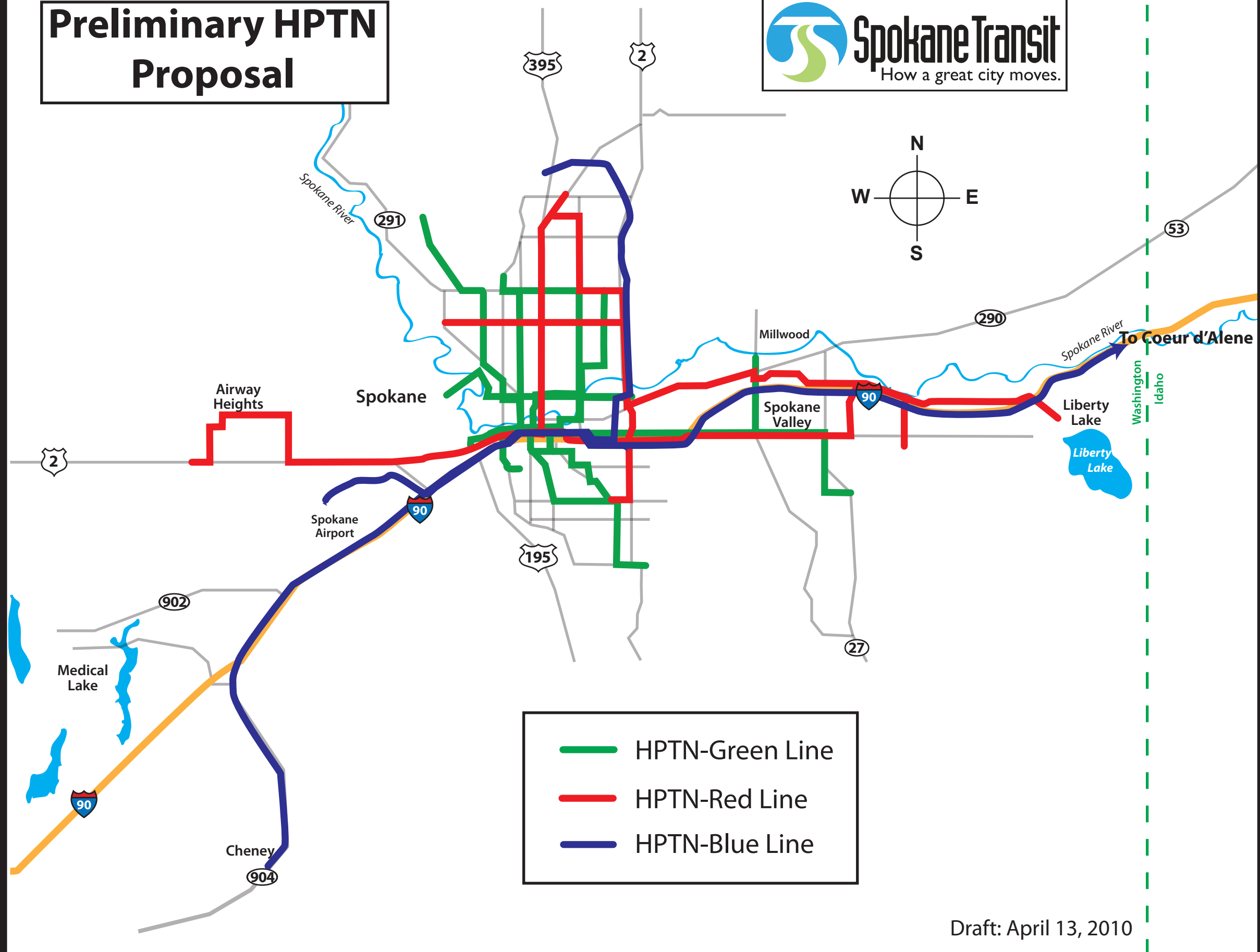
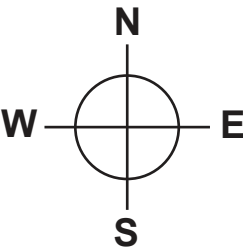


