or the one in front of Zak Designs. Thank you.	10/9/2018 9:48 AM
75	I know several people intrested in working at the Amazon distribution center who need to use the bus. This center needs a route.	10/9/2018 8:58 AM
76	It would improve access to the airport and walmart for my friends in Cheney	10/8/2018 9:23 PM
77	This route would not impact me or anyone I know. I can't imagine many people would use this route.	10/8/2018 8:32 PM
78	It would greatly impact several people that I know who either work in Airway or would like to be able to shop at Walmart, I only commute from Medical Lake to either Cheney or Spokane AND THAT SERVICE IS GREATER THAN GREAT!!	10/8/2018 5:35 PM

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79	Would not have to go downtown to get to Airwayheights from Cheney. It would go bye Amazon, Post office distribution center, Geiger Corrections, Waste to energy plant and recycle.	10/8/2018 3:05 PM
80	not very much	10/8/2018 1:37 PM
81	Airport travel	10/8/2018 9:22 AM
82	Better access to affordable grocery in airway heights for people in the west plains.	10/8/2018 6:39 AM
83	Would be able to get to the Walmart in airway instead of having to take the bus into spokane	10/7/2018 1:14 PM
84	I live there	10/6/2018 3:22 PM
85	Id have to see a schedule first sounds good atm	10/6/2018 8:23 AM
86	It would make it very easy to get to walmart in that area. Also, it would be nice to make a route that is more accessible to get the Yokes in Airway Heights as well.	10/5/2018 8:32 PM
87	Does it go around the institutions in Medical Lake?	10/5/2018 6:37 PM
88	no room for bus at the airport there is a lot of traffic there no need for big buses from sta.	10/5/2018 2:47 PM
89	Allows another access to the airport and gives service to the Amazon Center as well as Airway Heights. If it is provided for Sunday Service, would help folks coming from Airway Heights to our Church located near the Fairways Golf Course.	10/5/2018 1:27 PM
90	Improve airport route.	10/5/2018 11:34 AM
91	Probably would not impact me.	10/5/2018 10:47 AM
92	If this replaces the route 60 bus, it is less convenient for me to get from the Plaza to the Airport.	10/5/2018 10:22 AM
93	Airport route is needed a lot of people work at airport and it is expanding and Amazon coming. need earlier in AM	10/5/2018 8:30 AM
94	How many busses dose airway need? I think there is enough service to the casino's already .	10/4/2018 6:01 PM
95	I can see people using it to go to work at the airport, but I don't see why the route back tracks so much. It doesn't cover the commercial areas near the Longhorn towards Airway Heights.	10/4/2018 9:50 AM
96	It will help my neighbor go grocery shopping	10/4/2018 9:19 AM
97	Adding articulates buses	10/4/2018 9:03 AM
98	Could new transit center be potential place to park and ride when flying out of Spokane?	10/4/2018 8:35 AM
99	More access eventually to downtown.	10/4/2018 8:22 AM
100	The route will not impact anyone I know. Perhaps the route will allow easy transportation to the airport for Amazon employees.	10/4/2018 7:56 AM
101	n/a	10/3/2018 7:22 PM
102	if they lived in medical lake then they can get to airway heights faster instead of going to downtown to transfer routes to back out to airway heights	10/3/2018 5:41 PM
103	Seems like a lot of money wasted to build this new transit center for such a small ridership.	10/3/2018 3:10 PM
104	It looks like it would not impact me because I do not live on that route, but I learned I am on route 61. Thank you.	10/3/2018 3:01 PM
105	I don't think it would	10/3/2018 11:47 AM
106	There is so much growth in this area, so this is a great idea	10/3/2018 11:45 AM
107	I would like more frequent buses from airport to just downtown with limited stops.	10/3/2018 11:35 AM
108	Shopping and entertainment	10/3/2018 11:12 AM
109	I don't know anyone this route would affect but I imagine it would be useful to EWU students that live in Airway Heights.	10/3/2018 10:49 AM
110	another way to get to/from the airport	10/3/2018 10:14 AM
111	Not sure	10/3/2018 10:00 AM
112	I LIVE IN AIRWAY HEIGHTS, THIS ROUTE WILL DEFINITELY ENHANCE MY COMMUTE ON A DAILY BASIS	10/3/2018 9:47 AM

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113	I honestly think that the entire west plains area is not easily accessible for anyone who needs to travel to that part of town or travel from that part of town to either Spokane cheny or medical lake	10/3/2018 9:27 AM
114	Ability to get from Cheney to AH without going downtown	10/3/2018 9:26 AM
115	They can ride the bus from Cheney to the transit center, switch buses and go to Airway Heights without having to go downtown Spokane, thus shaving time off their commute.	10/3/2018 9:20 AM
116	Would be great in the winter, not have to worry about the roads	10/3/2018 9:13 AM
117	Teenagers I know who live in the housing developments by Fairways Golf Course would be able to take the bus to the movie theater with this route. That is the only impact I know / and can see.	10/3/2018 8:56 AM
118	Transportation to the airport.	10/3/2018 8:28 AM
119	I don't have an answer	10/3/2018 8:27 AM
120	longer trip to get to downtown and other areas	10/3/2018 8:15 AM
121	I live at the top of sunset hill off of sunset highway right before it turns into hwy 2 and have been considering getting a job at the amazon location when it opens. This would help me not have to go downtown and then back out towards the airport. It looks like I could catch the 60/61 out to a connecting stop and then ride the 63 to get to work. That would be much more convenient and save on my commute time. I was hoping there would be a route from downtown that would come up Sunset and go onto Geiger until it hits the new Amazon facility as that would be the most time effective/ direct route for me, but this is a much better option than having to go all the way downtown and then back out.	10/3/2018 7:55 AM
122	what about medical lake?? does this route going to exist. I used to take it	10/3/2018 7:53 AM
123	Not sure/ none known	10/3/2018 7:27 AM
124	It would provide shuttle service to the Spokane Airport.	10/3/2018 7:22 AM
125	Closer to my home, I would ride more often!	10/3/2018 7:19 AM
126	a few people I know would prefer to park at the Transit center than pay for parking downtown if the service was able to run frequent schedules.	10/3/2018 7:18 AM
127	Make a route from downtown to Airport and connect with Greyhound and train services	10/3/2018 7:16 AM
128	I could utilize the bus more	10/3/2018 7:13 AM
129	Provide easier access to Airway Heights from Cheney	10/3/2018 7:07 AM
130	The new Amazon; to/from the airport	10/3/2018 6:59 AM
131	Great for the people who work up in that area. We need a park and ride up in the area for people who live outside of cheny where there is no bus route or they have to walk two to three miles to get to the bus stop	10/3/2018 6:02 AM
132	I have family that work in the West Plains but I'm unsure on how this would help them or if it even would.	10/3/2018 5:16 AM
133	Wouldn't impact	10/2/2018 9:25 PM
134	With Amazon, we need to build frequent transit options, otherwise I-90 will be a mess daily.	10/2/2018 9:01 PM
135	Quicker time to the airport	10/2/2018 8:58 PM
136	I want to retain an option to take the bus from my Peaceful Valley home to the airport. I think that the city needs to have a good connection from the airport to the downtown bus and train station	10/2/2018 8:45 PM
137	Connects all of West Plains! Is a must!	10/2/2018 6:44 PM
138	If this is new service, it would make it possible for more people to consider using transit.	10/2/2018 3:05 PM
139	It makes a lot of sense for people that need to go to airway heights from medical lake or Cheney to for this route instead of having to go all the way downtown and hop on the crowed 61	10/2/2018 2:07 PM
140	Easier connections from Sunset Blvd to the Airport and Cheney	10/1/2018 12:39 PM

## Q27 Do you have any other comments you would like to share?

Answered: 319 Skipped: 685

#	RESPONSES	DATE
1	I don't like the changes because if I can't pay my bills or go to church; I will be homeless.	11/8/2018 7:50 AM
2	Please provide frequent service between Downtown Plaza and Moran Prairie off peak! My work and commute depends on it!	11/8/2018 7:45 AM
3	thanks for doing a survey!	11/5/2018 3:32 PM
4	As usual, you're trying HARD to eliminate your actual riders and gain COOL people. You are evil.	11/5/2018 7:33 AM
5	It will be a huge disservice to students at Lewis and Clark high school if you make in frequent stops on South Bernard north of 29th Ave. in those kids don't have many other transportation alternatives. I suppose he professionals and your large data set of more operational knowledge that I do. But my gut instinct is that Having park and rides or 25 minutes away from downtown, with only a few "express stops" between seems like that no one will be served particularly well. The bus will become more inconvenient for everybody. You might even have people driving self for several minutes, to park there, and later drive north again in the bus. Meanwhile, people within shorter bus service distance to downtown may have to start driving more frequently ( if 75% of the local bus stops go away) , and they will stop by bus passes.	11/5/2018 7:32 AM
6	see my answer at no. 23 . . . I really would love it if someday STA expanded its service through the Millwood-area, bringing a bus up north and then west through Argonne Rd and across Bigelow Gulch Rd. west back to Francis Avenue.	11/5/2018 7:13 AM
7	Direct and frequent service is more important than meandering, infrequent routes that try to serve every neighborhood.	11/3/2018 9:44 PM
8	I like riding on STA bus. Your drivers are very helpful an accommodating to the needs of senior citizen & handicaps.	11/3/2018 7:43 PM
9	Could some routes, (e.g. 94) include a run between 6:30 - 7 PM before going into evening schedule?	11/3/2018 11:57 AM
10	Please have bus run later at nights, especially on the weekend. The 25 should operate more frequently past 10 pm	11/3/2018 6:08 AM
11	No.	11/3/2018 12:04 AM
12	Put more 663 bus route times in the morning please	11/2/2018 1:39 PM
13	love the bus	11/2/2018 9:01 AM
14	No	11/2/2018 8:29 AM
15	Hubs with 15"access are terrific and make riding more user friendly	11/2/2018 8:08 AM
16	I ride Para Transit the service great	11/1/2018 6:20 PM
17	It would be nice to have one of those bus shelters on the east side of Grand Boulevard at the 18th Street bus stop to make bearing the winter elements easier.	11/1/2018 2:43 PM
18	I think they need to out more places to sit outside.	11/1/2018 2:24 PM
19	Cheney new 68 /64/66 on weekends to transfer is not user friendly hard to transfer on weekdays to 68 the safeway stop was much better as shelters there.509-292-8412 tnx.	11/1/2018 12:37 PM
20	At the Wellesley/belt intersection, the crosswalk on the southwest side gets really icy in the winter and since I'm 72 years old it is getting dangerous to walk on the slope with the ice. It is also scary at time to try to go down on the slopes off the north side of the street as I have slid into the the street out of control.	11/1/2018 12:10 PM

