

Division Street BRT Partner Agency, Public, and Stakeholder Engagement Report

Phase 1: Planning and Preliminary Design



Prepared for
Spokane Transit Authority

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ACRONYMS AND ABBREVIATIONS

BAT	business access and transit
BRT	bus rapid transit
DSP	Downtown Spokane Partnership
LPA	locally preferred alternative
NSC	North Spokane Corridor
SRTC	Spokane Regional Transportation Council
STA	Spokane Transit Authority
TAC	Technical Advisory Committee
TOD	transit-oriented development
US 2	U.S. Highway 2
US 395	U.S. Highway 395
WSDOT	Washington State Department of Transportation

1. INTRODUCTION

The Spokane Transit Authority (STA) began the Division Street bus rapid transit (BRT) project with the primary purpose of increasing overall mobility in Spokane County by delivering high-quality transit service and providing a fast, frequent bus service for the Division Street corridor. Division Street BRT will convert the existing Route 25 to BRT service, with new stations and roadway modifications that will provide faster and more reliable bus service to the community. Division Street BRT will be the second BRT line in the region, extending from downtown Spokane along the Division Street corridor for approximately 9 miles to the Mead area north of the "Y" at U.S. Highways 2 and 395 (US 2 and US 395). This project will be undertaken in multiple phases.

Planning and preliminary design for Division Street BRT began in spring 2022. Planning and preliminary design represent the first phase of the development of high-performance transit along the Division Street corridor, consistent with the vision for transit outlined in the Spokane Transit Authority's Comprehensive Plan, Connect Spokane.

STA's Division Street BRT project builds on previous planning efforts. In 2019, STA and the Spokane Regional Transportation Council (SRTC), in partnership with the City of Spokane, Spokane County, and the Washington State Department of Transportation (WSDOT), led a study to look at how the Division Street corridor could be improved and enhanced. For two years, this collaborative transportation and land use study, DivisionConnects, focused on the current challenges with Division Street and the opportunities that would come from the completion of the North Spokane Corridor (NSC).

Phase 1 of the DivisionConnects study identified what future BRT on Division Street could look like. The Locally Preferred Alternative (LPA) for the corridor between the Spokane River and the Y was adopted in Spring 2021 by STA's Board of Directors and other project partners as a vision for the conversion of the existing Route 25.

This report summarizes the outreach and engagement activities undertaken during Phase 1 of STA's Division Street BRT project. The project team planned for the first stage of public outreach during Fall 2022 to promote project awareness, engage stakeholders and receive feedback on station locations, downtown routing alternatives, and the northern routing locations. Public engagement was undertaken with various groups with an online survey and in-person presentations. Included in the outreach effort was a focus on neighborhood councils living along the Division corridor.

2. PARTNER AGENCY ENGAGEMENT

2.1 Advisory Committees

Three advisory committees were established to provide oversight of the Division Street BRT Project during Phase 1. These committees, composed of technical staff, agency leadership, and/or elected officials, provided guidance to the project team throughout Phase 1. Figure 2-1 displays the committees and summarizes their role on the project.

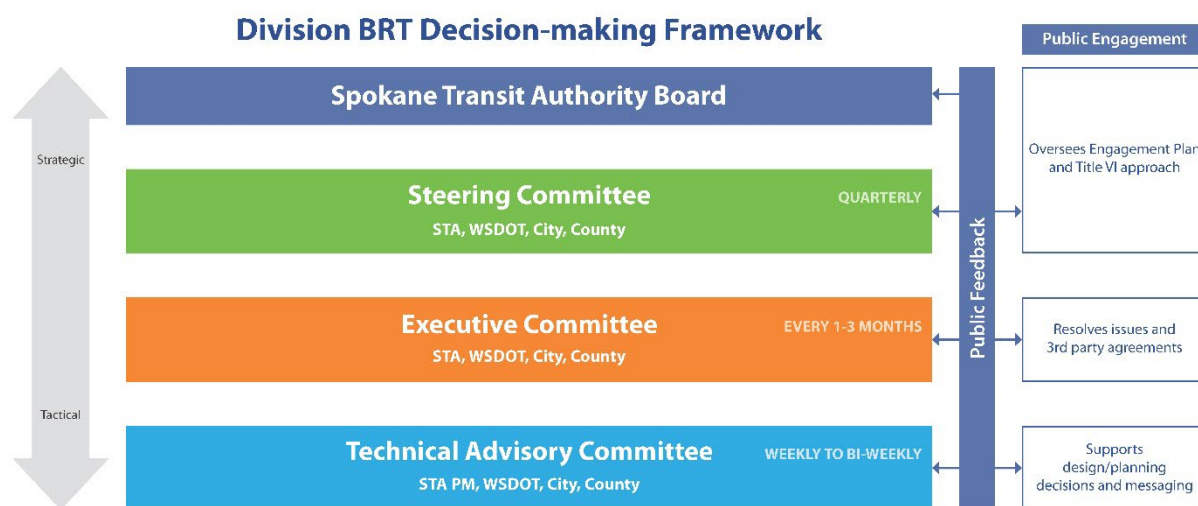


Figure 2-1. Decision-Making Framework Diagram

2.1.1 Steering Committee

The Steering Committee, composed of elected officials and leadership representing the project sponsors, was established at the beginning of Phase 1. The role of committee members was to identify areas of concern and provide strategic insight and feedback as the planning and preliminary design progressed. They were also responsible for approving outreach plans and the Title VI approach. The Steering Committee met regularly throughout the project's life, and meetings occurred quarterly, depending on the project phase. Membership on the committee included:

- Susan Meyer/STA
- Mike Gribner/WSDOT
- Nadine Woodward/City of Spokane
- Johnnie Perkins/City of Spokane
- Scott Simmons/Spokane County
- Michael Cathcart/City Councilmember District 1
- Karen Stratton/City Councilmember District 3
- Josh Kerns/Spokane County Commissioner, District 1
- Al French/Spokane County Commissioner, District 3

2.1.2 Executive Committee

The Division Street BRT Executive Committee (Executive Committee) served as a regional leadership group representing their agencies' interests while advancing the delivery of Division Street BRT. They deliberated on established values and outcomes, data, and public input to make recommendations about Division Street projects and programs. The Executive Committee's responsibilities included informing major decision-making, resolving significant conflicts, and briefing the Steering Committee on project status, issues, and decisions. Membership on the committee included:

- Susan Meyer/STA
- Karl Otterstrom/STA
- Hamid Hajjafari/STA
- Dan Wells/STA
- Lois Bollenback/SRTC
- Jami Hayes/Spokane County
- Kyle Twohig/Spokane County
- Steven MacDonald/City of Spokane
- Katherine Miller/City of Spokane
- Marlene Feist/City of Spokane
- Larry Larson/WSDOT
- Charlene Kay/WSDOT

2.1.2 Technical Advisory Committee

The Technical Advisory Committee (TAC) was established to provide feedback on the LPA, termini options, and preliminary station locations. The team was also tasked with providing feedback on preliminary engineering activities, strategizing about public outreach, and helping to coordinate the schedule. The TAC team comprises technical staff from STA, partner agencies, and the consultant team. Representatives of the team included:

- Karl Otterstrom/STA
- Hamid Hajjafari/STA
- Charlene Kay/WSDOT
- Greg Figg/WSDOT
- Jason Lien/SRTC
- Barry Greene/Spokane County
- Jami Hayes/Spokane County
- Katherine Miller/City of Spokane
- Spencer Gardner/City of Spokane
- Inga Note/City of Spokane
- Colin Quinn-Hurst/City of Spokane
- Kevin Picanco/City of Spokane

3. PUBLIC AND STAKEHOLDER ENGAGEMENT

3.1 Outreach and Engagement Activities

3.1.1 Project Website

At the onset of Phase 1, a website¹ was established to be the primary portal for distributing online information about the project. Hosted by STA, the Division Street BRT website provides project information, such as the purpose of the project, timeline, and estimated costs and funding. It also included contact information for the project manager and common questions about BRT.

3.1.2 Survey

The project team solicited public feedback on various aspects of the Division Street BRT project through an interactive, web-based StoryMap. The StoryMap described the project background and provided a description of the features of the BRT service. A link to the survey questions was provided in the StoryMap. The survey's goal was to learn more about how the community use public transportation and what their preferences are for the BRT routings. All survey questions were optional, allowing respondents to answer only those they selected.

In addition to the online survey, participants were provided the opportunity to submit a paper survey to solicit feedback about the station locations and routes. These surveys were distributed at the neighborhood council meeting presentations in November and December 2022 (see Section 3.1.4).

A copy of the web-based survey information is provided in Attachment A. Attachment B includes the online and paper-based survey questions and results, describes the manner of providing feedback (ranked choice, open-ended, and map comment), and provides a summary of the responses. A copy of the paper survey is provided in Attachment C.

3.1.2.1 Organization

The survey was organized to allow for feedback in three ways, depending on the topic:

1. Questions with pre-populated answers from which respondents could make selections
2. A web map on which respondents could drop a “pin” on a map location and provide a comment associated with that pin
3. Open-ended feedback via a comment box

The primary feedback for the survey pertained to three elements of the project:

1. North terminus route and station locations north of the Y, as shown in Figure 3-1
2. South terminus route and station locations, as illustrated in Figure 3-2 through Figure 3-5

¹ www.spokanetransit.com/division

- Station locations along Division Street and Ruby Street (Mainline and Couplet) between downtown Spokane and the Y, as shown in Figure 3-6

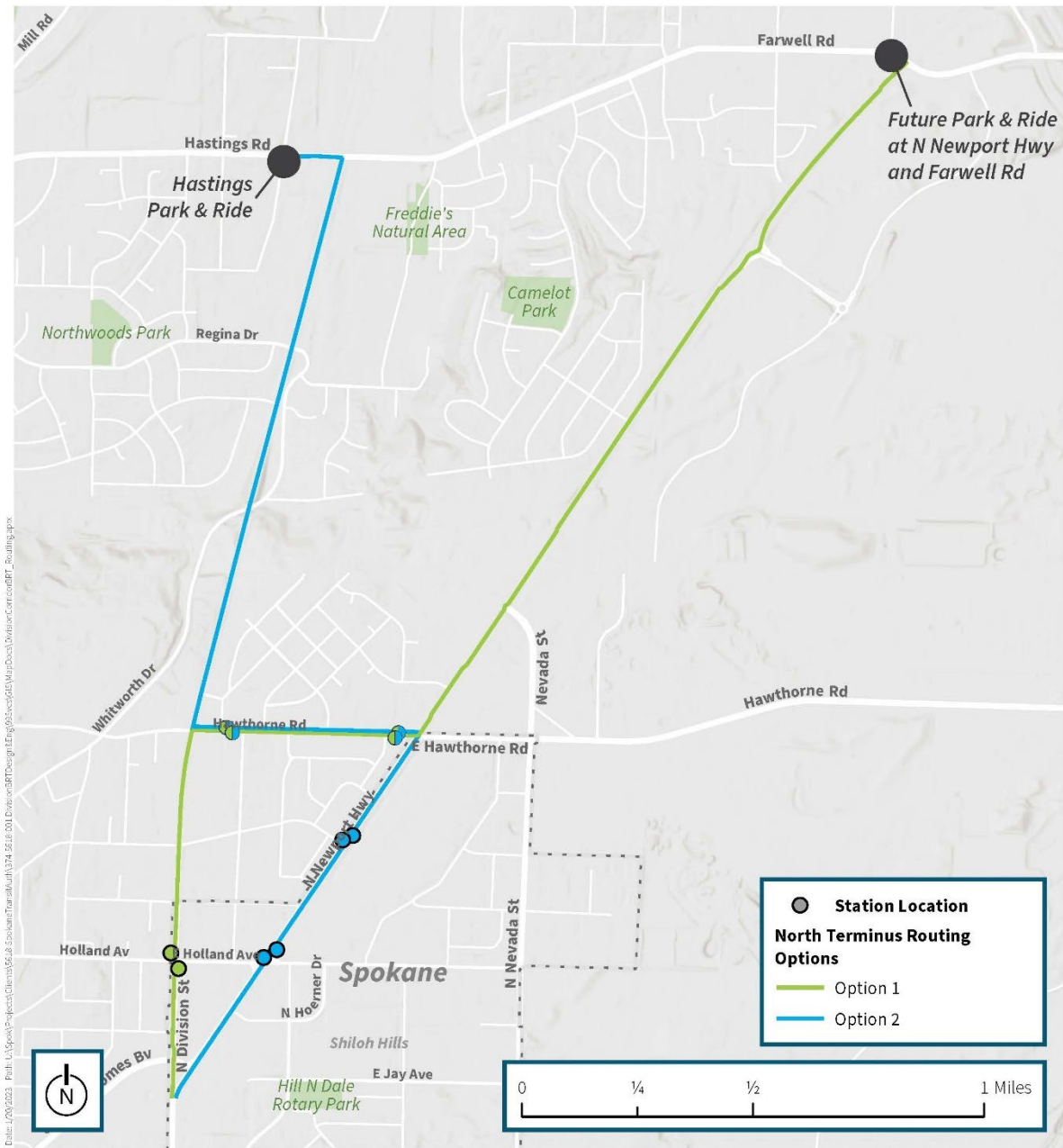


Figure 3-1. North Terminus Options 1 and 2

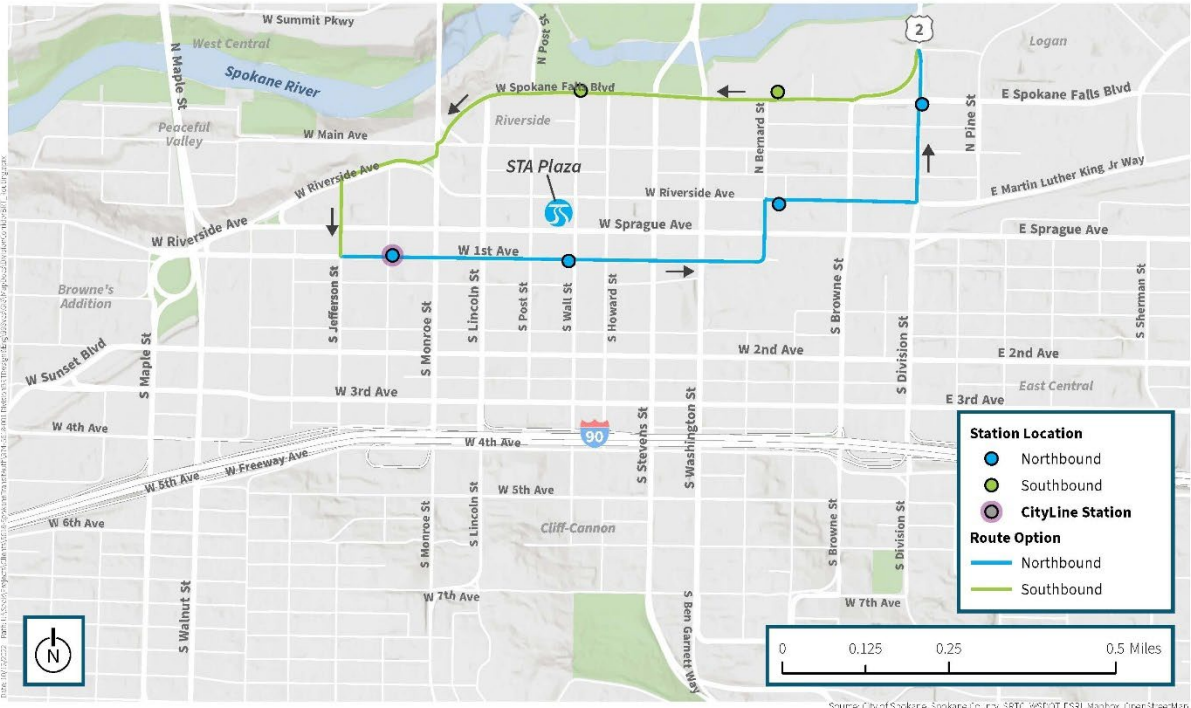


Figure 3-2. South Terminus Option 1: Big Loop

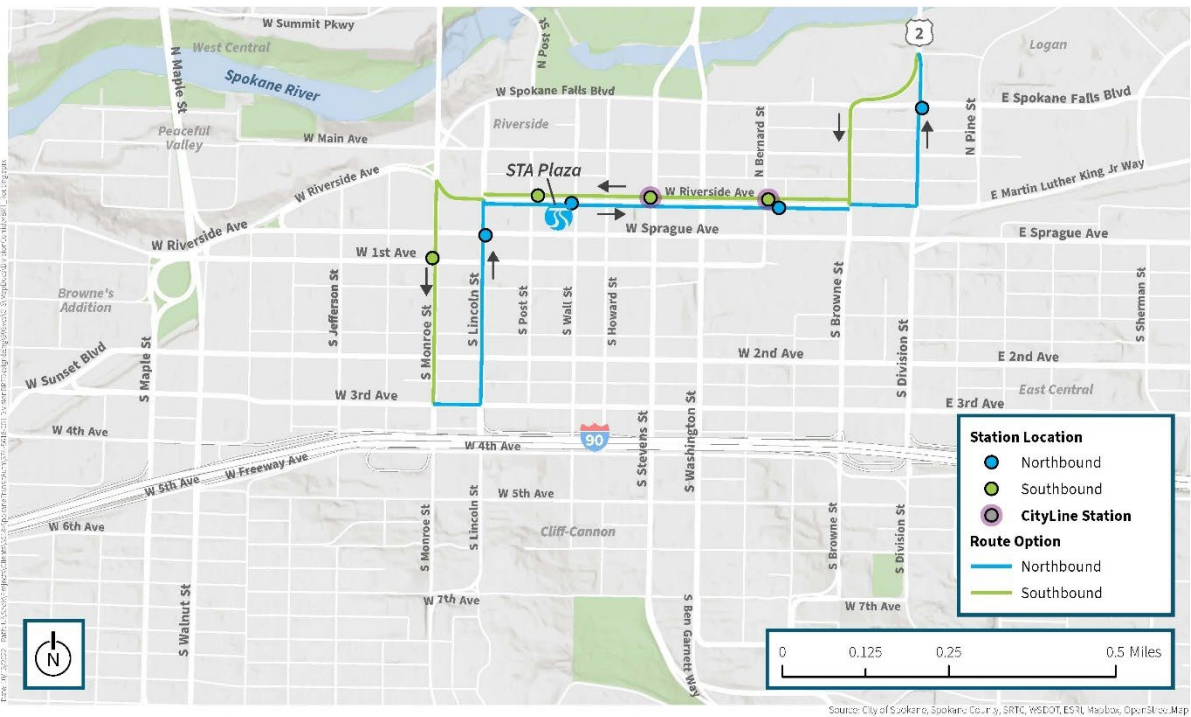


Figure 3-3. South Terminus Option 2: Riverside

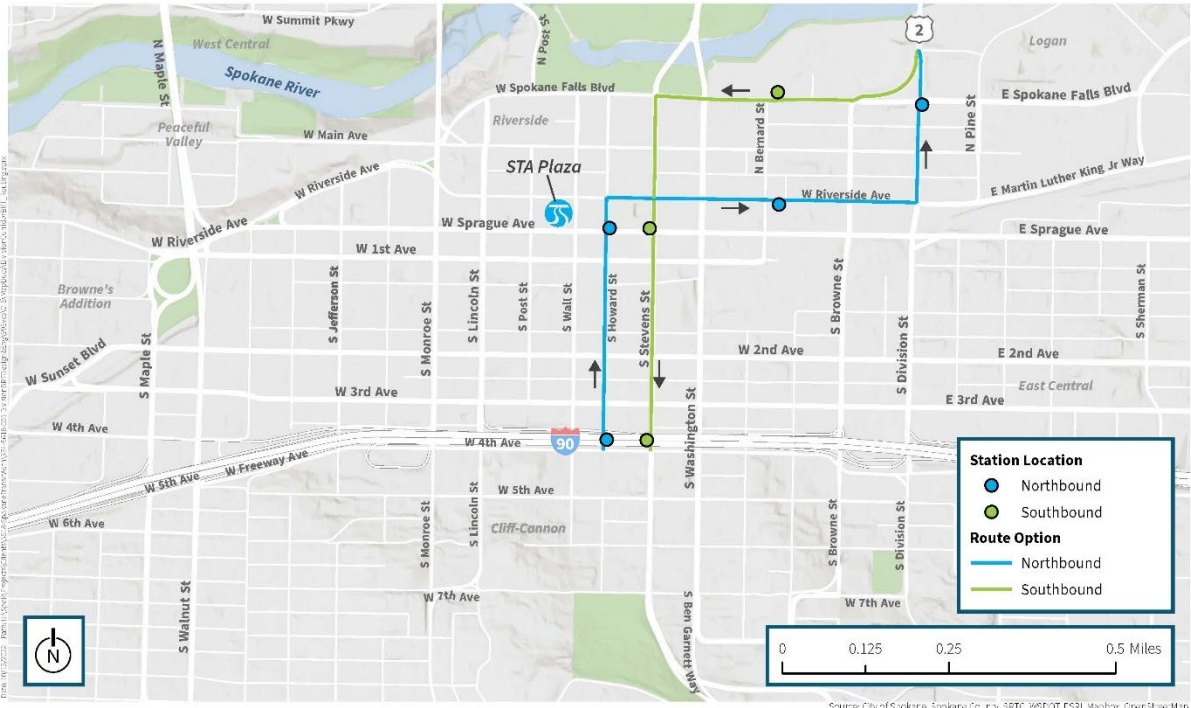


Figure 3-4. South Terminus Option 3: Extended Route 25

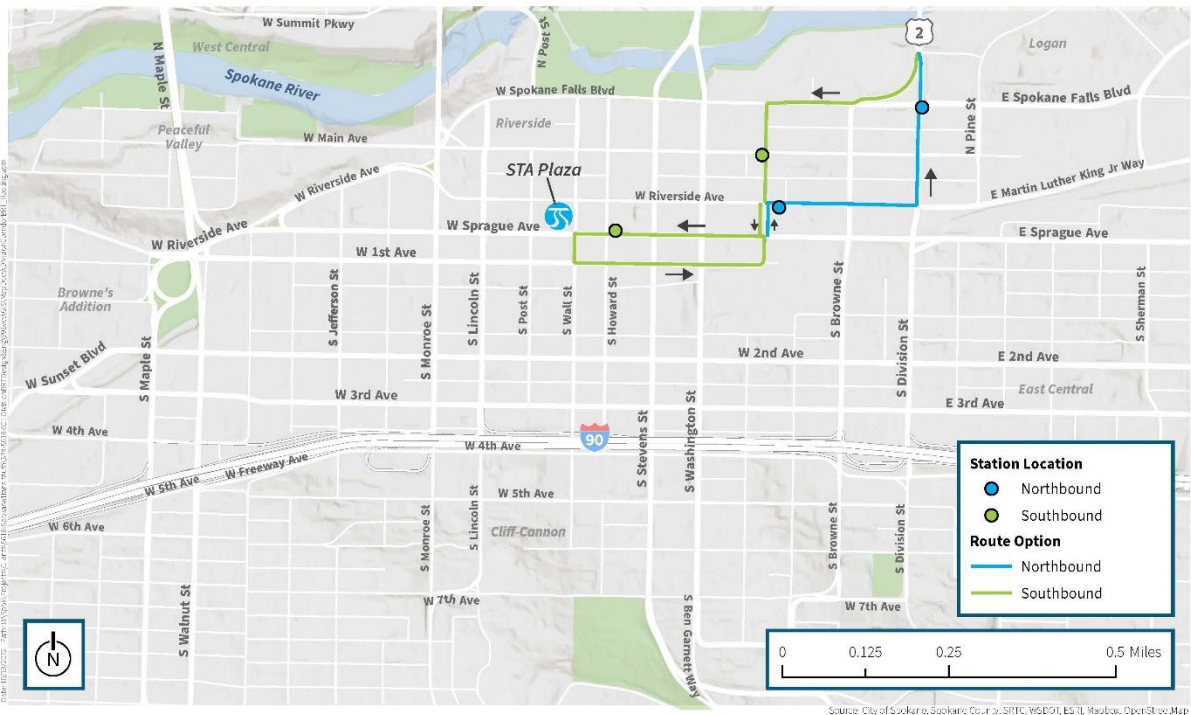


Figure 3-5. South Terminus Option 4: Small Loop

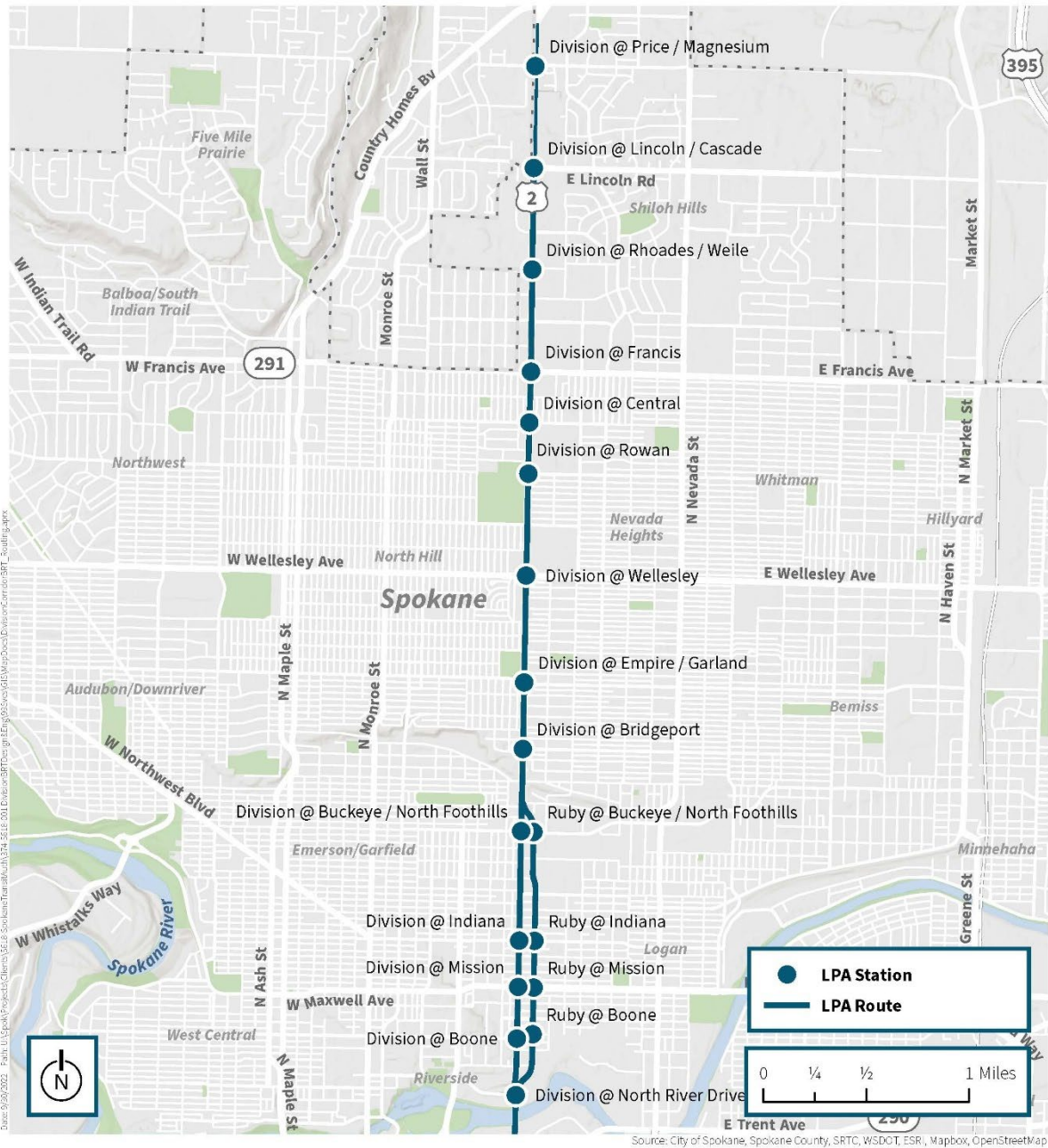


Figure 3-6. LPA Route and Station Locations

3.1.2.2 Duration and Response

The StoryMap/survey was open for two months, beginning October 15, 2022, and closing on December 19, 2022. In addition to the online version, paper surveys were distributed at the community events summarized in Section 3.1.4. The survey goal was 300 responses, and the total number generated was 297 (291 online respondents and six paper surveys).

3.1.2.3 Promotion

The survey was promoted in the following ways:

1. On the BRT website and social media (Facebook, Instagram, and LinkedIn)
2. Corridor mailer with QR code to the website
3. STA stops (Route 25) posting with QR code to the website
4. On a digital monitor in the STA plaza
5. Press releases and media tours
6. Brochure/fact sheet for neighborhood meetings and open houses
7. STA newsletter
8. STA email blasts
9. Posters

3.1.2.4 Results, Findings, and Key Takeaways

Northern Terminus

Feedback for the northern terminus could be provided via pre-populated answers, the web map, or open-ended feedback.

Pre-populated questions for the northern terminus were focused on preference for a route option and priorities north of the Y. When asked about their preference for either Option 1 or Option 2 at the northern terminus, most survey participants expressed a preference for Option 1, as summarized in Figure 3-7. The highest ranked priorities north of the Y included:

- Improved safety for people walking and biking
- Minimize impacts to traffic and/or freight movement
- Improved bus travel speeds and shortened bus trip times

These results are summarized in Figure 3-8.

