



**Spokane Transit**

# **I-90/Valley High Performance Transit Corridor**

**Corridor Development Plan: Route 7  
Supplemental Report**

**DRAFT**

# I-90/Valley High Performance Transit Corridor

## Corridor Development Plan: Route 7 Supplemental Report

DRAFT

May 31, 2024 | Route 7 Supplemental Report | DRAFT

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## Executive Summary

The I-90/Valley Corridor Development Plan (CDP), approved by the STA Board of Directors in October 2022, documents the analyses and outreach conducted as part of the planning process that were fundamental to developing the plan and itemizes key next steps for the implementation process. This CDP Route 7 Supplemental Report (Report) is a companion document to the CDP and defines the future Route 7 and the desired improvements, alignment, operational requirements, and actions proposed for each stop along the corridor. The Report identifies suggested stop locations that will receive enhanced High-Performance Transit (HPT) investments, including HPT markers with digital signage, and shelters, as well as stops to be closed or consolidated. This Report also suggests and outlines the following:

- Making Spokane International Airport, rather than West Plains Transit Center, the western terminus of Route 7
- Maintaining the same routing Route 60 Airport will use beginning September 2024, to include Flint Road and Sunset Boulevard
- Plans for future integration with Argonne Station Park and Ride

## Background

As a part of the 2016 voter-approved *STA Moving Forward*<sup>1</sup> 10-year plan (STAMF), Spokane Transit Authority (STA) envisions a network of HPT corridors providing all-day, two-way frequent service which offers competitive speeds to the private automobile, features improved amenities for passengers, and is more attractive and effective than regular fixed-route service. One of these corridors is referred to as the I-90/Valley corridor, extending between the Spokane International Airport and Coeur d'Alene and connecting Downtown Spokane, Spokane Valley, Liberty Lake and Post Falls. STAMF calls for core program infrastructure and service improvements between Spokane and Liberty Lake, including a new transit center, additional park-and-ride capacity and improved peak and off-peak hour service. The I-90/Valley CDP was heavily informed by STAMF and includes these improvements.

Additionally, The I-90/Valley corridor is one of the six HPT corridors identified in STA's Comprehensive Plan (Connect Spokane<sup>2</sup>) with major investments in service and/or infrastructure within STA's ten-year strategic plan. HPT service allows for spontaneous travel thanks to a relatively higher frequency, and HPT corridors are STA's highest ridership corridors where investments in speed and reliability, frequency, hours of service, and passenger amenities are made. The CDP classifies Route 7 as the mainline and primary HPT route in the corridor.

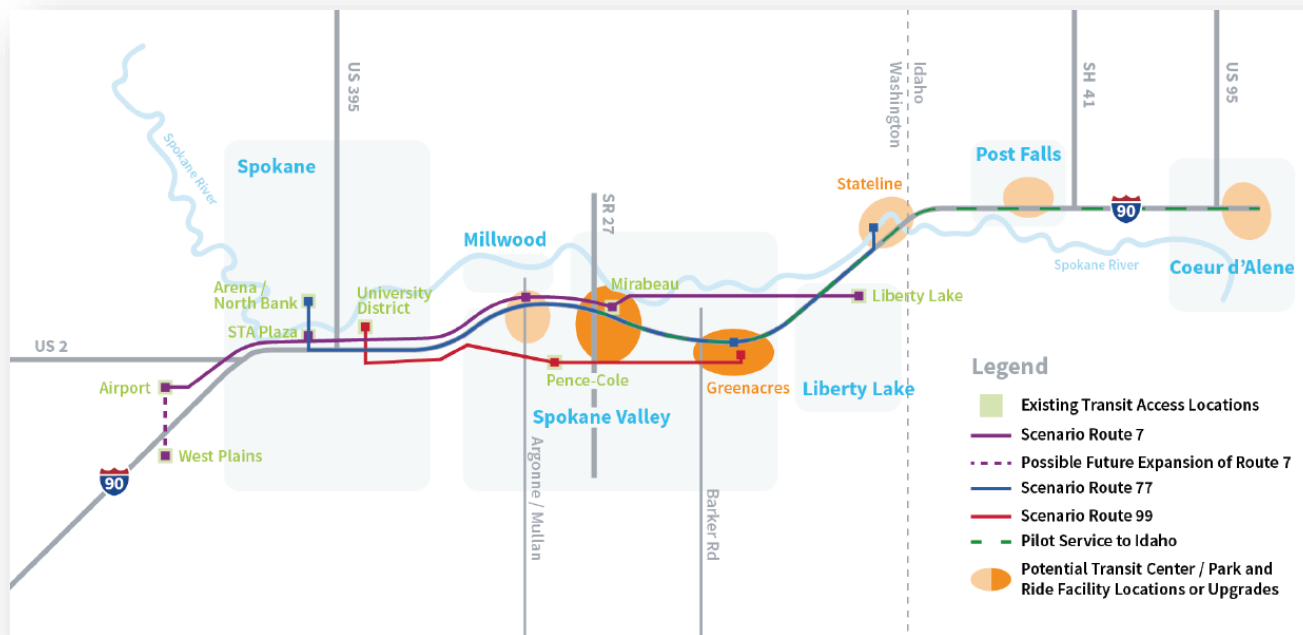
The three routes outlined as part of the I-90/Valley HPT: Routes 7, 77, and 99. They are shown below in Figure 1 as a simplified diagram. Note Route 7 is the focus of this Report, and Route's 77 and 99 are shown to provide further information and context only.