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21	This is a devastating planning of bus 68 not serving local resident to go downtown Cheney. I am a local resident and I can't take the local bus downtown. I have to drive. Otherwise, I would have to carry heavy groceries and walk 30 minutes from the nearest bus stop home. Hayden Homes is going to construct phase 4, where several hundred families will be moving in in the next two years. But hey, there are no buses serving the northern part of the town! This new 68 bus route has total disregard residents living along Betz Road who want to go downtown Cheney.	11/1/2018 12:02 PM
22	When can we expect a bus stop on Mirabeau Parkway?	11/1/2018 11:47 AM
23	Will there ever be bus service that travels over the top of the hill behind the Five Mile Plaza transit stop?	11/1/2018 10:19 AM
24	No	11/1/2018 6:49 AM
25	You really need to update the outside of downtown transit center. You've already taken over parts of the adjacent blocks, in some areas the sidewalks are so narrow that you can hardly walk by to get to your departure zone.	10/31/2018 5:31 PM
26	If bus traffic on 14th requires removal of parking, please don't do it.	10/31/2018 4:52 PM
27	none that come to mind	10/31/2018 2:56 PM
28	Please provide more comfortable seats with more cushioning and straight backs, the slant back seats protrude into the seat behind and make entry difficult.	10/31/2018 2:51 PM
29	I would urge STA to keep the current route 34 - Freya/SCC versus adding the proposed Route 36 on 17th for the following reasons: 1. low ridership (there are not more than 10 people that catch the bus on Perry from 17th and they are within a 5 block radius from the Perry St stop); 2. street wear and tear (the buses tore up the street especially at the top of 17th next to the park); 3. garbage - the garbage in mine and neighbors yards was significant when there was service on 17th; 4. Safety - I've had 2 people in the last month ask me for bus fare when I've been working in both my front and back yards; 5. Even though 17th is an arterial, the street is considerably narrow with parking on the north side of the street which makes for difficult passage when vehicles are traveling in opposite directions. Please consider a smaller bus if this route is adopted.	10/31/2018 2:45 PM
30	In 10 years when this plan is done, don't you think we may need more than this plan encompasses before the 10 year mark?	10/31/2018 2:24 PM
31	It didn't go over much of the changes on the north side with the #24. That is the area I'm most concerned with. I enjoy the frequency and would be upset if we lost our 15 minute service. Especially to a limited route that doesn't meet the needs of our seniors who use the Corbin Center and local shopping.	10/31/2018 1:48 PM
32	Some day extending service to Eagle Ridge and restoring service to the Altamont neighborhood would be nice, as well as service to neighborhoods far north of Hawthorn Road. The Hastings P&R doesn't count because you have to drive or be driven there.	10/31/2018 1:14 PM
33	none	10/31/2018 1:06 PM
34	Please continue to hire and train the best drivers!	10/31/2018 12:49 PM
35	The affordability of the bus attracts all sorts of riders. It is my daily lesson in patience and tolerance. I have three beautiful daughters who will never ride the bus though because I will not willingly expose them to the mentally ill, sexual predators and social degenerates. If you want to get more people with jobs to ride the bus, promote cleanliness, dignity and moral character as an expectation of all passengers. Who knows, maybe you'll even inspire some politicians to clean up their act.	10/31/2018 12:21 PM
36	No.	10/31/2018 12:11 PM
37	I would like STA to think about bus service to Deer Park or even the Chattaroy area north of Wandermere for early morning commuters.	10/31/2018 11:47 AM
38	So appreciate Spokane's public transit system. Keep up the good work!	10/31/2018 11:40 AM
39	It's a big area with minimal service. It would be great to have it more accessible to transit users.	10/31/2018 11:32 AM
40	Please do not replace route 24 with the new route 5. Many of us that take the 24 stay on when it becomes either route 26 or 28. I take the 24 from the five mile park and ride and stay on after it changes routes and get off at WSU.	10/31/2018 11:27 AM
41	Mead needs a bus stop. Not the school, the little town.	10/31/2018 11:18 AM

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42	Please don't take out too many routes please!!!	10/31/2018 7:31 AM
43	PvelynuaT	10/31/2018 7:26 AM
44	I really like the bus system in Spokane. It is always on time and the bus drivers are really friendly!	10/31/2018 6:51 AM
45	The new buses look really nice:)	10/30/2018 3:06 PM
46	No	10/30/2018 9:32 AM
47	just on sundays would love to have service extend to 9:00 pm .	10/29/2018 8:02 PM
48	Better 34 weekend service!	10/29/2018 3:38 PM
49	At the Unitarian Universalist Church of Spokane, we have several elderly and disabled members some of which ride the bus. However, the bus stop by our church is not near a crosswalk and requires our members to cross in a dangerous part of the street or walk much further to a crosswalk and loop back uphill to our church, which as you can imagine, is very difficult for our disabled members. Please consider working with the city to install a marked crosswalk put in at the intersection where this bus stop is located. This crosswalk would also serve the Mukogawa Institute, Spokane Montessori School, Spokane Falls Community College directly by their stadium and several apartment complexes. This is the bus stop at Fort George Wright @ Randolph Stop ID: 1083.	10/29/2018 11:03 AM
50	Keep Route 27 Hillyard like it is and Route 35 Division like it is.	10/29/2018 6:32 AM
51	Stay in the neighborhood. Keep the frequency of 34 and loop route 44. I rely on these a lot.	10/27/2018 6:22 PM
52	I believe that STA can reach out to baby boomers who are concerned about climate change, in an effort to increase ridership. We may not be interested in Lime bikes or scooters, but a public transit campaign that focused on our demographic just might be successful. Lots of us are talking about the world our grandkids will inherit and we're ready to do something.	10/27/2018 11:49 AM
53	THIS WILL BRING TOO MUCH TRAFFIC THROUGH THE NEIGHBORHOOD. ALSO THIS WILL BRING UNWANTED ATTENTION TO THE NEIGHBORHOOD BY PEOPLE WHO DON'T LIVE HERE. WITH THIS, TRAFFIC & CRIME WILL GO UP! :(	10/26/2018 2:44 PM
54	The 24 should continue to north wall st	10/26/2018 1:44 PM
55	Weekend service is needed. Especially in areas that the city is focusing on no cars.	10/25/2018 7:06 PM
56	need expanded hours on Sundays, & service to Day MT Spokane & Newport hiway	10/25/2018 3:46 PM
57	I , LC students, and other work commuters appreciate the 45 route as it is, and hope that any changes will not adversely affect that service. Thanks for providing that route.	10/25/2018 1:50 PM
58	No	10/25/2018 12:59 PM
59	I work downtown until 11:00pm, but sometimes I work late. Having one more run from the plaza to the VTC after 11:20 would be nice.	10/25/2018 12:32 PM
60	Please don't spread out stop times for the 45 any further. 15 minutes works great.	10/25/2018 12:21 PM
61	Please don't discontinue bus 42. I commute and I need that bus	10/25/2018 11:57 AM
62	The buses to Cheney used to run every 15 min which was really nice and convenient, but since the changes in September it has changed to every 20 or 30 min. The Cheney local 68 no longer serves Rockwood clinic, I have to walk 6 blocks to get there now and that's when I take the bus. The service to Barrington Apartments is horrible, the 66 and 68 used to come by so about every 10 or 15 min I could catch the bus, now it's every 30 min. STA tried this route change before like 10 years ago and it didn't work, it's not working again. It's been very difficult taking the bus since this September change, please change the 68 Local route back so it serves Rockwood clinic and Safeway.	10/25/2018 10:29 AM
63	Please dont change how often the 94 bus stops are. I need the 94 to go to the east central community center and days on Trent.	10/25/2018 7:11 AM
64	Your drivers are not very friendly. Especially the seasoned drivers. Riding the busses is not a necessity for me but I do it anyway. If I say good morning, would be nice to have that reflected. I see drivers smiling and laughing when congregating at the plaza but rarely share a smile to passengers. Often leaves me feeling unwelcome.	10/25/2018 6:27 AM

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65	Reducing the frequency of the 34, 44 and the 45 seems like a bad idea. These routes are often very full at high traffic hours. I've ridden these routes for years and it seems demand has grown. In spite of that, STA continues to reduce frequency times, while making inconvenient schedule changes, and increasing rates. If these proposed changes can help commuters get downtown and back faster, I'd endorse them. For my needs, however, the changes are disheartening and may force me to find other means of transportation.	10/24/2018 5:42 PM
66	see my comments under question #18.	10/24/2018 10:31 AM
67	I love the new 190 route	10/24/2018 7:13 AM
68	I received a letter saying that 17th ave off of Ray in Spokane south hill area is going to be used for a main rout for Transits....I am against this decision. Do not make 17th ave a main highway. Keep 17th ave LOW in TRAFFIC	10/23/2018 11:17 PM
69	No .... and it is indeed a BIG challenge to make changes for efficiency into our future!	10/23/2018 9:33 PM
70	I like the overall plan that STA has implemented. I think you're on the right track. As the population of Spokane increases, we have to think about getting more people to use public transportation. I like the options STA provides Spokane residents. The more options we have, the better. Drivers already know that building more roads to allow for more cars with not alleviate the problem, it will just get worse. They know because they can look to Seattle and see it. Thank you for all that you are doing.	10/23/2018 7:19 PM
71	Confusing	10/23/2018 6:11 PM
72	Avoid South Regal street during peak times. Traffic is a disaster. Direct or speed bus from south hill to downtown is needed. Route 45 can take up to 45 minutes from 57th to downtown. That's way to long! New route 144 sounds great, if limited stops and 57th to downtown is 20 or less.	10/23/2018 5:42 PM
73	Don't cut service along Bernard!	10/23/2018 4:37 PM
74	Looks like well thought out alternatives to me.	10/23/2018 4:06 PM
75	Love riding the bus. Nice seats, friendly drivers.	10/23/2018 3:23 PM
76	I believe that the route 42 should be left as is.	10/23/2018 12:29 PM
77	Please put a shelter back up at the Shadle bus stop on route 33 with the connection to the 23.	10/22/2018 10:43 PM
78	Slow down changes. You just changed things. Riders will get fatigued.	10/22/2018 8:00 PM
79	Would love to have the buses run longer into the evening, esp for people that work at night and don't get off until midnight.	10/22/2018 6:54 PM
80	I would like to see the buses start an hour earlier. Start at 5:00 am. then I would be able to ride the bus every day to work. thank you.	10/22/2018 3:29 PM
81	I would like one more liberty lake express bus in the morning, after 7:20.	10/22/2018 6:52 AM
82	Think of some way of creating a Uber, Lyft card that works in harmony with the bus system that would be authorized for 1 mile from the bus stop or a different fair for 2 miles from the bus stop. A different idea; some way of expanding our service without creating additional bus expense.	10/21/2018 1:38 PM
83	I would have liked to use STA for a previous job however the route was to slow and didn't run late enough	10/21/2018 12:22 PM
84	43 route at 37th and grand needs stay open no matter what	10/21/2018 9:30 AM
85	Route 63 should at Least be able to get to the Airway Heghts central area Via Hwy 2 which is around Yokes. By just sending it to the Walmart area, it is not serving the people who live in Airway heights as effectively. This would force them to transfer Off of route 61.	10/21/2018 5:33 AM
86	Please add and move up more west plain routes	10/19/2018 10:41 PM
87	Fix the route 45/60 times, the connection at the plaza is is almost an hour.	10/19/2018 5:36 PM
88	A route that goes E-W on the middle of the south hill, north of 29th, is needed. Maybe a route that traverses the city at approx 1400 S would be possible.	10/19/2018 9:17 AM
89	Thank you for offering the opportunity to provide input and feedback on proposed changes and service improvements. I want Spokane Transit to be the best that it can be and I appreciate being able to share my thoughts.	10/19/2018 7:53 AM
90	Thanks for opening this process up to public comment!	10/19/2018 6:52 AM



