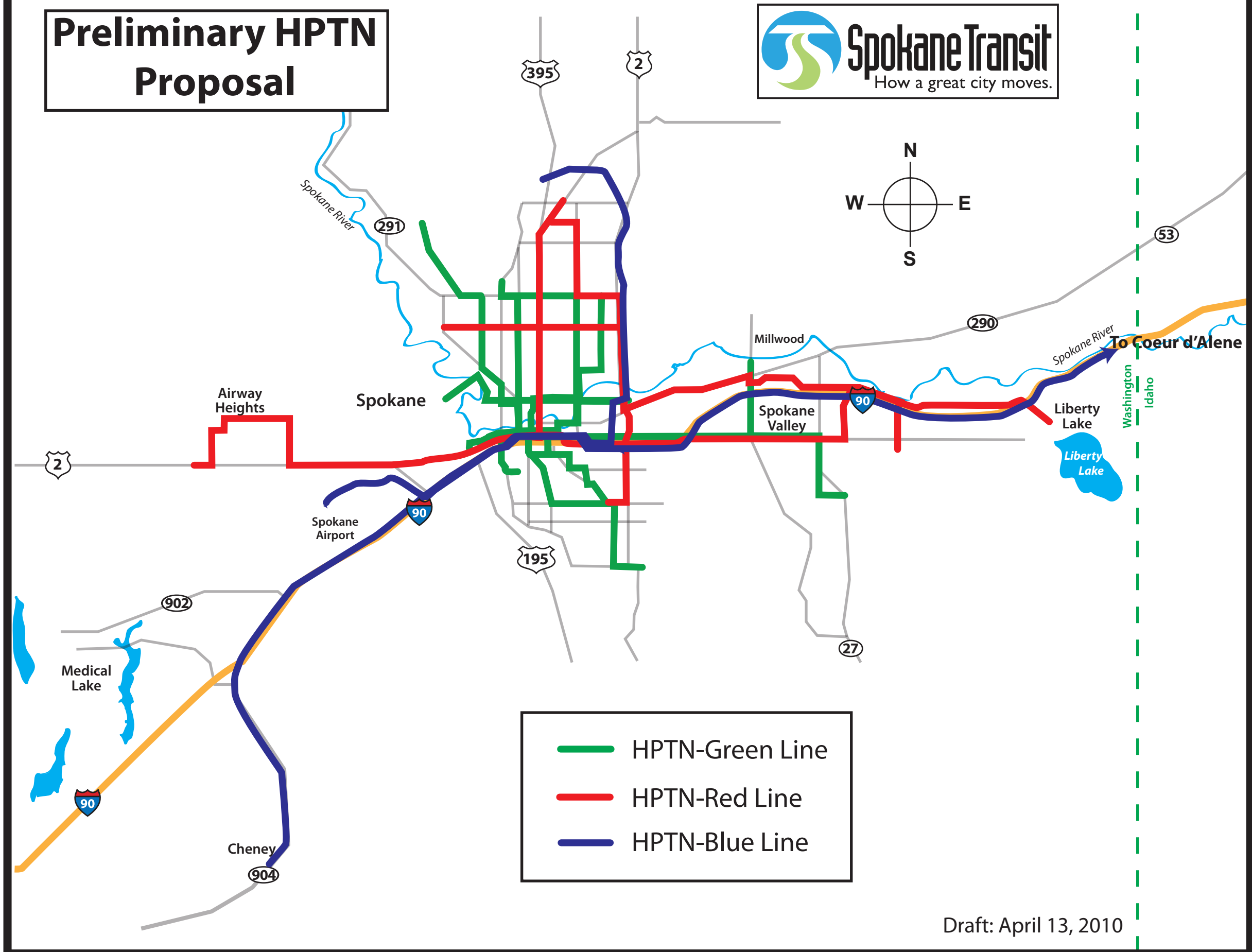
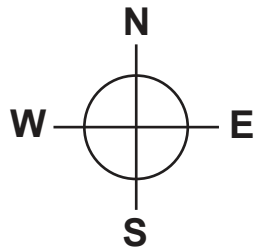


# Preliminary HPTN Proposal



-  HPTN-Green Line
-  HPTN-Red Line
-  HPTN-Blue Line

Draft: April 13, 2010

# Spokane Transit Authority – Future HPTN Routes and Planning Considerations

| Route     | Terminals  | Via  | Draft Priority   | Implementation Strategy and Challenges  |
|-----------|--|--|--|---|
| <b>B1</b> | Cheney / EWU <><br>Hastings Park & Ride                  | I-90, Downtown Spokane,<br>SCC, North Spokane Corridor                           | Cheney – Intermediate<br>NSC – Long Range                  | <b>Cheney – Basic in Transition Service (Interurban)</b><br>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.                                    |
| <b>B2</b> | Spokane Int'l Airport <><br>Coeur d'Alene, ID            | Downtown Spokane,<br>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  |
| <b>R1</b> | Airway Heights <><br>Newport Hwy & Hawthorne             | Sunset Blvd., Downtown Spokane, Division Street,                                 | Division Street – Near Term<br>Airway Heights – Long Range | <b>Route 25 Division Street – Basic in Transition Service</b><br>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. |
| <b>R2</b> | Downtown Spokane <><br>Liberty Lake                      | I-90 Corridor, Sprague Ave., Spokane Valley,<br>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   |
| <b>R3</b> | VA Hospital <><br>Sprague & Sullivan                     | Wellesley Ave., Hillyard, SCC,<br>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   |
| <b>R4</b> | Holland & Division <><br>South Hill Park & Ride          | Nevada St., Francis Ave., Market St.,<br>Freya St., 29 <sup>th</sup> 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  |
| <b>G1</b> | Five Mile Park & Ride <><br>57 <sup>th</sup> & Regal     | Monroe St., Downtown Spokane,<br>Grand Blvd., Lincoln Heights, Regal St.         | Near Term  | <b>Route 24 Monroe and Route 44 Grand – Basic in Transition Service</b><br>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.                  |
| <b>G2</b> | Browne's Addition <><br>Spokane Community College        | Downtown Spokane, Riverpoint Campus,<br>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  |
| <b>G3</b> | Downtown <> Valley Transit Center                        | Sprague Ave.   | Near Term  | <b>Route 90 Sprague—Basic in Transition Service</b><br>Maintain 15-minute frequency of Route 90 up to the Valley Transit Center (VTC).  |
| <b>G4</b> | Indian Trail <><br>Lincoln Heights Shopping Center       | Shadle Park, Downtown Spokane,<br>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.  |
| <b>G5</b> | 14 <sup>th</sup> & Lincoln <><br>Crestline & Francis     | Downtown Spokane, Riverpoint Campus,<br>Hamilton St., Euclid Ave., Crestline St. | Intermediate   | Consolidate Routes 42 and 43 below 14 <sup>th</sup> Ave. to provide simpler routing structure. Subject to further analysis in Downtown Transit Alternatives Analysis  |
| <b>G6</b> | Five Mile Park & Ride <><br>Southside Medical District   | Francis Ave., Nevada St., Hamilton St., Riverpoint<br>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   |
| <b>G7</b> | Spokane Falls CC <><br>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   |
| <b>G8</b> | Millwood <><br>SR 27 & E 32 <sup>nd</sup> (South Valley) | Argonne Rd., Valley TC,<br>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.   |