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<sup>1</sup> STA Moving Forward, Spokane Transit Authority, 2020 Revision

<sup>2</sup> Connect Spokane – A Comprehensive Plan for Public Transportation, Spokane Transit Authority, 2015 Revision

**Figure 1: I-90/Valley CDP Preferred Alternative**



## Purpose and Objectives

This Report describes any updates or revisions from the original CDP with a focus on the implementation of Route 7. Proposed stop actions and routing decisions are based on ridership data, community input and internal feedback through the planning process, and reflect conditions along the corridor. This Report outlines the route, proposed stop actions, and HPT improvements.

The I-90/Valley HPT Route 7 spans jurisdictional boundaries, including the Spokane International Airport, City of Spokane, Spokane County, City of Spokane Valley, City of Liberty Lake.

## Route 7 Outline

Route 7 is an evolution of the existing Route 74 Mirabeau/Liberty Lake, which currently operates between Liberty Lake and Downtown Spokane via I-90, and Route 60 Airport, which currently operates between the Spokane International Airport and Downtown Spokane. Route 7 would revise Route 74 to go beyond Downtown Spokane to the Spokane International Airport by effectively combining its operations with Route 60. Route 7 would also serve the future Argonne Station once complete, adding service to Spokane Valley. Route 7 would introduce night and weekend service along I-90 in Spokane Valley and Liberty Lake

While in the CDP Route 7 was shown connecting with the WPTC, this amendment proposes classifying the segment between the airport and WPTC as a possible future extension, but not to be included at launch of revenue service.

**Figure 2: Route 7 Station Locations**



## **ROUTING AND ALIGNMENT**

As mentioned above, Route 7 effectively combines Route’s 60 and 74 into a single route and follows much of their established alignments. The Route operates on W Airport Dr, Flint Rd, Sunset Hwy/Sunset Blvd, the 3<sup>rd</sup> Ave and 2<sup>nd</sup> Ave couplet, the Monroe St and Lincoln St Couplet, Riverside Ave (eastbound) and Sprague Ave (westbound), Brown St (eastbound) and Division St (westbound), I-90 to Pines Rd, E Indiana Ave, N Liberty Lake Rd, E Appleway Ave, N Molter Rd, and E Mission Ave.

## **STOP IMPROVEMENTS OVERVIEW**

HPT routes have some level of enhanced amenities that convey a sense of permanence and reliability to the rider. While the full characteristics of HPT stops and stations are described in greater detail in Section 3 of the I-90 Valley CDP, the sections below provide an overview of the infrastructure improvements that could potentially be implemented along the future Route 7.

### **ADA LOADING PAD**

According to STA’s design standards, ADA-compliant passenger loading pads in the STA system are a minimum eight feet by eight feet concrete and facilitate the deployment of the access ramp at the front door of a bus. It is our goal to improve stops to meet these standards for new and improved stops, consistent with standard stop designs.

