

# WEST PLAINS TRANSIT CENTER



Conceptual Design Image

STA will design and plans to construct a transit center near Exit 272 on I-90 featuring:

- 100+ spaces in a new Park and Ride lot
- Three passenger loading platforms
- Pedestrian bridge connection between I-90 median and Park and Ride lot
- Compatible with HPT investments
- Intelligent Transportation Systems (ITS)
- Landscaping, lighting and other transit amenities
- Bicycle lockers

### Time Line

Current Stage: Preliminary engineering

The project could be finished by 2018 if grant funds are approved.

### Estimated Cost

\$12 M in 2013 dollars.

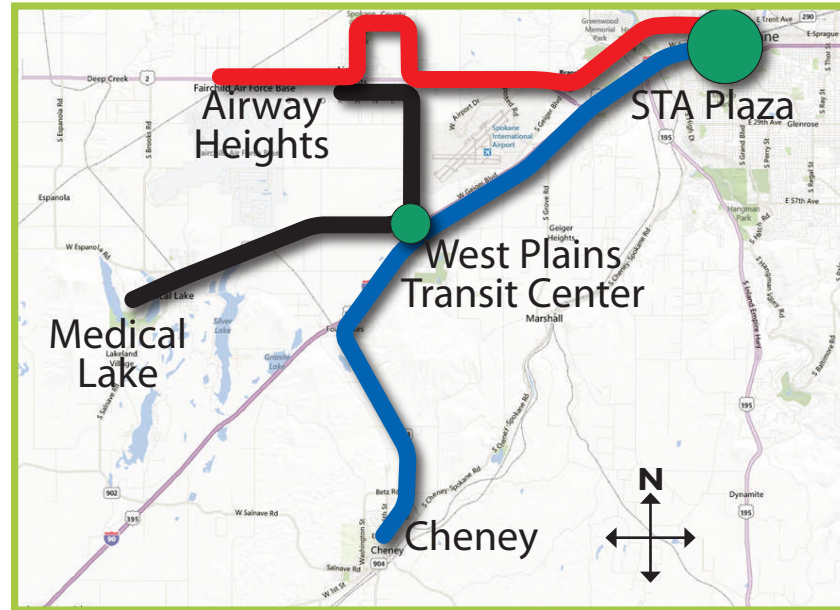
### Funding

\$1.1 M in secured local and federal funds. \$10.9 M estimated remaining funds needed.

This project improves West Plains transit service with little impact to operating costs.

### West Plains Transit Center — Benefits

- Eliminates unnecessary downtown transfers
- Improves connectivity among the cities of Airway Heights, Medical Lake and Cheney
- Increases transit access for workers and residents
- Integrates with planned WSDOT improvements
- Increases Park and Ride capacity
- Increases efficiency of existing services
- Little impact to operating cost
- Reduces VMT by 1.1 million miles annually



Map depicts the efficiency of future High Performance Transit lines providing services to West Plains communities.