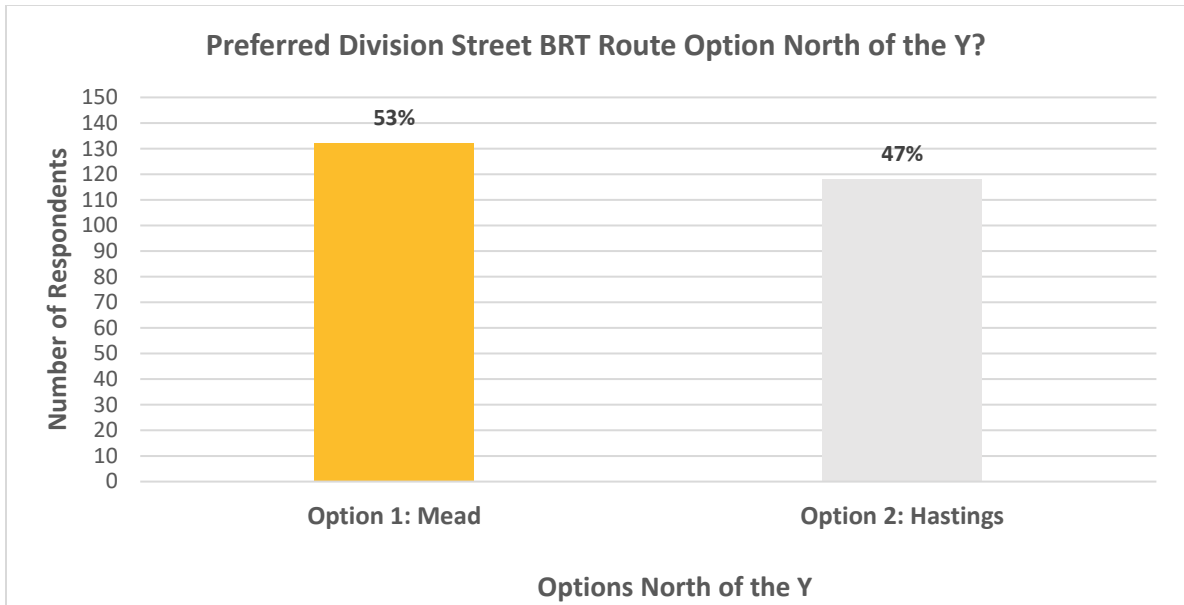


Figure 3-7. Preferred Division Street BRT Routing Option North of the Y

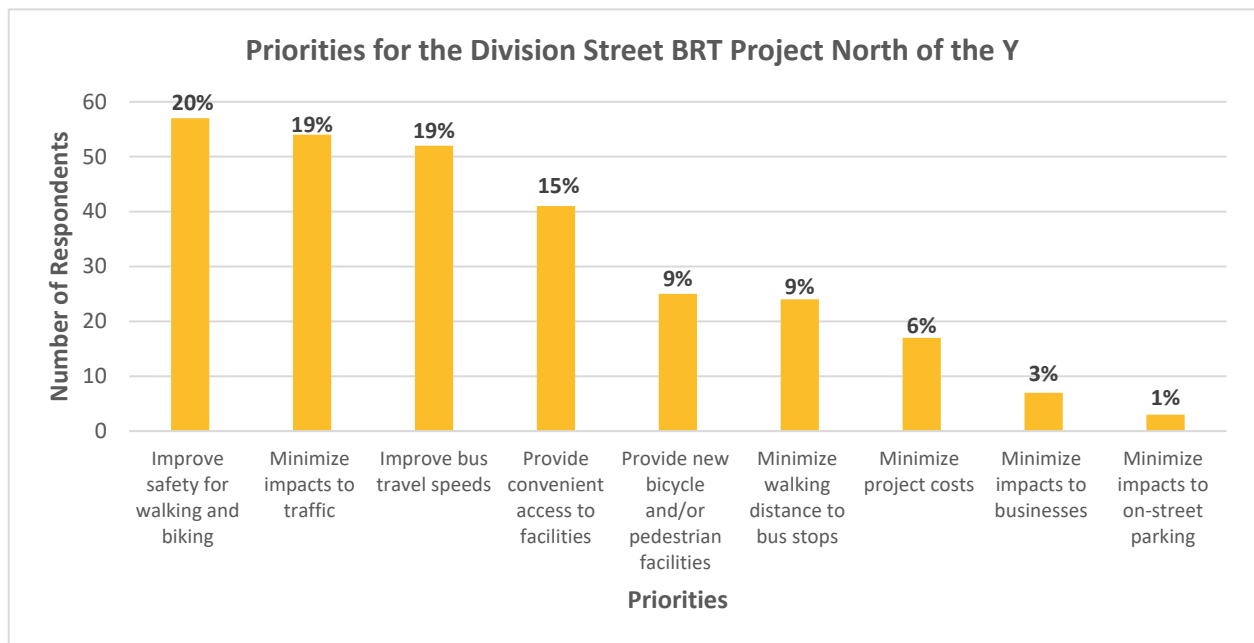


Figure 3-8. Division Street BRT Priorities North of the Y

For the North Terminus, there were 16 map-based comments. One respondent commented that the “Mead Transit Center location made sense with continued development north of the Y along US 2”. Three respondents suggested a station near Mead Works development.

When responding to the open-ended questions, respondent’s concerns included the following:

- The importance of improved access to shopping, protected bike lanes, and additional lighting for safety
- The importance of safe pedestrian crossings
- The understanding that business access and transit (BAT) lanes are a viable option for improving traffic flow along Division Street
- A concern that BRT buses may obstruct traffic
- Recognizing that the new Mead Transit Center is an excellent option, but diverting off of Newport Highway south of Hawthorne and avoiding all of the businesses may be a concern
- Awareness that staying on Newport Highway all the way to the Mead Transit Center better serves the commercial areas north of the Y
- A desire for both park-and-rides, using Hastings as the terminal to provide service to both Hastings and the Mead facilities
- An interest in a loop around the Y to services destinations on both the Division and Newport routes
- A desire for signalized pedestrian crossings on Division at Holland and Graves to improve access

Southern Terminus

Feedback for the southern terminus could be provided via pre-populated answers, the web map, or open-ended feedback.

Pre-populated questions for the southern terminus were focused on preference for a route option and priorities in downtown Spokane. When asked about their preference for routing Options 1 through 4 for the south terminus, respondents preferred Option 1: Big Loop (Figure 3-9). When asked specifically about priorities, 44 percent of respondents selected “Improve safety for people walking and biking”. “Improve bus travel speeds/shorten bus trip times” and “provide convenient access to shopping, health care, education, or social services” came in as the second- and third-ranked priorities, respectively (Figure 3-10).

There were 10 map-based comments provided in response to the southern terminus. One respondent suggested adding a stop at Main in the southbound direction. Two respondents suggested bike lane improvements and relocations. Other comments included providing additional station locations at Wall and Sprague Streets; providing service on 2nd and 3rd Avenues to serve Deaconess and Lewis and Clark High School, including a stop at Main Street in the southbound Direction; and providing connectivity to eastbound City Line, Washington State University Spokane Campus, and Gonzaga University.

When responding to the open-ended questions, respondent’s concerns included the following:

- Concerns regarding secure bike storage, protected bike lanes, and more lighting for safety

- Concerns about the low availability of parking downtown and the possible reduction associated with the project
- A desire for a downtown location where several BRT routes come together and use the same stations versus spreading out the services and stations all over downtown
- The importance of providing service to the U-District on the way to/from downtown
- A desire for new turns onto Olive and onto Pine Street, which would allow for a shared station with the City Line on Pine Street
- A desire for an east-end connection with I-90
- A consideration that Option 2 would make use of several City Line BRT stops along Riverside and provide higher frequencies through Downtown
- A consideration that Option 2 provides the most coverage through all three areas of Downtown (East End, Core, and West End)
- A suggestion that Options 2 and 3 could be hybridized so that the route could serve South Downtown, Deaconess, and Lewis and Clark High School
- A consideration that Extended Route 25 would pair well with the I-90/Valley Corridor plan
- A consideration that a station located south of I-90 expands the population served by BRT and adds flexibility for regional connections

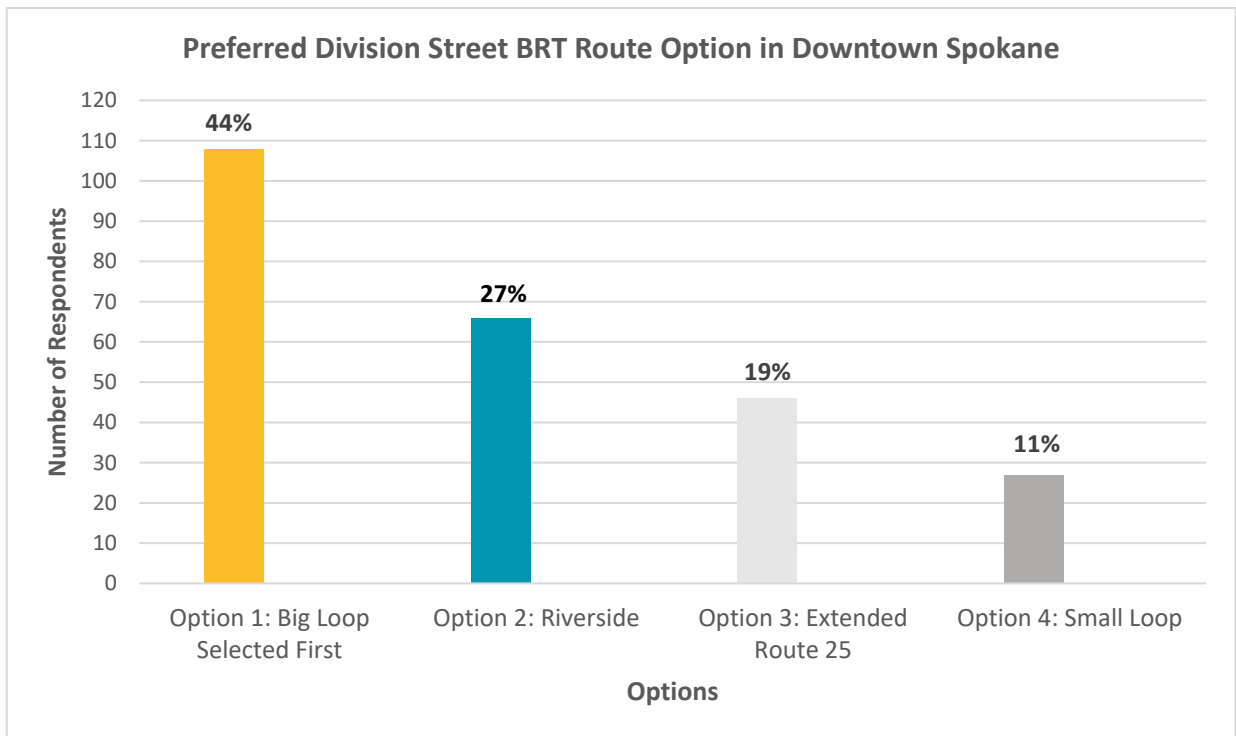


Figure 3-9. Preferred Division Street BRT Routing Options Downtown

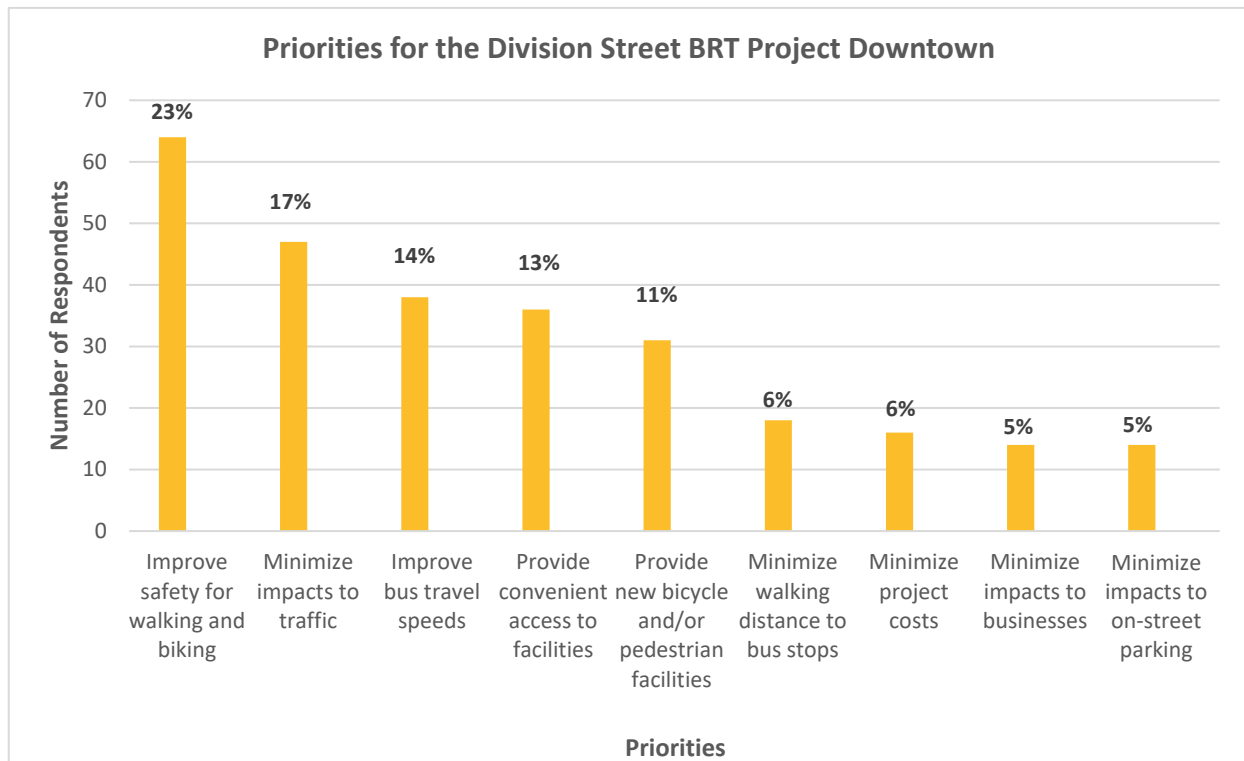


Figure 3-10. Division Street BRT Priorities Downtown

Station Locations

Regarding the station locations along the Mainline and Couplet, respondents were presented with a pre-populated question asking them to rank how much they agreed or disagreed with the Division Street BRT station locations. The station locations included those identified as part of the approved LPA for Division Street BRT identified at the end of Phase 1 of the DivisionConnects study (Figure 3-11). Most respondents agreed with or were neutral regarding the proposed BRT station locations. Around 80 percent of respondents agree or strongly agree with the proposed station locations.

There were six map-based comments associated with station locations. One respondent mentioned that crossing enhancements were needed similar to the HAWK signal at Ruby and Boone. Additional comments included concerns regarding the removal or addition of specific station locations, (e.g, Wellesley, Queen, and Rowan) as well as the need to keep traffic flowing. Open-ended comments included the following:

- Consideration for inclement weather and de-icing so buses can leave on time
- A concern for how lanes of traffic will be maintained
- An interest in two lanes in addition to the BAT lane
- A desire for more stops at parks

Agreement with proposed station locations between downtown Spokane and the Y

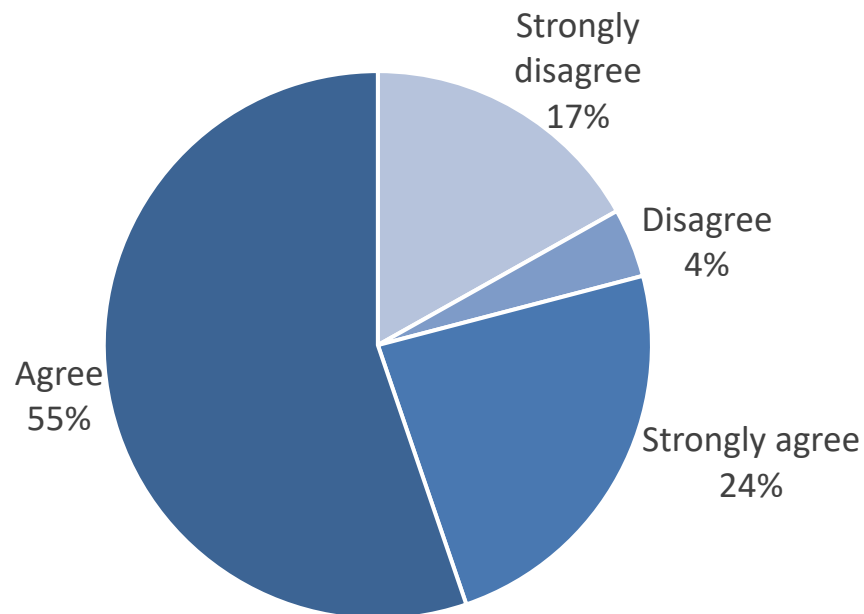


Figure 3-11. Division Street BRT Station Location Agreement

General BRT Services

Respondents were asked to provide their opinion about the importance of developing BRT service in the BRT corridor on a scale of 1 (Very Unimportant) to 10 (Very Important), as well as select the importance of features to them associated with using the BRT system. Around 70 percent of respondents believe that developing BRT service along the Division Street corridor is either important or very important (11 percent important and 59 percent very important). The results for this question are summarized in Figure 3-12.

In addition to feedback concerning station locations and routes, participant-provided open-ended comments about their preference for general BRT services included:

- **BRT Amenities:** Commenters noted the types of transit amenities they thought would be attractive for Division Street BRT service, such as free Wi-Fi, raised station platforms, prepaid tickets, and reloadable fare cards. In some instances, commenters noted similar features they had experienced in other transit systems.
- **BRT Speed:** Commenters mentioned specifics on speed, such as a desire for a slower bus service in addition to BRT rather than having BRT serve too many areas, speeds comparable to a light rail line, BRT service with fewer stops, and the addition of BAT lanes.
- **Channelization Changes:** Commenters expressed interest in channelization changes, such as full bus lanes rather than BAT lanes to improve speed and eliminate traffic impacts, improvements to walkability and bike lanes, and incorporating bus lanes downtown.

- **Stop Changes:** As they relate to stop changes, participants expressed concern about the possible elimination of stops along Newport Highway from the Y to Holland Road; a desire for stops at Whitworth University, Wandermere Shopping Center, Northpointe Plaza, Costco, and the future Mead Works development; and a desire to keep current stops near Newport Highway and Graves Road.
- **Route Connections/Transfers:** Commenters on route connects and transfers emphasized the importance of easy access to the plaza, particularly during inclement weather, for those with mobility issues, and for parents with young children. Additional comments included the importance of Route 25 in connecting with other routes at the Plaza to reduce walking distance and creating a route along Hawthorne to provide service to Rockwood Retirement Community and Whitworth University.
- **Pedestrian/Bicycling Infrastructure:** Commenters expressed their preferences for pedestrian and bicycle infrastructure changes, such as the importance of safe pedestrian crossings to access shopping centers, sidewalk improvements and curb ramps, and connectivity improvements to encourage walking and biking.
- **Land Use and Development:** Commenters expressed a desire for node destinations such as parks and walkable shopping areas. Others mentioned Northpointe Plaza parking lots as potential infill for medium-density housing, improved walkability along Division Street through mixed use development, and a shift to transit-oriented development (TOD).

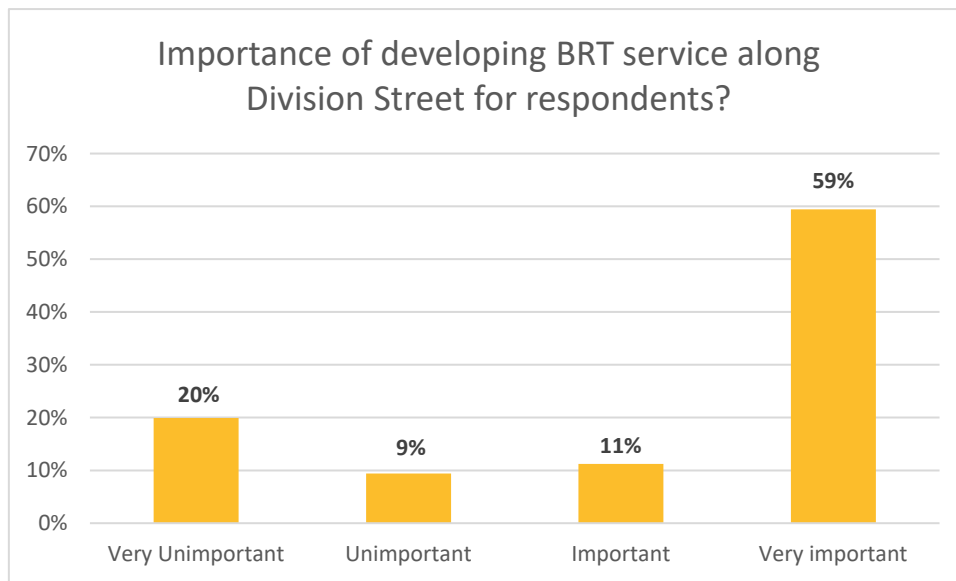


Figure 3-12. Importance of Developing Division Street BRT

Travel Patterns and Demographics

Participants were asked about their travel patterns and use of the transit system, including use of Route 25. Additionally, demographic information was requested. These questions helped to provide an understanding of the respondents. As noted previously, all questions were optional and some respondents did not reply to all of them, creating different data sets for each.

- 57 percent of respondents live in a household that has one or more cars (286 responses received)

- More than half of respondents have used STA services in the last six months (284 responses received; respondents could select multiple STA services)
- Of the respondents who use Route 25, almost 60 percent explained they use it only occasionally, whereas 20 percent use it three days a week or more (285 responses received)
- 37 percent of respondents reported their income as \$49,999 or lower (261 responses received)

3.1.3 Project Description Folio

An 11x17-inch folio was developed for both e-distribution and print distribution at various events. The folio included a QR code that directed visitors to the online survey. It was shared with neighborhood councils for distribution via email. A copy of the project description folio can be found in Attachment D.

3.1.4 Community Events/Neighborhood Councils

From November 2022 through January 2023, nine public engagement meetings were facilitated, with seven in-person STA presentations to neighborhood councils. Table 2-1 summarizes the neighborhood council meeting information and attendance.

Table 2-1. Community Event Attendance

Presentation	Attendance	Date	Time	Location
Logan	17	11/8/22	6 – 7:30 p.m.	Gonzaga University
Emerson/Garfield	28	11/9/22	6 – 7:30 p.m.	Corbin Senior Activity Center
West Central	9	11/9/22	6:30 – 8 p.m.	West Central Community Center
North Hill	18	11/10/22	6:30 – 8:30 p.m.	The Gathering House
East Central	13	11/15/22	6 – 7 p.m.	Liberty Park Library
Shiloh Hills	7	11/17/22	7 – 8:30 p.m.	Holy Cross Lutheran Church
Nevada Heights	10	1/9/23	6 – 7:30 p.m.	Corbin Senior Activity Center

Each neighborhood and community group expressed specific concerns based on their individual location. Feedback ranged across a variety of topics and concerns and included the following:

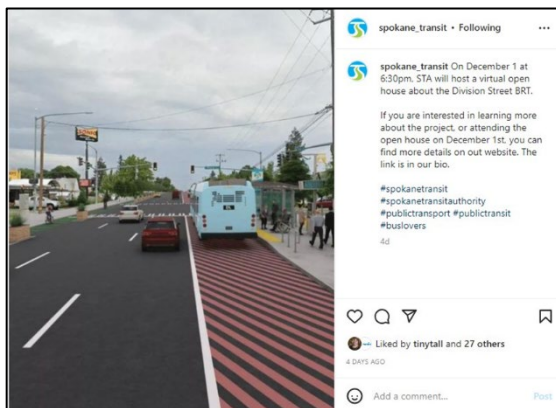
- Many participants had comments and questions about the northern and southern routing options, as well as specific stations along the Mainline/Couplet.
- Participants mentioned other community projects like Monroe and Sprague and what lane changes/adjustments will mean to corridor traffic, especially at the couplet.
- Concerns about how long the NSC project has been underway and how Division Street construction could even be considered with that not yet complete.
- Clarity about City Line and if it implements a BAT lane
- Concerns about increased congestion and accidents

Attendees were provided hard copy project description folios and paper surveys, described in Section 3.1.3, and were also directed to the online survey via a QR code. A complete summary of the neighborhood meetings is included in Attachment E.

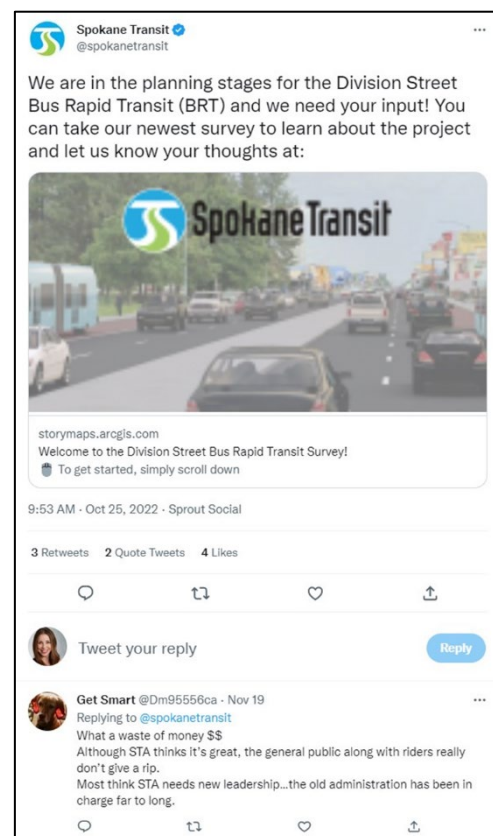
3.1.5 Social Media

Two social media campaigns were launched during Phase 1. The survey, described in Section 3.1.2, was promoted by STA and agency partners through their established social media outlets, including Twitter, Instagram, and Facebook. A post promoting the virtual open house, described in Section 3.1.8, was shared by all agency partners in late November. Comments were received through all social media channels, although Facebook generated the most activity, with 56 responses. Feedback received from the Facebook posts included the following:

- A desire for a dedicated bus lane
- Concerns about reducing lanes on Division
- A concern that a dedicated bus lane will worsen traffic
- A desire for more safety for cyclists
- An understanding that Route 25 is used frequently, justifying the need for the project
- An understanding that the project will provide opportunities for more people in the community
- Concerns and questions regarding the completion of the NSC
- Concerns for safety and traffic implications
- Concerns regarding current ridership and reliability trends do not validate the need for BRT
- Funding concerns/taxpayer impact
- Concerns about whether the survey will have an influence
- A lack of trust when it comes to how public input is gathered and considered
- A lack of trust in local leadership



Instagram posts



Twitter posts



Facebook posts

Refer to Attachment F for all social media comments.

3.1.6 Email Campaigns

STA promoted the project and survey in their e-newsletters in September 2022, and the City of Spokane did so in their November e-newsletter. A contact email address was provided for the project on STA’s website. STA received two emails about the project during the outreach period. Refer to Attachment G for email comments.

3.1.7 Property Owner Direct Mail Letter

A direct mail letter was sent to owners of parcels within 500 feet of the Division Street BRT Mainline and Couplet in early December 2022. The letter provided the background for the Division Street BRT project and explained that its purpose was to solicit feedback on the options for the northern and southern route and station locations as well as station locations in the Mainline and Couplet. The letter directed the respondents to the interactive StoryMap and online survey. The letter was sent to 1,283 property owners.

No specific data was collected from this method because the mailer directed respondents to the online survey. A copy of the letter can be found in Attachment H.

3.1.8 Virtual Open House

On December 1, 2022, STA hosted a virtual open house² to provide information about the project and answer questions. Twelve people attended. Specific comments received pertained to service to Chattaroy and station locations. Notes from this meeting can be found in Attachment I.

3.1.9 Bus Stop Flyers

STA also promoted the project and survey via flyers posted at Route 25 bus stops. The flyer included a QR code that provided a direct link to the survey.



3.2 Agency Presentations

3.2.1 The City of Spokane Plan Commission Transportation Subcommittee

On December 6, 2022, STA provided a presentation and update to the City of Spokane Plan Commission Transportation Subcommittee. The presentation included an overview of the Phase 1 efforts, including the identification of the LPA for Division BRT during DivisionConnects. The subcommittee was provided with links to public engagement opportunities and additional project information. Notes from this meeting can be found in Attachment J.

² <https://vimeo.com/779405908>

3.2.2 Downtown Spokane Partnership

On December 6, 2022, STA provided a presentation and update on the Division Street BRT project to the Downtown Spokane Partnership (DSP). There were 14 participants. The presentation included an overview of the Phase 1 efforts, including an evaluation of station locations and the downtown route options. The DSP was provided with links to project information and public engagement opportunities. Feedback received regarding the station locations and the downtown routing options included the following:

- Use existing bus stops as much as possible
- Leverage past reconstruction investments
- Minimize stations in front of businesses.
- Avoid adding congestion (buses, displaced traffic)
- Minimize bus layover time in the downtown core
- Concerns about road diet and traffic implications
- A concern about how much real estate STA should take up downtown

A second DSP meeting was held on January 18, 2023. There were 25 people in attendance. The group was given an overview and feedback on what was discussed during the December meeting and an update was given on the southern terminus survey results. New hybrid Alternatives A, B, and C were presented, and the following feedback was received:

- Concerns on the timeline for the project
- Suggestion to use data from City Line ridership to inform which hybrid option to choose
- Question about new stops on Riverside or just keeping existing stops
- Recognition that a shelter stop on Sprague may be problematic
- Concerns about Division stops becoming a challenge during events such as Bloomsday and Hoopfest
- The importance of a Division Street route close to the Logan neighborhood
- A concern with redundant stops downtown
- Concerns about a congestion problem on Riverside

Notes from both meetings can be found in Attachment K.