### **ENHANCED STOP**

Enhanced stops may consist of wayfinding signage, and a waste bin, as well as ADA accessibility. They are typically designed to accommodate future amenities such as seating and a passenger shelter. Locations in excess of an average of 15 daily boardings are eligible for enhanced amenities.

### **ENHANCED STOP WITH SHELTER**

An enhanced stop with a shelter includes all the amenities of an enhanced stop with the addition of a shelter. Locations in excess of an average of 25 daily boardings are eligible for a shelter upgrade.

### TRANSIT CENTER AND STATIONS:

A full HPT Station includes a shelter, bench, leaning rail, lighting, wayfinding, real time information monitors, and waste bins.

The reconfiguration of Mirabeau Park and Ride will include in-lane HPT stops on E Indiana Ave. This will allow for passengers to board and alight without the bus needing to pull into the Park & Ride, resulting in travel time savings for future Route 7 and existing Route 771.

It should be noted that while Argonne Station does not yet exist, once completed it will become a station utilized by the future Route 7.

**Figure 3: HPT Station Example Rendering**



## PROPOSED STOP ACTIONS

The table below summarizes the proposed stop actions for Route 7. Each action is the result of analyzing ridership, if it is adjacent to a neighborhood center (community center, etc.), associated with a transit center or facility, and if it is spaced according to our guidelines in a balanced distribution.

**Table 1 – Proposed Stop Actions: Route 7**

Location	Stop ID	Direction	Proposed Stop Action
<b>SIA Concourse C (Alaska)</b>	2831	Eastbound	Enhanced
<b>SIA Concourse A (Terminal)</b>	2539	Eastbound	Station
<b>Airport Dr @ Flint</b>	4171	Westbound	Standard
<b>Flint @ Granite</b>	4628	Eastbound	Standard
<b>Flint @ Granite</b>	4629	Westbound	Standard
<b>Flint @ Hilton</b>	4347	Eastbound	Standard
<b>Flint @ Hilton</b>	2364	Westbound	Standard
<b>Sunset @ Grove</b>	2638	Eastbound	Stop Closure
<b>Sunset @ Grove</b>	4079	Westbound	Stop Closure
<b>Sunset @ Windsor</b>	2536	Westbound	ADA Pad
<b>Sunset @ Windsor</b>	4080	Eastbound	ADA Pad
<b>Sunset @ Lewis</b>	2535	Westbound	ADA Pad
<b>Sunset @ Lewis</b>	2640	Eastbound	ADA Pad
<b>Sunset @ Rustle</b>	2531	Westbound	ADA Pad
<b>Sunset @ Rustle</b>	2643	Eastbound	Enhanced
<b>Sunset @ Government Way</b>	3198	Westbound	Standard
<b>Sunset @ Government Way</b>	4081	Eastbound	Standard
<b>Sunset @ Lindeke</b>	2154	Westbound	Standard
<b>Sunset @ Lindeke</b>	2644	Eastbound	Standard
<b>Sunset @Cannon</b>	2153	Westbound	Standard
<b>Sunset @Cannon</b>	4637	Eastbound	ADA Pad
<b>2nd @ Maple</b>	4636	Westbound	Standard
<b>3rd @ Maple</b>	2189	Eastbound	Standard
<b>3rd @ Cedar</b>	2190	Eastbound	Standard
<b>2nd @ Jefferson</b>	1152	Westbound	Standard
<b>3rd @ Jefferson</b>	3791	Eastbound	Standard
<b>2nd @ Monroe</b>	4635	Westbound	Standard
<b>Lincoln @ 2nd</b>	3792	Eastbound	Standard
<b>Monroe @ 1st</b>	1150	Westbound	Standard
<b>Lincoln @ Sprague</b>	1051	Eastbound	Standard
<b>Plaza (Bay 6)</b>	3132	Eastbound	Transit Center
<b>Plaza (Bay 10)</b>	3099	Westbound	Transit Center
<b>Riverside @ Washington</b>	1505	Eastbound	Enhanced (existing)