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91	I propose changing Route 23 to come up Washington Street to Indiana have it go west down Indiana onto Northwest Blvd. This would allow people to connect all the way from Division to Monroe and up NW Blvd to Safeway. Doing this change to Route 23 instead of Route 22 means no sharp turn at Safeway. The bus garage and DSHS area would still be serviced by Route 22.	10/18/2018 10:42 PM
92	Since I take the bus home at night after work, I know that there are not many riders after 9 pm, but please do take into consideration those of us who work late. And thank you very much for your excellent service.	10/18/2018 10:02 PM
93	no	10/18/2018 2:39 PM
94	Please do not put the Central City Line on Wall Street. I like it as a pedestrian street. Thanks	10/18/2018 2:21 PM
95	We love STA and are so grateful for your presence in our community. Thank you for continuing the 173 route as it allows us to have a stop on Mission Ave. and connect to the Plaza. We would love to have more stops on Mission Ave. between Pines Rd. and University Rd. if that is possible in future. Keep up the good work.	10/18/2018 1:54 PM
96	The buses getting to each stop at a consistent time each day is a bit hit or miss. I understand there are many factors that can affect this, but better time layouts for routes would be appreciated.	10/18/2018 10:42 AM
97	If the route 33 changes will not use it any more.	10/17/2018 6:20 PM
98	No	10/17/2018 3:49 PM
99	Need to keep working on cleaning up the transit center. It needs to be clean, inviting and safe.	10/17/2018 6:28 AM
100	Please keep your current stops around LC. Our program depends on your service. It has been great... we depend on you.	10/16/2018 6:49 PM
101	I'm not happy that bus 34 is going to change from 15 min. to 30 min.. I take the 6:30 am bus. I need to make connection with bus 32 and I don't want to have to stand out in cold because I have to take an earlier bus to connect.	10/16/2018 4:20 PM
102	It would be helpful to have more buses for the 124 at various times of day and extending later into the evening.	10/16/2018 3:40 PM
103	The new 60 ft buses for route 25 were a big improvement. Although one of the busiest times of the day has a 40 ft bus for the 25. It isn't perfect but it's certainly better. Thank you for all your hard work.	10/16/2018 1:09 PM
104	for me, I don't mind paying more in taxes to have more frequent bus service.	10/16/2018 12:12 PM
105	I am hoping that route 43 does not move off of Bernard south of 29th as my access to a stop would get much harder.	10/16/2018 11:50 AM
106	More weekend service on Route 42 or its replacement	10/16/2018 10:51 AM
107	great job! thanks for making this survey	10/16/2018 10:45 AM
108	I would like Sunday services to start before 6:30. For example a lot of people have to be at church before 7:30 am. Or maybe move/remove Sunday schedule from the holiday schedule and put with Saturday schedule. And leave the holiday schedule as it is.	10/16/2018 10:11 AM
109	Love how clean and prompt the buses are. Thank you for excellent service!	10/16/2018 8:58 AM
110	More early morning service so I can get to work.	10/16/2018 5:10 AM
111	I live on 32nd & Freya, so I'm mainly interested in keeping as much service to the corner of 29th and Freya as possible.	10/16/2018 1:18 AM
112	Since the 61 bus no longer goes to Medical Lake on weeknights, it leaves Fairchild AFB about 25 mins earlier than it used to. It would be nice to have the 60 bus extended to Fairchild AFB on weeknights and again on Sat and Sun. That way we don't have to wait an hour between buses. Thanks for all that you do.	10/15/2018 4:31 PM
113	Please keep the stops on alternate side Blvd at Regal or replace them with stops on Regal at 34th don't forget to include a stop at or very near 29th at side Blvd	10/15/2018 3:24 PM
114	Might consider bus if has express from Valley to Spokane Community College.	10/15/2018 2:21 PM
115	I really like the new route 190.	10/15/2018 11:56 AM
116	Identify where stops would be on 144. It appears all stops between 29th and downtown would be eliminated. What do LCHS students use?	10/15/2018 8:09 AM

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117	I would like to see more lines in north spokane.	10/14/2018 12:42 PM
118	Im disabled need the bus to serve 9th and maple	10/13/2018 8:12 PM
119	Would love to see the 24- N Monroe come farther North I walk a Mile to the nearest Stop daily.	10/13/2018 10:44 AM
120	Yes I have a comment I would like to mention that they're more people on the bus than just me that don't want to smell drunk people body odor Etc. I don't know about anyone else but the smell of alcohol literally makes me sick to my stomach and I feel like the people sta don't care all they want is the money plus you go down to the plaza and there's so many homeless people that I don't even feel safe	10/13/2018 10:19 AM
121	Something has to be done about dogs on the bus. Not every dog is a service animal. Everyone on bus seems to realize it but dog is still allowed on bus	10/12/2018 9:19 PM
122	Not everyone on the south hill that uses the bus to get to work has a Monday - Friday 9 to 5 "White Collar" job. Would like to see no reduction in service from what it is now to let those who get off at say 8:00 PM still get home at night.	10/12/2018 8:50 PM
123	Increase frequency of major bus routes!	10/12/2018 3:10 PM
124	Rote 60 to the airport from downtown is a life saver!	10/12/2018 2:58 PM
125	Line 43 is very important	10/12/2018 11:22 AM
126	Yes. I would like to see the Route 11 bus offer more buses from the Arena to downtown in the morning. 12 years ago, they ran every 5 minutes, then 7 minutes, now 10 minutes, which is a long time to wait. With the increase in fares, I would really appreciate it if you would re-visit adding more routes in the morning peak time hours only (7:30 to 8:30 AM). Also... there are still issues with the bus drivers on routes 27 & 39 riding their buses. Our fare cards will not swipe and it's a known ongoing issue. There seems to be a high turnover of drivers and they either are not aware or forget that we are able to ride their bus a few blocks. Also please see if you can get the bus stop back at Spokane Falls and Stevens street. Right now the buses have to turn a sharp corner and let us off at a temporary stop. There is no concrete there and we step into a grassy area - not so good. Other times new drivers would totally miss that stop and sail thru. Adds an extra 5 minutes to my office arrival time. :( Please coordinate with the City so they can get some resolution on this. Thanks!!	10/12/2018 10:41 AM
127	U should put a bus that goes farther south down barker	10/12/2018 9:31 AM
128	Look into earlier mornings for 6am workers and earlier on weekends too	10/12/2018 7:17 AM
129	It is my opinion Adams St has that name because that's who was president the last time it was paved	10/11/2018 7:05 PM
130	Bus routes should follow demographics of the riders who use them.	10/11/2018 6:21 PM
131	No.	10/11/2018 6:07 PM
132	I repeat -- I do NOT APPROVE of High Drive being included in ANY bus route options!!!!	10/11/2018 4:28 PM
133	No not really	10/11/2018 3:51 PM
134	No	10/11/2018 3:29 PM
135	Just in general, with the snow, it is really tough getting to/from bus stops and destinations. Is there any way the city can provide some incentives to businesses to try to keep the sidewalks clearer and remove berms, so that one can actually access bus stops without walking in the street? Portland had some program where you could sign up and take care of several bus stops in your neighborhood and get free bus passes for it. Just a thought.	10/11/2018 2:24 PM
136	Bus 39 should come every 15 minutes instead of every 30 minutes.	10/11/2018 12:48 PM
137	please keep service the way it is on the 34.	10/11/2018 12:03 PM
138	I ride your buses almost every day--sometimes 2 or 3 round trips. Hope the employees making these decisions ride many buses on regular basis so they understand how little your STA's rules of behavior are enforced by drivers. Open containers frequently spill sticky drinks, people eating messy junk food, very loud conversations on phones with speakers on, riders using 2/3 seats to hold bags while other riders standing, coarse language, strong stench of alcohol, tobacco, underarm odor, and the list goes on. Drivers seem hesitant to remind riders of required behavior. Sad.	10/11/2018 10:42 AM

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139	maybe make it easier to purchase bus passes for people that don't go downtown to the plaza.	10/11/2018 9:39 AM
140	NO	10/11/2018 1:55 AM
141	It would be nice to have more service after 6pm and weekends. There is still too much loitering at the Plaza. Maybe limited service to the 5 Mile Prarie. Someday maybe a Spokane to Post Falls/CDA shuttle.	10/10/2018 11:56 PM
142	It doesn't matter to me really, but I know this change would effect a lot of other people I know.	10/10/2018 7:26 PM
143	More frequent service to the airport	10/10/2018 4:59 PM
144	Your price per ride is outrageously expensive for the limited service you provide. Your CEO should resign.	10/10/2018 3:25 PM
145	eliminating the 20-33-34-44 bus route impacts me greatly as I use these routs in weekly shoping trips several times a week.	10/10/2018 1:43 PM
146	Please, Please, Please don't change the 124 bus route unless you plan on add more times on the route.	10/10/2018 12:15 PM
147	No	10/10/2018 9:57 AM
148	Add more parking areas to the Jefferson park and ride. I'm tired of having to get there and then drive out to cheney because too many people are taking up the park and ride.	10/10/2018 9:10 AM
149	Make sure the new 144 stops frequently on 57th Avenue, perhaps at the stops of the current 45 to pick up commuters. Don't just zip through 57th Avenue. Make it all day maybe, at least run in the morning 7 to 10 and in the evening 4 to 8. Work with the city to put crossings on 57th, and/or reduce traffic speed on it. It is dangerous to cross 57th currently without crossings and the high speed.	10/10/2018 8:18 AM
150	Just glad that Spokane Transit is looking into this and its always better to be proactive with building out transit than reactive.	10/10/2018 7:25 AM
151	Lakeland Village Night Shift Bus Must Go There	10/9/2018 11:28 PM
152	Can you move the real-time system off the nonstandard http port. Many firewalls block access to the port and so the system cannot be accessed.	10/9/2018 8:20 PM
153	Thank you for giving us an opportunity to provide input!	10/9/2018 6:26 PM
154	The Saturday 90 Sprague bus from the plaza leaves at 6:35 and does not allow much time for riders on that route to get to work before 7:00. At least a 10 minute earlier departure time on Saturdays would be very helpful.	10/9/2018 5:02 PM
155	Don't waste the taxpayers's money. Just because you can get a federal grant, doesn't mean you SHOULD get a federal grant.	10/9/2018 3:06 PM
156	no	10/9/2018 12:44 PM
157	I would like a route from Eastern to Hastings as there is already one from Hastings to eastern	10/9/2018 11:49 AM
158	Don't change Cheney EWU routes.	10/9/2018 11:46 AM
159	The biggest thing for me is my aforementioned comment about getting some access to Valleyford. But I think the Moran transit center is a fantastic idea and look forward to it!	10/9/2018 10:53 AM
160	Route 90 has been late everyday for the past week which has made me late to school, if there is a way to improve the tardiness I, and everyone else who rides the 90 would greatly appreciate it, thank you!	10/9/2018 10:38 AM
161	See question 24.	10/9/2018 9:49 AM
162	No	10/9/2018 9:42 AM
163	I would like to see busses running later at night, maybe to 1am for those that work late nights	10/9/2018 8:10 AM
164	I really enjoy taking the bus and how friendly the drivers are. Thanks for all you do for Spokane!	10/9/2018 7:03 AM
165	Please get rid of the smoking lighter stations outside of the downtown plaza and put up more storm shelters/awnings at the different bus stops.	10/9/2018 6:54 AM
166	no	10/8/2018 8:33 PM

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167	The WPTC to ML, Cheney, and Spokane has given me many more options and so much better service on weekends and evenings.	10/8/2018 5:36 PM
168	The bus drivers are nice and helpful, management should be able to make it safer for passengers and driver's. Perpaid bus pass, no more bills.	10/8/2018 3:10 PM
169	Evening service needs to be more frequent, especially sundays	10/8/2018 2:55 PM
170	wish there was a bus that went on Rich and Freya	10/8/2018 1:38 PM
171	no	10/8/2018 10:19 AM
172	I love taking the bus.....just learning all of the routes to where I want/need to travel.	10/8/2018 10:15 AM
173	Im concerned by the impact this could have on spokane's Disablility community, and youth.	10/8/2018 8:48 AM
174	All the buses are freezing	10/8/2018 7:25 AM
175	Please don't change the bus stop on Washington street (headed south) for route 64. Just outside the P9 parkinglot. I know there have been grumblings by EWU employees, but this is a great stop for students.	10/8/2018 6:41 AM
176	How feasible is it to extend Sunday service from 7 - 8 PM to 9 PM? This could help many riders working in the food service and hospitality industry.	10/7/2018 5:47 PM
177	Bus stop numbers on the signs should be as large as the route numbers currently are	10/7/2018 4:52 PM
178	I think the transit system is very good already. I like the proposed additions	10/7/2018 1:15 PM
179	to reiterate: currently the 42 and 43 weekend service to downtown, from 14th , have redundant hourly schedule times; please make changes to provide service every 1/2 hours. thanks	10/7/2018 10:16 AM
180	I appreciate the time increase of every 15 minutes of the 21 Broadway during the week. Yet, normaly buses that are every15 minutes go to every half hour on weekends and holidays. Buses that are every half hour wete changed to an hour. The new time of every hour on the weekends is difgicult. We have lost an alternate bus, the 23. Considering this the change should be every hslf hour. It is too difgicult in the wjntet to walk to other ares to get to inbound buses. I work werkends. I can not afford to miss this only bus. I had an alternatjve before. STA did not consider the impact on disabled or those with children and strollers on how difficult it is in inclement weather to catch other buses. This route needs to be changed to every half hour. I voted for the increase in hopes for betterservice not worse. Also, STA. TRIP PLANNER USES GOOGLE MAPS TO PLAN TRIPS. IT US NOT UPDATEDWITH THE SCHEDULE CHANGES. CAN SOMEONE PLEASE INFORM GOIGLE MAOS AND BE PROACTIVE ABOUT IT? ON WEEKENDS AND PM WE NEED THIS SERVICE TO BE ACCURATE. SORRY FORTHE CAPS- I AM NOT YELLING.	10/7/2018 8:52 AM
181	Really confusing. Why is there no stop at 55th and Regal inbound (empty lot) when there is one outbound ?	10/6/2018 7:55 PM
182	Make smartcards reloadable from a computer, or make an app to pay for passes	10/6/2018 4:57 PM
183	Please my need specifically is to rerun the bus shuttle same as previous spring. between Eagle Point Apartments and Cheney middle school. 1090 w betz Rd Appreciate your understanding of our needs.	10/6/2018 3:55 PM
184	The change for route 66 and 68 is terrible. There used to be multiple stops around the Eagle Point apartment complex and now I only have access to 2 stops. I might as well walk to EWU when I have to walk to the other side of the apartment complex and get dropped of nowhere near the class buildings. Please change the routes back to the way they were last year!	10/6/2018 2:49 PM
185	Would love to have bus service up in the mead area	10/6/2018 12:55 AM
186	Please do not cut the corner on the 33. Thank you!	10/5/2018 11:21 PM
187	You should make the buses come faster than every 15 minutes. Especially 33 and 28. I get really frustrated when I am almost to the bus station and the bus goes past me and i have to wait for another one	10/5/2018 8:33 PM
188	It sure would be nice to have an 11 pm bus so that afternoon shift can use the bus.	10/5/2018 6:38 PM
189	Need more late night buses and buses that run across the city east-west, not just north-south.	10/5/2018 5:42 PM
190	As a student at EWU with a lot of evening classes, I would like to see 68 more often so I can get home safely without having to walk a longer way in dark areas where I do not feel safe.	10/5/2018 3:39 PM