ATTACHMENT A
WEB-BASED SURVEY INFORMATION



Welcome to the Division Street Bus Rapid Transit Survey!

 To get started, simply scroll down

Spokane Transit Authority

Welcome!

This online survey page is about the **Division Street Bus Rapid Transit (BRT)** project and asks for feedback on preliminary route and station locations.

1. If you are **already familiar** with the Division Street BRT project, you can [click here to take the survey now](#)

-or-

2. Take the survey as you **learn about the project** by **scrolling down.**

Language Assistance

If you would like the following information in another language, please contact:

- **Español:** Para traducir esta página en un navegador web Google Chrome, haga clic derecho y seleccione "traducir al español." Si necesita información en otro idioma, comuníquese al (509) 325-6094.
- **Русский:** Чтобы перевести эту страницу в веб-браузере Google Chrome, щелкните правой кнопкой мыши и выберите «перевести на русский язык». Для получения информации на другом языке звоните по тел. (509) 325-6094.
- **Tiếng Việt:** Để dịch trang này trong trình duyệt web Google Chrome, hãy nhấp chuột phải và chọn "dịch sang tiếng Việt". Nếu quý vị cần thông tin bằng một ngôn ngữ khác, xin vui lòng gọi số (509) 325-6094.

Language Assistance Resources

Learn about the Division Street BRT project

Take the survey as you **learn about the project** by **scrolling down**.
[Click here for some helpful terms to know.](#)



Spokane Transit

About Spokane Transit Authority

Spokane Transit Authority (STA) provides public transportation services through fixed route bus service, paratransit service, and vanpool to the Greater Spokane region.



Division Street today

One of the busiest streets in Spokane, Division Street is the **main north-south roadway** connecting communities between downtown and the "Y" in north Spokane.



Every day, more than **50,000 vehicles** travel on Division Street, with close to **3,000 people riding STA buses**. STA currently operates the Route 25 bus along Division St between downtown Spokane and Hastings Park and Ride, carrying nearly **one million passengers** each year - the second highest ridership of any route in the system. Hastings Park and Ride is heavily used, with up to 85 percent of parking spaces filled every day during some months of the year.



Heavy traffic and high speeds, and areas with undefined driveways and places for turns, contribute to a **large number of crashes** involving vehicles and people walking or riding bikes.

Where we've been

In late 2019, STA and the Spokane Regional Transportation Council (SRTC), in partnership with the City of Spokane, Spokane County, and the Washington State Department of Transportation (WSDOT), led a study to look at how the current Division Street corridor could be improved and enhanced.

For two years, this collaborative transportation and land use study, **DivisionConnects**, focused on the current challenges with Division Street and the opportunities that would come from the completion of the **North Spokane Corridor (NSC)**.



DivisionConnects Project Page

DivisionConnects

The DivisionConnects study had two phases:

The first phase was to identify what future **bus rapid transit (BRT)** on Division Street could look like. The Locally Preferred Alternative (LPA) was adopted by STA's Board of Directors and other project partners in spring 2021, as a vision for conversion of the existing Route 25.

BRT is a new transit service in the Spokane region - keep scrolling to learn more!

RECOMMENDATIONS

Project 29: N Newport Hwy/E Westview Ave

N Newport Highway is a principal arterial at the intersection with E Westview Avenue, a local roadway. Proposed improvements provide for increased safety for all users of Newport Highway with a pedestrian hybrid beacon. Improvements include marked crosswalks, crosswalk markings, and filling sidewalk gaps.



EXISTING CONDITIONS

- One crash involving a pedestrian within the past five years
- AADT of 22,008 (2020) along Newport Highway
- Jurisdiction: Spokane County requiring WSPCOT Contribution

PROJECT FEATURES

- Refuge Island
- Curb extensions
- Recessed front setback
- Marked crosswalks
- Signage
- Curb ramps

PROJECT COSTS

- Cost estimate: \$ 244,880 - \$ 425,280
- Cost estimate assumptions are included in the Summary Table on page 96
- Implementation of the improvement is recommended to be phased separately from the Division-BRT


NEXT STEPS

- Community engagement
- Coordination with WSPCOT
- Further study of context to evaluate impacts on traffic operations and improved safety for all roadway users

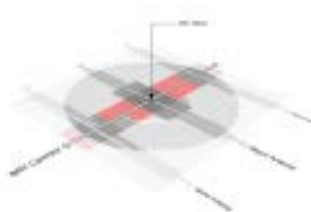
DIVISION STREET CORRIDOR STUDY | Spokane Regional Transportation Commission | 91

BRT Corridor

Development in the BRT corridor spaces will include high-density apartments or condominiums, with street-oriented retail that is less dependent on proximity to transit stations. These spaces fill in the gaps between **blocks** and **activity centers**, with a variety of uses ranging between commercial, residential, and mixed-use development. Pedestrian and street-oriented retail and services are encouraged to promote walkability along the corridor. This typology extends up to 500 feet from the BRT corridor and features safe and enjoyable pedestrian and bike connections to nearby transit stations and adjoining neighborhoods.



- BRT-1** High-density residential development
- BRT-2** Mixed-use development with linear neighborhood
- BRT-3** Integrated pedestrian amenities and public art
- BRT-4** High-density mixed-use development
- BRT-5** Multimodal transportation options



The second phase looked at several possible projects that would improve safety for people who walk, bike, or roll and want access to BRT. It also considered changes in the way land is used that could result in more housing and new businesses along the corridor. In addition, the study had two phases of public engagement.



What is BRT?

Bus rapid transit (BRT) is a public transportation system that provides **faster and more reliable** transit service than traditional buses.



BRT includes distinct stations with enhanced passenger amenities including **pay-before-you-board-technology**, **real-time bus arrival information**, and raised platforms to make getting on and off the bus **faster and easier**.

BRT buses **arrive more frequently**, so riders can just show up and go without needing to check a schedule. Zero-emission buses would help **improve air quality** and provide a **smoother ride**.



What makes BRT faster?

BAT lanes: BRT buses often travel in special lanes designed to help them travel faster. This can include business access and transit (BAT) lanes, which are designated for buses and vehicles making right turns at intersections or to and from businesses. BAT lanes are less congested by design, allowing buses to travel more quickly along the corridor and stay on schedule.

Fewer stops: BRT buses generally make fewer stops, speeding up trips.

Transit signal priority: When a BRT bus arrives at an intersection, it can provide advanced notice to traffic signals to either extend a green light to allow the bus to keep going or shorten a red light to minimize delays.



Faster passenger boarding: Paying fares ahead of time and having multiple doors for riders to enter or exit significantly shortens the amount of time a BRT bus is stopped at a station.

At BRT stations, raised platforms nearly level to the floor of the BRT bus **increase accessibility** for riders with strollers, carts, or mobility devices to board and alight from any door without needing a ramp. That said, all BRT buses will continue to have front door ramps to provide access for any person who needs it to enter and exit the bus.

BRT would also provide benefits to the region like **improved air quality, social equity,** and **reduced traffic congestion.**



What is the NSC?

The North Spokane Corridor (NSC) is a 10.5-mile multimodal corridor that will connect I-90 in the south to US 2 and US 395 in the north, **scheduled for completion in 2029 by WSDOT**.

Located approximately 2.3 miles east of Division Street, it will become the **primary north-south route between north Spokane and I-90**. Regional travelers are expected to shift from Division Street to the NSC, **changing traffic patterns and improving access for local trips**.

The NSC will **free up roadway space** that can be used to make improvements to support BRT service, including **the addition of BAT lanes to Division Street**.

CITY LINE



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City Line



Spokane's first Bus Rapid Transit line

City Line combines frequency and efficiency in a modern streetcar-like experience.

By providing a faster and more convenient transportation option, City Line will improve the downtown Spokane experience without increasing congestion. Our community and local businesses benefit.

The new service will begin **July 15, 2023**.



CITY LINE
SPOKANE TRANSIT

Features

Next-Level Service: 15-minute service most hours of the day, 7-days a week. Future planned higher frequency service.

Quiet Buses, Clean Air: The City Line fleet will feature all-electric, state-of-the-art zero emission vehicle technology.

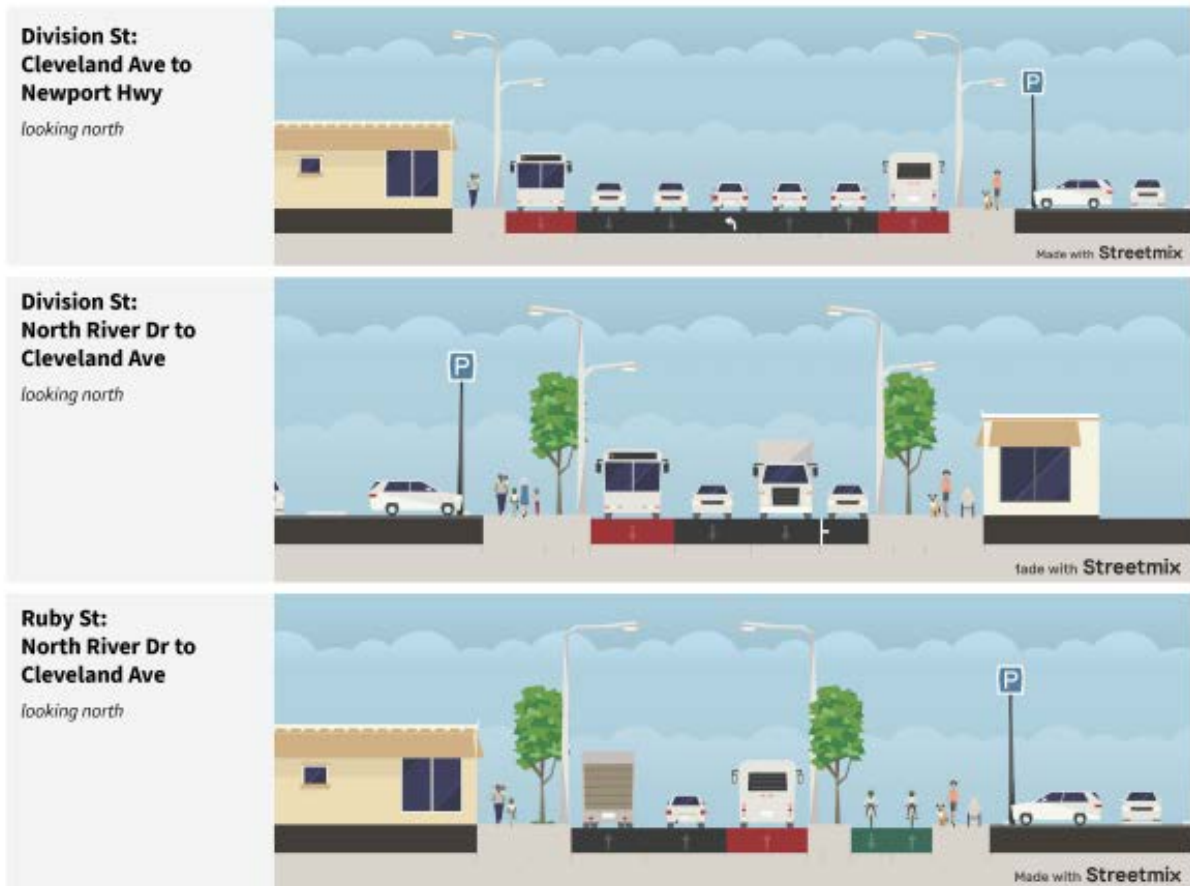
Economic Benefits: City Line's economic impact will bring an estimated \$175 million into the Spokane region over twenty years.

Enhanced Amenities: Near-level boarding, off-board ticketing, real-time

BRT in Spokane

While BRT is a new level of transit service in Spokane, the Division Street BRT project will not be the first of its kind in the region. **City Line**, traveling east and west across central Spokane from Browne's Addition to Spokane Community College, will begin service in **Summer 2023**. Find out more at the link below.

[City Line Project Page](#)



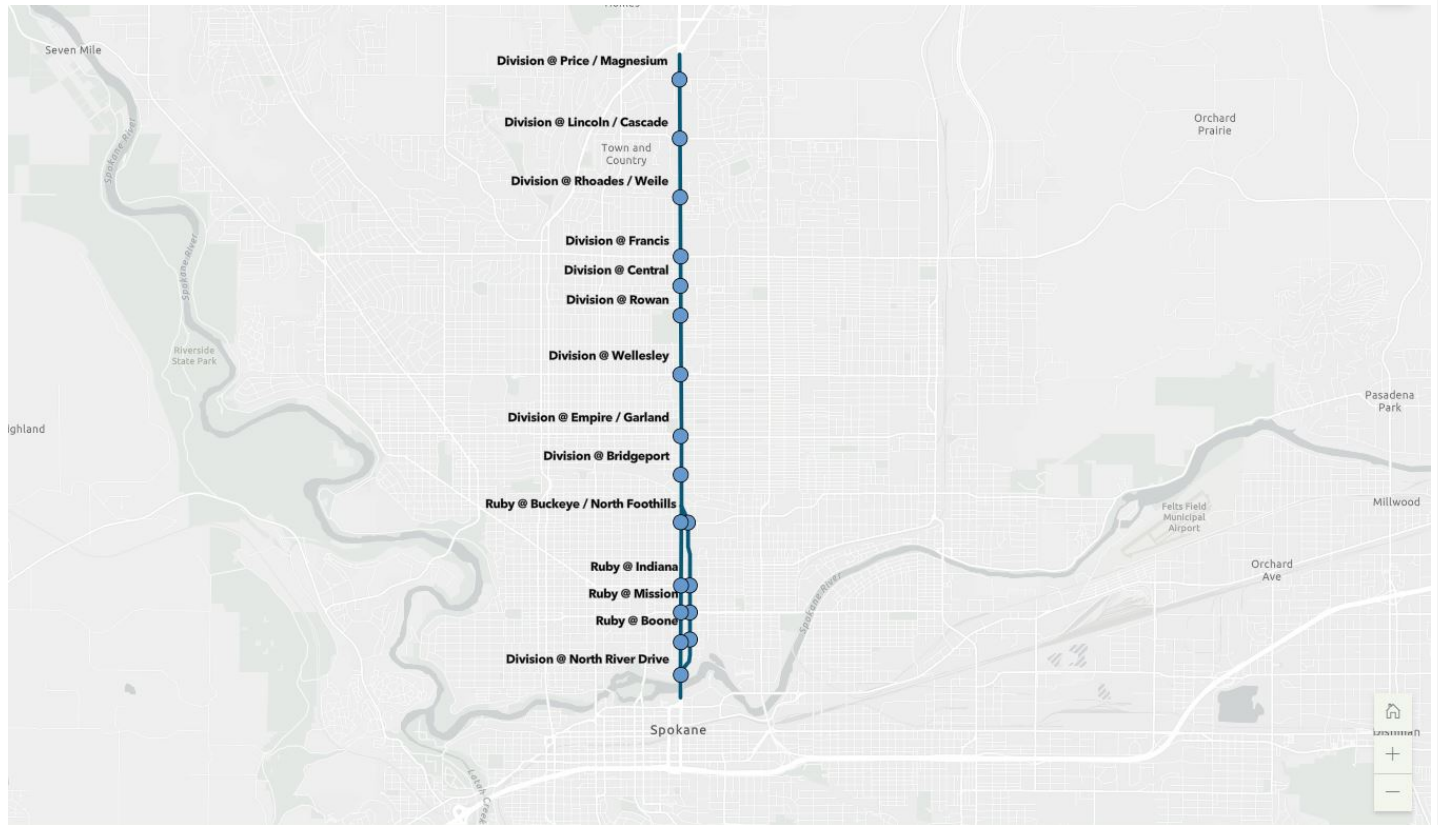
What is the LPA?

The Locally Preferred Alternative is the **vision for future BRT service** in the Division Street corridor adopted by the STA Board of Directors and other project partners in Spring 2021 following a comprehensive study.

The LPA identified the **route for future BRT service**, with one end in downtown Spokane and the other in north Spokane, near the North Spokane Corridor (NSC).

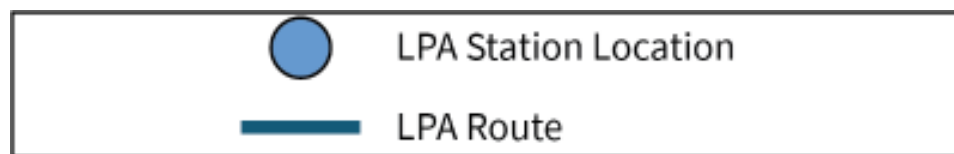
It also outlined **planned service**, including buses arriving every 10 minutes or less on weekdays and every 15 minutes during most night and weekend operating hours.

The LPA would **convert one existing general-purpose lane** in each direction to a BAT lane.



City of Spokane, Spokane County, WA State Parks GIS, Esri, HERE, Garmi... 1 mi Powered by Esri

The LPA drafted **preliminary station locations** between the Spokane River and the Y - the intersection of Division Street and Newport Highway (US 2).



Click or tap on the map to zoom in/out and pan around.

We want to hear from you!

The Division Street BRT will convert the existing Route 25 to bus rapid transit service, with new stations and roadway modifications that will provide faster and more reliable bus service.

We need your feedback on:

1. **Route** and **station locations** north of the Y and in downtown Spokane
2. **Station locations** along Division Street and Ruby Street between downtown Spokane and the Y

2 mi  Powered by Esri

There are **many considerations** when it comes to selecting the Division Street BRT route and station locations:

1. Connections to other bus routes as well as proximity to housing and nearby services, such as doctors' offices, grocery stores, and schools
2. The ability to provide services to community members who historically rely on transit, such as younger and older people, low-income communities, Black, indigenous, and communities of color, people with limited English proficiency, and people with mobility challenges

3. Effects on adjacent property owners and businesses
4. Bus travel time and reliability
5. Effects on traffic
6. Costs and funding opportunities

2 mi  Powered by Esri

Decision 1: Route and station locations north of the Y and in downtown Spokane

Click or tap on the map to zoom in/out and pan around.

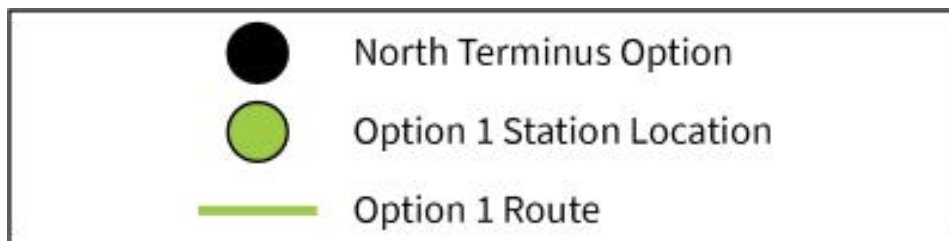
Bus routes and station locations north of the Y

There are two bus route options north of the Y.

Click or tap on the map to zoom in/out and pan around.

Option 1 would end at Farwell Road and Newport Highway (US 2)

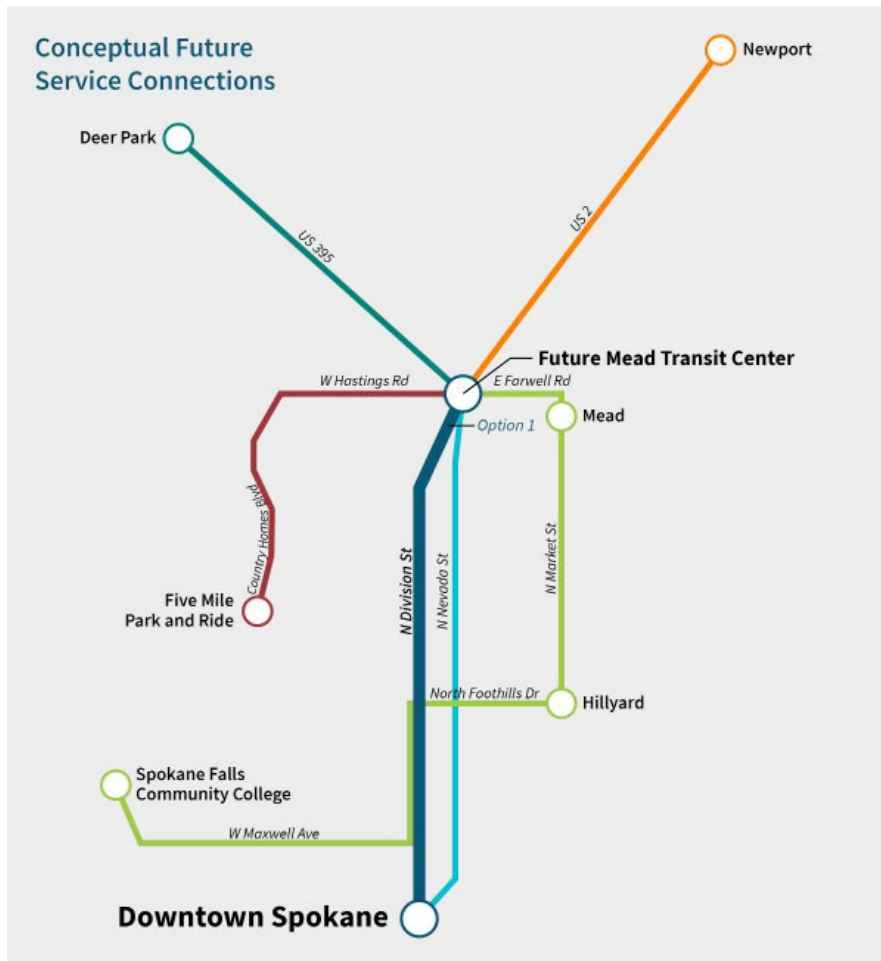
Note: a new **Mead Transit Center** would be built as part of this option



Stations (northbound and southbound):

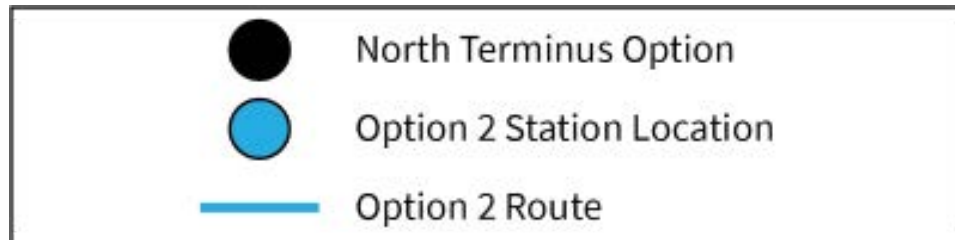
- Division Street/Holland Avenue
- Hawthorne Road/Division Street
- Hawthorne Road/Newport Highway
- Future Mead Transit Center

Click or tap on the map to zoom in/out and pan around.



Option 1 would allow riders to connect to STA routes for many destinations at the **future Mead Transit Center**. This may include destinations to the north, including **Deer Park** and **Newport**, subject to future regional growth and coordination.

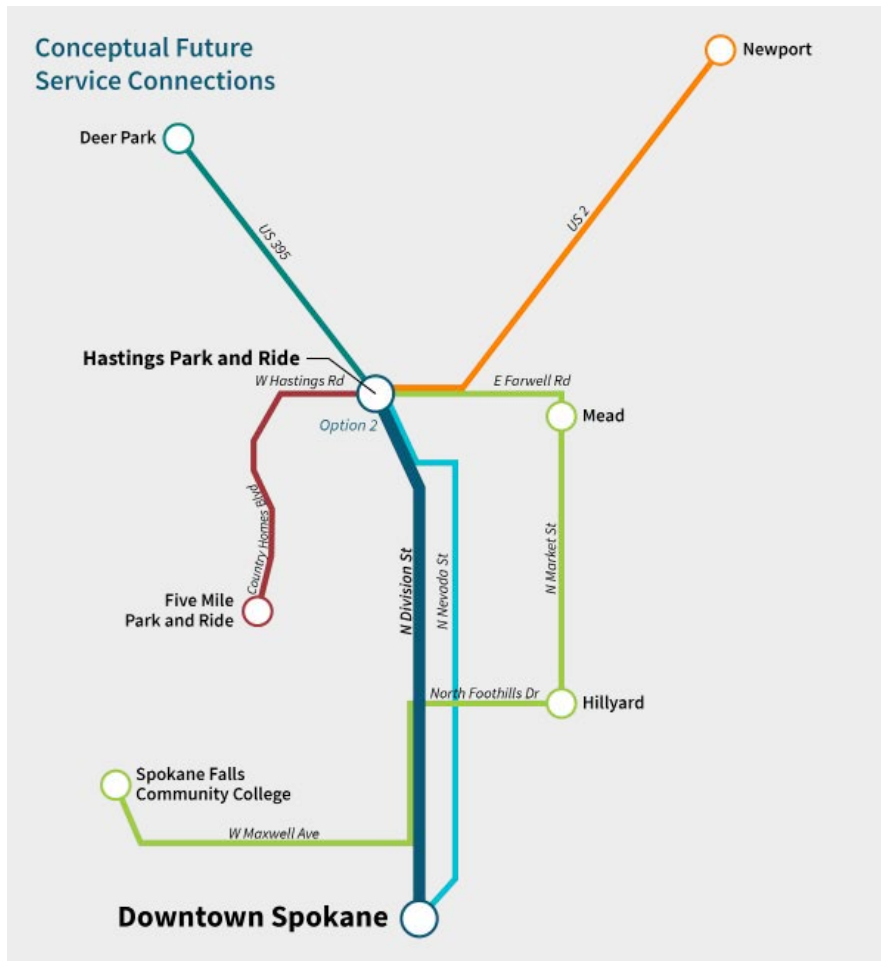
Option 2 would end at the Hastings Park & Ride



Stations (northbound and southbound):

- Newport Highway/Holland Avenue
- Newport Highway/Graves Road
- Hawthorne Road/Newport Highway
- Hawthorne Road/Division Street
- Hastings Park and Ride

Click or tap on the map to zoom in/out and pan around.



Option 2 would allow riders to connect to STA routes for many destinations at the **Hastings Park and Ride**. This may include destinations to the north, including **Deer Park** and **Newport**, subject to future regional growth and coordination.

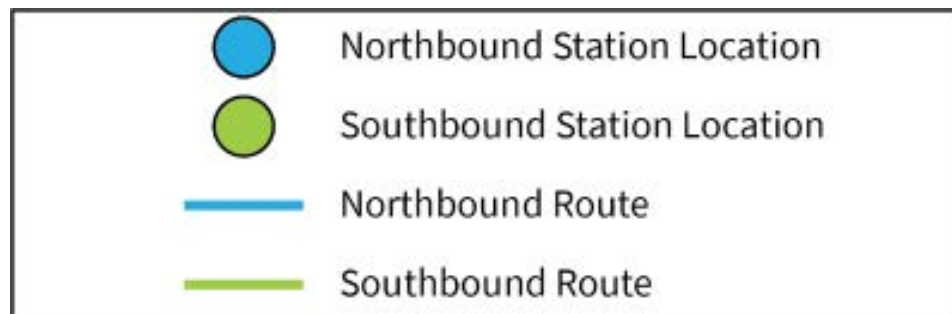
Bus routes and station locations through downtown Spokane

STA is considering four Division Street BRT route options in downtown Spokane. All downtown routing options begin south of the Spokane River.

A final decision may be a combination of segments from more than one option

Click or tap on the map to zoom in/out and pan around.

For **Option 1: Big Loop**, southbound buses would travel on Spokane Falls Boulevard, Riverside Avenue, and Jefferson Street, ending their route in west downtown near the Fox Theater. Northbound buses would travel through central and east downtown on 1st Avenue, Bernard Street, Riverside Avenue, and Division Street. The closest stations to the STA Plaza would be located at Wall Street. This option would include a northbound station near the intermodal center, and could share one station also served by City Line.



Southbound stations:

- Spokane Falls Boulevard/Bernard Street
- Spokane Falls Boulevard/Wall Street (880 feet from STA Plaza)

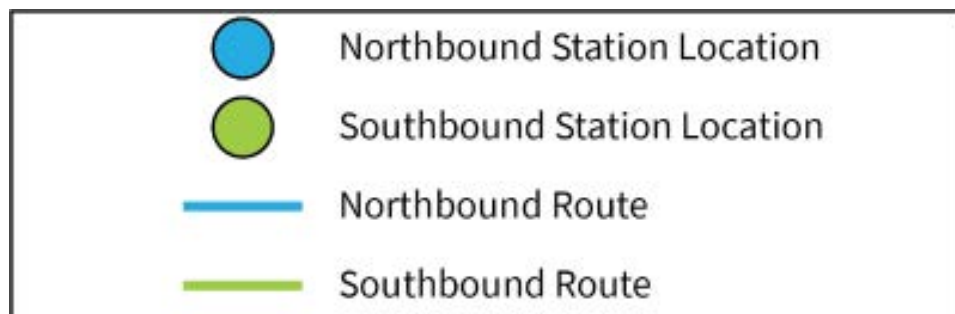
Northbound stations:

- 1st Avenue/Madison Street (City Line station)
- 1st Avenue/Wall Street (300 feet from STA Plaza)
- Riverside Avenue/Bernard Street
- Division Street/Spokane Falls Boulevard

Click or tap on the map to zoom in/out and pan around.