Location	Stop ID	Direction	Proposed Stop Action
<b>Argonne Station</b>	TBD	Westbound	Park & Ride
<b>Argonne Station</b>	TBD	Eastbound	Park & Ride
<b>Indiana @ Pines</b>	2793	Eastbound	Standard
<b>Indiana @ Pines</b>	4009	Westbound	Enhanced w/ Shelter
<b>Indiana @ 12718 E (Olympic Boat)</b>	4003	Eastbound	Stop Closure
<b>Indiana @ E. 12718 Olympic Boat</b>	4008	Westbound	Stop Closure
<b>Mirabeau Transit Center*</b>	N/A*	Eastbound	Transit Center
<b>Mirabeau Transit Center*</b>	N/A*	Westbound	Transit Center
<b>Indiana @ Mirabeau Parkway</b>	3755	Eastbound	Stop Closure
<b>Indiana @ Mirabeau Parkway</b>	3870	Westbound	Stop Closure
<b>Indiana @ 13518 E</b>	4006	Eastbound	Stop Closure
<b>Indiana @ 13518 E</b>	4007	Westbound	Stop Closure
<b>Indiana @ Evergreen</b>	4186	Westbound	Standard
<b>Indiana @ Evergreen</b>	3757	Eastbound	Enhanced
<b>Indiana @ Valley Mall (IHOP)</b>	2795	Eastbound	Stop Closure
<b>Indiana @ Valley Mall (Black Angus)</b>	3400	Westbound	Station
<b>Indiana @ Valley Mall</b>	2796	Eastbound	Enhanced
<b>Indiana @ Valley Mall (Olive Garden)</b>	2797	Eastbound	Enhanced
<b>Indiana @ Valley Mall (Best Buy)</b>	2800	Westbound	Standard
<b>Indiana @ Hanson Center Eastbound</b>	2798	Eastbound	Stop Closure
<b>Indiana @ Hanson Cntr Signal Light</b>	3398	Westbound	Stop Closure
<b>Indiana @ 15915 E Indiana</b>	4296	Westbound	ADA Pad
<b>Indiana @ 15812 E Indiana</b>	4297	Eastbound	ADA Pad
<b>Indiana @ 16114 E Indiana</b>	4298	Eastbound	Stop Closure
<b>Indiana @ River View Center</b>	4295	Westbound	Stop Closure
<b>Indiana @ Desmet Ct</b>	4294	Westbound	Station
<b>Indiana @ Desmet Ct</b>	4299	Eastbound	Standard
<b>Indiana @ Bella Tess</b>	4300	Eastbound	Standard
<b>Mission @ Riverhouse</b>	4293	Westbound	Standard
<b>Mission @ Arc</b>	4545	Westbound	Skip
<b>Mission @ Arc</b>	2926	Eastbound	Skip
<b>Mission @ Long</b>	4544	Westbound	Enhanced
<b>Mission @ Long</b>	2927	Eastbound	Standard
<b>Mission @ Barker</b>	2929	Eastbound	Standard
<b>Mission @ Barker</b>	4543	Westbound	Standard
<b>Mission @ Grady</b>	4144	Eastbound	ADA Pad
<b>Mission @ Grady</b>	4147	Westbound	ADA Pad
<b>Mission @ Holl</b>	4145	Eastbound	ADA Pad
<b>Mission @ Holl</b>	4146	Westbound	ADA Pad
<b>Mission @ Harvest</b>	TBD	Eastbound	ADA Pad

Location	Stop ID	Direction	Proposed Stop Action
<b>Mission @ Harvest</b>	TBD	Westbound	ADA Pad
<b>Mission @ Kramer</b>	TBD	Westbound	ADA Pad
<b>Mission @ Kramer</b>	TBD	Eastbound	ADA Pad
<b>Mission @ Bitterroot</b>	4152	Eastbound	ADA Pad
<b>Mission @ Bitterroot</b>	4153	Westbound	ADA Pad
<b>Appleway @ Meadowood Ln</b>	2806	Eastbound	ADA Pad
<b>Signal @ Mission</b>	2808	Eastbound	Skip
<b>Lib Lk Rd @ Country Vista (McDonalds)</b>	4088	Westbound	Skip
<b>Country Vista @ Lib Lk Rd</b>	3225	Westbound	Skip
<b>Liberty Lake Park &amp; Ride Bay 2</b>	4394	Terminus	PNR

*\*Note: As Mirabeau Park & Ride is reconfigured, these stops will be reorganized as part of the new Mirabeau Transit Center.*