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191	Should be easier to get to the courthouse from the south hill.	10/5/2018 3:17 PM
192	tiered of being stuck behind them it really sucks big time	10/5/2018 2:50 PM
193	Keep making improvements. I appreciate what you are doing with HPT. Would like to see additional help for bikes on busses - especially in the summer when the two bike racks get used on the front of the bus and I need to wait for the next bus? Would suggest looking at having an area in the back interior of the bus for bikes as well - maybe seats that could be folded up - especially on HPT bus lines.	10/5/2018 1:29 PM
194	Sorry I wasn't much help I'm usually on the 29/39, downtown, and Division. About the 25 on Ruby going north I would like to tell you at Foothill's Drive and Division is the Better Living Center which is a food bank who services many people There is no stop there now and people who need it most, mother's with children, who ride the bus have to walk many blocks getting off the bus above or below the food bank Also older people and especially in winter this is a real hardship I volunteer there and I too would love to just get off the bus and serve Thank you for considering And thank you for the bus, they make all the difference	10/5/2018 11:54 AM
195	I love riding the bus and would do so on a regular basis but currently there is such limited bus service near my house I don't ride it. The new Moran Prairie Bus would make it so I could ride the bus regularly and get to work on time without having to get up two hours early.	10/5/2018 11:23 AM
196	I love the bus. Thank you.	10/5/2018 11:17 AM
197	On several occasions, I have ridden the bus from Liberty Lake to downtown. At rush hour, the bus is at about 50% capacity. Otherwise the buses are empty. I am dubious about increasing any expenditures on this seemingly wasteful program.	10/5/2018 11:10 AM
198	No	10/5/2018 10:08 AM
199	No	10/5/2018 9:28 AM
200	I would like for route 32 trent/montgomery to get it's route revised since the bus seems to keep getting filled up by the time I board the bus, I'd like to see it go to every 15 minutes or for a longer bus to be placed on the route.	10/5/2018 9:21 AM
201	no	10/5/2018 8:30 AM
202	new/improved bus stops need to consider protecting people from car traffic splashing the bus stops in winter weather. Some are so exposed we can't use them	10/5/2018 8:05 AM
203	no	10/5/2018 5:26 AM
204	I'd like the 33, 27, and 24 to run past midnight.	10/5/2018 4:29 AM
205	Starting this summer, I began having issues with catching my transfer at Sullivan and Sprague to make it to work and school on time. Usually, by the time Route 98 made it to the stop, the 97 would be driving past the second I got off the bus. This never used to happen a year ago. This has caused my multiple problems with my employers and my school. Also, there are many bus drivers who will consistently drive 5-10 miles under the speed limit. This also causes problems when I need to get somewhere.	10/4/2018 1:39 PM
206	More Direct Routes for Eastern. I would love to be able to get on bus that serves just the highway and not have to deal with the plaza at all.	10/4/2018 1:30 PM
207	Having recently moved, I would be interested in any bus route improvements from the Veradale area to downtown, as I would be very interested in riding the bus when it snows	10/4/2018 1:20 PM
208	Personally, I feel like the rates should be much higher to cover the expense at a much higher percentage. I think it is quite crazy that people think its reasonable to have transportation for an entire month for only \$60 (an less on reduced fare...). That is insanely cheap and not fair to those who provide their own transportation and then are also on the hook to pay taxes to fund something they don't use.	10/4/2018 11:32 AM
209	Please make it so when a certain bus arrives to downtown, that riders have enough time to catch the next bus home. I despise waiting 45 minutes just to get to my home after a long day at work. As I'm sure you all would too.	10/4/2018 9:56 AM
210	STA is ruining many streets in the Cheney area around EWU and making pedestrian areas quite congested. Just a matter of time before someone is injured.	10/4/2018 9:53 AM
211	Not at this time!	10/4/2018 9:40 AM

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212	From Liberty Lake there isn't a bus to get to Eastern at the right time for an 8 am class. It would be nice if there was one.	10/4/2018 9:37 AM
213	nope	10/4/2018 9:17 AM
214	I think STA should add articulated buses on th city loop so we don't have crowded buses	10/4/2018 9:07 AM
215	No	10/4/2018 9:01 AM
216	I absolutely LOVE the new 190! While I used to take the 173, it's time schedule was an issue with too early or too late. The 190 leaving VCE at 7:05 is perfect for me!	10/4/2018 8:30 AM
217	Yes when do you plan on improving service to the Hillyard area, and North of Francis and Crestline.	10/4/2018 8:26 AM
218	I am concerned about the exit off the freeway at the Medical Lake exchange plus the feeder road next to the exit. The traffic lines at various times of the day is Seattle like. Stop sign and crossing the road and the back up is only going to get worse.	10/4/2018 8:24 AM
219	None	10/4/2018 7:56 AM
220	Would be nice if 74 ran on weekends. Many people work in town on weekends	10/4/2018 7:43 AM
221	I am so happy with the new schedule for Lakeland Village in Medical Lake. Bus 62 now has a 5:29pm pick-up at Lakeland Village. I get off work at 5:15PM so it's works out great for me! In the past I would have to wait an hour for the 6:14pm bus. So happy!!!	10/4/2018 7:27 AM
222	EAGLE RIDGE?!?!?	10/4/2018 7:04 AM
223	I live in Millwood and I am not happy that there is not a line that specifically for east Trent between downtown and the Stateline. the way it is configured now takes about an hour to get from Millwood to work.	10/4/2018 5:42 AM
224	no the idea to take bus to work doesn't match my goal	10/4/2018 12:15 AM
225	I would ride STA if they ran the bus at night or until midnight/1 am. Then early when I get off work at 730am. From Pines & Broadway, Spokane Valley at 1000pm or 1015pm to 1401 N Calispel, Spokane.	10/3/2018 10:29 PM
226	It would be nice to see buses run every 30 minutes on maple and walnut everyday.	10/3/2018 9:11 PM
227	no	10/3/2018 7:23 PM
228	The bus system in Spokane is just great! Keep up the good work.	10/3/2018 7:07 PM
229	Restricting service to the western part of the south hill is unacceptable. The area is already poorly served. During winter snow walking from Adams to Bernard is not feasible. If you want to serve ALL residents of Spokane I don't understand why you want to restrict service on routes 42 and 43. My bus is full every morning with tax paying citizens.	10/3/2018 6:25 PM
230	I didn't vote to give STA money so that my route, 43 between 14th and 29th would be eliminated!	10/3/2018 6:22 PM
231	no	10/3/2018 5:43 PM
232	The bus routes around EWU in Cheney have been moved and some have even been removed. This is a major concern to students who utilize the bus due to disabilities to get around campus	10/3/2018 5:21 PM
233	You should make more routes that go from valley to Cheney. Not just 3 in the morning	10/3/2018 4:53 PM
234	Still need better connections to downtown center from the northwest to get to Whitworth before 7 AM without walking more than 1/4 mile from Division.	10/3/2018 3:12 PM
235	No	10/3/2018 3:01 PM
236	Are there going to be routes established from the North side to the Valley?	10/3/2018 2:50 PM
237	Not unless you have transit to spokane valley from north idaho and back.	10/3/2018 2:16 PM
238	No	10/3/2018 1:51 PM
239	no	10/3/2018 1:21 PM
240	no	10/3/2018 12:44 PM
241	I work at SFCC and SCC. Fantastic service to the Campus'. What I hear from students that are looking for work is early & late routes to Industrial Park would help and other manufacturing areas.	10/3/2018 12:37 PM

## 2019 Preliminary Service Change Concepts

242	Less stops	10/3/2018 12:22 PM
243	n/a	10/3/2018 12:09 PM
244	Improve Bus Route 27's service so there's less delays.	10/3/2018 12:07 PM
245	No	10/3/2018 11:47 AM
246	No	10/3/2018 11:46 AM
247	Please don't limit the bus system on grand. A lot of people use it for work and a lot of tourists use it to visit manito park.	10/3/2018 11:37 AM
248	I'd like to see students attending Spokane Community College, their magnet student ID cards are not always readable on your bus machine when they board. There's always a problem with your reader every quarter. Please make this smoother for the students so they can get to and from college and not be late for class.	10/3/2018 11:27 AM
249	I love the newer earlier hours of the STA, increased freq. and additional routes. The more we can keep adding the better for our city, and the people. It is a win, win for everyone.	10/3/2018 11:20 AM
250	no	10/3/2018 11:12 AM
251	Light rail or trains between CDA and Cheney/Medical Lake with stops through the city (like Portland, OR). Would definitely use this source of transportation.	10/3/2018 10:54 AM
252	Just that your drivers are always courteous and responsible when I encounter STA vehicles in traffic.	10/3/2018 10:38 AM
253	I understand that running a city transit costs money, but can you stop raising the rates? It's going to be too expensive to be worth using soon.	10/3/2018 10:32 AM
254	I wish the 20 and 28 would not leave the plaza at the same time in the evenings	10/3/2018 10:28 AM
255	no	10/3/2018 10:14 AM
256	Bring back the Garland route!	10/3/2018 10:12 AM
257	No, not at this time.	10/3/2018 9:47 AM
258	NO	10/3/2018 9:38 AM
259	no	10/3/2018 9:32 AM