For **Option 2: Riverside**, southbound buses would travel through central downtown on Browne Street, Riverside Avenue, and Monroe Street, ending their route in southwest downtown near I-90. For southbound riders, the closest station to the STA Plaza would be at Post Street. Northbound buses would travel on 3rd Avenue, Lincoln Street, and Riverside Avenue, with the closest station to the STA Plaza at Wall Street. Buses could share several stations also served by City Line.

Southbound stations:



- Riverside Avenue/Bernard Street (City Line station)
- Riverside Avenue/Stevens Street (City Line station)
- Riverside Avenue/Post Street (170 feet from STA Plaza)
- Monroe Street/1st Avenue

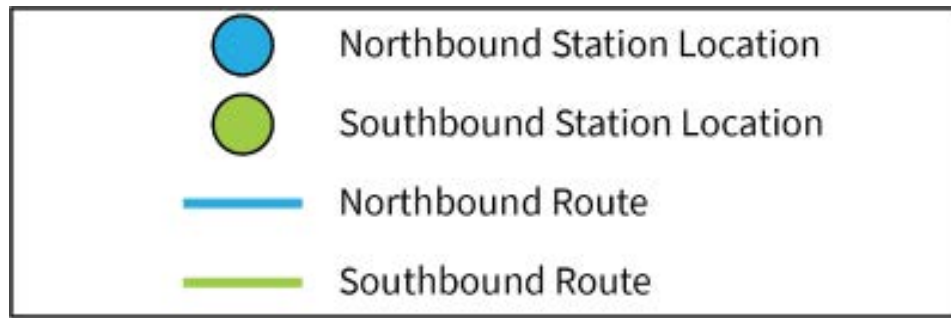
Northbound stations:

- Lincoln Street/Sprague Avenue
- Riverside Avenue/Wall Street (STA Plaza)
- Riverside Avenue/Bernard Street
- Division Street/Spokane Falls Boulevard

Click or tap on the map to zoom in/out and pan around.

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For **Option 3: Extended Route 25**, southbound buses would travel through north and central downtown on Spokane Falls Boulevard and Stevens Street, ending in south downtown near Lewis and Clark High School. The closest stations to the STA Plaza would be at Howard Street and Stevens Street. Northbound buses would travel on Howard Street, Riverside Avenue, and Division Street.

**Southbound stations:**

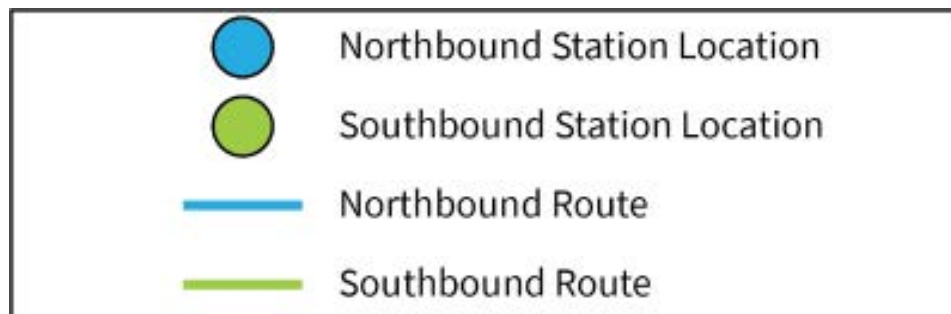
- Spokane Falls Boulevard/Bernard Street
- Stevens Street/Sprague Avenue (630 feet from STA Plaza)
- Stevens Street/I-90

Northbound stations:

- Howard Street/I-90
- Howard Street/Sprague Avenue (340 feet from STA Plaza)
- Riverside Avenue/Bernard Street
- Division Street/Spokane Falls Boulevard

Click or tap on the map to zoom in/out and pan around.

For **Option 4: Small Loop**, southbound buses would travel through central downtown on Spokane Falls Boulevard, Bernard Street, Sprague Avenue, Wall Street, and 1st Avenue ending at the Amtrak/Greyhound Intermodal Center. Northbound, buses would travel through east downtown on Bernard Street, Riverside Avenue, and Division Street. For southbound riders, the nearest station to the STA Plaza would be at Wall Street. The nearest station to the STA Plaza for northbound riders would be at Bernard Street.



Southbound stations:

- Bernard Street/Main Avenue
- Sprague Avenue/Howard Street (360 feet from STA Plaza)

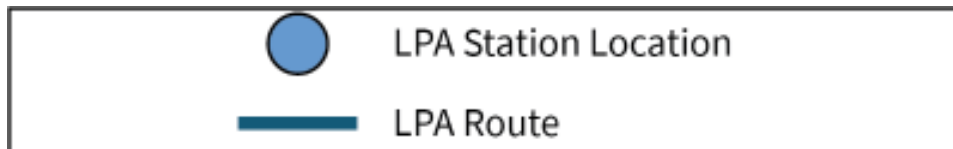
Northbound stations:

- Riverside Avenue/Bernard Street (1,630 feet from STA Plaza)
- Division Street/Spokane Falls Boulevard

Click or tap on the map to zoom in/out and pan around.

Decision 2: Station locations along Division Street and Ruby Street between downtown Spokane and the Y

The LPA includes 14 BRT stations in each direction.



Click or tap on the map to zoom in/out and pan around.

Survey form

Use the **survey form** below to share any thoughts related to the Division Street BRT project (please know all questions are **voluntary and optional**).

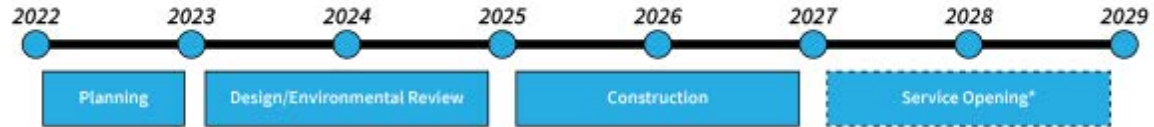
Survey Form

Next steps

Project timeline

The upcoming work will build on the initial planning efforts by STA and partner agencies (SRTC, City of Spokane, Spokane County, and WSDOT).

Timeline and milestones through 2029



*in close coordination with the opening of the North Spokane Corridor (NSC)

Project budget

BRT systems typically cost six to seven times less to create and operate over the long term compared to other forms of high-capacity transit, such as light rail or heavy rail. A preliminary cost estimate* of the entire project (in 2020 dollars) is between \$120 million and \$150 million. Over 90% of project funding will be provided through state and federal sources. A breakdown of the estimated project costs and funding is available at the Division Street BRT project page link below.

**The estimated figures do not include changes in costs that may occur over time. A full funding plan and a comprehensive budget will be updated and shared throughout the project development phase.*

What's next?

Division Street BRT is building on the vision of what Spokane can be, and there are many exciting things ahead:

- Once we hear from you and finish our evaluation, a **final recommendation** for the BRT route, station locations, and layover areas will be prepared and submitted to the STA Board of Directors for approval.
- After approval, detailed **design drawings** will be prepared that show roadway improvements and stations.
- Additionally, we will **continue to work with project partners**, including the City of Spokane, Spokane County, and WSDOT, to move forward with complimentary projects and programs including bicycle and pedestrian improvements and land uses that could complement future BRT service in the corridor.

To learn more, visit:

Division Street BRT Project Page



Spokane Transit Authority

Questions or comments? Please email Hamid Hajjafari at hhajjafari@spokanetransit.com

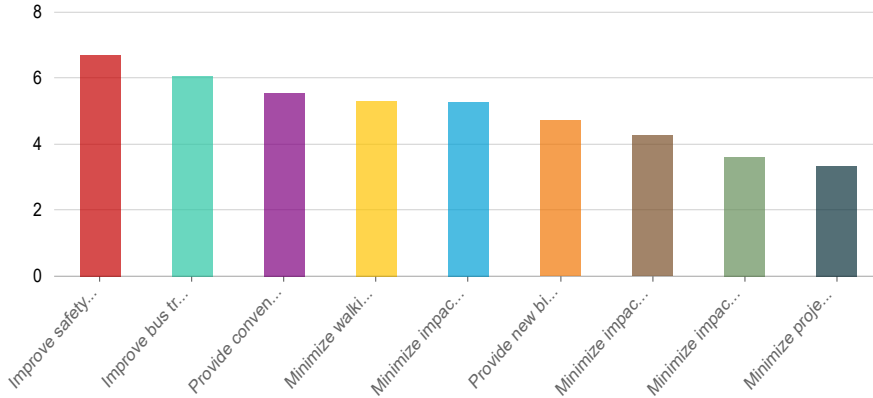
Project website: <https://www.spokanetransit.com/projects/division-street-brt/>



ATTACHMENT B SURVEY RESULTS

Division Street BRT - Alternatives Survey

1. North of the Y, what are your priorities for the Division Street BRT project?



Rank	Answers	1	2	3	4	5	6	Average score
1	Improve safety for people walking and biking	20.22%	27.08%	17.33%	12.64%	6.86%	4.33%	4.33%
		56	75	48	35	19	12	6.72
2	Improve bus travel speeds/shorten bus trip times	18.77%	15.88%	12.64%	14.8%	14.8%	7.58%	6.09
		52	44	35	41	41	21	
3	Provide convenient access to shopping, health care, education, or social services	14.08%	11.55%	10.47%	11.55%	21.66%	6.86%	13.36%
		39	32	29	32	60	19	5.56
4	Minimize walking distance to bus stops	8.66%	9.75%	10.83%	14.44%	23.1%	13.36%	5.34
		24	27	30	40	64	37	
5	Minimize impacts to traffic and/or freight	19.49%	7.58%	8.3%	12.64%	7.94%	11.91%	12.64%
		56	20	23	35	22	33	5.00

Answered: 277 Skipped: 12

2. Are there any other issues we should consider when making a decision for BRT...



Response	Count
No	2
Zoning and land use. Nobody is going to want to use the bus system if they have to walk 20 minutes through an empty parking lot to buy what they need. Parking requirements should be lowered since less people should be expected to park in the long term!	1
Your assumption about how many people will use the North-South freeway is terribly optimistic. The Division Street traffic will not be affected in a major way by a road that is well over a mile east of Division Street and does not have a lot of access connections.	1
Yes, you need to add the smaller towns out in Spokane County. We need reliable bus service in Deer Park, Riverside, Elk, Chattaroy, Mead, Colbert, and all the other small unrepresented areas. You could just add 6 buses coming from Hastings Park and Ride now to verify ridership. If you set it up, the times could start at 6 am, 9 am, 12 pm, 3 pm, 6 pm, and 9 pm. These times would allow for work, school, medical, and shopping especially if they ended at the Park and Ride.	1
Yeahhh. The new Mead Transit Center. A possibility of bus service further north on Highway 2 definitely a positive.	1
Would rather see better bus service north of Cedar and 14th it doesn't look like this area gets served at all	1
Will they be cost effective.	1
Will there be another road diet created along one of the busiest stretches of road going through Spokane if BRT is implemented? Many many people actively choose not to ride the bus and having a dedicated bus lane will make traffic worse in a city that is already growing. The north south freeway isn't even close to being finished and taking away lanes along Division sounds like the worst idea this city could possibly come up with. There really isn't any other good option to travel from the north side of Spokane other than heading down Division. We aren't ready for this yet. Finish the damn freeway first.	1
Why would you consider this before the North/South freeway is complete?! Take the semi-trucks off the road, THEN do your BRT. I realize you have to plan, but this is cart before the horse. Also, bike lanes are dumb, no one bikes November-April, and if they do they're psycho. I ride when it's nice weather, and I avoid busy streets. We aren't Seattle; we don't need to imitate them in every way.	1
Why not keep the BRT line on Division north of the Y and offer a more direct connection to Whitworth University, versus the idea of going down the Y, then down Hawthorne, then down Division. Then add a local route that connects residents in the area north of the Y to businesses and services?	1
Well lit, weatherproof bus shelters with benches	1
We need transportation farther north, at least to Hatch Rd.	1
Using the North South Corridor would send people to Deer Park or Newport and it is not on the map of choices.	1
Try to use an alternate route than Holland. It is already a major traffic bottleneck.	1
Traffic impact and actual use of bus system	1
Traffic Flow and time to health facilities and restaurants	1
To few people use buses and bike routes to justify slowing traffic by taking dedicated lanes of traffic for other uses.	1
This lane should be used for carpooling instead of a dominant bus transit lane.	1
There should for sure be a route within close walking distance to Whitworth. I'm a student here and I know plenty of people who I guess would use the new route quite a bit, especially if the route went to Wandermere shopping center or Northpointe Plaza.	1
The first question has unresponsive position management buttons and does not reflect my actual choice tree in the order of my chosen priorities.	1

The better an off street bike path the more it would be used	1
The amount of people utilizing STA services is so low. Stop cramming this shit down our throats.	1
Taxpayer money.	1
Stop wasting taxpayer money. If you have this much spare money lower our taxes You know you tax people out if their homes for this crap.	1
Stop wasting my money on your pet projects which are unnecessary and only serve a tiny number of people. Stop making things harder for drivers. We are the ones paying taxes.	1
Since we keep sprawling, We need safe routes to Costco and the Mead/Fairwood area. Slow traffic down on this stroad, and build protected multi-use paths.	1
Secure bike storage	1
Removing one lane from the street for the entire day seems excessive when the brt is only really useful during peak commute times. We often see busses on the division/ruby streets with 3 or 4 riders, making an entire wasted lane ridiculous.	1
Providing safe sidewalks along Newport Highway for people to walk or bike to the transit center.	1
Provide protected bike lanes and sidewalks that are ADA compliant. More frequent, reliable stops.	1
Protected bike lanes. Elevated pedestrian crossings	1
Potential stop at Costco off Highway 2?	1
Please consider not decreasing traffic lanes.	1
Please add protected bike lanes and pedestrian bridges-- raised crossings connected to sidewalks will keep pedestrians safer and slow cars down before lights.	1
Planning out a localized network of feeder bus routes that feed into the BRT route north of the Y. There are a whole bunch of different destinations that could benefit from BRT - Whitworth University, Northpointe Plaza a shopping, Northpointe Plaza health care services, Northpoint Plaza retirement communities, Greenstone's Mead Works development, Mead/Colbert area. The problem with the area north of the Y is that these high-priority destinations are very sprawled and spread out; there is not a single routing that would efficiently serve all of them. Therefore, it seems a good solution would be to route the BRT along the most time-efficient roadway (which is probably Newport Highway), and then establish a local network of feeder bus routes and biking infrastructure to connect it with destinations like Whitworth, Mead, some of the healthcare facilities behind Northpointe Plaza, etc.	1
Plan to allow the easiest future conversion to light rail/streetcar style infrastructure on the route.	1
Plan sucks to make division 2 lanes, 1 south 1 north. I'd rather move from Spokane than deal with that shit as a northsider. I deliver food and groceries and traffic is already a nightmare, 2 lanes sucks. STA sucks	1
Pedestrian infrastructure at proposed stops. Make sure there is a safe stop at Whitworth	1
North of the Y has less population density, but it would be good to see infrastructure that encourages public transit (e.g., park and ride).	1
None that I can think of.	1
None I can think of	1
No double decker buses	1
No busses north of the Y	1
Night time visibility for stops not near a shopping center	1
neighborhood beautification	1
NA	1

N/a	1
Must provide FULL weekend service.	1
More bike lanes!	1
Minimize the need to travel to the plaza for connecting busses, ensure the line connects with other lines out side of the downtown core. Make sure stops are near lights or other protected crosswalks.	1
Minimal changes spend less money on projects and more money on security at the plaza.	1
Many people utilize the Division corridor to access Walmart, Winco, and other shopping in the Northpointe area. The existing stops along Newport Highway between Holland and Division (adjacent to McDonald's and Home Depot) do not have a safe crossing for pedestrians but their proximity to Walmart encourages people to cross a dangerous street. This is complicated by the protected left turns allowed by vehicles from both Home Depot and Hoerner (Chick-Fil-A). If there is no chance WSDOT will allow a pedestrian crosswalk in this location, the stops south of Holland should be removed immediately and relocated to Holland where a traffic light and crosswalk exists. Adding shopping cart collection sites at bus stops should be considered so shops can find their carts later. People will walk the shortest route to a bus stop so pedestrian crossings should be visible and accessible to discourage unsafe midblock crossings.	1
Make this as successful as possible so we can have more brt in Spokane. One way to do this is to view transit and biking/walking as one mode.	1
Make sure that transfer to other routes is convenient for pedestrians/bicyclists.	1
Make a fare free commerce zone	1
Lighting. More people will ride if they feel safe.	1
Lack of stations North of Hawthorne.	1
Just keep it the way it is because Bus 25 is essential to everyday life for people to get downtown in a timely manner.	1
Just don't. Waste of \$	1
It would be good if there was a bus stop at the y	1
It would be fun if the buses were a different color from the usual STA colors and City Line	1
It looked like the Y shopping center that houses Target would be skipped in the Mead route and I think that would be a terrible mistake. I might have misunderstood the maps, but, if I didn't, reconsider that portion.	1
Install three raised crosswalks between every two traffic lights. Provide bike-activated crossings. Pressing walk button should IMMEDIATELY stop all motor vehicle traffic. Build physical barriers between cars and bikes. Minimize obstructions on sidewalks. Bike paths should be on both sides of the street and painted down the middle to separate directions of travel along its entire length. Bikes and pedestrians must have priority.	1
Improve walkability and destinations along the entire Division Street corridor. More resident accommodations on Division, either 'high-rise' apartments or above businesses dwelling units. Have node destinations, including parks, things to do and walk-able shopping nodes. (more like open air shopping malls instead of auto-centric shopping areas) Get the City of Spokane planning department involved to improve development on this corridor and to make it a Transient Oriented Development area.	1
If option 1 is chosen, I assume the Hastings park and ride remain and there would be a bus that connects to the rapid transit line from there?	1
I'd really love to see the number of lanes cut down a bit to help make Division more pedestrian friendly— while you're at it maybe convert one of the lanes to a bus lane and really get some great service for the folks using public transit.	1
I would really like to see dedicated, protected bike lanes and/or shared use paths that are protected by more than 4" of paint on the ground.	1

I think there is a lot of traffic as far north as Hastings on Division, it would seem to make sense to at least bring it that far. There appears to be sufficient room for a station up there as well. Reducing the traffic density along the hill south of Hastings would be a good thing. I do acknowledge that shopping opportunities near the proposed Mead center at this time might be more useful to riders (Target, clothing, electronics, groceries, etc) while the Hastings intersection does have fewer household necessities other than Fred Meyer.	1
I think the new Mead TC is an excellent option, but diverting off of Newport Hwy south of Hawthorne and avoiding all of the businesses there is a big miss. Staying on Newport all the way to Mead TC is a more direct route better serving the commercial areas north of the Y.	1
I think Option 1 that goes by Costco will cause people to want a stop there. I know that would be challenging but was curious if you thought of that? The bus is going by there and people will want to travel there. Option 2 which is existing, traffic backs up on Hawthorne.	1
I support the improvements to bus service, especially more frequent service.. I would love to see it extended beyond the Hastings location	1
Have you considered creating one large loop at the northern end where you follow plan 1 but then go left on Farwell/Hastings to the Hastings Park & Ride and then return from there along Division? You could then have the best of both plans 1 and 2 with destination coverage you would not have using only a plan 1 or plan 2 route.	1
Future land use development	1
Frequent, late night, and weekend service!	1
Frequent bus service is key to success because bus route connections must have minimal wait times.	1
For the love of God! Make and use turn outs for all bus stops!!!	1
First and foremost, sidewalk improvements from local roads/neighborhood streets to the arterial are a must. Frequently, neighborhoods have no accessible walking/rolling options due to lack of curbcuts, including near dense housing. Additionally, I used King County's BRT ("rapid ride") when I lived there and the quality of the buses made them more attractive to use as well. Free wifi, for example, was a great draw to take cars off the road. Similar amenities I believe are important for the success of this project.	1
Eventual long-term conversion to light rail.	1
Embark/disembark from bus at a safe distance from road traffic and pollution with bus stops positioned further from moving traffic	1
Easy access speed bus bike racks electric hybrid busses	1
Don't do it. You don't have enough riders to justify it. If you did ridership would pay for this and you wouldn't have to steal money from tax payers.	1
Don't block easy access to the many store fronts north of the Y	1
Don't start the project till the North South Freeway is complete. Taking lanes away from Division, the min north south route for people today doesn't make since. Once the North south freeway is done, this should make traffic lighter on Division and allow for you to add the bus lines	1
Don't do it, routes to North Spokane are traffic jams now. Don't block lanes	1
does the ridership warrant this?	1
Do NOT reduce lanes on division for cars!!!!	1
Do not put Division on a "road diet". Keep all lanes.	1
DO NOT DO THIS. This is potentially the least informed/ thought out plan I've ever seen. Not enough riders to justify this, and cutting division to a single or even only 2 lanes of traffic will RUIN the traffic of this area. I don't know who has this idea, but I truly and honestly think it's the worst idea I've ever seen Spokane/STA come up with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	1

Do not Do this! we have very low rider numbers for STA services. Do not further slow down traffic by taking up two lanes	1
Division seems busy anyways why impact it more.	1
Division becomes backed up due to heavy traffic as it is. Taking a lane away is a horrible idea that will have a significant negative impact on 90% of the population.	1
discussions 2-9. They are totally ridiculous on a highway which N. Division technically is	1
Directly serving both park and rides would be my preference. Using Hastings as the terminal would allow single-mode transit users to access the shopping and service centers near Hastings without penalizing mixed-mode commuters using the Mead facility. Unfortunately projects like Division Connects are currently one of the best ways to fund pedestrian improvements on existing roadways. It's a piecemeal and tragically insufficient approach and puts neighborhoods in direct competition for basic safety amenities. N Division, N Newport Highway, and N Nevada are all major barriers to bicyclists and pedestrians with relatively high-speed traffic.	1
Currently, Costco does not have any bus stations anymore nearby.	1
Crossing Division is a nightmare in a car. Crossing it as a pedestrian is suicidal. Roundabouts and a narrower street would be nice.	1
Consider the percentage of Spokane residents who currently ride the bus versus drive personal vehicles, and perform and PUBLISH a cost/benefit analysis.	1
Consider taking the line down division and US 2 because as far as I know not many busses go that far north and there is a lot of area for growth there but people without cars can't live up there.	1
Close to major shopping and business	1
Clean energy generation and consumption	1
Bus turn ins to prevent traffic stoppage	1
Being thoughtful when choosing the number of stops, especially if the north park and ride location is very close to the on-ramp to the NSC. A driver understands that there are sacrifices when riding the bus, but for morning commuters it shouldn't be a huge difference in time to downtown.	1
As a partially disabled veteran living nearest to the Newport Hwy/ Graves Road stops, I personally feel retaining current stops there would be important to me for accessibility	1
Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable.	1
All of the plans on your site require me to drive 10 min to ride. Why don't busses go to all of the high schools at a minimum? That will service entire neighborhoods where a large number of people live. Also, stop giving free bus passes to help the homeless set up camps up here.	1
Add a lane both northbound and southbound. Traffic is already bad.	1
Access for apartments, senior complexes, schools, grocery stores	1
A new Division with less cars shouldn't just become a bus centric road instead. Making streets walkable and adding safe bike/scooter lanes up and down division is vital as well and will increase ridership.	1
1) Why should busses get the privilege of changing traffic lights. How will this effect the rest of traffic. What about the effect on cross traffic (east/west) when a bus (north/south) changes a light's timing. 2) We have a chronic problem with cars weaving through traffic. I see that dedicated bus lane turning into a speeding lane for reckless drivers increasing the likelihood of traffic accidents. 3) Will there be matching 10min busses on the east/west corridors?	1

You could always have a large loop connecting a future Mead Transit Station with the Hastings Park and Ride, using Farwell and Hastings.	1
Yes, stop with the nonsense.	1
Would a loop around the Y be an option? There are major destinations on both the Division and Newport routes. Signalized pedestrian crossings on Division at Holland and at Graves would dramatically improve access from the area bounded by N Division/Country Homes/Hawthorne to the business center right across the street.	1
Why would anyone want option 1? Option 2 means it goes along a BECU, a MOD, the chic-fil-a, concentra, Home Depot, Coldstone, Best Buy, and Target. Option 1 stops along... Dollar Tree? If you want people using this expensive BRT, it has to stop by places people want to go to.	1
Why not do both?	1
Wait until North/South freeway is complete.	1
Use side streets for bicycles and not existing street arterials.	1
There is a lot of growth north of the Y on both near Newport highway and near Hastings, it's getting more congested everyday	1
The Newport Highway alignment should be maintained north of Y, but the final destination of either Mead or Hastings should be based on existing development and possible land uses allowed by zoning. Hastings has plenty of existing development in the vicinity, but the park and ride itself likely cannot be enlarged much more. Mead has the more potential for new development, but the transit facility also needs to be reasonably accessible from these new uses. For example, a stop is not contemplated at the Costco site, which is adjacent to a new mixed-use development planned by Greenstone (Kendall Yards). This is expected to be a walkable development with a mix of land uses and housing densities, but if it is not accessible to transit by foot for those who live and work there, people will still need to rely on a car to even access transit. Maybe consider routing through the future development or placing the transit center closer to the site on Farwell east of US-2.	1
The Hasting park and ride is in a terrible location.	1
The amount of people utilizing STA services does not make this worthwhile. If STA had to be fiscally responsible they wouldn't survive. Just gets bailed out by federal dollars.	1
Stop wasting my money on your pet projects which are unnecessary and only serve a tiny number of people. Stop making things harder for drivers. We are the ones paying taxes.	1
Speed safety for bikes as well	1
Seems more consistent with future growth in the area	1
Same as above.	1
Removing current stops to move them either north or south of where they are (specifically the Graves Road stop) would make riding the bus more difficult for me or people like me	1
Please stop spending so much money on all these projects. You guys already redid division once and then redid it again. Remember when you had all these indents on Division and then you suddenly went to double buses that was a fiasco and a waste of money.	1
Please make it convenient for Whitworth and Rockwood at Whitworth travelers.	1
Planning for parking, please make sure to have enough, or the option to build a structure.	1
Placed on map.	1
Option 2 of Hastings Park and limit stop. I would suggest use 124 all day service (Non Peak hours) to try like one way First via Newport Hwy (northbound) to see what happens	1

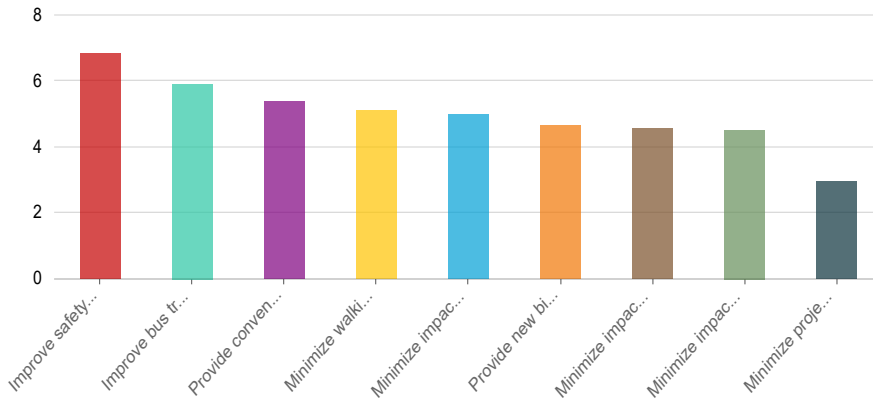
One major issue is if the bus continues down either Division or HWY 2 at the Y, one segment of road gets no service. Such as going down HWY 2 gives no service to the Division segment or vice versa. One proposal is to have 7.5 minute service for the Division route and similar to how the 20 alternates via riverside and via Clark, have the Division alternate via Division and HWY 2 at the fork in the road,	1
Not serving a Costco that has open land around it is ridiculous: that's got to be a commercial/high-density residential/transit customer area waiting to happen. If service north to Newport is in prospect, going with Option 1 to begin with is probably wiser, and Fairwood/Hawthorn/Newport Highway could be handled as a one-way or two-way shuttle loop connecting with the BRT.	1
North of the Y is growing so fast but right now is the perfect time to develop bike paths. I do most of my shopping north of the Y now but would love an easier way to get around by bike	1
None	1
No busses north of the Y	1
NA	1
N/a	1
Must provide FULL weekend service.	1
Monorail to Canada?	1
Light Rail for Farwell Rd.	1
Keep the route to Hastings Park & Ride, but look into transit to other cities, like Mead, Deer Park, & Newport, but also have transit from Hastings Park & Ride to Hillyard and Spokane Community College.	1
Keep it the same. I need this bus and the stop I have is perfect.	1
Just keep it the same, some people may not have access to technology, and or this information until it's too late.	1
It would be good to include the North YMCA to be connected with the STA transit system. It is too far to walk from Hastings (Rt 2 5& 28) to the YMCA and other businesses on Highway 2 just north of Hastings.	1
It should be elevated	1
It concentrates too much traffic on a traffic corridor that is already at its limit	1
It almost looks like a small loop route would work, going from Hwy 2 on Hastings to Division, Fairwood, and Whitworth, funneling riders to the 25.	1
Is there a possibility of alternating between options 1 & 2 so that both areas have bus service?	1
I'm torn. There are pros and cons to both routes and I'd be happy with either.	1
If there was a way to get the routing south of Hawthorne for option 1, a stop by Whitworth, and the terminus at the Mead transit center, that would be ideal. I obviously don't know the details of everything, but is a northbound/southbound loop similar to the downtown options which splits off at Hawthorne or Magnesium possible?	1
If option 1 is Mead transit center please have a stop by Costco	1
I think the new Mead TC is an excellent option, but diverting off of Newport Hwy south of Hawthorne and avoiding all of the businesses there is a big miss. Staying on Newport all the way to Mead TC is a more direct route better serving the commercial areas north of the Y.	1
I think the Mead option would be best because it could be made as big as necessary, How easy would it be to make Hastings P&R get bigger?	1
I think option 1 is a great option.	1
I think both options are imperfect. I would like to see connection to and pedestrian-oriented improvement of the commercial strip along U.S. HWY 2 East in Mead. I don't think this needs to be served with BRT, but a plan to make that area and other rural areas served better by transit I think should be a goal.	1