# How a great city moves.



JOINT  
TRANSPORTATION  
COMMITTEE

06.17.2014

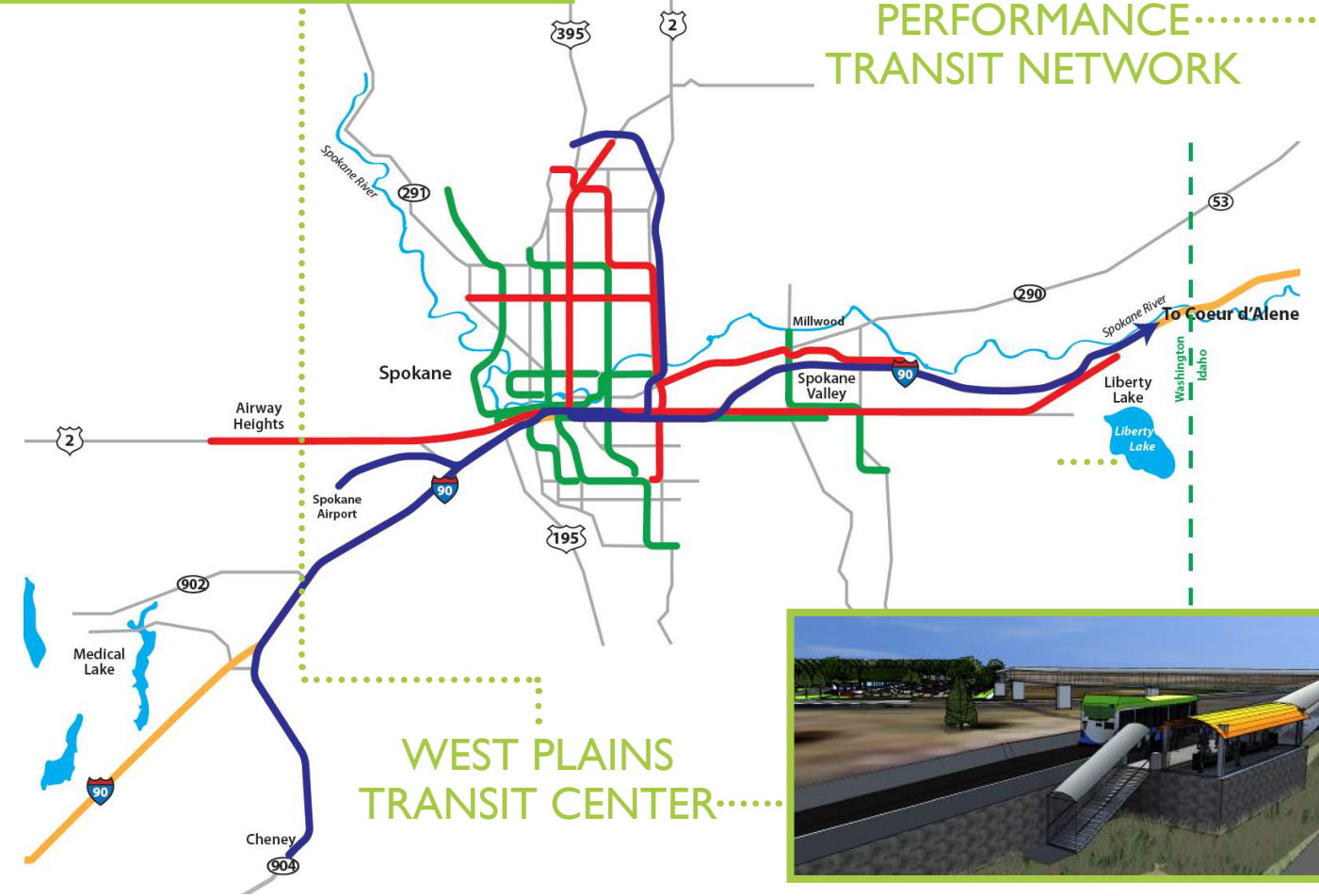
## CURRENT LEGISLATIVE PRIORITIES ..... CAPITAL PROJECTS

Projects included on GSI 2014 legislative agenda:



### CENTRAL CITY LINE

### HIGH PERFORMANCE TRANSIT NETWORK



### WEST PLAINS TRANSIT CENTER.....



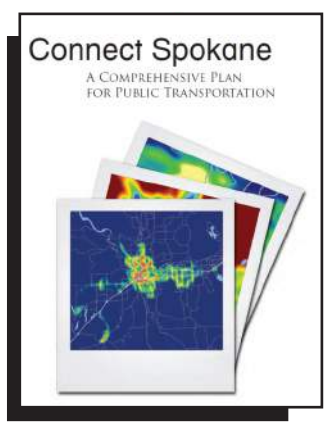
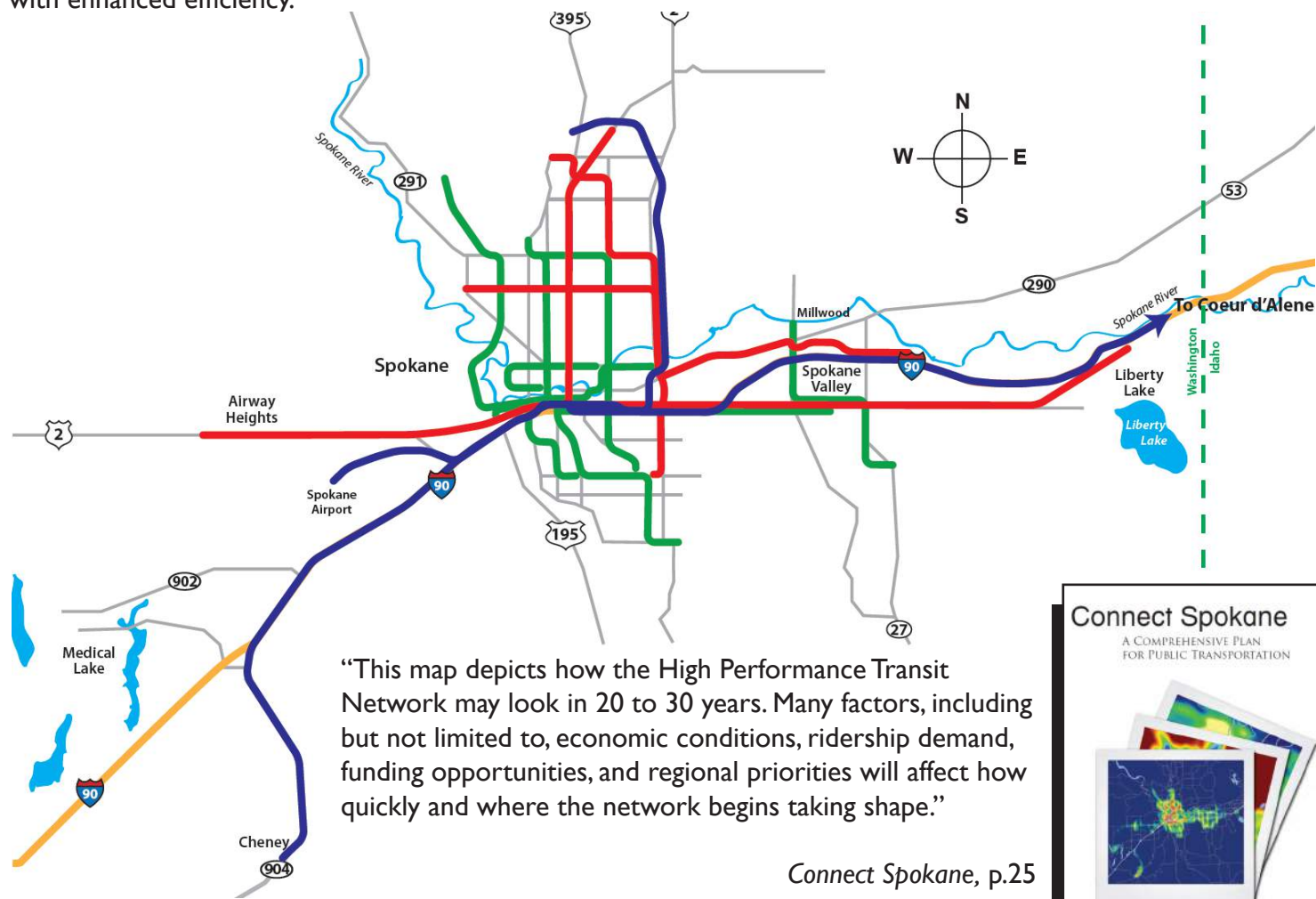
WEST PLAINS TRANSIT CENTER



# HIGH PERFORMANCE TRANSIT

The High Performance Transit (HPT) Network is a system of all-day, two-way, reliable and frequent transit corridors. It will offer speeds that are competitive with private automobiles and feature improved amenities for passengers including real-time traveler information, off-board fare collection and enhanced stations.

As a whole, the HPT will provide a higher level of mobility, allowing customers greater access to the public transportation system and the ability to reach more destinations. The essential goal of the HPT Network is to establish a higher level of connectivity. Bus, paratransit and vanpool services will continue to be provided, but with enhanced efficiency.



The HPT Network can be divided into three types of service:

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

# CENTRAL CITY LINE

Rendering is for illustrative purposes only.



The Central City Line (CCL) is a three mile route between Browne's Addition and Gonzaga through downtown Spokane. The CCL is the first part of the High Performance Transit project, a new standard for transit service quality, frequency and ease of use. It will improve mobility for urban neighborhoods to major destinations, reduce reliance on single occupancy vehicles and provide more travel options. Research on the CCL transit project indicates that it is appropriately scaled to meet the needs of Spokane's regional population, which is projected to grow by nearly 165,000 by 2040.\*

\*Provided by Spokane Regional Transportation Council

## Central City Line Benefits

- Improved mobility for urban neighborhoods and major destinations to reduce reliance on single occupancy vehicles and give more travel options
- A permanent transit investment to promote economic development
- Environmental sustainability featuring zero-emissions, electric vehicle
- A new standard for transit service quality, frequency and ease of use in Spokane

## Central City Mode and Route Alternatives



MODERN ELECTRIC TROLLEY (MET)

Image is for illustrative purposes only.

## CENTRAL CITY LINE ROUTE ALTERNATIVES



**Budget/Funding Strategy**  
The project will be funded by federal, state and local sources.

**MET Goes Into Service as early as 2020**