## 2019 Preliminary Service Change Concepts

260	<p>As mentioned earlier, I typically ride route 20 between SFCC and the Plaza. I live in the River Run neighborhood to the NE of Life Center Church. The options for nearby bus stops are not great for this neighborhood and I know many riders that would benefit from an added stop. The two bus stop options closest to me are 1) Fort George Wright @ Mukogawa institute and 2) Government Way in front of Life Center. 1) To get to this stop, riders must either walk to/from the neighborhood on the south or north side of Fort George Wright Dr. The south side of the street does not have a sidewalk, thus requires riders to walk through tall grass/weeds (where I have encountered rattlesnakes), uneven terrain (which is muddy most of the year), and provides no lighting (which in the winter months means you're walking to/from work in the pitch dark through a muddy overgrown path). With that being said, I personally use the bus for transportation to/from work and I am not interested in maneuvering this path in my business casual clothes. The north side of the street requires riders to cross the street but, there aren't any cross walks or intersections and cars are often traveling very fast from both directions and unwilling to stop for pedestrians. For these reasons, this stop is an unsafe and thus unappealing option for people in my neighborhood. 2) This is a safer option for many reasons, but to be frank, is too far of a walk. It is nearly a mile away, which may not seem far on a good day, but when you add in real life scenarios where people are often running late to get out the door in the mornings, weather conditions, and the fact that this walk is all uphill, it's also an unappealing option. On nice days when it's not terribly hot, cold, or dark the walk home is not bad; but during the winter months when people are returning from work to a pitch dark evening, the walk is also undesirable due to the lack of lighting and desolation (the church is only populated on the weekends, during the weekdays there's hardly ever people around). I personally feel uncomfortable walking home alone in these conditions, making this option also unappealing most of the year. The solution would be to add a bus stop near either entrance into the neighborhood (Government Way &amp; Sand Ridge Blvd) or (Fort George Wright Dr &amp; River Ridge Blvd). This would be a safer and more appealing option to all riders residing in the River Run neighborhood because our neighborhood has lighted sidewalks from both of these suggestion locations to any given home in the neighborhood. I work in public service so I can appreciate that there are many factors beyond my input that go into developing a route and the concerns I've mentioned are not necessarily going to become STA's biggest priority. But with that being said, I believe that STA's mission is to provide the best possible service for riders so that they will continue to choose these services. Myself and I'm sure many others in my neighborhood have alternative transportation options available when the current service provided from STA is not appealing to our benefit. I would like to ride the bus more, and feel that the changes I've suggested would increase my ridership and others in similar situations. Thank you for your time and consideration!</p>	10/3/2018 9:28 AM
261	<p>Would like to see stops added on Brooks Road between Hwy 2 and Medical Lake, maybe at the fire station at the intersection?</p>	10/3/2018 9:27 AM
262	<p>I live in Tyler west of Cheney. I would love a bus to pass through 904.</p>	10/3/2018 9:22 AM
263	<p>STA need to do a better job serving disenfranchised communities/neighborhoods. Especially low-income housing groups that often rely on STA services for a large percentage of transportation needs</p>	10/3/2018 9:20 AM
264	<p>Bring bus service to Assembly Rd, Dorset Rd, Grove Rd, with transfers available at the new park and ride. Also, since those streets pay for it, they should be able to use it.</p>	10/3/2018 9:14 AM
265	<p>I hope there is an upcoming change to the SFCC bus route. It is dangerous, especially in winter, to cross the street to the school.</p>	10/3/2018 9:11 AM
266	<p>no</p>	10/3/2018 9:04 AM
267	<p>I'd like to see a park &amp; ride bus facility further out in the valley, such as Barker Road and Trent area or Sullivan and Trent area.</p>	10/3/2018 9:04 AM
268	<p>I was wondering about the wisdom of a transit center st exit 272 since if a person was going to ride the bus but catch it that close to Cheney, they are almost all the way there.</p>	10/3/2018 9:04 AM
269	<p>Please get a bus closer to Seth Woodard Elementary. The closest bus to me is like 15 minutes away</p>	10/3/2018 9:02 AM
270	<p>Extend the bus routes to the east, like clear to idaho.</p>	10/3/2018 9:01 AM
271	<p>I'd like to see better alternatives for traveling from VTC to Spokane Community College.</p>	10/3/2018 8:55 AM
272	<p>I love your bus drivers, they're the best!!!</p>	10/3/2018 8:40 AM



## 2019 Preliminary Service Change Concepts

273	Changing the pickup time at Lakeland Village Salnave road area is a terrible idea as it impacts many employees who utilize the bus for a greener means of transport. By changing the times, you have left many employees in a situation where they have a prolonged wait time to get transportation home, or they have to find alternative methods (either by driving which I was under the impression the community was trying to reduce/decrease emissions and pollutants). I think its terrible that you would market yourselves as being focused on being environmentally friendly and then change your system so that its essentially not.	10/3/2018 8:27 AM
274	No.	10/3/2018 8:19 AM
275	for those persons who work late night and/or weekends the frequency is too few	10/3/2018 8:16 AM
276	The Medical Lake Route times are not conducive to employees who work 24/7 shifts at Eastern State Hospital, Lakeland Village and soon to be Amazon. More employees would ride the bus if the times were changed.	10/3/2018 8:06 AM
277	None	10/3/2018 8:05 AM
278	STA covers Spokane County, how can you not cover medical lake and the 2 facilities.	10/3/2018 7:56 AM
279	New stop at 6th and Ziegler airway heights	10/3/2018 7:55 AM
280	Changes to the morning schedule for the 90 (earlier departure from VTC) as well as late arrivals by the 98 from Liberty Lake to the VTC have recently impacted my schedule. I cannot take the usual 98 route, as it is nearly impossible to make the connection to the 90 heading downtown. I am looking into other forms of transportation as a result.	10/3/2018 7:54 AM
281	I enjoy the bus system here and I appreciate all the folks who make it possible. I moved from Seattle a year ago and commuted via the bus daily to downtown Seattle for 5 years. This Spokane system is user friendly and easier to navigate. I appreciate the plaza has restrooms and security and staff to answer questions. It is a comfortable connecting place to move about the city. I prefer to use the bus even on weekends (from the North End) to attend cultural events, etc. downtown. Thank you.	10/3/2018 7:49 AM
282	What about West Plains Transit Center to Lakeland Village	10/3/2018 7:48 AM
283	Nope.	10/3/2018 7:47 AM
284	no	10/3/2018 7:45 AM
285	Spokane Valley bus service end at 32 avenue need to extend the bus service example extend south Pines to Dishman Mica	10/3/2018 7:34 AM
286	Please expand the bus routes to service along 2nd and 3rd more directly with the downtown.	10/3/2018 7:31 AM
287	I was surprised by the stop removals at Sunset Highway construction	10/3/2018 7:29 AM
288	I just bought my teenager her first bus pass a Rolling pass and I do not like this idea we are leaving it in the hands of a teenager to remember what day it is to know the pass is expired. You should give us an option to buy a normal monthly pass if we want that.	10/3/2018 7:26 AM
289	No Comments	10/3/2018 7:23 AM
290	State workers can not adjust their shifts to accommodate the bus schedule. Please adjust the bus schedule to fit the workers schedule. If I could get to work on time and be picked up in a reasonable time frame I would ride the bus more.	10/3/2018 7:22 AM
291	Need south hill direct to WSU and Gonzaga campuses. Going downtown first adds a lot of time.	10/3/2018 7:21 AM
292	N/A	10/3/2018 7:20 AM
293	Need express from Idaho to Spokane	10/3/2018 7:17 AM
294	I think the changes you are making to the route to Lakeland Village are horrible! After all these years you are making it impossible for us to use the bus for work and just when it would become more utilized with the new West Plains Transit Center! You could be increasing our riders if you made the bus schedule work with the employees schedule rather than change it!	10/3/2018 7:15 AM
295	No	10/3/2018 7:14 AM
296	I would be interested in riding the bus, if it crossed the river on Argonne and came down Farr Rd. like it used to.	10/3/2018 7:14 AM
297	I think covered bus stops or shelters are important and need to be added to the system.	10/3/2018 7:06 AM

## 2019 Preliminary Service Change Concepts

298	With all the new changes and new routes, buses need to park in their "designated" areas at the Park N Rides; when they say "out of service" and park in different areas, even when they not out of service, people could very easily miss the scheduled bus (due to saying out of service until literally time to drive away from wrong designated area).	10/3/2018 6:18 AM
299	I really appreciate STA taking the time to ask the customers what they think on changes	10/3/2018 6:04 AM
300	N/A	10/3/2018 6:03 AM
301	The valley is not set up well for bus transit.	10/3/2018 5:49 AM
302	Spokane Valley Industrial Park Service?	10/3/2018 5:39 AM
303	will there be any bus stops in the Morgan Acres area?	10/3/2018 5:19 AM
304	The bus does not run early enough and is over a mile from my house.	10/3/2018 5:18 AM
305	You need to make buses to the casinos run later as there are plenty of employees that work late shifts and could benefit from having this type of transportation.	10/3/2018 5:17 AM
306	Yes I do! Route 33 is a busy route especially during the school year. I believe that it is dangerous for people to get to and from the bus safely with no sidewalks or cross walks. The bus stop at the top of T.J. Mensch and NW Blvd is unsafe and there seems to be 1/4 of the crosswalk missing!! This stop needs a safety barrier around the waiting people like they have in Airway Heights as they are exposed to so much traffic especially in the winter. People have to walk in the street to get to the bus stop at Dalton and Albert because of trees, bushes, weeds and blatant disregard for the safety of pedestrians. I was told 5 years ago (?) In a public forum that sidewalks have been a priority for this area for many, many years! What are you waiting for? I believe that planning routes should also include a safe way to get to your bus stops via busy arterials. In fact, I would like to see cross walks at or near all bus stops. A good example would be the stop just past SFCC near the apartments. That is so dangerous for people to get to and from this stop! The people are hard to see there and cannot cross safely. Sidewalks, sidewalks crosswalks!!! Please! I would like to challenge any of you to walk from Papa Murphy's on NW Blvd up to Garland and Alberta and see how safe you feel. For a more challenging walk, add a child, dog, stroller, bags to carry or perhaps a disability of some sort and then make a decision. This is a residential neighborhood with several school aged children, college students and no safe way to get to our local bus stops and businesses. Increase your riders by making it safer and more convenient to get to your stops with out walking in a busy street!!!!	10/3/2018 5:02 AM
307	I've seen one city switch to an Uber style ride sharing system to reduce busses and give a more direct travel path with minimal walking to/from pick up/ drop off locations	10/3/2018 4:50 AM
308	taxation is theft	10/3/2018 4:49 AM
309	Keep up your great customer service from staff as well as drivers	10/2/2018 9:28 PM
310	no	10/2/2018 9:25 PM
311	None	10/2/2018 8:58 PM
312	I really want to see the route along 17th to Perry and downtown created.	10/2/2018 8:57 PM
313	I really want a bus that turns on 29th/Regal. It would be perfect for the district center.	10/2/2018 8:54 PM
314	I feel that public transportation is extremely important and that larger routes and more frequent stops would be a good thing.	10/2/2018 7:14 PM
315	No buses on High Drive from Grand to 29th	10/2/2018 4:36 PM
316	Why is some much money being spent on the West Plains when you haven't even started the Central City line?	10/2/2018 3:56 PM
317	Please add the route 74 4:27pm bus back to the schedule. Demand at this time is high.	10/2/2018 3:48 PM
318	Keep route 44 via Bernard	10/2/2018 3:22 PM
319	Consider offering shuttles from different parts of town (or even just downtown) to the Fair, to combat some of the congestion that brings.	10/2/2018 3:06 PM

## Submitted Comments

**From:** Jon Galow

**Sent:** Saturday, October 20, 2018 9:51 AM

**To:** Weinand, Kathleen

**Cc:** Arneson, Emily; Anderson, Dennis;

**Subject:** Re: STA September 2019 Service Revisions

Hi Kathleen,

I plan to take the survey but would also like to provide comments directly to you.

For the September 2019 Service Revisions, I generally support South Spokane Alternative D but request STA consider maintaining weekday service on route 44 29th Ave via Bernard with a modification - instead of continuing to South Hill Park & Ride, the 44 Bernard would turn around at Grand/29th (intersects with new route 5) or at 37th/Grand (intersects with existing route 43).

If maintaining the 44 29th Ave via Bernard is unfeasible, my backup preference would be 144 South Commuter Express as shown on Alternative D and revised routes 42 Lincoln/29th and 43 Bernard/37th shown on Alternative C. It would also help to see proposed schedules.

Thank you for your consideration of these comments.

Jon

On Oct 15, 2018, at 3:55 PM, Weinand, Kathleen wrote:

Jon,

We have made assumptions for the purposes of the preliminary proposal about where stops would be placed for given routes. Stops will be located after the Board of Directors makes a decision on where the routes will be located in March. Staff will work with city engineers and adjoining property owners to site stops.

That being said in Alternative D it is assumed that the 144 would stop at 29<sup>th</sup> and Division. The 144 is a weekday peak only service. No other routes would serve the 29<sup>th</sup> and Division stop.

Thank you for your interest and your ridership. Please let me know if you have any other questions.

Kathleen Weinand, AICP

Principal Transit Planner

Spokane Transit

<image003.jpg>

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**From:** Jon Galow

**Date:** October 13, 2018 at 1:15:03 PM PDT **Subject:** STA September 2019 Service Revisions

Hello,

Do you have bus stop locations for the 144 South Express for each of the alternatives?

For South Spokane Alternative D, I don't see the existing stop at 29th Ave/Division (currently served by Route 44 - 29th Ave via Bernard) in the discontinued stop table. Which all day weekday routes replace this stop? The new route 5 and 43? Is 29th/Division a stop on the new 144 South Express?

Thanks for your help in understanding the proposed route revisions.