I like the Mead transit idea best. I live in Chattaroy and I fill out these surveys all the time.	1
I have concerns about safety and lighting in these areas.	1
I get the need to get the best of both worlds, but there are more commercial destinations along highway 2 between Hawthorn and the Y, why not have the BRT go all the way up Hwy 2 to the Mead Transit Station and provide an additional Non-BRT high frequency route along 395 to Hawthorn, with a transfer point just south of the Y to the BRT. This would allow for high quality transit access.	1
I don't know how much traffic will be reduced on 2 with the nsc, but having more stops on 2 rather than division seems like it would mess the timetables more	1
I cannot place any info on the map and the button order is not functioning with a result of my order priority.	1
Honestly both look good. Can't really pick one over the other.	1
Having some kind of bus access in rural areas in north Spokane would be nice. Even if it is less frequent than central Spokane BRT.	1
Have alternating final destinations to be able to still service Hastings Park and Ride and include the future Mead Transit Center that way those that are using Hastings Park and Ride can keep their service since this one has been established for I think 10yrs or more.	1
Hastings seems like the better location to develop a transit center that could have a better impact on the surrounding area. Potential for building out the surrounding large, mostly empty parking lots through TOD for multiple types of housing and commercial spaces. Speeds are also much lower through here than they are at Farwell and Highway 2 which lends itself to be a much friendlier pedestrian environment. Mead transit center is just north of Costco which sees a lot of traffic, is not pedestrian friendly at all. And the Farwell intersection is abhorrent for anyone not in a car. A transit center makes less sense in that location without some major pedestrian improvements, traffic calming, etc. all of which would be less critical at the Hastings site.	1
Hastings Park and Ride looks like a much better place to terminate the line because there is substantial retail and housing walking distance from that site. There is much less in the Mead area.	1
Hastings Park and Ride is already familiar, and seems in a better location for bus riders.	1
Hastings offers more direct access for major growth centers like deer park and loon lake	1
Good luck!!!!	1
Future Mead Transit Center would be preferred as the routing takes the BRT along the most time-efficient roadway, Newport Hwy. The transit center would offer onward connections north, west, and east and its proximity to the US395 NSC is also beneficial should express routes eventually run along the freeway. My 1st critique would be that the routing to the Mead Transit Center should pass in front of Northpointe Plaza...all those parking lots provide potential land for infill medium density housing, which is an opportunity that doesn't exist along Division Street or Hawthorne Street. Feeder bus service could be run along Hawthorne to serve Rockwood Retirement & Whitworth. My 2nd critique is that once Mead Works is more developed, that there be a station near the Costco roundabout, or a revised alignment that takes the BRT into the Mead Works development. You should also study if the BRT can be extended from Mead Transit Center to Hastings, with a routing along Farwell/Hastings.	1
For the love of God! Make and use turn outs for all bus stops!!!	1
Don't do it	1
Don't bother. Get more riders first. Stop stealing/wasting tax payer money.	1
Don't bother with any of it. Widen the road for more cars.	1
Don't block traffic, your one lane projects are causing traffic congestion already	1
does the ridership warrant this?	1
Do you have plans to extend service at least twice a day North along both the US2 corridor, Perhaps to Costco area and North along 395 perhaps to Gleneeden to service the many new apartment buildings in the area?	1

Do NOT reduce lanes on division for cars!!!!	1
Do not put Division on a "road diet". Keep all lanes.	1
DO NOT DO THIS. This is potentially the least informed/ thought out plan I've ever seen. Not enough riders to justify this, and cutting division to a single or even only 2 lanes of traffic will RUIN the traffic of this area. I don't know who has this idea, but I truly and honestly think it's the worst idea I've ever seen Spokane/STA come up with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	1
Create an option 3 with the BRT going ONLY on division to the Hasting park and ride and a new local route that services the community north of the Y. This new line would cover stops at shopping centers, Whitworth, and residential areas.	1
Bus can connect with 124 and 25	1
Build the freeway first before you negatively impact the masses.	1
Build out the Mead Transit Center and have busses loop to the Hastings P&R to cover the Mead area, allowing access to Costco.	1
Build a bigger shelter protected from extreme heat, wind, or cold. Install a raised crosswalk across Hastings Road that stops all motor traffic when activated.	1
Bike riders should be guided to other north/ south streets. Seriously, how many riders are there and at what times of the day?	1
Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable.	1
60 Foot buses No DOUBLE DECKER BUSESever!	1
2603 W. Walton Ave	1

Answered: 87 Skipped: 202

5. In downtown, what are your priorities for the Division Street BRT project?



Rank	Answers	1	2	3	4	5	6	Average score
1	Improve safety for people walking and biking	22.63%	28.83%	12.77%	13.14%	8.39%	5.84%	2.19%
		62	79	35	36	23	16	6.84
2	Improve bus travel speeds/shorten bus trip times	17.15%	14.23%	12.04%	13.87%	15.69%	9.85%	5.92
		47	39	33	38	43	27	

Synergy with City line, University district commuting	1
Stops closer to the major employers should be a priority.	1
Stop wasting tax payers money.	1
Stop wasting my money on your pet projects which are unnecessary and only serve a tiny number of people. Stop making things harder for drivers. We are the ones paying taxes.	1
Secure bike storage	1
SAFETY! How safe the stops themselves are (i.e. lighting) year round.	1
SAFETY for people in the stations. Perhaps security staff is the best real-time safety measure that would be appropriate.	1
SAFETY at stations and inside the bus. Create a system downtown employees want to use, and feel safe with. Also, monitor stations and surrounding areas so pedestrians feel comfortable walking by them.	1
Reduce taxes by becoming self sufficient	1
Quick connection to the STA plaza for transit users with disabilities.	1
Please stop thinking that making driving more difficult will force people to take the bus. It won't.	1
Please don't use this as a bus lane only this should be used for carpooling too. Spokane is still too small to establish this transit line before the new highway is completed.	1
Please do not minimize traffic lanes or add bike lanes on Division.	1
People north of the Y need bus service too.	1
Once again, I'm torn. I see the appeal of having multiple downtown stops and more coverage with a single line to avoid inbound passengers having to switch buses. However, it would minimize traffic and improve travel times to have a smaller loop with fewer stops. So my inclination is for the "get in, get out fast" approach of the small loop.	1
Not ruining downtown further.	1
No double decker buses	1
No busses	1
NA	1
Must provide FULL weekend service.	1
More protected bike lanes	1
More for bike travel!	1
Making it easy to access without having to walk very far. Outside of the main core, it's not very enjoyable to walk downtown and I don't see many people going more than a couple blocks to catch this bus.	1
Make transferring to other routes convenient for people with disabilities, young children, etc.	1
Make a fare free zone	1
Keep the stations in the center of division NOT on the right side. The priority of BRT should be speed of the busses and a dedicated bus only lane. This dedicated lane should prevent drivers from turning left and rather have to make u turns at signals.	1
Keep the skywalk system: so important in winter & in the extreme heat of summer! Improve connectivity of skywalk system to mall & professional buildings.	1
Just don't.	1
It would be great if you had a stop at the Plaza	1

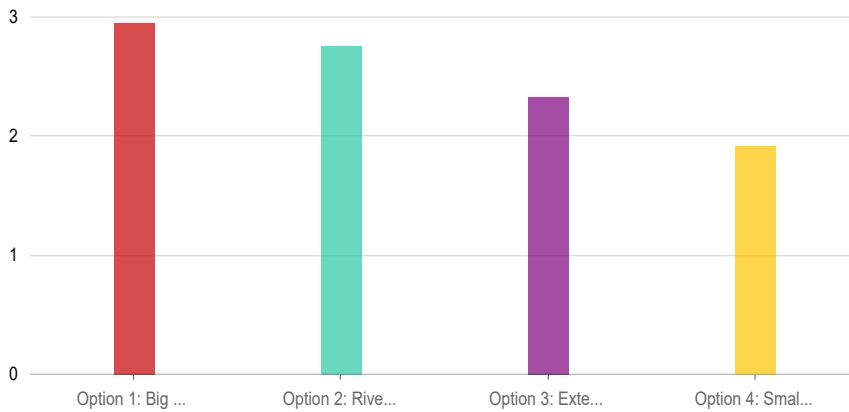
It would be great for better east-west connections (north of Spokane River) to the Division St corridor and the Nevada/Hamilton and Monroe lines.	1
It seems like service to the Western side of downtown could be improved, even as far West as Browne's - it feels like we can get around easily enough between Division and Cedar but any trip West of there feels like a journey to a different city. I do not live over there but I'm certain that the businesses over there would appreciate easier access to customers throughout downtown.	1
It makes sense to share stations between BRT lines, but delays to the Central City Line should be minimized at the stations shared by both lines. Many people still use the Division route to connect to other routes at the Plaza, so walking distances to the Plaza should be minimized and wayfinding should be used. Stacking of buses at boarding Zone 6 at the Plaza causes delays currently, requiring people to board in the middle of Riverside in some cases. If multiple high frequency lines (Division, Sprague, and Monroe) will use the same zone, there must be careful schedule planning and real time delays must be provided to drivers they can avoid causing an obstruction.	1
In winter the sidewalks and crosswalks along Riverside and Sprague are slushy, have puddles at the crosswalks, and get a lot of road spray. Walking along either to access STA plaza is very unpleasant compared to taking the less busy N-S connection streets. BRT-specific stops serving multiple routes located near non-BRT stations would be helpful. Where adding a BRT station means bringing a portion of road up to a Complete Streets standard please require physical barriers between motorized vehicles and bikeways. The recent renovations on Riverfront Ave, where the bike lane is located between street parking and the curb, only defined the bike lane by painted lines and as of November 2022 cars have been consistently parking in the bikeway. Paint is not enough.	1
I think you will have push back by not serving the Plaza but like options that don't serve it. Option 2, where would the route end? Same with Option 3.	1
I think the STA Plaza should be continued to use as the hub for all STA buses.	1
I object to the "minimize impacts to businesses" verbiage in general. Seems to imply that BRT has a negative impact on businesses when that is clearly not the case - BRT is a massive positive for businesses. Also Spokane has just a ludicrously massive surplus of parking downtown - should not even be a concern whatsoever.	1
I need this bus. Don't change it.	1
I like adding stops such as the big loop to the downtown area, but also having the access from the Plaza is needed as most rides end there and it would be harder for those with disabilities to travel out to the other stops, if it doesn't stop at the Plaza.	1
Getting around downtown is easy	1
Get the project done in a timely manner--unlike the north/south freeway, where we have been dealing with construction for decades.	1
Frequent, late night, and weekend service!	1
For what I can understand about the various options is you are keeping service in the area of Spokane Falls Blvd, Riverside, and Bernard area where I have been using bus 25 to come home when I am in the north parts of the city and I can use it still going north in this same area should I use bus 25 and 36 for going to my church which bus 36 puts me right at my church on it east side at Post and Spofford and bus 4 is nearby to us it also in going to church by bus. I use a wheelchair to get around and like the service these bus routes do for my needs.	1
For the love of God! Make and use turn outs for all bus stops!!!	1
Find a route that provides seamless connections to the rest of the STA network - many of the proposed routes don't seem to run by The Plaza.	1
Eventual long-term conversion to light rail.	1
Evening scary downtown bus station need safety	1
Easy connections to other lines like 90 on sprague should be a consideration	1

Ease of access to hospitals and the arena complex	1
Downtown Spokane is in desperate need of better bike parking. With the rise of ebiking, for me my main mode of city commuting in the summer, leaving bikes at basic lockups for extended shopping, a meal, and entertainment is not realistic. Spokane could be onto something to pilot a bicycle parkade to combine with these bus transit improvements.	1
Downtown is already hard enough to drive in, please don't make it worse. Also don't spend billions trying to make it look nice. We all know the homeless will fuck it up.	1
Downtown doesn't always feel very safe with the increase of homeless people and blatant drug use. Please keep this in mind when finding bus stop locations, access to transit stops, and walking to stops.	1
DON'T DO IT.	1
Don't do it.	1
Don't block or slow North-South one way roads. There are very few ways and fast routes to get North-South in downtown and across the river.	1
does the ridership warrant this?	1
Do not reduce traffic lanes until North-South freeway is open!	1
Do NOT reduce lanes on division for cars!!!!	1
DO NOT DO THIS. This is potentially the least informed/ thought out plan I've ever seen. Not enough riders to justify this, and cutting division to a single or even only 2 lanes of traffic will RUIN the traffic of this area. I don't know who has this idea, but I truly and honestly think it's the worst idea I've ever seen Spokane/STA come up with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	1
Do not do anything to further impact Vehicle traffic. STA riders remains low do not create issues for a	1
Division is the only North South street that flows traffic with as little impact on driver congestion. Please don't ruin that.	1
Dedicated or well marked bike/scooter lanes especially on the bridge. Better pedestrian options for bridge & north river areas as well.	1
Create the bus lane	1
Corridinate the traffic lights to keep traffic moving.	1
Convenient Plaza access, easy-to-understand routing and future CityLine connections are the most important considerations. Division is an important corridor but poorer connections to the rest of the network (e.g. the four blocks to some Plaza bays in the Big Loop option) could easily break the project apart from the network.	1
Consider some sort of Xpress bus maybe would hit Northtown Mall Wandamere then head north	1
Consider bicycling and transit as one mode. More safe bikeways and better bike parking would encourage people to ride between longer distance transit trips.	1
Consider a bus, bike, pedestrian only east-west corridor through downtown. Must connect to the bus plaza.	1
Connection to other major routes and the plaza should be high priority	1
Cleanliness. No graffiti. Modern busses.	1
Bus lanes downtown. Sprague is three lanes wide and during peak times, it hardly has any traffic to justify it. Or bike lanes could also be appropriate. There are other streets like this, but Sprague is a standout. I feel 2nd and 3rd are similar.	1
Better bus shelters, weatherproof, benches, lighting	1
As a community we must prioritize based actual numbers of citizen usage and not based upon wishes.	1

- Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable. 1
- Already answered this. 1
- Add curbs between the bike lanes and the parking lane to keep cars out of them. Or, put all the parking on one side of the street and both bike lanes on the other side away from parking, but still protected by curbs so cars don't intrude. Bike lane need to be painted green with a yellow line down the middle. 1
- Accessibility to more of downtown. 1
- 1.) Create a spine downtown where several BRT/High Performance Transit lines come together and use the same stations, versus spreading out the services and stations all over downtown. 2.) Provide service to the U-District on the way to/from downtown. A new turn onto Olive to Pine street would allow a shared station with the City Line On Pine Street. And/or, an east end connection with I-90 HPT could be considered. 1
- 1) Why should busses get the privilege of changing traffic lights. How will this effect the rest of traffic. What about the effect on cross traffic (east/west) when a bus (north/south) changes a light's timing. 2) We have a chronic problem with cars weaving through traffic. I see that dedicated bus lane turning into a speeding lane for reckless drivers increasing the likelihood of traffic accidents. 3) Will there be matching 10min busses on the east/west corridors? 1

Answered: 95 Skipped: 194

7. What is your preferred Division Street BRT route option in downtown Spokane?



Rank	Answers	1	2	3	Average score
1	Option 1: Big Loop	43.03% 105	24.18% 59	18.03% 44	14.34% 2.95 35
2	Option 2: Riverside	27.46% 67	33.61% 82	26.64% 65	2.76
3	Option 3: Extended Route 25	18.03% 44	22.54% 55	34.02% 83	2.5% 2.33 61
4	Option 4: Small Loop	11.07% 27	19.26% 47	20.9% 51	1.92

Answered: 244 Skipped: 45

8. Do you have any comments on Division Street BRT route options in downtown Spokane?

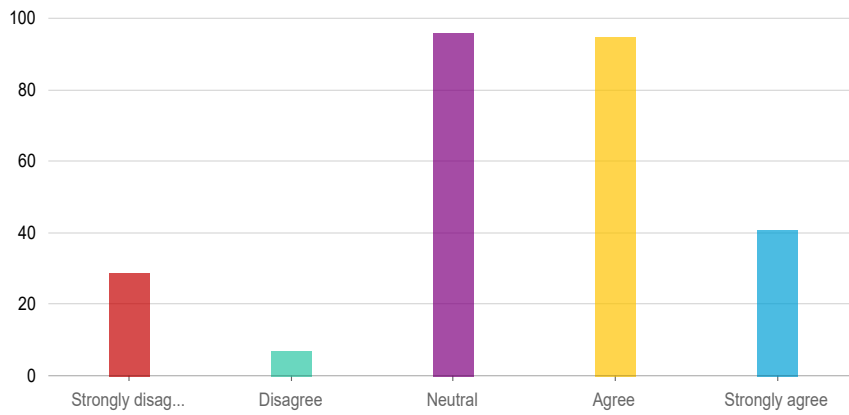
Option 2 is my favorite as it would presumably make use of several City Line BRT stops along Riverside to provide some higher combined frequencies through the Downtown Core. Additionally, Option 2 provides the most coverage through all three areas of Downtown (East End, Core, and West End). Perhaps Options 2 & 3 could be hybridized so that the route could serve South Downtown/Deaconess/Lewis & Clark as well. Instead of turning Option 2 around via Monroe>3rd>Lincoln, perhaps you could do Monroe>3rd>Washington>2nd>Lincoln.	1
Option 1, the Big Loop, would suit my personal usage of the City Line best. Even though it isn't my top design choice the Extended Route 25 option would mesh well with the I-90/Valley Corridor plan. Putting a station south of I-90 expands the population served by BRT substantially and adds flexibility for regional connections. If a blend of City Line shared stations and the Extended Route 25 option isn't possible I would prefer STA spend money on the 4th Ave Station.	1
One thing I like about the "big loop" is a station location right near the south entrance to Riverfront Park. Nice access to the park and special events etc. If this moves forward, suggest being very mindful of how this could be a kind of station gateway that complements the park.	1
none	1
No	1
No preference, they are all good loops	1
No double decker buses	1
No busses downtown	1
NA	1
My opinions have not changed since question #6 two lines up.	1
My major concern is that the BRT route option operates as close to the STA Plaza as possible, so that people with disabilities or who are traveling with small children can transfer easily to other routes.	1
Must provide FULL weekend service.	1
More frequent, reliable stops.	1
Makes sense not to have bus stops on same street going opposite directions. Bid loop 1 has best bus stop saturation in downtown.	1
Make sure there is a good connection with the City Line	1
Leave Division alone	1
It should provide access to Riverfront Park and shopping on Main Street as well as secure bike storage. Forward thinking would also provide access to greyhound/Amtrak as those services are improved.	1
It seems like the big loop might extend wait times for some, however it could improve walkability in some cases.	1
I'm not sure the "big loop" is big enough. Ideally there might be a larger loop that accesses more areas of the downtown core. I know there are big constraints with traffic and streets.	1
I'm not sure how a bus would make that turn on the Riverside option.	1
I'm not fond of any of the choices (though I'm also largely unfamiliar with downtown, having arrived in the area early in COVID). Division BRT absolutely must connect directly, closely and unmistakably to the Plaza (and thus to Spokane Int'l Airport), to the Intermodal Center, AND to CityLine: connections that are used by out-of-towners - and these WILL be - need to be so close and idiotproof that they can't be missed in a howling snowstorm. Option 1 bringing Division BRT along the south edge of Riverfront Park is a pretty touch, but apparently at the cost of at least some of those connections. The pretty stuff can be handled by local buses, please (and if there's no tourist/shopper/conventioneer route that weaves across all the bridges that offer picturesque river views, why on earth not??)	1

I'd like bike-friendly buses (or a light rail... an elevated light rail... YES I would vote for the requisite tax increase and proudly pay my share!!) - I always take advantage of light rail when visiting cities that have invested in it.	1
I think it's necessary to have a stop within a block or so of the Plaza just because it is the site of so many connections already and is at the center of downtown. It would be great for Riverside to be a very high transit traffic street, especially with the new infrastructure put in by the City Line and the recent City project.	1
I like having a bus service on Division street	1
I don't care I like it as it is	1
I do not want a dedicated lane of Division for other than public traffic as existing.	1
I chose the Big Loop option because I believe this will have the best coverage with the least amount of stops.	1
How about a shuttle downtown between Podium, Downtown Stadium and other shopping/tourism arts.	1
Help the traffic. Downtown is confusing and stupid. Ask anyone	1
Having BRT lines share stations is an effective way to reduce the cost of adding additional infrastructure and encourages people to use existing high quality facilities. The bike and pedestrian improvements that have been implemented on Riverside should be replicated on intersecting and adjacent streets throughout Downtown. The Riverside route requires the least amount of new BRT stops to be built and also maintains access directly to the Plaza. However, if the Plaza boarding zones cannot accommodate another route, then the big loop should be used to increase the amount of destinations covered by this single line, while still providing a straight and direct walking route to the Plaza.	1
Have the bus go till 12:00 a.m.	1
For the love of God! Make and use turn outs for all bus stops!!!	1
For several years, our bus service has been SO HORRIBLE. Improve that and send your drivers to driving training BEFORE you waste our money on things we don't need. From a 70 year old Spokane Bus rider	1
For goodness sake please wait until the north south freeway is done and don't take away lanes along Division like Monroe and Sprague. I haven't met any neighbors who are excited about this.	1
Expand the toads instead.	1
don't mess with traffic flow	1
Don't do it.	1
Do not reduce traffic lanes until North-South freeway is open!	1
Do NOT reduce lanes on division for cars!!!!	1
Do not put Division on a "road diet". Keep all lanes.	1
DO NOT DO THIS. This is potentially the least informed/ thought out plan I've ever seen. Not enough riders to justify this, and cutting division to a single or even only 2 lanes of traffic will RUIN the traffic of this area. I don't know who has this idea, but I truly and honestly think it's the worst idea I've ever seen Spokane/STACome up with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	1
Convenient Plaza access, easy-to-understand routing and future CityLine connections are the most important considerations. Division is an important corridor but poorer connections to the rest of the network (e.g. the four blocks to some Plaza bays in the Big Loop option) could easily break the project apart from the network.	1
Consolidated Riverside alignment is the best option - most beneficial for system legibility. The other options might lead to rider confusion on where to catch the bus.	1
Connection to the City Line/Plaza/Sprague line. More walking between stops is harder for ADA and more confusing	1

Connection to other major routes and the plaza should be high priority	1
Closer options for The Plaza!	1
Build large weather-resistant shelters.	1
Avoid redundancy with city line	1
All four are still coming near or in front of my building at Riverside and Bernard leaving downtown or down a t Spokane Falls Blvd and Bernard coming into downtown.	1
Again, stop making us all miserable for a quick trip downtown.	1
A bit tricky with the ending of routes. Don't like that big loop because it doesn't serve the core.	1

Answered: 70 Skipped: 219

9. How much do you agree or disagree with the Division Street BRT station locatio...



Answers	Count	Percentage
Strongly disagree	29	10.03%
Disagree	7	2.42%
Neutral	96	33.22%
Agree	95	32.87%
Strongly agree	41	14.19%

Answered: 268 Skipped: 21

10. Do you have any comments on Division Street BRT station locations between downtown...



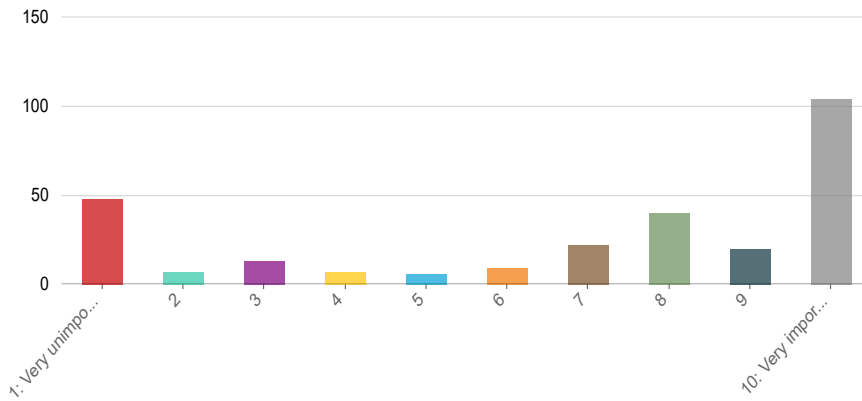
Response	Count
No	3
N/A	2
Would prefer more stops between Francis and the y	1
With the NSC bypass. the Division St BRT is very important for businesses and the community to use BRT instead of motor vehicles. This helps the economically disadvantaged and our environment.	1
Wait until the freeway is finished.	1
Traffic in Spokane does not flow now. Quit blocking traffic flow	1
The stops seemed too frequent. I would prefer a complementary, slower bus service to go alongside the BRT rather than making the BRT serve too many areas.	1
The proposed station locations seem logical, but a couple key intersections are missing: 1) It would be good to plan for a future infill station at Montgomery Street - it's a bit of a gap along the couplet between Indiana & Buckeye. 2) Division & Queen - the SE quadrant of Franklin Park has playgrounds, picnic shelters, and shaded green space where lots of families congregate. Then the NW quadrant of Northtown is its main entrance, and any future housing developments on the Northtown site to take place of the vacant Macy's would be centered on the NW quadrant of the Northtown site. There's nothing wrong with providing 3 closely located stops that would be spaced 1/4 apart (Wellesley, Queen, and Rowan) in what is a heavily-traffic'd pedestrian stretch of Division. The City Line already has this 1/4 mile stop spacing precedent with the Mission Park & Columbus stations, and the two stops on the Gonzaga campus.	1
The plans for BRT should be centered around the NSC being completed. Anything that can be done to decrease traffic on Division and diverted to the NSC should be accomplished. In other words using the NSC should be the choice of all non STA vehicles over using any other streets in Spokane.	1
Stops only at major intersections and rebuild pullouts. Do not delay traffic.	1
Stops Every 4 blocks Needed on Route 90	1
Stopping at the Y and not having service north to Graves would be horrible for me	1
Stop wasting my money on your pet projects which are unnecessary and only serve a tiny number of people. Stop making things harder for drivers. We are the ones paying taxes.	1
Some of the stops north of Northtown Mall seem to be further away from each other but at least at or near the major traffic lights.	1
Seems pretty reasonable to me.	1
Safety in evenings	1
Proposed locations are reasonable and useful. Please include protected pedestrian crossings with human-scale lighting and illuminated beacons. Painted crossings with minimal signage, such as the current Glass Ave crosswalk and Longfellow Ave crosswalks, feel unsafe to use and the painted lines are often obscured by road grit and glare.	1
Please don't use this as a bus lane only this should be used for carpooling too. Spokane is still too small to establish this transit line before the new highway is completed.	1
Not enough people ride the bus to justify this. You are wasting tax payer dollars. The financial side should come completely from rider fares.	1
Not at this time.	1
Nope. They seem good to me	1
No stop before Northtown Mall	1
need one near Holy Family for sure	1

NA	1
My concern is the impact to nearby businesses.	1
Must provide FULL weekend service.	1
Looking at the foothills/Bridgeport stops, it would be nice to consider moving foothills stop to where the road comes together again	1
Keep stops a quarter mile apart so travel times are good	1
Just run the 124 more often and we'd be fine.	1
It's a bad idea all around	1
It is a good idea.	1
Improvements to walking and biking connections will make or break these locations. Currently, Division is a very unwelcoming place to wait for a bus, walk, bike, or cross the street.	1
If the goal is to make division more public transit/pedestrian friendly it might be worth throwing in a couple more stops along the bulk of the road.	1
I wish there were more. Walking or biking to things that reside in between stops looks like it might be tough for some people.	1
I think the BRT routes should cover a long area. Having them loop is a good idea, but the loops should cover a fair bit of distance. Enough to have good coverage but not big enough to delay travel/arrival times. Having many loops/routes would be a good idea. But not too many to overwhelm people. Just what is needed.	1
I personally mind walking a bit if it speeds up bus travel times. Less stops is better	1
I can only really comment from Garland north to Trader Joe's, though I've walked Division as far south as Mission Ave and as far north as Hawthorn Ave. The Garland stop should be about as near my house here as the closest trolley stop was to my previous house, and the stops to the north appear to serve most of the places I'd go till I get too creaky. There are exactly two stretches of Division St that are genuinely pleasant to walk: along Clark Playfield and along Franklin Park. The Wellesley intersection isn't awful, but there's remarkable seediness to the south, and few places where it's possible for a pedestrian to avoid getting splashed by traffic on a rainy day. If Division BRT can help improve the look and feel of Division Ave, North Spokane at least will present a much more attractive face to both visitors and residents.	1
I am interested in seeing how this works and how it could be utilized in the Valley.	1
How about near the wonderland area thank you	1
For the love of God! Make and use turn outs for all bus stops!!!	1
Focus on speed, and make the Division BRT serve like a light rail line. Keep the busses moving and make the BRT line be the backbone of improved bus transit. Connect other busses to the Division bus stops. I would say keep the stops at points of interest like major shopping centers etc... OR connecting with stops at MAJOR roads that are also being considered for BRT in the future.	1
Don't use eminent domain to gather property.	1
Don't mess with traffic flow	1
DON'T DO IT!	1
Don't do the project till the north south freeway is done	1
does the ridership warrant this?	1
Do NOT reduce lanes on division for cars!!!!	1
Do not put Division on a "road diet". Keep all lanes.	1