Preliminary HPTN Proposal



Draft: April 13, 2010

Spokane Transit Authority – Future HPTN Routes and Planning Considerations

Route	Terminals	Via	Draft Priority	Implementation Strategy and Challenges
B1	Cheney / EWU <> Hastings Park & Ride	I-90, Downtown Spokane, SCC, North Spokane Corridor	Cheney – Intermediate NSC – Long Range	Cheney – Basic in Transition Service (Interurban) Restructure Cheney and Medical Lake service; improve Cheney frequency; construct West Plains Transit Center. North Spokane Corridor is not expected to be completed for decades.
B2	Spokane Int’l Airport <> Coeur d’Alene, ID	Downtown Spokane, Spokane Valley Mall, Post Falls	Long Range	Coeur d’Alene is currently outside the service area. Future coordination would take place with affected jurisdictions and/or transit agencies.
Route	Terminals	Via	Draft Priority	Implementation Strategy and Challenges
R1	Airway Heights <> Newport Hwy & Hawthorne	Sunset Blvd., Downtown Spokane, Division Street,	Division Street – Near Term Airway Heights – Long Range	Route 25 Division Street – Basic in Transition Service Maintain 15-minute frequency on Division near term. Northern terminal Route 25 at or near Hawthorne and Hwy. 2. Service to Airway Heights will be determined by speed of population growth in the West Plains.
R2	Downtown Spokane <> Liberty Lake	I-90 Corridor, Sprague Ave., Spokane Valley, Greenacres	Intermediate	Engage in Alternatives Analysis to determine alignment, including use of old Milwaukee corridor, past assumptions of shared track with Union Pacific, and service on the north side of I-90 from Pines Road to Harvard Road
R3	VA Hospital <> Sprague & Sullivan	Wellesley Ave., Hillyard, SCC, Millwood, Spokane Valley Mall	Long Range	Maintain 15-minute frequency on Wellesley and Market Street to SCC, with possible changes to existing Route 33 Wellesley Avenue
R4	Holland & Division <> South Hill Park & Ride	Nevada St., Francis Ave., Market St., Freya St., 29 th Ave.	Long Range	Near-term routing changes may initiate connectivity; increased frequency beyond minimum levels is pre-mature.
Route	Terminals	Via	Draft Priority	Implementation Strategy and Challenges
G1	Five Mile Park & Ride <> 57 th & Regal	Monroe St., Downtown Spokane, Grand Blvd., Lincoln Heights, Regal St.	Near Term	Route 24 Monroe and Route 44 Grand – Basic in Transition Service Interline Routes 24 and a modified Route 44. Preserve 15-minute frequency on both routes. Transfer Regal service from Route 45 to Route 44. Requires new terminal in Moran Prairie.
G2	Browne’s Addition <> Spokane Community College	Downtown Spokane, Riverpoint Campus, Hamilton St., Mission Ave.	Near Term	Preserve 15-minute frequency to Browne’s Addition (Routes 60/61). Modify existing routes providing 15-minute frequency to SCC (Route 29/91). Interline the route pairs. May be revised by Downtown Transit Alternatives Analysis
G3	Downtown <> Valley Transit Center	Sprague Ave.	Near Term	Route 90 Sprague—Basic in Transition Service Maintain 15-minute frequency of Route 90 up to the Valley Transit Center (VTC).
G4	Indian Trail <> Lincoln Heights Shopping Center	Shadle Park, Downtown Spokane, Perry District, Southeast Blvd.	Intermediate	Restructure routes (22 and 45) to interline service from Northwest Spokane to Southeast Spokane. Basic Service north of Francis Avenue is pre-mature within near term.
G5	14 th & Lincoln <> Crestline & Francis	Downtown Spokane, Riverpoint Campus, Hamilton St., Euclid Ave., Crestline St.	Intermediate	Consolidate Routes 42 and 43 below 14 th Ave. to provide simpler routing structure. Subject to further analysis in Downtown Transit Alternatives Analysis
G6	Five Mile Park & Ride <> Southside Medical District	Francis Ave., Nevada St., Hamilton St., Riverpoint Campus, South U District	Long Range	Requires possible major investment to connect Riverpoint Campus, South U District and Medical District. Subject to further analysis in Downtown Transit Alternatives Analysis
G7	Spokane Falls CC <> Spokane Community College	Maxwell Ave., Mission Ave.	Long Range	Near-term implementation is unlikely given scarce resources and lack of continuous service in this corridor today
G8	Millwood <> SR 27 & E 32 nd (South Valley)	Argonne Rd., Valley TC, Sprague Ave., Pines Rd.	Long Range	Connects activity centers that today lack pedestrian orientation or significant densities. Increased travel demands between these centers will be necessary for implementation.