Jon Galow

3204 S. Division

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*Kevin Ready of 2924 East 17<sup>th</sup> called on October 22, 2018 and stated that he is opposed to a bus route on 17<sup>th</sup> Ave. He went on to say that*

*The buses are loud*

*There is a new bump-out by Franklin Elementary*

*There is more traffic than there used to be on 17<sup>th</sup> Ave*

*Thinks the buses should be smaller*

---

**From:** Susan George  
**Sent:** Monday, October 22, 2018 1:14 PM  
**To:** Weinand, Kathleen  
**Subject:** Responding to your letter

Kathleen:

We are in receipt of your letter of October 19 regarding a potential reintroduction of bus service on 17th. We do not currently use Spokane transit and have no strong opinion on adding service on the old route. We would comment that when route 46 ran past our house, we saw that the bus was frequently close to empty, and were not surprised when the route was cut. We started to take the survey, but as our answers were "no opinion" we did not complete it.

Best wishes.

---

*Betty Courtney, who lives at 11<sup>th</sup> Ave and Madison St called on October 25, 2018 and left a voice message to ask to continue running the bus pass Huckleberries, the new luxury apartments, the Reclotherapy, Deaconess, Shriners and Lewis and Clark High School.*

---

*Jo Anne, a home owner at, 17<sup>th</sup> Ave and Perry St called on October 25, 2018 and stated that she supports bus service but not many people rode the bus when they had it on 17<sup>th</sup> Ave previously. She has been accosted serval times by people asking for bus fare in the last several months. In the past the big bus tore up the street. Can STA use a smaller bus? This is a residential neighborhood. Trash at stops are a concern. She will take the survey again to write in these comments.*

---

*Tim Enghardt of 3626 N Alberta called November 5, 2018 in response to a letter notifying him of the proposal. He is concerned about having a stop being sited in front of his home. He is a handicapped veteran and is concerned about picking up trash and dealing with people standing in his yard. Would be fine with the route change if the stop could be placed somewhere else.*

---

**From:** Janet Van Gundy  
**Sent:** Monday, November 5, 2018 3:29 PM  
**To:** Weinand, Kathleen  
**Subject:** Re; Proposed route move

Responding to your request for input:

From 4-5pm Alberta (in proposed area) has very high traffic most days. Traffic includes cars leaving SFCC, drive time traffic from downtown, and Glover Middle School where almost the whole staff gets off at 4pm, we also have parents arriving at this time for sporting events. We have to wait between 5-10 minutes to either cross Alberta at Longfellow or to turn right or left onto Alberta due to the large amount of traffic at this time of day. The entrance to Safeway is also on this section of street and handles a lot of traffic at this time of day.

Maybe A street would be a better northbound option that doesn't have as much traffic. I hope this information is helpful.

---

*Stan Miller called on November 6, 2018. He lives next to gas station at 17<sup>th</sup> Ave and Ray (3138 E 17<sup>th</sup>) and is concerned about losing on-street parking to a bus stop. Says there is an opportunity to use the no parking area on 17<sup>th</sup> to site the stop. Is fine with the route but just wants to make sure he doesn't lose parking. He is an artist and teaches and has students over to see his in home studio and needs parking for them.*

---

*Stephanie Schuller called on November 6, 2018 to ask some questions about the 2019 service. She uses the stop at 18<sup>th</sup> Ave and Bernard St. She likes the idea of a direct route downtown but wants to keep her stop. She would be willing to walk two more blocks. Likes the idea of expanding the route to the Manito shopping Center.*

---

*Lewis Woodworth called on November 8, 2018. He stated his mother lives at 2527 W Garland Ave adjacent to N Alberta St. He is concerned about traffic stopping on the hill. It could be a problem for having a stop adjacent to his mother's house. He thinks moving the route is a good idea but thinks the stop should be on the other side of the intersection.*

---

-----Original Message-----

From: Sarah Blankenagel

Sent: Friday, November 9, 2018 4:45 PM

To: Weinand, Kathleen

Subject: 33 Re-route

Kathleen,

Thank you for the chance to comment on the potential route change for STA's 33 route. We do not think that moving the route to Alberta would be a wise choice for a few reasons:

1. The traffic that already exists on Alberta during peak times is backed up from Wellesley south to and sometimes past Garland. Bus travel on Alberta during these times would be slow, and will likely cause service delays. Also, adding a bus route with stops will only increase traffic congestion making.
2. Taking away service from Driscoll takes away a valuable community connection for those people to access shopping and other services.
3. We do not want a bus stop outside of our house. We bought our home for its close proximity to the bus without the direct impact of a route in front of our home. Alberta street already carries about 14,000 vehicles per day, and our driveway, which faces Alberta near the Garland

signal ends up being a collection point for litter and left-behind shopping carts. We are very concerned that a bus route would just add to the issues we are already facing and be detrimental to our property and neighborhood.

If you have any questions for us we'd be happy to talk to you.

Sincerely,

Brandon and Sarah Blankenagel

---

-----Original Message-----

From: Eddie Ramirez

Sent: Thursday, November 15, 2018 5:09 PM

To: Weinand, Kathleen

Subject: No to bus route to Alberta.

Please, do not route the bus through Alberta Ave.

Thank you.

Sent from my Steve Jobs brain child.

---

**From:** Keena Amia

**Sent:** Saturday, November 17, 2018 1:36 PM



**To:** Weinand, Kathleen

**Subject:** Bus Route

Dear Kathleen,

My name is Keena Ramirez and I live in Alberta Street. My email is regarding the proposal to move Driscoll's bus route over to Alberta.

I strongly Vote NO to this proposal because Alberta is already busy with enough traffic. Our home is right on a busy intersection (Alberta/Garland) so I know a bus stop would more than likely end up on our corner making activity and sound way to close to our personal property and I don't want people standing near my home all hours of the day. We also have dogs so I know they would be barking 24/7.

So a firm No.

We feel the route on Driscoll is working fine where it is and a better location for the public to stand with enough space between the public and ones private property.

Please reconsider

Best,

Keena Ramirez

-

---

*Dave McCallum called on November 23, 2018. He does not want a bus stop at his house at 1703 E 17<sup>th</sup> Ave.*

---

*Garry Neil a resident of 17<sup>th</sup> Ave left Kathleen Weinand a voicemail on November 25, 2018 wanting to discuss the bus route but did not leave a phone number at which to return the call.*

-

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**From:** Melissa Wittstruck

**Sent:** Wednesday, November 28, 2018 11:54 AM

**To:** Weinand, Kathleen

**Cc:** Office of John Schram ; Carole Rolando; susannah.stoltz; Ed & Katy Bruya; Otterstrom, Karl; Lori Kinnear; Mike Myers; Breean Beggs; Claudia Tately; William & Claudia Tately; Terryl Black ; Margaret & Tim Bruya ; Kevin Eddy; Amy Eddy; Brian & Shawna Campbell; Meghan McLaughlin; Patrick McLaughlin; dcondon; Katy Bruya; Wittstruck, Melissa

**Subject:** Re: Bus routes on High Drive

I will join you at the Library as well.

Sincerely,

*Melissa*



Melissa Wittstruck | City of Spokane | Assistant Planner II



**From:** Mike Myers

**Sent:** Wednesday, November 28, 2018 11:54 AM

**To:** Weinand, Kathleen

**Cc:** Office of John Schram ; Carole Rolando; susannah.stoltz; Ed & Katy Bruya; Otterstrom, Karl; Lori Kinnear; Breean Beggs; Claudia Tately; William & Claudia Tately; Terryl Black ; Margaret & Tim Bruya ; Kevin Eddy; Amy Eddy; Brian & Shawna Campbell; Meghan McLaughlin; Patrick McLaughlin; dcondon; Katy Bruya; Wittstruck, Melissa

**Subject:** Re: Bus routes on High Drive

December 11 is good for me.

Mike Myers

Michael J. Myers

**From:** Mike Myers

**Sent:** Wednesday, November 28, 2018 10:59 AM

**To:** susannah.stoltz

**Cc:** Edward Bruya; John Schram ; Otterstrom, Karl; Ikinnear; bbeggs; Claudia Tately; claudia.marie Bill Tately; clrolando; terrylb; Weinand, Kathleen; Muff Bruya; Kevin Eddy; Amy Eddy ; Brian Campbell; Meghan McLaughlin; Patrick McLaughlin; dcondon; Katy Bruya;

**Subject:** Re: Bus routes on High Drive

We wholeheartedly agree with all that Ed and Suzannah have said. The City of Spokane in close cooperation from High Drive residents, not the STA, funded, designed and created the present rendition of the historic Olmsted designed parkway. Doing that represented the modern approach of cities to make and maintain beautiful and historic areas which include restrictions on the types of traffic and traffic speeds. High Drive is a representation of truly “progressive” urban design and a unique success, as is beautifully illustrated by the wonderful piece in the Spokesman recently and by the number of citizens, walking, running, biking. The STA should not feel that it can frustrate the ends of that design with impunity, nor should it feel that it occupies the “progressive” high ground here simply because it deals with public transportation. There are alternate routes which preserve the hard work, beauty, and money just spent by the City on the new High Drive. The City owns, designs and maintains our city streets, neighborhoods and parkways. We would like to see our elected officials step up and make it clear that they do not want the STA bus route on High Drive, and that the promises made by City design experts would be frustrated by a bus route here.

Michael J. Myers and Carole Rolando

On Nov 28, 2018, at 11:50 AM, Weinand, Kathleen wrote:

Greetings,

I have only heard back from John Schram, who replied that either date would work for him. If no one else has a preference lets go ahead and **meet on Tuesday, December 11<sup>th</sup> at 6:00 PM, at the South Hill Library Conference Room.**

John would you help spread the word with the Neighborhood Council and other interested parties?

Also please know that all the comments STA has received will inform and be included in the draft recommendation to STA's Board of Directors which will be published in January.

I look forward to our discussion. Thank you.

Kathleen Weinand, AICP

Principal Transit Planner

Spokane Transit

<image001.jpg>

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**From:** Weinand, Kathleen

**Sent:** Monday, November 26, 2018 2:28 PM

**To:** 'Office of John Schram'; Carole Rolando; susannah.stoltz

**Cc:** Ed & Katy Bruya; Otterstrom, Karl; Lori Kinneary; Mike Myers; Breean Beggs; Claudia Tately; William & Claudia Tately; Terryl Black; Margaret & Tim Bruya; Kevin Eddy; Amy Eddy; Brian & Shawna Campbell; Meghan McLaughlin; Patrick McLaughlin; dcondon; Katy Bruya; 'Wittstruck, Melissa'

**Subject:** RE: Bus routes on High Drive

Hello All,

I hope everyone had a lovely Thanksgiving. Following up from last week here are two options for when we could discuss this item:

Option 1: Tuesday, December 11th at 6:00 PM at the South Hill Library (I can book the meeting room)

Option 2: Wednesday, December 19th at the regularly scheduled Comstock Neighborhood Council Meeting

Please let me know what would work best. Also please feel free to contact me if you have any questions.

Thank you!

Kathleen Weinand, AICP

Principal Transit Planner

Spokane Transit

<image002.jpg>

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**From:** Edward Bruya

**Sent:** Wednesday, November 21, 2018 4:59 PM

**To:** Carole Rolando

**Cc:** Weinand, Kathleen; Susannah Stoltz; John Schram ; Otterstrom, Karl; Lori Kinnear; Mike Myers; Breen Beggs; Claudia Tately; Bill Tately ; terrylb; Muff Bruya; Kevin Eddy; Amy Eddy; Brian Campbell >; Meghan McLaughlin Patrick McLaughlin; David Condon; Katy Bruya

**Subject:** Re: Bus routes on High Drive

Thank you as well. See you next week.

Ed

**From:** Office of John Schram

**Sent:** Wednesday, November 21, 2018 5:09 PM

**To:** Carole Rolando

**Cc:** Weinand, Kathleen; Susannah Stoltz; John Schram ; Otterstrom, Karl; Lori Kinnear; Mike Myers; Breen Beggs; Claudia Tately; Bill Tately ; terrylb; Muff Bruya; Kevin Eddy; Amy Eddy; Brian Campbell >; Meghan McLaughlin Patrick McLaughlin; David Condon; Katy Bruya

All, I am happy to add the STA to the December 19th meeting schedule or help to find a meeting space and notify as many High Drive residents as possible for a time in the next two or three weeks.