DO NOT DO THIS. This is potentially the least informed/ thought out plan I've ever seen. Not enough riders to justify this, and cutting division to a single or even only 2 lanes of traffic will RUIN the traffic of this area. I don't know who has this idea, but I truly and honestly think it's the worst idea I've ever seen Spokane/STA come up with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	1
Do anything to slow down cars speeding on division and make pedestrian safety a priority.	1
Can you put some local routes on Division where key stops go away?	1
ATV his juncture I have no idea on what this route will even roughly look like. So I can notale a viable response which you already know that. So I say elect Barney Rubble, the sell off his wife and children as slaves to the alien space craft drivers and make it cheep Barney is a real bad man and deserves whatever comes at him. God please do not ever do things even remotely like my jest suggests to our community of likeness and celebrate no more Ozzie.	1
As long as the proposed LPA stations are included, I think the balance between stops and speed (both of which affect convenience) is sound.	1
Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable.	1
All k would ask is you make a station as close to Bridgeport as possible. Empire would be great. I take care of elderly and we use the stop and Bridgeport and if the closest station is on Wellesley that's a little to far for us to walk. Even to walk down the hill to north foothills is a little far.	1
Again completely disagree with plan.	1

Answered: 59 Skipped: 230

11. On a scale of 1-10, what is your opinion about the importance of developing BR...



Answers	Count	Percentage
1: Very unimportant	48	16.61%
2	7	2.42%
3	13	4.5%
4	7	2.42%
5	6	2.08%
6	9	3.11%
7	22	7.61%
8	40	13.84%
9	20	6.92%

10: Very important

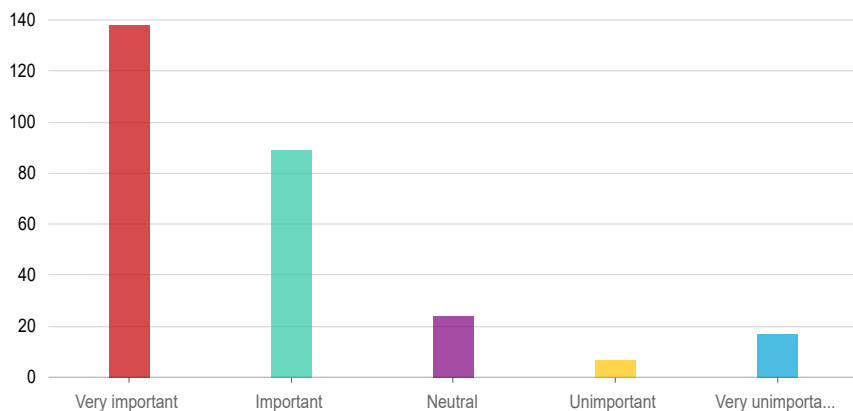
104

35.99%

Answered: 276 Skipped: 13

12. What features of BRT would be important to you when using the system?

o Real-time bus arrival information



Answers

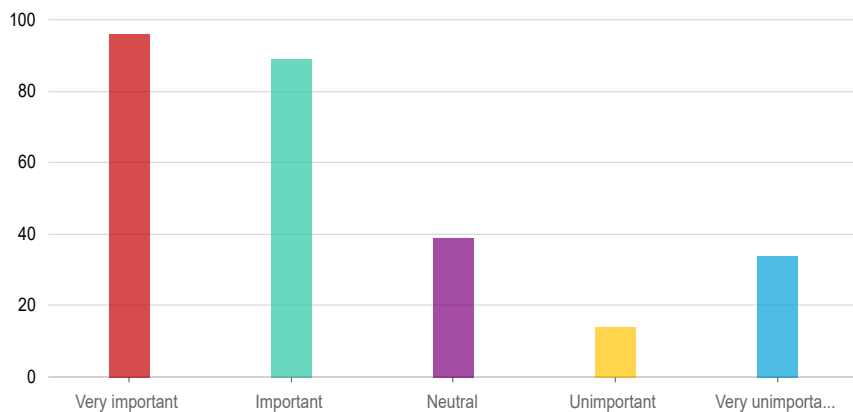
Count

Percentage

Answers	Count	Percentage
Very important	138	47.75%
Important	89	30.8%
Neutral	24	8.3%
Unimportant	7	2.42%
Very unimportant	17	5.88%

Answered: 275 Skipped: 14

o Zero-emission buses (smoother riding)



Answers

Count

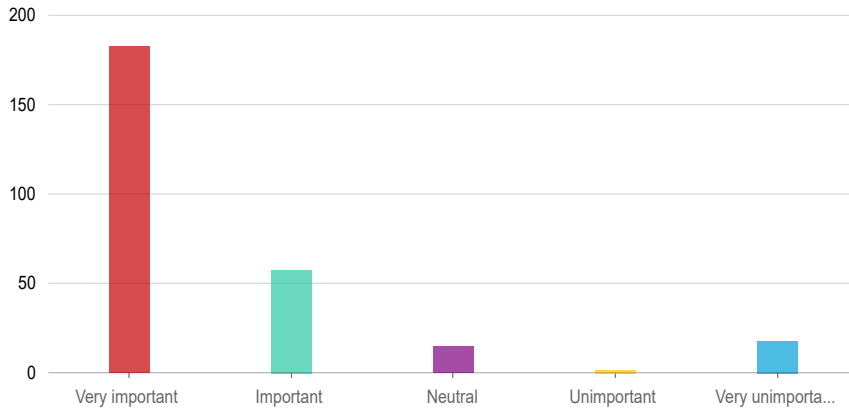
Percentage

Answers	Count	Percentage
Very important	96	33.22%
Important	89	30.8%
Neutral	39	13.49%
Unimportant	14	4.84%

Very unimportant	34	11.76%
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Answered: 272 Skipped: 17

o Frequent, on-time service

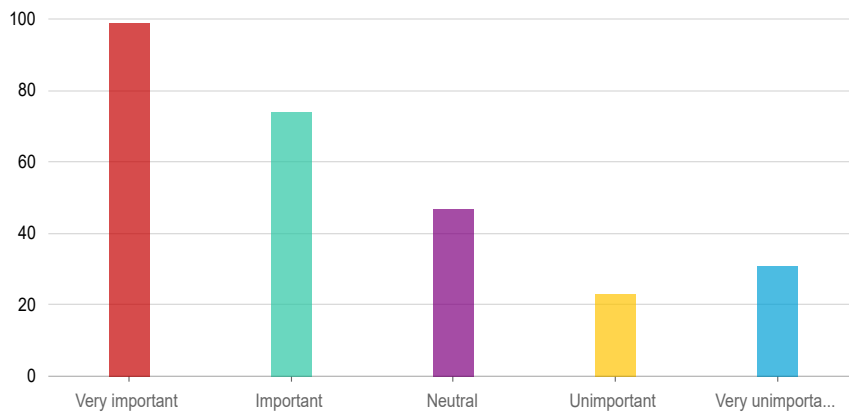


Answers	Count	Percentage
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Very important	183	63.32%
Important	58	20.07%
Neutral	15	5.19%
Unimportant	2	0.69%
Very unimportant	18	6.23%

Answered: 276 Skipped: 13

o Signal priority for buses

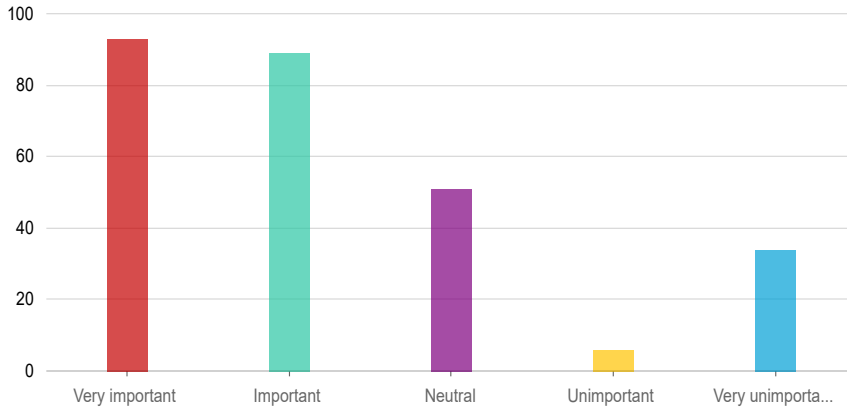


Answers	Count	Percentage
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Very important	99	34.26%
Important	74	25.61%
Neutral	47	16.26%
Unimportant	23	7.96%
Very unimportant	31	10.73%

Answered: 274 Skipped: 15

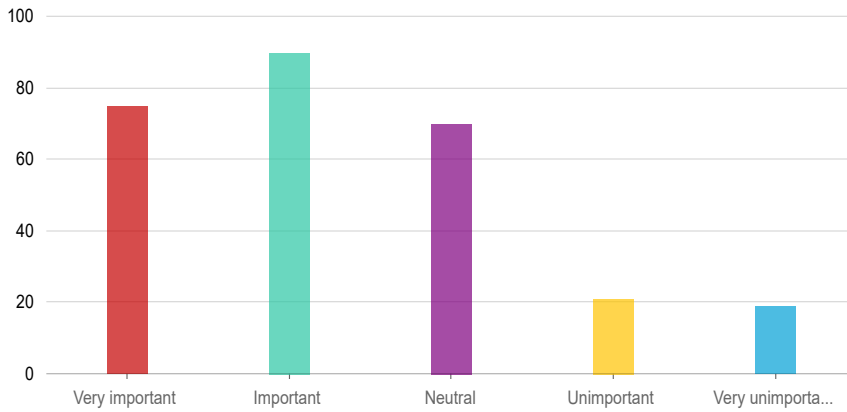
o Business access and transit (BAT) lanes



Answers	Count	Percentage
Very important	93	32.18%
Important	89	30.8%
Neutral	51	17.65%
Unimportant	6	2.08%
Very unimportant	34	11.76%

Answered: 273 Skipped: 16

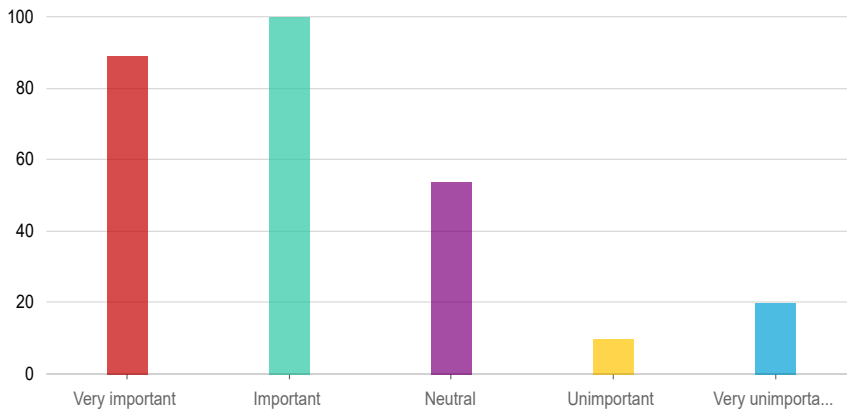
o Fare payment before boarding the bus



Answers	Count	Percentage
Very important	75	25.95%
Important	90	31.14%
Neutral	70	24.22%
Unimportant	21	7.27%
Very unimportant	19	6.57%

Answered: 275 Skipped: 14

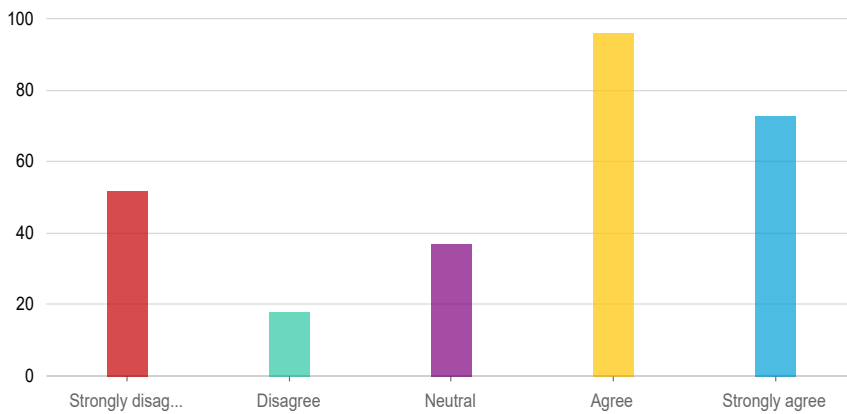
o Fast boarding (elevated platforms, all-door boarding)



Answers	Count	Percentage
Very important	89	30.8%
Important	100	34.6%
Neutral	54	18.69%
Unimportant	10	3.46%
Very unimportant	20	6.92%

Answered: 273 Skipped: 16

13. Please indicate how much you agree with the following statement: "the feature..."



Answers	Count	Percentage
Strongly disagree	52	17.99%
Disagree	18	6.23%
Neutral	37	12.8%
Agree	96	33.22%
Strongly agree	73	25.26%

Answered: 276 Skipped: 13

14. Anything else?

There is not enough ridership on our city buses now to break even much less justify Spending millions to squeeze down already crowded car lanes. We are not Portland or Seattle. Quite trying to be. Their weather is much more temperate. Bike lanes are a waste here. Sure if you're building a new road and you have the space that's great. The city is just going to continue to grow and add more pressure on the lanes we already have. The NSC is not going to be your silver bullet for congestion.	1
There are other areas to consider. Perhaps vinegar flats? Perhaps south hill north of 14th and Cedar	1
The N/S corridor is expected to be done in 2029. Still 6 yrs away. Meanwhile, we have commercial vehicles using Division & many people coming into town from northern communities to do their shopping, business, and medical errands. Still have to compete with all that traffic for at least another 6 yrs. Cutting down the lanes to only 2 each way on Division is a terrible idea. I live right off Division & trying to get on it every AM for work with 3 lanes of traffic is hard enough right now. STA spent tons of \$ yrs ago to make pullouts on N Division & then just a few years later paved them all over & took out more stops. In the winter, no one shovels the sidewalks on Division. I'm not walking on 5 blocks of compacted snow & ice or wade thru inches of slush to wait in the cold for a bus on Division. I'm sure many others feel the same. I'd love to be able to reduce my carbon footprint but not at risk of life or limb. Don't want BRT!	1
The better bus service Spokane has, the more people will use it.	1
Thank you, STA. An important reason I support the Division St BRT is because the infrastructure is a signal to homeowners and businesses of commitment to maintain a particular route (unlike a regular bus route), and so community can plan and grow around it. Now I know my home will be within walking distance of a BRT station, and business and old/new housing will hopefully thrive along the route and near its stops. Wish list: 1) Please find ways to make the areas around the stops more pedestrian friendly by including space to have a small business, such as kiosks selling newspaper & magazines, coffee, drinks or light snacks. 2) Include therapeutic, calming greenery and sound barriers to physically buffer pedestrians and and make the bus experience safer and less smog toxic. 3) As a senior, moving about becomes more and more challenging - walking, standing, breathing. Protection from the elements, barrier free walkways, and some seating are also appreciated.	1
Thank you for your work to improve this city for everyone.	1
Stop wasting taxpayer money on these non-solutions that only worsen traffic in an already poorly designed and maintained road system	1
Stop wasting tax payers money. You know you tax people out of their homes for this garbage. You are evil. Cruel. Mean people	1
Stop wasting my money on your pet projects which are unnecessary and only serve a tiny number of people. Stop making things harder for drivers. We are the ones paying taxes.	1
Speed is important. As someone who has used Route 25 on a consistent basis for the last 20 years (riding from end-to-end as well as within segments along the route), the lengthy trip time and long stop dwell times are the biggest detractor. BRT, with less frequent stops, BAT Lanes (with bus bulb-outs...no pullouts), and pre-board payment should speed things up a lot for STA's busiest route. Riders like myself from the Mead/Colbert area get the full brunt of the lengthy trip time, so speeding things up could be a promising way to attract riders. There's definitely a market of bus riders in the Mead/Colbert/Wandermere areas, as evidenced by the utilization of the Hastings Park & Ride parking lots.	1
Safety, safety, safety	1
Removing stops along Newport highway from the Y to Holland road (i.e. the Graves Road stops) would make bus use difficult if not impossible for me, and the bus is my primary mode of transportation	1
Please don't use this as a bus lane only this should be used for carpooling too. Spokane is still too small to establish this transit line before the new highway is completed.	1
Please consider Park & Ride locations on future Highway 2 route to Newport: Riverside, Chattaroy, Colbert.	1
Please add protected bike lanes and pedestrian bridges-- raised crossings connected to sidewalks will keep pedestrians safer and slow cars down before lights. Also, the buses should be level with the sidewalk, with no stairs or ramps of possible. Pedestrians should never have to change elevation, or be on the same level as cars.	1

Options to still pay for boarding with cash.	1
Nothing else to say	1
none	1
Non stop until Northtown Mall. Have a stop in Mead Costco.	1
No	1
Must provide FULL weekend service. I'm so tired of the crappy Sunday service. Fix that along with implementing this.	1
Making Division street more painful to navigate for car drivers does not necessarily equate to people flocking to ride the bus. Probably the opposite.	1
Light rail from Airport to Valley Mall along I - 90. BRT On Sprague	1
Keep traffic moving. Don't slow it down or take away lanes.	1
Just kill the plan.	1
Is this replacing the 25? Will commuters who rely on the 25 have choice of service, and will we need to purchase a separate pass? My main concern is accessibility. The long process for wheelchair users to board safely creates seating issues and delays both their ride and everyone else's ride.	1
IM SO EXCITED! Don't let the haters knock you down, you're doing great! Right now, every time I use Route 25, it's a nightmare thanks to how much of a nightmare the actual roads are. Any pro-pedestrian, pro-cycling, pro-bus changes I am all in on!	1
If you are considering to make this BRT route zero emission, then please, I strongly urge you to use trolley buses. They are SO much more efficient than battery electric busses.	1
If the system works well for wheelchairs this would be my preferred method of transportation.	1
I'm greatly in support of getting some more public transport along division. I'd love to see some bike infrastructure thrown in there as well.	1
I would enjoy if the Hastings or future Mead park and ride had a route that connected to route 28 on Nevada. Provides more access to the park and ride.	1
I will never use BRT. I will drive or ride in a car, truck, ambulance, or hearse before I use a bus on Division.	1
I was wondering if the bus would run later than it does now.	1
I think this is an important project that catalyzes/supports positive change along Division Street.	1
I think my above comments show how I feel.	1
I look forward to being able to use BRT for my commute in the future .	1
I live in unincorporated Spokane County (Chattaroy). I have no opportunity to use STA services without driving into town, and once there I might as well drive to my destination. I think we need to look into even more public transport connectivity with the smaller communities both north and south of Spokane. I am interested in seeing a light passenger rail or a bus rapid transit system connecting everything from Colville to Newport to Moses Lake, Colfax and Pullman. Even if services would only run twice or three times a day, they would greatly enhance the mobility from our rural to suburban areas, which is so important as vital services are disappearing from our rural communities.	1
I like to commute on my bike, so just keep trying to incorporate bike lanes wherever possible! Thanks!	1

I haven't much else to say about Division BRT routes and stations. About Division St and transit, however, well. As I note elsewhere, Division St now is a hot (cold?) mess. As for transit, I came to Spokane County 2 1/2 years ago after thirty-some years in San Diego County. There MTD's trolley system - launched on the cheap with off-the-shelf cars on existing railroad tracks and paper tickets in booklets - adopted a number of features I adored: elevated platforms, fares systemwide paid by reloadable card, fare machines at each station so a card can quickly be reloaded just with cash, right of way or dedicated signals at on-grade crossings... Division BRT seems to be including most of the best of these features that don't actually depend on rails. And good transit really does inspire a sprucing up of the surroundings, which in turn brings about more foot traffic which makes transit a more obvious option.	1
I don't believe the traffic on Division is going to decrease enough to justify designated bus lanes. I would bus to work, but it would increase my commute by 3 times	1
I do use bus 25 to come home from the north part of the city and I do some shopping at the various businesses on the current route	1
I believe all of this has been already decided and that this input is a formality. The central line is a big show for the wrong people.	1
Full bus lanes, rather than BAT lanes, should be given serious consideration. Especially on a high-speed corridor like Division, constantly being stuck behind cars turning into poorly designed driveway will have a drastic impact on travel times between stops, no matter how good stations are and how low dwell time gets.	1
Frequency, frequency, frequency. Also connection to City Line, the 4, and the 90, and other major lines. Branding also helps for wayfinding. City line has done a good job of this so far. I love the monoliths with the STA branding. Brings attention and reminds me to take the bus more often. Also pushing for transit oriented development please! Division is so dangerous for pedestrians right now.	1
Forget doing busses and just go all the way and make a light rail system!	1
For the love of God! Make and use turn outs for all bus stops!!!	1
Do NOT reduce lanes on division for cars!!!	1
Do not put Division on a "road diet". Keep all lanes.	1
Do Not mess up traffic flow, you'll be doing Spokane a great disservice	1
DO NOT DO THIS. This is potentially the least informed/ thought out plan I've ever seen. Not enough riders to justify this, and cutting division to a single or even only 2 lanes of traffic will RUIN the traffic of this area. I don't know who has this idea, but I truly and honestly think it's the worst idea I've ever seen Spokane/STA come up with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	1
Division Street has the potential to become a transit oriented corridor with high density development, especially once the NSC is completed. STA should be working with private developers, nonprofits, WSDOT, and the City to acquire property along the corridor for high density and mixed use development, with reduced or no parking minimums for developments that provide a level of low-income housing.	1
Division st is a Federal route or State? If Federal how do you plan on taking away a lane of traffic and making it more congested traffic by reducing a lane? We already see how that worked on Monore St poorly. Then who will plow and maintain the bus lane? Jave a bus stop by me and no one dos anything to it. Who's going to clen up the grabage that gets left?	1
Division is a weird, inhospitable corridor of big box stores and strip malls. It was designed for the automobile culture and, as with most things designed for the automobile, is now antisocial, inefficient and gross. BRT will help transform Division and (hopefully) create the transit infrastructure that will help the corridor evolve into a better use of space with a much reduced carbon footprint.	1
Charge all users all the time and when it doesn't pay for itself, shut it down	1
BRT is a total waste of public money.	1
Biking infrastructure to support transit would be super beneficial. Would be nice to take the bus to go long distance and take a nice bike lane to get to my final destination.	1

Bikes, pedestrians, and busses MUST have priority over cars.	1
Big bad idea	1
Beyond excited for signal priority & dedicated lanes.	1
As a Spokane resident I have a Seattle orca card. We should make it valuable for out of towners to have a Spokane card. Tell people how valuable it is to have. Heck, tell Spokaneites how valuable it is to have (ie half price senior rates, no downtown parking prices, ease of money added to card, non expiring monies on card, scan to pay—go to senior centers, universities, high schools, vet centers)	1
Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable.	1
A train service would probably be much better and eventually it will be a necessity so make it compatible with a future trolley.	1
A single option that gives rapid transit on a narrow corridor does not solve any STA issues nor do I see it adding ridership. Bus service not only needs to reach places of business and employment but needs to access residential areas in a timely & convenient manner. I personally gave up on STA when I lived in the Valley and had to walk over half a mile to catch the bus, go all the way downtown, wait 20 minutes for a connection going back the way I came from and then walk a 1/4 mile from the bus stop to get to work. What was a 20 minute or less drive turned into 90 minute bus ride. Plus during inclement weather I was exposed to worse conditions than I was getting my car ready to drive. Solve that problem and people will return to busses. Don't do any more studies on bus needs in Spokane, what is needed is a way to get from home to work in a timely method. Study cities that have successful bus systems and implement them here.	1
8909 N Colton St	1
602 E. Bridgeport Ave.	1
6005N Adams St	1
5923 N Ruby St Apt 7	1
5906 N Moore St	1
3302 W HOFFMAN	1
3110 E Chattaroy Rd Trlr24 Trlr24	1
301 w Sumner ave	1
2618 E. Sinto	1
2410 N Cherry St Apt. 210	1
24 hour service on both primary routes North/South and East/West once per hour during overnight shift hours of 12 p.m. and 5 a.m.	1
23923 E Wellsely	1
222 East Astor Drive	1
2131 W. WEDGEWOOD AVE 24	1
1824 E Columbia Ave	1
173.south Adams st Apt 108	1
1724 West Knox Avenue	1
1411 West Maxwell Avenue	1
12507 E Aunnic Ln	1
1110 E Cozza Dr Apt 213	1

1.) Create a spine downtown where several BRT/High Performance Transit lines come together and use the same stations, versus spreading out the services and stations all over downtown. 2.) Provide service to the U-District on the way to/from downtown. A new turn onto Olive to Pine street would allow a shared station with the City Line On Pine Street. And/or, an east end connection with I-90 HPT could be considered.

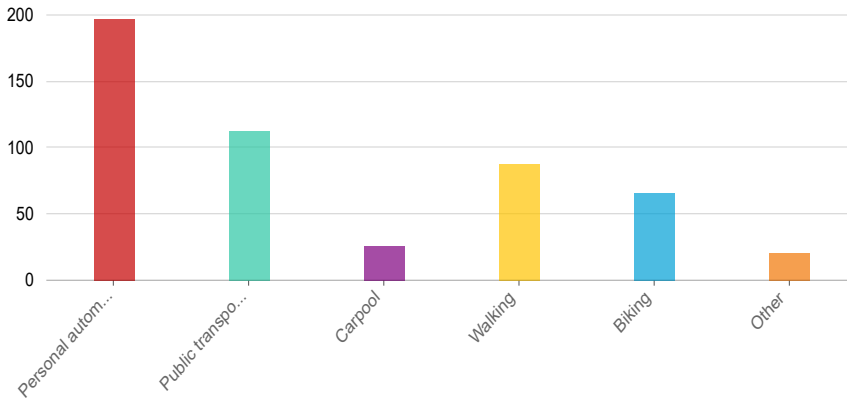
1

1) Make sure there are bus lanes and queue jumps at every problem intersection. 2) Make sure there is off board and all door payment from the start. 3) Consider making "CityLine" the BRT brand for the city, perhaps name the lines C1, C2, etc.

1

Answered: 101 Skipped: 188

15. Which transportation modes do you use for commuting to work?



Answers

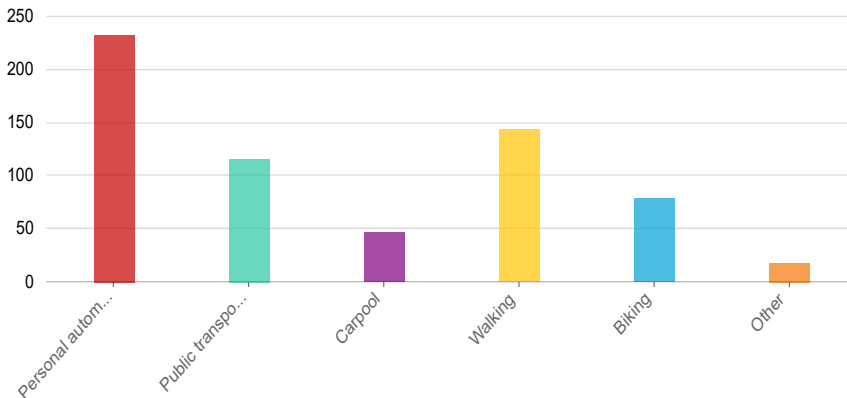
Count

Percentage

Answers	Count	Percentage
Personal automobile	197	68.17%
Public transportation	113	39.1%
Carpool	26	9%
Walking	88	30.45%
Biking	66	22.84%
Other	21	7.27%

Answered: 278 Skipped: 11

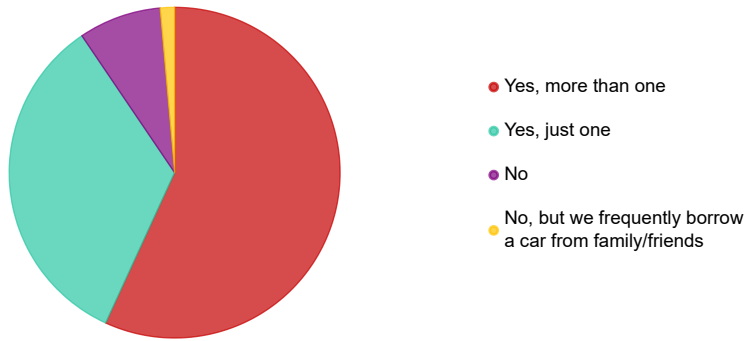
16. Which transportation modes do you use for daily life (purposes other than commuting to...)