I did convey to Kathleen that the need for a meeting would go away if the STA simply reconsidered and eliminated their proposed High Drive route choices which were made without the knowledge that the City of Spokane, with feedback from south hill residents, has desired and continues to desire High Drive from 29th to Grand to be thought of as a scenic byway and therefore discourage large vehicle, higher speed, and voluminous traffic. The decision to continue considering any bus traffic on this section is completely counter to this community desire. STA board member and Councilperson Lori Kinnear has committed to this ideal (below) as well. Alternative "C" which goes down Grand is a perfectly fine option.

I look forward to STA's positive response to my proposal above or their desire to continue against the will of the city and its residents in setting a meeting time and place to continue their justifications of the proposed routes and minimization of our concerns.

On another positive note the Comstock Neighborhood Council meeting will still start at 6PM tonight for anyone interested in the remainder of our great agenda items and possibilities for community engagement.

John Schram, Comstock Co-chair

On Wed, Nov 21, 2018 at 4:34 PM Carole Rolando wrote:

Thanks very much.

Happy Thanksgiving to all!!

Carole Rolando

On November 21, 2018 at 4:29 PM "Weinand, Kathleen" wrote:

Hello All,

I just talked to John Schram on the phone we decided to either move this item to the December Comstock NC meeting or schedule a special meeting to discuss this item in between now then so that more people may be present.

More information next week.

Happy Thanksgiving,

Kathleen Weinand, AICP

Principal Transit Planner

Spokane Transit

(509) 325-6055

*To opt-in to receive regular updates from STA, sign up at [spokanetransit.com/opt-in](http://spokanetransit.com/opt-in).*

**From:** Carole Rolando

**Sent:** Wednesday, November 21, 2018 3:20 PM

**To:** Susannah Stoltz

**Cc:** Weinand, Kathleen; John Schram ; Otterstrom, Karl; Lori Kinnear; Mike Myers; Breen Beggs; Claudia Tately; Bill Tately ; terrylb; Muff Bruya; Kevin Eddy; Amy Eddy; Brian Campbell ; Meghan McLaughlin Patrick McLaughlin; David Condon; Katy Bruya

**Subject:** Re: Bus routes on High Drive

Thank you, Ed.

I agree that the meeting should be moved to next week so that everyone who would like to attend can attend, and hereby request that the city move the meeting.

Thank you,

Carole Rolando and Mike Myers

Sent from my iPhone

On Nov 21, 2018, at 3:09 PM, Susannah Stoltz wrote:

Thank you for stating this so well Ed. We are in complete agreement and are also unable to attend due to the impending holiday. Please add us (also High Drive residents) to the list of concerned.

Best

Susannah and Brent Stoltz

On Nov 21, 2018, at 3:02 PM, Edward Bruya wrote:

Thank you John. Unfortunately I am out of town for the Holiday weekend. It seems to me that this meeting should be moved to next week so that more people could attend. It is the day before a holiday and most, if not all, people will be attending family events and unable to voice their opinions to protect the Parkway.

We will put in writing that we are opposed to STA using High Drive as a bus route. I am very concerned that this will be the beginning of many routes that will be utilizing High Drive as a thoroughfare. I strongly feel that STA is not being fully transparent when it comes to this "one" route. As I have mentioned before, the High Drive residents and the city has worked very hard to preserve the peace and tranquility of the beautiful city park and by adding mass transit to the parkway this will be the crack that will open the door to other large trucks.

It concerns me the STA has requested that the NO TRUCK signs be removed from the entry points to the High Drive Parkway, which clearly shows that they are not on solid ground and they recognize that they consider their buses as vehicles that fall under the NO TRUCK prohibition. There are plenty of other routes that the STA can piggy back on to minimize the impact of the heavily used parkway that exists for bikes, runners and walkers. Remember: the



City REDUCED the size of the car lanes to aid in the reduction of traffic speed; adding buses to this will only increase the risk of collisions with the cyclist and larger (Bus) traffic.

The STA's request should be denied.

Since we will be out of town, would you be able to insert these comments and others comments in opposition to the STA's attempt to unravel the hard work that we have all done to protect the High Drive Parkway? I would be most appreciative.

Sincerely,

Ed and Katy Bruya

On Wed, Nov 21, 2018 at 1:24 PM Office of John Schram > wrote:

See below regarding the STA at tonight's Comstock meeting 6-7:30 pm at Sac Middle School cafeteria (West entrance).

John Schram  
Comstock Co-Chair

-----Original Message-----

**From:** "Otterstrom, Karl"

**Sent:** 11/2/2018 12:06 PM

**To:** "Kinneer, Lori"; "Office of John Schram"; "Mike Myers"; "Ed & Katy Bruya"

**Cc:** "Beggs, Breean"; "Claudia Tately"; "William & Claudia Tately"; "Carl Lrolando"; "Terry Black"; "Ed & Katy Bruya"; "Weinand, Kathleen"

**Subject:** RE: Bus routes on High Drive

Good afternoon,

I would be pleased to come to the November meeting of the neighborhood and share an update.

We are maintaining the feedback survey open until Monday the 5<sup>th</sup>. We will be working through the rest of the year to develop a draft recommendation that we plan to disseminate publicly and present to the STA Board of Directors in January. A public hearing would follow in February. Based on additional feedback and direction from the STA Board we will produce a final recommendation for action in March. I hope this gives you a sense of the process we undertake for this level of change.

Thanks for being engaged citizens. I look forward to meeting with you all on November 21.

Sincerely,

**Karl Otterstrom, AICP**

Director of Planning & Development

**Spokane Transit**

*To opt-in to receive regular updates from STA, sign up at [spokanetransit.com/opt-in](http://spokanetransit.com/opt-in).*

**From:** Kinnear, Lori

**Sent:** Friday, November 2, 2018 11:06 AM

**To:** Office of John Schram ;Mike Myers; Ed & Katy Bruya; Otterstrom, Karl

**Cc:** Beggs, Breean ; Claudia Tately ; William & Claudia Tately; Carl Lolando; Terry Black ; Ed & Katy Bruya

**Subject:** RE: Bus routes on High Drive

Hi John,

Once all the surveys are collected and tabulated the STA staff will make a recommendation to the STA board. That board is responsible for the final decision on where the route will go. I am on the STA board, however I am only one vote.

Let's see what Karl tells the group at the next NC meeting.

Sincerely,

Lori Kinnear

Spokane City Council

District Two

ADVISORY:

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This act establishes a strong state mandate in favor of disclosure of public records. As such, the information you submit to the City via email, including personal information, may ultimately be subject to disclosure as a public record.

**From:** Office of John Schram

**Sent:** Thursday, November 01, 2018 4:07 PM

**To:** Kinnear, Lori ; Mike Myers; Ed & Katy Bruya ; Otterstrom, Karl  
**Cc:** Beggs, Breean ; Claudia Tately; William & Claudia Tately; Carl Lrolando; Terry Black; Ed & Katy Bruya  
**Subject:** RE: Bus routes on High Drive

Lori,

Yes I will put this on the Comstock Neighborhood Council meeting agenda as a specific sub issue. I was out of town for October's meeting but the feedback I received was that this specific issue was not discussed in detail by the STA presenters as they did their 20,000 foot overview. Finally, if the City Council is not the final decision maker(s) then who else should we be reaching out to?

Karl, are you able to attend our Neighborhood Council meeting Wednesday, November 21<sup>st</sup> @ 6:00 pm @ Sac Middle School cafeteria (west side entrance)?

In your service,  
John A. Schram, CFP®  
Registered Principal  
LPL Financial  
Member FINRA/SIPC  
917 S. Monroe St.  
Spokane, WA 99204

-----Original Message-----

**From:** Kinnear, Lori  
**Sent:** Friday, November 2, 2018 11:06 AM  
**To:** Office of John Schram ;Mike Myers; Ed & Katy Bruya; Otterstrom, Karl  
**Cc:** Beggs, Breean ; Claudia Tately ; William & Claudia Tately; Carl Lolando; Terry Black ; Ed & Katy Bruya  
**Subject:** RE: Bus routes on High Drive

Would you mind putting this on the NC agenda for discussion? You can invite Karl Otterstrom as well to answer questions about timing and process. CM Beggs and I can advocate for the neighborhood but we are not the final decision makers.

Thanks

Lori

**From:** Office of John Schram

**Sent:** Thursday, November 01, 2018 4:07 PM

**To:** Kinnear, Lori ; Mike Myers; Ed & Katy Bruya ; Otterstrom, Karl

**Cc:** Beggs, Breean ; Claudia Tately; William & Claudia Tately; Carl Lrolando; Terryl Black; Ed & Katy Bruya

**Subject:** RE: Bus routes on High Drive

Lori and Breean, I wholeheartedly agree with Mr. Myers and look forward to both of you, along with the remainder of the City of Spokane administration, to immediately put an end to this misguided effort to run busses on High Drive between 29th/Grand. I trust you have read the recent Spokesman article ( <http://www.spokesman.com/stories/2018/oct/15/getting-there-high-drive-to-reclaim-the-scenic-vis/> ) which reminds us of the original and continued intent of the street as a non arterial scenic byway. I would also like to be included in any face to face meetings and can gather others from the neighborhood as well.

John Schram.

-----Original Message-----

**From:** "Mike Myers" **Sent:** 10/29/2018 7:18 AM

**To:** "Edward Bruya"

**Cc:** "Office of John Schram"; "lkinnear" "bbeggs" "[claudia.marie](mailto:claudia.marie)" claudia.marie; "Bill Tately" ; "clrolando;" "terrylb"

**Subject:** Re: Bus routes on High Drive

Lori and Breean,

I have thought several days about Lori's and STA's last responses to our emails and have only the following comments.

What I expect is that our elected City Council members will without any further effort from us, clearly advise STA of two things. First, that a promise was made to us by the City of Spokane through multiple agents that High Drive was to be a street without trucks or large vehicles and with dampened traffic speed for scenic and recreational uses by the public. In fact, it was stated that if necessary a 25 mph speed limit might be considered.

Second, that Mr. Otterstrom's desire to use it for a bus route is simply a breach of that promise.

We don't need to establish our promise again through neighborhood councils or on line questionnaires.

If we get run over by buses, we'll know the political score.

Michael J. Myers

On Oct 17, 2018, at 2:21 PM, Edward Bruya wrote:

My concern with this entire idea of allowing "express" buses is that you will be opening the door for future routes that aren't being discussed or mentioned yet. I believe that it is pretty clear that trucks (or buses) if you want to play games with the name of the heavy vehicles are not allowed. I know that the residents worked hard with the city when they redid the road and by making the road narrower, we attempted to reduce the traffic speed by narrowing the lanes. This really hasn't worked given the speeds cars and motorcycles continue to travel on High Drive. (which is another discussion, but would likely benefit in a speed reduction to 25 MPH - given that it is park and the number of people that use this city park on a daily basis). I think the city was VERY clear that large vehicles (trucks/ buses/ etc) are not allowed on the High Drive parkway. By allowing such a large vehicle will only make the travel more dangerous not safer. To think that STA can come in and play games with terminology causes me and others great concern. We have worked hard to protect the parkway and by adding a bus route (one of many is my guess) will only make the traffic flow worse and the city /STA already has existing routes that have been successful for transit travel with proven results that do not impact the High Drive Parkway.

Ed Bruya

On Thu, Oct 11, 2018 at 11:10 AM Office of John Schram wrote:

Lori,

It is my understanding from reading the change in route alternatives that High Drive between Grand and 29<sup>th</sup> is only affected by the commuter express which has no stops from Moran to downtown and option C routes those busses down Grand (designated arterial) and then into downtown. Are there other bus route changes that will potentially push MORE busses onto that section of High? If so, then it is worse than I thought. Let us know.

I will encourage every Comstock neighbor to attend this next week's Comstock Neighborhood Council meeting (Wed, 6-7:30 p/m) @ Sac Middle cafeteria to listen to the STA presentation, ask questions, and give direct feedback. We can discuss again in November, note our neighborhood preference, and supply the STA, council, and the mayor's office with the result.

I am fully in favor of keeping that section of High Drive in line with the general intent of the “No Trucks” signs so as to keep it as a slower speed and less traveled road. Increased bus ridership will help as well as no busses on that stretch! Both should be goals.

John Schram  
Comstock Neighborhood Council

-----Original Message-----

**From:** "Kinnear, Lori"

**Sent:** 10/11/2018 10:26 AM

**To:** "Mike Myers"; "Beggs, Breean"

**Cc:** "CLAUDIA M TATELY" "Office of John Schram"; "whtate" "edbruya" edbruya; "carole rolando"

**Subject:** RE: Bus routes on High Drive

Hi Mike,

While I have great confidence in Karl, I know he is walking the fine line in balancing needs of the riders vs. wishes of the various neighborhoods. That said, Council does represent the neighborhoods interests first and foremost.

Various options were presented that would have minimal impact on High Drive. I would urge you all (as you have done in the past for other issues) to contact the Comstock NC chair and get on the agenda for October. If you come out in support of an option as a neighborhood council it is a much stronger position and one that we as your Council Members can advocate for.

You indicate that the routes serve people who ride through but don't live in Comstock, however they may live in Southgate or Lincoln Heights. And bus riders help decrease the congestion that we are all experiencing now on the South Hill.

The option that extends to Bernard has a direct impact on the Manito/Cannon Hill neighborhood. Eliminating it would have negative repercussions on those transit riders so that is something you need to consider as well.

I am also on the STA board and have a voice in the ultimate decision.

Let's continue to stay in touch so that we can perhaps come up with a solution that is a win/win for all our neighborhoods. We have some time before a final decision is made so I am glad you are engaged at this stage.

Sincerely,

Lori Kinnear

# Spokane City Council

## District Two

### ADVISORY:

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**From:** Mike Myers

**Sent:** Wednesday, October 10, 2018 9:25 PM

**To:** Kinnear, Lori Beggs, Breean

**Cc:** CLAUDIA M TATELY john.schram; whtate; edbruya; carole rolando

**Subject:** Re: Bus routes on High Drive

Lori and Breean.

This polite response from Mr Otterstrom citing the codified administrative procedures and the altruistic "balancing of interests " we can expect at an open hearing tells me we need the help of our elected representatives who care about the credibility of the City in dealing with neighborhood groups and who know the time effort and investment we made with the City to the design and develop our street as people who actually live here and pay taxes here as opposed to those who merely drive thru on their way home.

Let me know what we can do to help you.

Michael J. Myers

310 East High Drive

Spokane, WA 99203

On Oct 10, 2018, at 4:10 PM, Otterstrom, Karl wrote:

Hi Mr. Myers,

Thanks for your comments. We will include in our report to the board on the draft recommendation which will be published early next year. We strive to balance competing interests. Hearing from a diversity of voices, interests and citizens is important to making the best recommendation. Ultimately our draft recommendation is subject to the board decision in

an open public meeting subsequent to a public hearing and the formulation of a final recommendation.

**Karl Otterstrom, AICP**

Director of Planning & Development

**Spokane Transit**

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**From:** Michael J. Myers

**Sent:** Wednesday, October 10, 2018 3:19 PM

**To:** Kinnear, Lori

**Cc:** Breean Beggs ; Otterstrom, Karl ; CLAUDIA M TATELY ; john.schram; whtate ; edbryua; carole rolando >

**Subject:** Re: FW: Bus routes on High Drive

Lori and Breean, and copied recipients,

I have read Mr. Otterstrom's prompt response (below) to my email and have filled out the on line survey as best I could. I thank him for explaining the situation from his standpoint. I encourage everyone to complete the survey. I believe I have read the diagrams of the proposed routes accurately but I'm no expert. As I read it High Drive is potentially involved in one proposed express route from a new Moran Park and Ride lot to downtown. Part of that proposed trip would include using High Drive from Grand to Bernard.

My previous position remains unchanged. I respectfully ask that any proposal incorporating bus service on High Drive between Grand and 29th be removed from consideration.

There is no need to run express buses 5-6 hours per day, 5 days per week through High Drive from Grand to Bernard. **The same service and distance can be achieved without using High Drive. There is no appreciable difference in the distance a bus would travel on the existing STA route from 43rd and Grand to 37th Ave. to Bernard St. as compared to the proposed route using High Drive for the same endpoints. This is based on my odometer test.**



I note (if I read it correctly) that one of the questions on the survey regarding the Moran to downtown express proposal is "how important is speed?". That is a telling inquiry. It appears that the proposed use of High Drive for this express bus service is to achieve speed. Apparently no stops are intended. **Reduction of speed and the elimination of large vehicles were precisely what the residents of High Drive and the City of Spokane intended to and did create two years ago. These goals are obviously interrelated.**

Mr. Otterstrom states that buses already run past the Manito Country Club and around the Rocket Market to Grand Blvd. using Hatch Rd. and what I call 43rd Ave. (Mr. Otterstrom calls High Drive.). This is not relevant. That route and its bordering uses is not the same type of residential area at all. The same irrelevance prevails with respect to "High Drive" north of 29th.

Most importantly, those areas are not areas which were the subject of multiple meetings with City officials and High Drive residents during which the specifics of parking, bike lanes, large vehicle use, traffic calming, and the creation of the smallest vehicular lanes possible were developed. In pursuit of those goals we "designed out" residential parking on one side of the High Drive roadway to allow for bike lanes. Traffic safety design enhancements for pedestrians and cyclists and those accessing the High Drive Bluffs for hiking were made. Trucks were outlawed. The concept of accommodating an express bus route was then and is now completely antithetical to the City's stated goals. Are these achievements and investments now to be used against us and the newly designed and minimized traffic lanes to be claimed by STA as a speed route for their buses?

Mr. Otterstrom seems to argue that although trucks are prohibited on the High Drive section in question, his agency can run buses here because they technically aren't trucks. He also cites as precedent buses using Hamilton Street. I respectfully suggest that anyone who knows where Hamilton Street is and its bordering commercial uses cannot conceivably make any reasonable comparison to High Drive. If there are some hearings, minutes, or documents which discussed these issues that STA feels are germane to these High Drive issues today, those should be reviewed. I rode a bus daily from the South Hill up Hamilton Street to High School over 50 years ago. It's primarily commercial area hasn't changed. If STA is saying " We might do this High Drive route simply because we believe we can", that mind set would be very troubling given the promise made in good faith between the residents of High Drive and the City to eliminate large vehicles and dampen speed. **That agreement is conspicuously memorialized on the multiple "no trucks on High Drive" signs posted as a result of that neighborhood process and are visible along the proposed express bus route.**

However, whether it's a bus or a truck, can't we expect that our public servants will avoid inter-agency definitional skirmishes and deliver the citizens what they reasonably feel their cooperative endeavors were intended to achieve?

By copy of this email to Mr. Otterstrom I would request that these written comments be presented to the STA board in addition to the survey information.

Michael J. Myers  
310 East High Drive  
Spokane, WA 99203

On October 9, 2018 at 1:10 PM "Kinnear, Lori" wrote:

Hi Mike,

Here is the response I received from STA. Please let me know if this is what you are referring to or if you heard something different. I urge you to fill out the survey so that your voice will be heard by STA staff and planners.

Sincerely,

Lori Kinnear

Spokane City Council

District Two

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**From:** Otterstrom, Karl  
**Sent:** Tuesday, October 09, 2018 10:56 AM  
**To:** Kinnear, Lori  
**Cc:** Meyer, Susan Beggs, Breean  
**Subject:** RE: Bus routes on High Drive

Hi Lori,

The preliminary proposal options for 2019 service improvements include options for a commuter express route originating from the Moran Station Park and Ride to downtown Spokane. The route would operate weekdays only and for about three hours in the morning and three hours in the afternoon. I think Mr. Myers' email is in reference to this proposal.

As far as High Drive bus travel, there are two different options that are considered in the proposal that we reviewed with you and Councilman Beggs this summer: 1) traveling on High Drive from Hatch Road to Grand Boulevard (a two-block stretch) and 2) traveling on High Drive from Hatch Road to Bernard Street. As far as I understand from discussions my staff have had with the Streets Department, the City's truck route restrictions do not apply to STA bus routes. For example, we have bus service on Hamilton Street where trucks are prohibited.

It's worth noting we already use two segments of High Drive regularly as described below.

- On the two-block segment between Hatch and Grand, buses "deadheading" (running out of service) to or from the end of line for Route 45 to Perry/57th Avenue are seen there in the mornings and evenings. This began in 2011. I am not aware of any complaint in the past seven years stemming from the operating of buses on this stretch (which includes traveling past the Manito Country Club).
- Route 664, an express bus to EWU originating from the South Hill Park and Ride, operates on High Drive between 29th Avenue and Cedar Street (it's on construction detour right now). Service began as the 66 in 2016, I believe, and was recently renumbered to provide better clarity to riders. We haven't received a complaint related to this route's use of High Drive, which amounts to two bus trips each weekday when EWU is in regular academic session.

The purpose of the preliminary proposal is to obtain feedback. Please encourage Mr. Myers and others to review the information and fill out the survey online:

<https://www.spokanetransit.com/projects-plans/september-2019-service-revisions>

Based upon input, we intend to share a draft recommendation with the STA Board of Directors in early 2019.

Please let me know if you have further questions or concerns.

**Karl Otterstrom, AICP**

Director of Planning & Development

**Spokane Transit**

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-----Original Message-----

From: Kinnear, Lori

Sent: Tuesday, October 9, 2018 9:06 AM

To: Otterstrom, Karl

Subject: FW: Bus routes on High Drive

Hi Karl,

Can you help me out here? If STA is using High Drive I imagine it is due to construction here.

Thanks

Lori

-----Original Message-----

From: Mike Myers

Sent: Tuesday, October 09, 2018 6:52 AM

To: Kinnear, Lori

Cc: john.schram; Tately Claudia; whtate; edbruya; Beggs, Breean

Subject: Bus routes on High Drive

Lori,

I have learned that STA may attempt to establish bus routes on High Drive. I want to make it very clear that such a move would be a breach of every promise made by the City of Spokane to the residents of High Drive when the new street design and construction occurred. You will recall the promises about traffic calming, beautification, no trucks, safe uses of the street for walkers, bikers, runners and smaller traffic lanes in keeping with a totally residential atmosphere. Many of us probably have the disseminated information and drawings which were portrayed as assurances to us.

I'd ask you to resurrect those concepts and stop any such move by STA. There are several available routes other than this historic parkway that can be and are being used for STA purposes.

Persisting with such a plan will engender some significant disappointment with STA within this group of taxpaying citizens and anyone else they can motivate not only on this specific issue, but on any issue, including bond issues, advanced by STA in this city in the future. It will also destroy the credibility of the planning, design, and engineering departments of the City of Spokane in their dealings with neighborhood groups.

As always, thanks for your help Lori.

Michael J. Myers

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-----Original Message-----

From: Weinand, Kathleen

Sent: Thursday, December 6, 2018 11:03 AM

To: pkeegan

Subject: RE: proposed High Drive route

Mr. Keegan,

Thank you for reaching out. Please let me know if you have any questions about the Preliminary Proposal Dustin has sent you. We have not estimated how many cars the proposed route will take off the road. We are working with some new modeling software and may be able to provide you that information next week if you are still interested.

Thank you.

Sincerely,

Kathleen Weinand, AICP  
Principal Transit Planner  
Spokane Transit

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-----Original Message-----

From: Morris, Marc On Behalf Of STA Questions  
Sent: Wednesday, December 5, 2018 10:00 AM  
To: pkeegan; STA Questions  
Subject: RE: proposed High Drive route

Dear Mr. Keegan,

Thank you for writing Spokane Transit. In a Preliminary Proposal, STA has considered routing buses on portions of High Drive. More information about the Preliminary Proposal can be found here: <https://www.spokanetransit.com/projects-plans/september-2019-service-revisions>

I am also forwarding your message to the Planning department to see if they have any additional information in regards to this that I am unaware of.

Sincerely,

Marc Morris  
Communications Specialist

Spokane Transit

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-----Original Message-----

From: Patrick Keegan

Sent: Wednesday, December 5, 2018 6:08 AM

To: STA Questions Subject: proposed High Drive route

Questions and Comments Form

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Sender: Patrick Keegan

Email: pkeegan

Subject: proposed High Drive route

Question or Comment: Is STA considering a bus route that would send buses on High Drive? If so, please send me information about this proposal, including, if possible, an estimate of the reduction in car traffic that this route might produce.