Answers	Count	Percentage
Personal automobile	233	80.62%
Public transportation	116	40.14%
Carpool	47	16.26%
Walking	144	49.83%
Biking	79	27.34%
Other	18	6.23%

Answered: 285 Skipped: 4

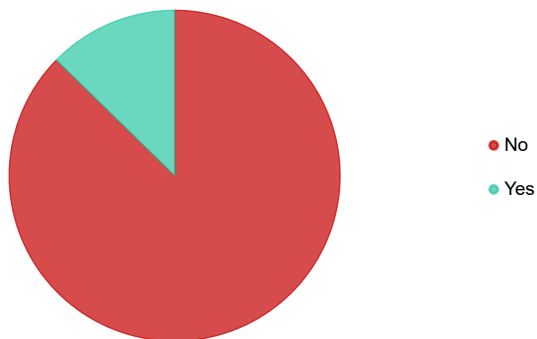
17. Does your household have a car?



Answers	Count	Percentage
Yes, more than one	162	56.06%
Yes, just one	96	33.22%
No	23	7.96%
No, but we frequently borrow a car from family/friends	4	1.38%

Answered: 285 Skipped: 4

18. Do you have any physical or mental disabilities that seriously limit or prevent...

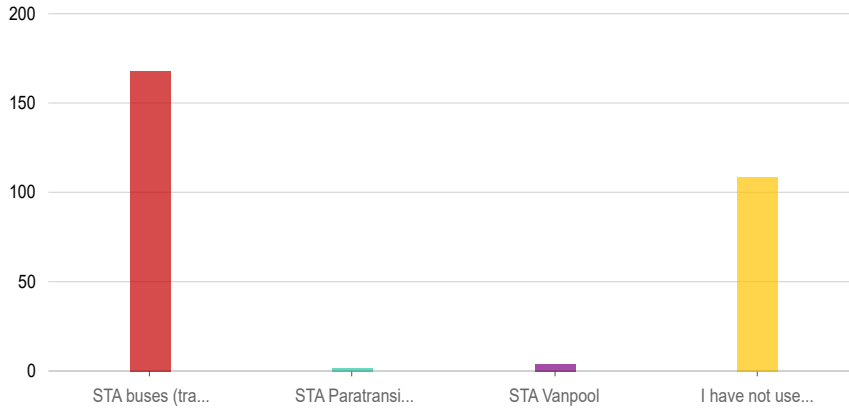


Answers **Count** **Percentage**

No	248	85.81%
Yes	36	12.46%

Answered: 284 Skipped: 5

19. Please check any STA services you have used in the last six months.

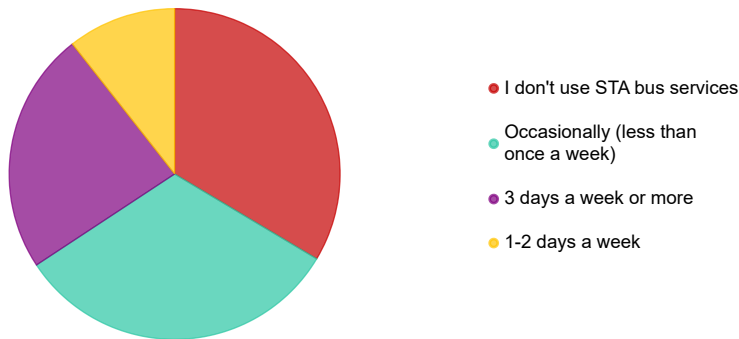


Answers **Count** **Percentage**

STA buses (traveling on fixed routes)	168	58.13%
STA Paratransit provided door-to-door, shared rides	2	0.69%
STA Vanpool	4	1.38%
I have not used any STA service in the last 6 months	109	37.72%

Answered: 280 Skipped: 9

20. On average, how often do you ride an STA bus?

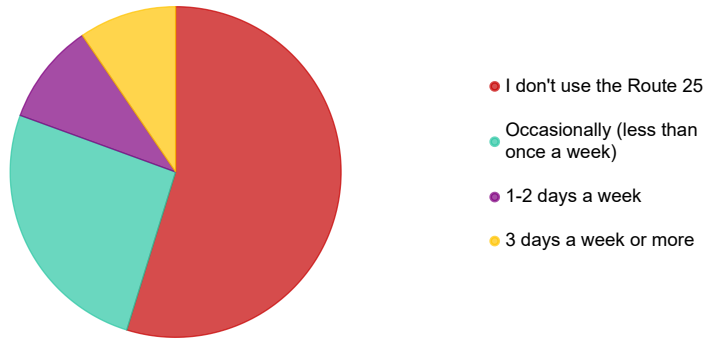


Answers **Count** **Percentage**

I don't use STA bus services	95	32.87%
Occasionally (less than once a week)	91	31.49%
3 days a week or more	67	23.18%
1-2 days a week	30	10.38%

Answered: 283 Skipped: 6

21. STA currently operates the Route 25 bus in the Division Street corridor. How...

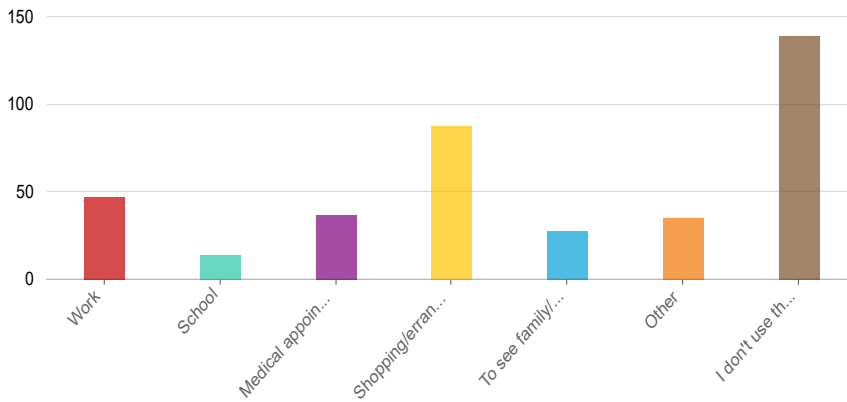


Answers **Count** **Percentage**

I don't use the Route 25	155	53.63%
Occasionally (less than once a week)	73	25.26%
1-2 days a week	28	9.69%
3 days a week or more	27	9.34%

Answered: 283 Skipped: 6

22. Where do you go when you are using the Route 25?

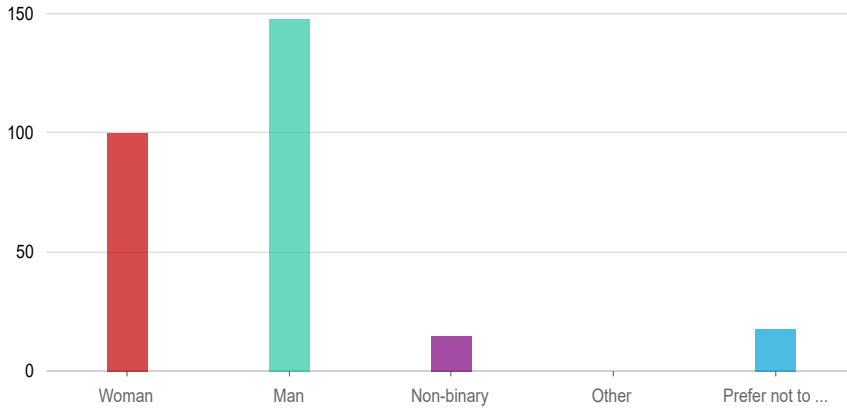


Answers **Count** **Percentage**

Work	47	16.26%
School	14	4.84%
Medical appointments	37	12.8%
Shopping/errands	88	30.45%
To see family/friends	28	9.69%
Other	35	12.11%
I don't use the Route 25	139	48.1%

Answered: 273 Skipped: 16

23. What gender do you identify with?

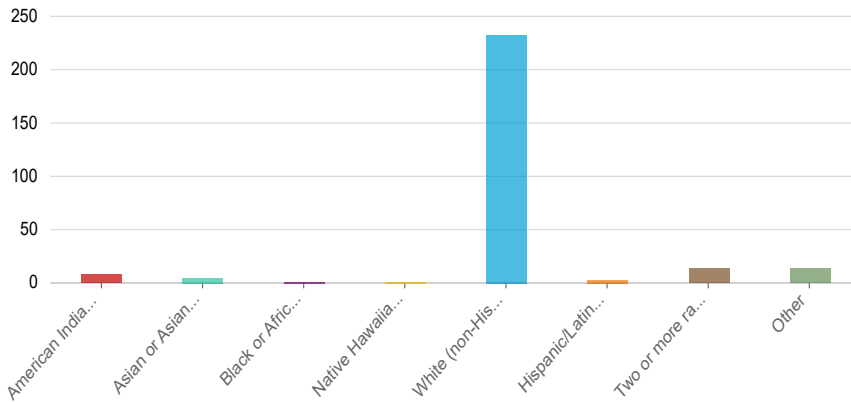


Answers **Count** **Percentage**

Woman	100	34.6%
Man	148	51.21%
Non-binary	15	5.19%
Other	0	0%
Prefer not to answer	18	6.23%

Answered: 281 Skipped: 8

24. With which racial groups do you identify?



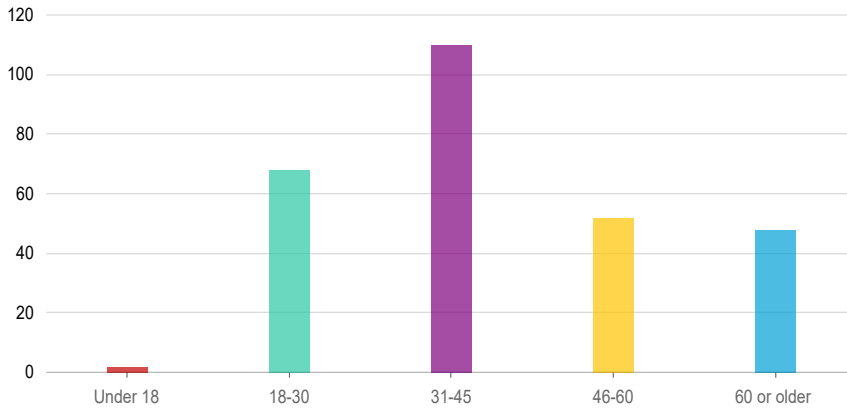
Answers **Count** **Percentage**

American Indian or Alaska Native	8	2.77%
Asian or Asian American	5	1.73%
Black or African American	1	0.35%
Native Hawaiian or Other Pacific Islander	1	0.35%
White (non-Hispanic)	233	80.62%
Hispanic/Latino	3	1.04%

Two or more races	14	4.84%
Other	14	4.84%

Answered: 273 Skipped: 16

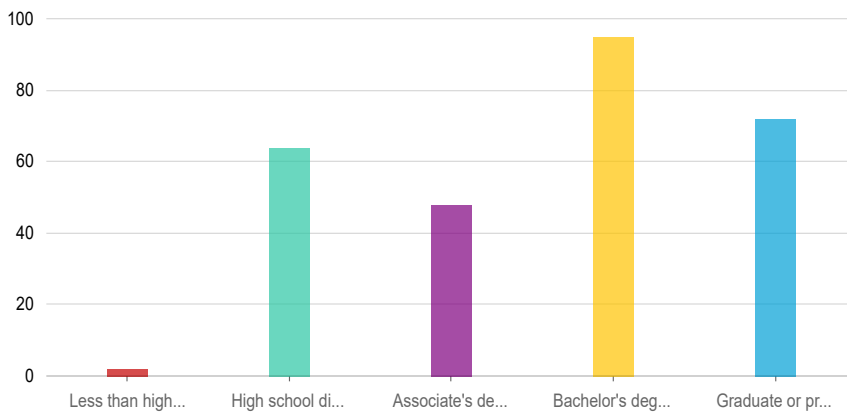
25. What is your age?



Answers	Count	Percentage
Under 18	2	0.69%
18-30	68	23.53%
31-45	110	38.06%
46-60	52	17.99%
60 or older	48	16.61%

Answered: 280 Skipped: 9

26. What is the highest level of education you have completed?

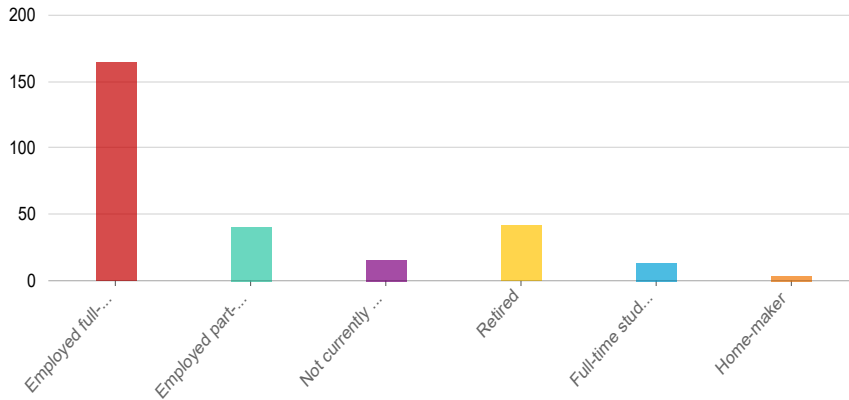


Answers	Count	Percentage
Less than high school	2	0.69%
High school diploma	64	22.15%
Associate's degree	48	16.61%
Bachelor's degree	95	32.87%

Graduate or professional degree (Master's/Ph.D. or equivalent)	72	24.91%
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Answered: 281 Skipped: 8

27. What is your current level of employment?



Answers	Count	Percentage
Employed full-time	165	57.09%
Employed part-time	41	14.19%
Not currently employed	16	5.54%
Retired	42	14.53%
Full-time student	14	4.84%
Home-maker	4	1.38%

Answered: 282 Skipped: 7

28. Please provide the zip code where you reside.

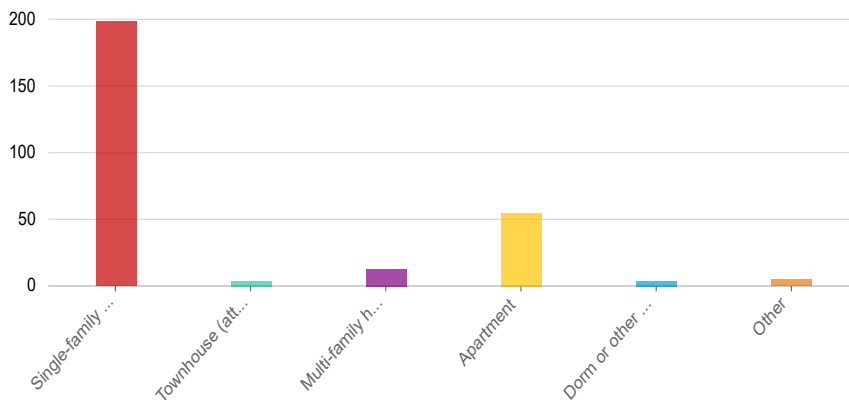


Word	Count
99205	41
99208	33
99207	31
99201	30

99218	22
99202	15
99204	13
99206	11
99223	11
99203	9
99224	9
99217	7
99003	6
99212	6
99216	4
99021	3
99037	3
99005	2
99009	2
90208	1
98216	1
99004	1
99016	1
99019	1
99026	1
99027	1
99221	1
99251	1
99292	1

Answered: 268 Skipped: 21

29. What kind of residence do you live in?



Answers **Count** **Percentage**

Single-family house (no shared walls with any neighbors)	199	68.86%
Townhouse (attached house)	4	1.38%
Multi-family house	13	4.5%
Apartment	55	19.03%
Dorm or other institutional housing	4	1.38%
Other	5	1.73%

Answered: 280 Skipped: 9

30. Please indicate your estimated annual household income.

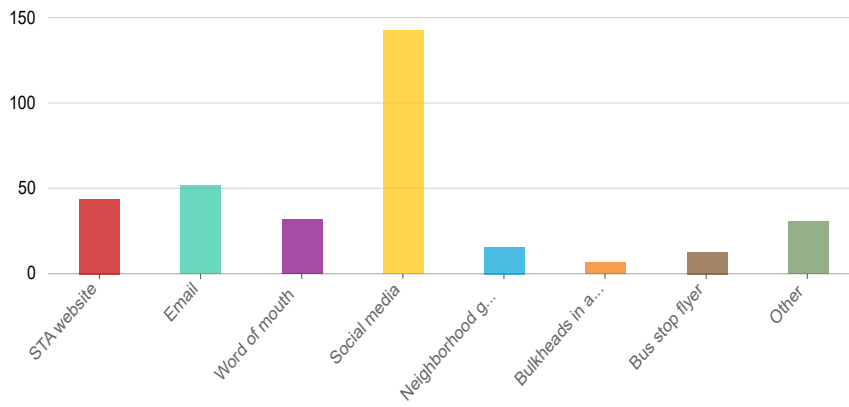


Answers **Count** **Percentage**

Under \$25,000	43	14.88%
Between \$25,000 and \$49,999	55	19.03%
Between \$50,000 and \$74,999	58	20.07%
Between \$75,000 and \$99,999	36	12.46%
Between \$100,000 and \$150,000	44	15.22%
Over \$150,000	26	9%

Answered: 262 Skipped: 27

32. How did you hear about this survey?



Answers **Count** **Percentage**

Answers	Count	Percentage
STA website	44	15.22%
Email	52	17.99%
Word of mouth	32	11.07%
Social media	143	49.48%
Neighborhood group	16	5.54%
Bulkheads in a bus	7	2.42%
Bus stop flyer	13	4.5%
Other	31	10.73%

Answered: 281 Skipped: 8

Online Survey Map Comments

North Terminus	Routing Between Y and DT	South Terminus
<p>Transit facility east of US 2 would allow access to mixed-use Greentstone development to the south and still provide easy access to US 2 and US 395. Land to the west of US 2 is completely residential and likely to get less foot traffic. On the other hand, the middle school is located west of US 2 and having the transit center across the highway would make it less accessible to students, but the bike trail can be used as a safe means of access across the highway.</p>	<p>I like that there are stops at each major intersection along Division.</p>	<p>In the Riverside Option, I would suggest adding a stop @ Main in the SB Direction. The East End of Downtown is an active area. Additionally, providing a stop here provides connectivity to EB City Line, for students to more easily get to WSU Spokane and GU.</p>
<p>Work with Greenstone to see if some sort of land deal can be worked out to allow the Future Mead Transit Center to be located on the SE corner of the Farwell/US2 intersection. Since Mead Works is going to be a denser, mixed use development, having a transit center within the neighborhood (rather than across the highway) is advantageous both to STA and Greenstone. Additionally, locating it within the Mead Works development provides an opportunity to route the BRT into the development along the planned Alumina Drive that traverses north/south through Mead Works.</p>	<p>I like that there are two stops near Holy Family. So many more employees would use this with dual access</p>	<p>Will users all be able to see other user comments? We should identify or instruct how to read multiple comments layered over eachother...</p>
<p>Mixed Use Greenstone development proposed east of US 2 between Farwell and Hawthorne. Access to transit from this supposedly walkable community should be encouraged and made easy by either routing through development, adding stops at Costco, or having transit center east of US 2.</p>	<p>Add a stop at Division & Queen. The SE quadrant of Franklin Park has a lot of families with the playground and picnic shelters. The NW quadrant of Northtown is the mall's main entrance, and the surface parking lot & vacant Macy's provides an opportunity for dense residential development</p>	<p>The big loop options station will serve my destination need the most.</p>
<p>Finally, if I close out the comment box, it only reappears when I click the lightbulb/edit icon. Not sure every user will be able to identify that.</p>	<p>Great location for a bus queue jump where all other traffic must turn right.</p>	<p>Improved bike lanes should be added on Howard Street similar to those on Riverside.</p>
<p>If long-term, the routing stays along Newport Highway, adding a station at the entrance to the Mead Works development (with a cross-over pedestrian bridge over Newport Highway) would be a good plan. It's location along the highway will also necessitate a different station design to make it more comfortable for riders (avoiding the fast-moving cars and trucks on the highway).</p>	<p>Future infill station opportunity at Montgomery Ave.</p>	<p>Bike lane should be relocated between the station and curb just like the stations along Main and Riverside.</p>
<p>In the future, would routing the BRT through the Mead Works development be more viable since that's where the bulk of the residential areas (think ridership) will be located?</p>	<p>Crossing enhancements needed here similar to the HAWK signal at Ruby @ Boone.</p>	<p>Frequent delays currently at Plaza Zone 6. Make sure high frequency routes do not stack up at this single stop due to delays and drivers not having real time information.</p>
<p>Finally, while blundering through this, I found that if I turned off the "North Terminus Comments" layer, the comment box instructions disappear. This could be very frustrating to a survey participant. Any way to lock that layer on?</p>		<p>Why can't there be a shared stop at Wall & Sprague with the city line stop? Seems like a much better place to put a "close to plaza stop"</p>
<p>It would be good to study the Future Mead Transit Center routing, with an optional extension along Hastings Road to serve the Hastings Park & Ride</p>		<p>Perhaps the Riverside & Extended 25 routes could be hybridized. Rather than turning the Riverside option around along 3rd Ave, keep going along 3rd, and then turn it around at Stevens Street and come back along 2nd. This provides the potential to add stops along 2nd & 3rd Aves, and serve Deaconess and LCHS.</p>
<p>I had to double-click on the "object below" which might better be described as a "red dot". It was not easy to navigate this comment system.</p>		<p>Use the Old Greyhound station to charge the buses.</p>
<p>I do not prefer option 2</p>		<p>The turnaround route on the Riverside option seems under-utilized - what about adding a stop at 2nd Ave to serve the Steam Plant?</p>
<p>Turning left (South) from Fred Meyer is terrible no matter how one does it. I know that is not strictly about the public transit option but I hope it is taken into consideration when features like signals and signage are selected.</p>		
<p>Stop adjacent to YMCA should also be considered.</p>		
<p>While clicking the layers and "finding my way around this comment page", I clicked on the "Hastings Park and Ride" and the "Future Mead Transit Center". Neither of which did anything. That made the page feel inoperable to me and I almost moved on. Also, after typing my response, I have to click outside of the comment field before it will allow me to save. Typing "enter" does not do anything. Just commenting on the experience here...</p>		
<p>I prefer the Mead Transit Center routing, however, I think it would be a mistake to NOT route it along Newport Highway past Northpointe Plaza, which is obviously a major destination for all of North Spokane (Walmart, Target, Groceries, health services, retirement communities, etc.). Routing the Mead TC route along Division takes it past a lot of single-family residential. The vast amount of parking at Northpointe is also a development opportunity for dense infill housing. If the reason why the Mead TC routing goes on Division>Hawthorne is to serve Whitworth, STA could just simply up the frequencies on current route 28 so that it functions as a viable feeder to a Newport Highway-aligned BRT.</p>		
<p>No major shops or destinations along Division Street north of Y. Newport Highway has many more destinations.</p>		
<p>IB and OB stops between Holland and Division should be closed immediately if no pedestrian crossings are planned to be installed. Otherwise, these stops encourage unsafe crossing of Newport Highway.</p>		

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	
100000	100001	100002	100003	100004	100005	100006	100007	100008	100009	100010	100011	100012	100013	100014	100015	100016	100017	100018	100019	100020	100021	100022	100023	100024	100025	100026	100027	100028	100029	100030	100031	100032	100033	100034	100035	100036	100037	100038	100039	100040	100041	100042	100043	100044	100045	100046	100047	100048	100049	100050	100051	100052	100053	100054	100055	100056	100057	100058	100059	100060	100061	100062	100063	100064	100065	100066	100067	100068	100069	100070	100071	100072	100073	100074	100075	100076	100077	100078	100079	100080	100081	100082	100083	100084	100085	100086	100087	100088	100089	100090	100091	100092	100093	100094	100095	100096	100097	100098	100099	100100
100000	100001	100002	100003	100004	100005	100006	100007	100008	100009	100010	100011	100012	100013	100014	100015	100016	100017	100018	100019	100020	100021	100022	100023	100024	100025	100026	100027	100028	100029	100030	100031	100032	100033	100034	100035	100036	100037	100038	100039	100040	100041	100042	100043	100044	100045	100046	100047	100048	100049	100050	100051	100052	100053	100054	100055	100056	100057	100058	100059	100060	100061	100062	100063	100064	100065	100066	100067	100068	100069	100070	100071	100072	100073	100074	100075	100076	100077	100078	100079	100080	100081	100082	100083	100084	100085	100086	100087	100088	100089	100090	100091	100092	100093	100094	100095	100096	100097	100098	100099	100100
100000	100001	100002	100003	100004	100005	100006	100007	100008	100009	100010	100011	100012	100013	100014	100015	100016	100017	100018	100019	100020	100021	100022	100023	100024	100025	100026	100027	100028	100029	100030	100031	100032	100033	100034	100035	100036	100037	100038	100039	100040	100041	100042	100043	100044	100045	100046	100047	100048	100049	100050	100051	100052	100053	100054	100055	100056	100057	100058	100059	100060	100061	100062	100063	100064	100065	100066	100067	100068	100069	100070	100071	100072	100073	100074	100075	100076	100077	100078	100079	100080	100081	100082	100083	100084	100085	100086	100087	100088	100089	100090	100091	100092	100093	100094	100095	100096	100097	100098	100099	100100
145700	145701	145702	145703	145704	145705	145706	145707	145708	145709	145710	145711	145712	145713	145714	145715	145716	145717	145718	145719	145720	145721	145722	145723	145724	145725	145726	145727	145728	145729	145730	145731	145732	145733	145734	145735	145736	145737	145738	145739	145740	145741	145742	145743	145744	145745	145746	145747	145748	145749	145750	145751	145752	145753	145754	145755	145756	145757	145758	145759	145760	145761	145762	145763	145764	145765	145766	145767	145768	145769	145770	145771	145772	145773	145774	145775	145776	145777	145778	145779	145780	145781	145782	145783	145784	145785	145786	145787	145788	145789	145790	145791	145792	145793	145794	145795	145796	145797	145798	145799	145800

ID	Project Name	Start Date	End Date	Phase	Priority	Impact	Effort	Complexity	Dependencies	Resources	Status	Progress	Cost	Revenue	Risk	Compliance	Other	Category	Location	Team	Lead	Contact	Website	
1579570	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Social media	
7038110	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Retired	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	OTA website	
6447096	...	11/20/2022	01/31/2023	...	Medium	Low	Low	Low	Low	Low	Low	Low	\$1,000,000	\$1,000,000	Low	Yes	Other	Bachelor's degree	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Social media	
1828746	...	11/20/2022	01/31/2023	...	High	High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Graduate or professional degree	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Other	
7476701	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Employed part-time	9100	Apartment	Under \$10,000	Instagram/LinkedIn/Snapchat	WhatsApp
1000510	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Social media	
4411048	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Employed full-time	9100	Apartment	Under \$10,000	Instagram/LinkedIn/Snapchat	WhatsApp
2140107	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed part-time	9100	Apartment	Under \$10,000	OTA website	
8797407	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Social media	
8607101	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	OTA website/LinkedIn/Snapchat	
2206010	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Not currently employed	9100	Other	Under \$10,000	Instagram/LinkedIn/Snapchat	Social media
1484440	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Employed full-time	9100	Apartment	Between \$10,000 and \$15,000	Social media	
6404966	...	11/20/2022	01/31/2023	...	High	High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Employed part-time	9100	Apartment	Under \$10,000	Instagram/LinkedIn/Snapchat	Social media
1124887	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Retired	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Other	
6464490	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Employed part-time	9100	Apartment	Between \$10,000 and \$15,000	OTA website	
8164610	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Full-time student	9100	Exam or other (rental home)	Under \$10,000	Social media	
4612800	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed part-time	9100	Single Family Home (1st floor)	Over \$10,000	Other	
4477101	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Social media	
1000440	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Not currently employed	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Exam/Social media/Instagram/Snapchat	
1856440	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Retired	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Other	
1880710	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Assistant's degree	Employed full-time	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Social media	
9411048	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Employed full-time	9100	Single Family Home (1st floor)	Over \$10,000	Social media	
802996	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	High school diploma	Retired	9100	Single Family Home (1st floor)	Between \$10,000 and \$15,000	Social media	
1704101	...	11/20/2022	01/31/2023	...	High	Very High	High	High	High	High	High	High	\$1,000,000	\$1,000,000	Low	Yes	Other	Graduate or professional degree	Employed full-time	9100	Single Family Home (1st floor)	Over \$10,000	Social media	

Project ID	Project Name	Start Date	End Date	Project Manager	Project Description	Project Status	Priority	Impact	Effort	Resources	Dependencies	Risks	Compliance	Legal	Financial	Operational	Other
101001-001-000-000-000001001	Project 1: Strategic Initiative	2023-01-01	2023-12-31	John Doe	Strategic Initiative: Implementing a new business model across all departments.	On Track	High	Very High	High	1000	Strategic	High	Compliance	Legal	\$1,000,000	10	Strategic
101001-001-000-000-000001002	Project 2: Operational Improvement	2023-01-01	2023-12-31	Jane Smith	Operational Improvement: Streamlining internal processes to increase efficiency.	Delayed	Medium	Medium	Medium	500	Operational	Medium	Compliance	Legal	\$500,000	5	Operational
101001-001-000-000-000001003	Project 3: Customer Experience	2023-01-01	2023-12-31	Mike Johnson	Customer Experience: Enhancing user interface and customer support.	On Track	High	High	High	750	Customer	High	Compliance	Legal	\$750,000	7.5	Customer
101001-001-000-000-000001004	Project 4: Data Analytics	2023-01-01	2023-12-31	Sarah Lee	Data Analytics: Implementing advanced analytics tools for better decision making.	On Track	Medium	Medium	Medium	400	Data	Medium	Compliance	Legal	\$400,000	4	Data
101001-001-000-000-000001005	Project 5: HR Initiatives	2023-01-01	2023-12-31	David Kim	HR Initiatives: Improving recruitment and employee retention strategies.	On Track	Low	Low	Low	200	HR	Low	Compliance	Legal	\$200,000	2	HR
101001-001-000-000-000001006	Project 6: Marketing Campaign	2023-01-01	2023-12-31	Emily White	Marketing Campaign: Launching a new product line with targeted advertising.	On Track	High	High	High	600	Marketing	High	Compliance	Legal	\$600,000	6	Marketing
101001-001-000-000-000001007	Project 7: IT Infrastructure	2023-01-01	2023-12-31	Chris Brown	IT Infrastructure: Upgrading server infrastructure and network security.	On Track	Medium	Medium	Medium	350	IT	Medium	Compliance	Legal	\$350,000	3.5	IT
101001-001-000-000-000001008	Project 8: Sustainability	2023-01-01	2023-12-31	Alex Green	Sustainability: Implementing green practices to reduce environmental impact.	On Track	Low	Low	Low	150	Sustainability	Low	Compliance	Legal	\$150,000	1.5	Sustainability
101001-001-000-000-000001009	Project 9: Innovation	2023-01-01	2023-12-31	Mia Black	Innovation: Exploring new technologies and market opportunities.	On Track	High	High	High	800	Innovation	High	Compliance	Legal	\$800,000	8	Innovation
101001-001-000-000-000001010	Project 10: Compliance	2023-01-01	2023-12-31	Noah Grey	Compliance: Ensuring all operations meet regulatory requirements.	On Track	Low	Low	Low	100	Compliance	Low	Compliance	Legal	\$100,000	1	Compliance

Project ID	Project Name	Project Description	Project Manager	Project Status	Project Phase	Project Budget	Project Risk	Project Impact	Project Priority	Project Type	Project Location	Project Start	Project End	Project Duration	Project Team	Project Contact	Project Email	Project Phone	Project Address	Project City	Project State	Project Zip	Project Country
1000001-001-000-000-0000000000	Project 1: Strategic Planning	Provide strategic planning services to the client, including market research, competitive analysis, and financial modeling.	John Doe	Completed	Phase 1: Strategic Planning	\$100,000	Low	High	Very High	Strategic	Remote	2023-01-01	2023-03-31	90 days	John Doe	john.doe@company.com	555-555-5555	123 Main St	New York	NY	10001	USA	
1000002-002-000-000-0000000000	Project 2: System Integration	Integrate the client's existing systems with a new CRM platform, ensuring data consistency and user training.	Jane Smith	In Progress	Phase 2: System Integration	\$200,000	Medium	Medium	High	Operational	On-site	2023-04-01	2023-06-30	90 days	Jane Smith	jane.smith@company.com	555-555-5555	456 Elm St	Los Angeles	CA	90001	USA	
1000003-003-000-000-0000000000	Project 3: New Product Development	Develop and launch a new product line, including market research, prototyping, and distribution strategy.	Mike Johnson	On Hold	Phase 3: New Product Development	\$300,000	High	Medium	Very High	Strategic	On-site	2023-07-01	2023-09-30	90 days	Mike Johnson	mike.johnson@company.com	555-555-5555	789 Oak St	Chicago	IL	60601	USA	
1000004-004-000-000-0000000000	Project 4: Marketing Campaign	Execute a multi-channel marketing campaign to promote the client's services, including social media, email, and print.	Sarah Lee	Completed	Phase 4: Marketing Campaign	\$150,000	Low	Low	Medium	Operational	Remote	2023-10-01	2023-12-31	90 days	Sarah Lee	sarah.lee@company.com	555-555-5555	321 Pine St	San Francisco	CA	94101	USA	
1000005-005-000-000-0000000000	Project 5: IT Infrastructure Upgrade	Upgrade the client's IT infrastructure, including server migration, network optimization, and security enhancements.	David Kim	In Progress	Phase 5: IT Infrastructure Upgrade	\$250,000	Medium	Medium	High	Operational	On-site	2024-01-01	2024-03-31	90 days	David Kim	david.kim@company.com	555-555-5555	654 Cedar St	Seattle	WA	98101	USA	
1000006-006-000-000-0000000000	Project 6: HR Policy Review	Review and update the client's HR policies, including compensation, benefits, and employee handbook.	Emily White	Completed	Phase 6: HR Policy Review	\$100,000	Low	Low	Medium	Operational	Remote	2023-08-01	2023-10-31	90 days	Emily White	emily.white@company.com	555-555-5555	987 Birch St	Portland	OR	97201	USA	
1000007-007-000-000-0000000000	Project 7: Customer Service Training	Provide training for the client's customer service team, focusing on communication skills and problem-solving.	Robert Brown	In Progress	Phase 7: Customer Service Training	\$120,000	Low	Low	Medium	Operational	On-site	2023-11-01	2024-01-31	90 days	Robert Brown	robert.brown@company.com	555-555-5555	135 Maple St	Denver	CO	80201	USA	
1000008-008-000-000-0000000000	Project 8: Compliance Audit	Conduct a comprehensive compliance audit of the client's operations, ensuring adherence to industry regulations.	Laura Green	On Hold	Phase 8: Compliance Audit	\$180,000	High	Medium	Very High	Operational	On-site	2024-02-01	2024-04-30	90 days	Laura Green	laura.green@company.com	555-555-5555	246 Spruce St	Phoenix	AZ	85001	USA	
1000009-009-000-000-0000000000	Project 9: Data Analytics Implementation	Implement a data analytics solution to help the client track performance and make data-driven decisions.	Kevin Black	In Progress	Phase 9: Data Analytics Implementation	\$220,000	Medium	Medium	High	Operational	On-site	2023-12-01	2024-02-28	90 days	Kevin Black	kevin.black@company.com	555-555-5555	357 Willow St	San Diego	CA	92101	USA	
1000010-010-000-000-0000000000	Project 10: Sustainability Initiative	Launch a sustainability initiative to reduce the client's carbon footprint and improve environmental performance.	Amanda Gray	On Hold	Phase 10: Sustainability Initiative	\$160,000	High	Medium	Very High	Strategic	On-site	2024-03-01	2024-05-31	90 days	Amanda Gray	amanda.gray@company.com	555-555-5555	468 Poplar St	San Antonio	TX	78201	USA	

Project ID	Project Name	Start Date	End Date	Project Manager	Project Description	Priority	Impact	Complexity	Resources	Timeline	Budget	Risks	Dependencies	Stakeholders	Notes
100001	Project A	2023-01-01	2023-03-31	John Doe	Project A description	High	High	High	10	2023-01-01	\$100,000	Low	None	John Doe	Project A is a critical project for the company.
100002	Project B	2023-02-01	2023-04-30	Jane Smith	Project B description	Medium	Medium	Medium	5	2023-02-01	\$50,000	Medium	Project A	Jane Smith	Project B is a medium-priority project.
100003	Project C	2023-03-01	2023-05-31	Mike Johnson	Project C description	Low	Low	Low	3	2023-03-01	\$25,000	High	Project B	Mike Johnson	Project C is a low-priority project.
100004	Project D	2023-04-01	2023-06-30	Sarah Lee	Project D description	High	High	High	10	2023-04-01	\$150,000	Low	Project C	Sarah Lee	Project D is a high-priority project.
100005	Project E	2023-05-01	2023-07-31	David Kim	Project E description	Medium	Medium	Medium	5	2023-05-01	\$75,000	Medium	Project D	David Kim	Project E is a medium-priority project.
100006	Project F	2023-06-01	2023-08-31	Emily White	Project F description	Low	Low	Low	3	2023-06-01	\$37,500	High	Project E	Emily White	Project F is a low-priority project.
100007	Project G	2023-07-01	2023-09-30	Chris Brown	Project G description	High	High	High	10	2023-07-01	\$187,500	Low	Project F	Chris Brown	Project G is a high-priority project.
100008	Project H	2023-08-01	2023-10-31	Alex Green	Project H description	Medium	Medium	Medium	5	2023-08-01	\$93,750	Medium	Project G	Alex Green	Project H is a medium-priority project.
100009	Project I	2023-09-01	2023-11-30	Mia Black	Project I description	Low	Low	Low	3	2023-09-01	\$46,875	High	Project H	Mia Black	Project I is a low-priority project.
100010	Project J	2023-10-01	2023-12-31	Noah Gray	Project J description	High	High	High	10	2023-10-01	\$234,375	Low	Project I	Noah Gray	Project J is a high-priority project.

ID	Project Name	Start Date	End Date	Project Manager	Status	Priority	Impact	Effort	Complexity	Risk	Dependencies	Resources	Cost	Revenue	Profit	Location	Notes	
1001	Project A: New Product Development	2023-01-15	2023-03-31	John Doe	On Track	High	Strategic	10	Very High	High	Medium	Very Important	Very Important	Neutral	Important	Very Important	Strategic	Project A: New Product Development. Key milestones: Design, Development, Testing. Budget: \$500,000. Revenue: \$1,000,000. Profit: \$500,000.
1002	Project B: Marketing Campaign	2023-02-01	2023-04-30	Jane Smith	Delayed	Medium	Operational	5	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium	Operational	Project B: Marketing Campaign. Key milestones: Strategy, Execution, Evaluation. Budget: \$200,000. Revenue: \$300,000. Profit: \$100,000.
1003	Project C: IT System Upgrade	2023-03-01	2023-06-30	Mike Johnson	On Track	High	Strategic	15	Very High	High	Medium	Very Important	Very Important	Neutral	Important	Very Important	Strategic	Project C: IT System Upgrade. Key milestones: Planning, Implementation, Testing. Budget: \$1,000,000. Revenue: \$1,500,000. Profit: \$500,000.
1004	Project D: Customer Service Improvement	2023-04-01	2023-07-31	Sarah Lee	On Track	Medium	Operational	8	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium	Operational	Project D: Customer Service Improvement. Key milestones: Research, Design, Implementation. Budget: \$300,000. Revenue: \$400,000. Profit: \$100,000.
1005	Project E: Sales Channel Expansion	2023-05-01	2023-08-31	David Kim	On Track	High	Strategic	12	Very High	High	Medium	Very Important	Very Important	Neutral	Important	Very Important	Strategic	Project E: Sales Channel Expansion. Key milestones: Market Research, Strategy, Execution. Budget: \$700,000. Revenue: \$1,200,000. Profit: \$500,000.
1006	Project F: R&D for New Technology	2023-06-01	2023-12-31	Emily White	On Track	High	Strategic	20	Very High	High	Medium	Very Important	Very Important	Neutral	Important	Very Important	Strategic	Project F: R&D for New Technology. Key milestones: Research, Development, Testing. Budget: \$2,000,000. Revenue: \$3,000,000. Profit: \$1,000,000.
1007	Project G: HR System Upgrade	2023-07-01	2023-09-30	Chris Brown	On Track	Medium	Operational	6	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium	Operational	Project G: HR System Upgrade. Key milestones: Planning, Implementation, Testing. Budget: \$400,000. Revenue: \$500,000. Profit: \$100,000.
1008	Project H: Compliance Audit	2023-08-01	2023-10-31	Alex Green	On Track	Medium	Operational	4	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium	Operational	Project H: Compliance Audit. Key milestones: Planning, Execution, Reporting. Budget: \$250,000. Revenue: \$300,000. Profit: \$50,000.
1009	Project I: Logistics Optimization	2023-09-01	2023-11-30	Mia Black	On Track	Medium	Operational	7	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium	Operational	Project I: Logistics Optimization. Key milestones: Analysis, Implementation, Monitoring. Budget: \$350,000. Revenue: \$450,000. Profit: \$100,000.
1010	Project J: Quality Assurance	2023-10-01	2024-01-31	Noah Blue	On Track	Medium	Operational	9	Medium	Low	Low	Medium	Medium	Medium	Medium	Medium	Operational	Project J: Quality Assurance. Key milestones: Planning, Execution, Reporting. Budget: \$450,000. Revenue: \$550,000. Profit: \$100,000.



**ATTACHMENT C
HARDCOPY SURVEY**

Division Street BRT – Alternatives Survey

Providing the information below is **voluntary and optional**.

1) North of the Y, what are your priorities for the Division Street BRT project?

Please rank the below options from 1-9 in your order of preference.

- Improve safety for people walking and biking
- Minimize impacts to on-street parking
- Minimize impacts to traffic and/or freight movement
- Improve bus travel speeds/shorten bus trip times
- Minimize walking distance to bus stops
- Minimize impacts to businesses
- Provide convenient access to shopping, health care, education, or social services
- Provide new bicycle and/or pedestrian facilities
- Minimize project costs

2) Are there any other issues we should consider when making a decision for BRT routes/stations north of the Y?

Please comment below

3) What is your preferred Division Street BRT route option north of the Y?

Please rank the below options in your order of preference.

- Option 1 (Future Mead Transit Center)
- Option 2 (Hastings Park and Ride)

4) Do you have any comments on Division Street BRT route options north of the Y?

Please comment below

5) In downtown, what are your priorities for the Division Street BRT project?

Please rank the below options from 1-9 in your order of preference.

- Improve safety for people walking and biking
- Minimize impacts to on-street parking
- Minimize impacts to traffic and/or freight movement
- Improve bus travel speeds/shorten bus trip times
- Minimize walking distance to bus stops
- Minimize impacts to businesses
- Provide convenient access to shopping, health care, education, or social services
- Provide new bicycle and/or pedestrian facilities
- Minimize project costs

6) Are there any other issues we should consider when making a decision for BRT routes/stations in downtown?

Please comment below

7) What is your preferred Division Street BRT route option in downtown Spokane?

Please rank the below options from 1-4 in your order of preference.

- Option 1: Big Loop
- Option 2: Riverside
- Option 3: Extended Route 25
- Option 4: Small Loop

8) Do you have any comments on Division Street BRT route options in downtown Spokane?

Please comment below

9) How much do you agree or disagree with the Division Street BRT station locations between downtown Spokane and the Y.

Please select one

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

10) Do you have any comments on Division Street BRT station locations between downtown Spokane and the Y?

Please comment below

11) On a scale of 1-10, what is your opinion about the importance of developing BRT service along the Division Street corridor?

Please select one

- 1: Very unimportant
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10: Very important

12) What features of BRT would be important to you when using the system?

Select the importance of each BRT feature

	Very important	Important	Neutral	Unimportant	Very unimportant
Fare payment before boarding the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fast boarding (elevated platforms, all-door boarding)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Real-time bus arrival information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zero-emission buses (smoother riding)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frequent, on-time service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signal priority for buses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Business access and transit (BAT) lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13) Please indicate how much you agree with the following statement: "the features of BRT would persuade me to use it more often than the regular bus system."

Please select one

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

14) Anything else?

Please add any other thoughts on Division Street BRT routes and station location options below.

Travel Pattern Questions

15) Which transportation modes do you use for commuting to work?

Select as many as you like

- Personal automobile
- Public transportation
- Carpool
- Walking
- Biking
- Other

16) Which transportation modes do you use for daily life (purposes other than commuting to work)?

Select as many as you like

- Personal automobile
- Public transportation
- Carpool
- Walking
- Biking
- Other

17) Does your household have a car?

Please select one

- Yes, more than one
- Yes, just one
- No, but we frequently borrow a car from family/friends
- No

18) Do you have any physical or mental disabilities that seriously limit or prevent your travel?

Please select one

- Yes
- No

19) Please check any STA services you have used in the last six months.

Select as many as you like

- STA buses (traveling on fixed routes)
- STA Paratransit provided door-to-door, shared rides
- STA Vanpool
- I have not used any STA service in the last 6 months

20) On average, how often do you ride an STA bus?

Please select one

- 3 days a week or more
- 1-2 days a week
- Occasionally (less than once a week)
- I don't use STA bus services

21) STA currently operates the Route 25 bus in the Division Street corridor. How often do you use the Route 25?

Please select one

- 3 days a week or more
- 1-2 days a week
- Occasionally (less than once a week)
- I don't use the Route 25

22) Where do you go when you are using the Route 25?

Select as many as you like

- Work
- School
- Medical appointments
- Shopping/errands
- To see family/friends
- Other
- I don't use the Route 25

Demographic Questions

23) What gender do you identify with?

Please select one

- Woman
- Man
- Non-binary
- Other
- Prefer not to answer

24) With which racial groups do you identify?

Select as many as you like

- American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Native Hawaiian or Other Pacific Islander
- White (non-Hispanic)
- Hispanic/Latino
- Two or more races
- Other

25) What is your age?

Please select one

- Under 18
- 18-30
- 31-45
- 46-60
- 60 or older

26) What is the highest level of education you have completed?

Please select one

- Less than high school
- High school diploma
- Associate's degree
- Bachelor's degree
- Graduate or professional degree (Master's/Ph.D. or equivalent)

27) What is your current level of employment?

Please select one

- Employed full-time
- Employed part-time
- Not currently employed
- Retired
- Full-time student
- Home-maker

28) Please provide the zip code where you reside.

29) What kind of residence do you live in?

Please select one

- Single-family house (no shared walls with any neighbors)
- Townhouse (attached house)
- Multi-family home
- Apartment
- Dorm or other institutional housing
- Other

30) Please indicate your estimated annual household income.

Please select one

- Under \$25,000
- Between \$25,000 and \$49,999
- Between \$50,000 and \$74,999
- Between \$75,000 and \$99,999
- Between \$100,000 and \$150,000
- Over \$150,000

31) If you would like to receive email updates on the Division Street BRT project, please write your email below.

32) How did you hear about this survey?

Select as many as you like

- STA website
- Email
- Word of mouth
- Social media
- Neighborhood group
- Bulkheads in a bus
- Bus stop flyer
- Other

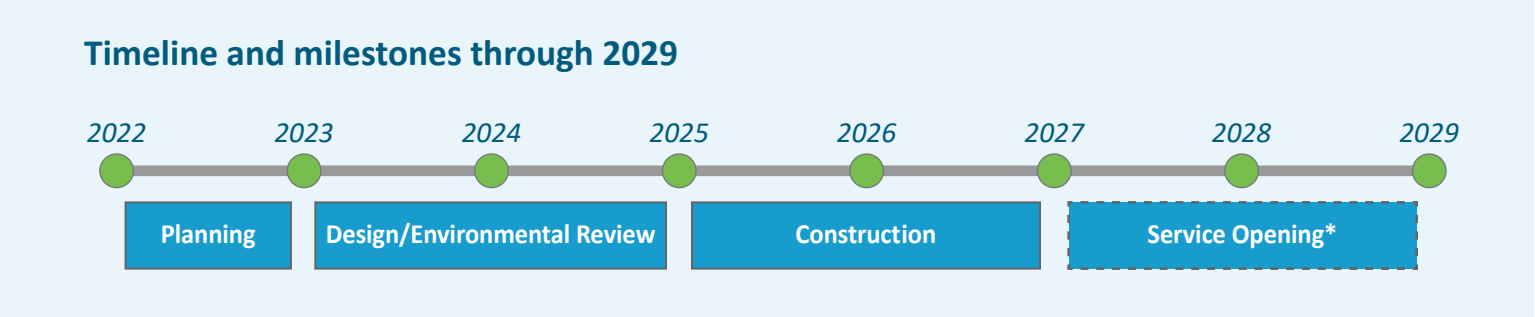


ATTACHMENT D
PROJECT DESCRIPTION FOLIO

WHAT'S NEXT?

Project timeline and budget

- The upcoming work will build on the initial planning efforts by STA and partner agencies (SRTC, City of Spokane, Spokane County, and WSDOT)
- BRT systems typically cost six to seven times less to create and operate over the long term compared to other forms of high-capacity transit, such as light rail or heavy rail
- A preliminary cost estimate of the entire project is between \$120-150 million



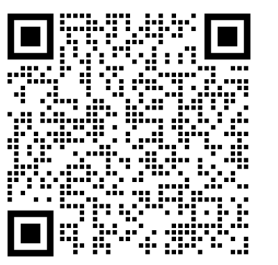
* In close coordination with the opening of the North Spokane Corridor (NSC)

Next steps

- Once we hear from you and finish our evaluation, a final recommendation for the BRT route, station locations, and layover areas will be prepared and submitted to the STA Board of Directors for approval
- After approval, design drawings will be prepared that show roadway improvements and stations
- We will continue to work with project partners to move forward with complimentary projects and programs, including bicycle and pedestrian improvements and land uses that complement future BRT service

Thank you!

- **To learn more, visit:** spokanetransit.com/division
- **Questions or comments?** Please email Hamid Hajjafari at hhajjafari@spokanetransit.com



To take the survey, scan the QR code or visit: <https://tinyurl.com/4r3dczxt>



Fall 2022

Division Street BRT We want to hear from you!

PROJECT BACKGROUND

Division Street is the main north-south roadway in Spokane and is one of the busiest in the region. Heavy traffic and high speeds contribute to a high number of crashes involving vehicles and people walking or riding bikes.

The Spokane Transit Authority (STA) envisioned Division Street Bus Rapid Transit (BRT) to be the second BRT line in the Spokane region, extending from downtown along the Division Street corridor for approximately nine miles to the Mead area. The project team is currently working on the planning phase of this project.

What is BRT?

- BRT is a transportation system that provides faster and more reliable transit service than traditional buses, and can include:
 - Fast boarding through elevated stations, all-door boarding, and off-board fare collection
 - Frequent service
 - Fewer stops for faster trips
 - Business access and transit (BAT) lanes to reduce congestion
- The City Line will be the first example of BRT in Spokane

Locally preferred alternative (LPA)

- The LPA, or vision, for future BRT on Division between downtown and the "Y" was adopted by STA's Board of Directors in spring 2021
- Includes buses arriving every 10 min or less on weekdays and 15 min during nights/weekends
- Converts one travel lane in each direction to a BAT lane
- Identified preliminary station locations

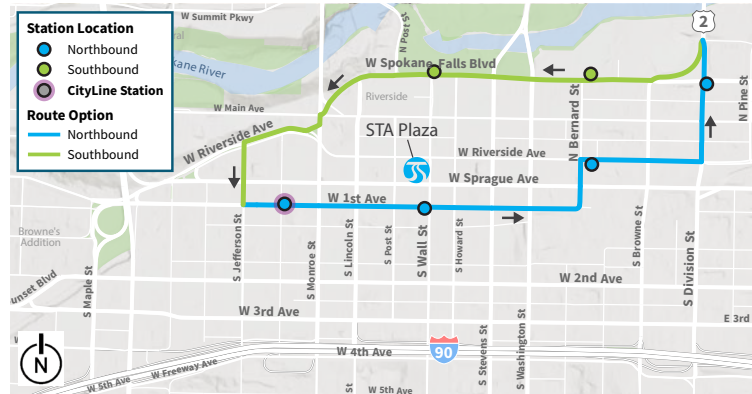


We want to hear from you!

The Division Street BRT will convert the existing Route 25 to bus rapid transit service, with new stations and roadway modifications that will provide faster and more reliable bus service. We need your feedback on:

DECISION 1 Route and station locations north of the Y and in downtown Spokane Bus routes and station locations through downtown Spokane - four options

South Terminus | Option 1: Big Loop



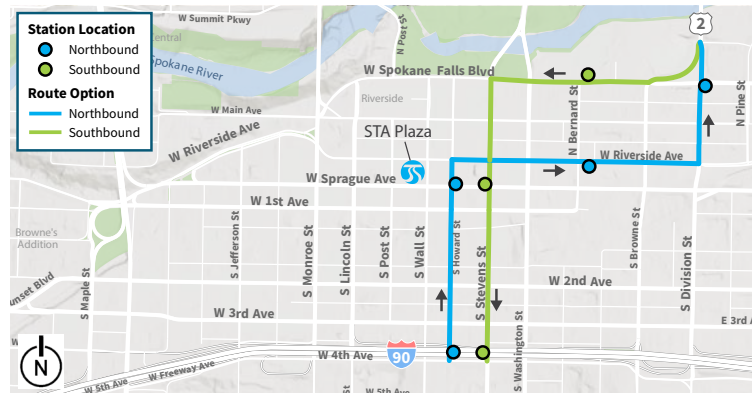
- Southbound stations:**
Spokane Falls Boulevard/Bernard Street
Spokane Falls Boulevard/Wall Street (880 feet from STA Plaza)
- Northbound stations:**
1st Avenue/Madison Street (City Line station)
1st Avenue/Wall Street (300 feet from STA Plaza)
Riverside Avenue/Bernard Street
Division Street/Spokane Falls Boulevard

South Terminus | Option 2: Riverside



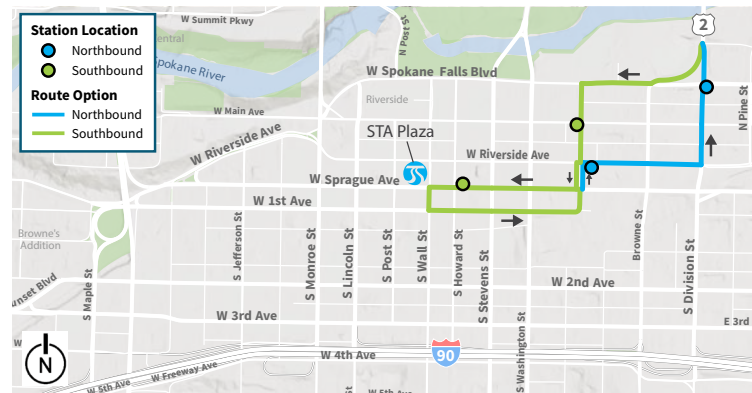
- Southbound stations:**
Riverside Avenue/Bernard Street (City Line station)
Riverside Avenue/Stevens Street (City Line station)
Riverside Avenue/Post Street (170 feet from STA Plaza)
Monroe Street/1st Avenue
- Northbound stations:**
Lincoln Street/Sprague Avenue
Riverside Avenue/Wall Street (STA Plaza)
Riverside Avenue/Bernard Street
Division Street/Spokane Falls Boulevard

South Terminus | Option 3: Extended Route 25



- Southbound stations:**
Spokane Falls Boulevard/Bernard Street
Stevens Street/Sprague Avenue (630 feet from STA Plaza)
Stevens Street/I-90
- Northbound stations:**
Howard Street/I-90
Howard Street/Sprague Avenue (340 feet from STA Plaza)
Riverside Avenue/Bernard Street
Division Street/Spokane Falls Boulevard

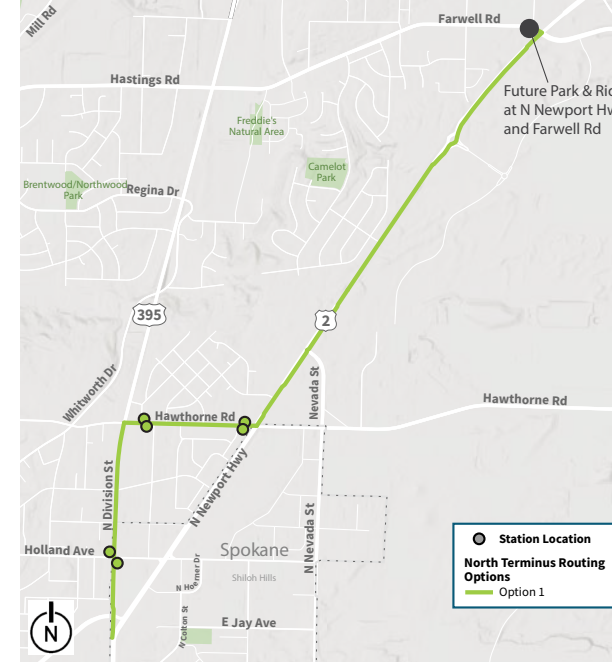
South Terminus | Option 4: Small Loop



- Southbound stations:**
Bernard Street/Main Avenue
Sprague Avenue/Howard Street (360 feet from STA Plaza)
- Northbound stations:**
Riverside Avenue/Bernard Street (1,630 feet from STA Plaza)
Division Street/Spokane Falls Boulevard

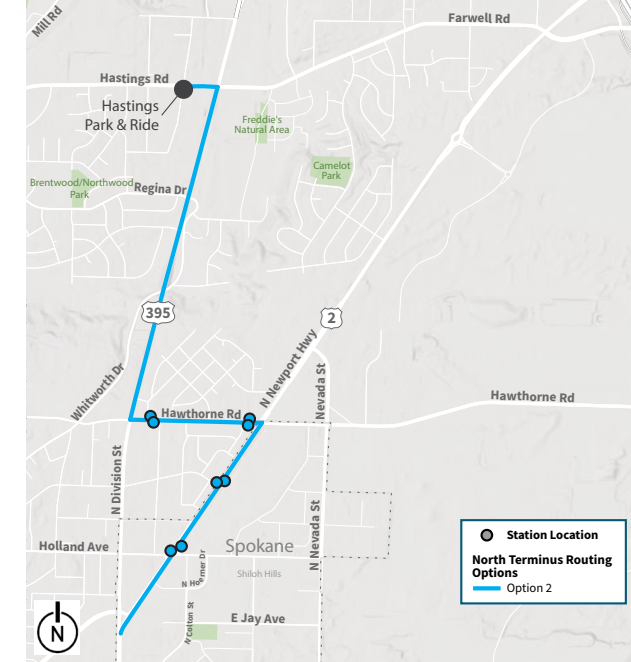
DECISION 1 Route and station locations north of the Y and in downtown Spokane Bus routes and station locations north of the Y - two options

North Terminus | Option 1



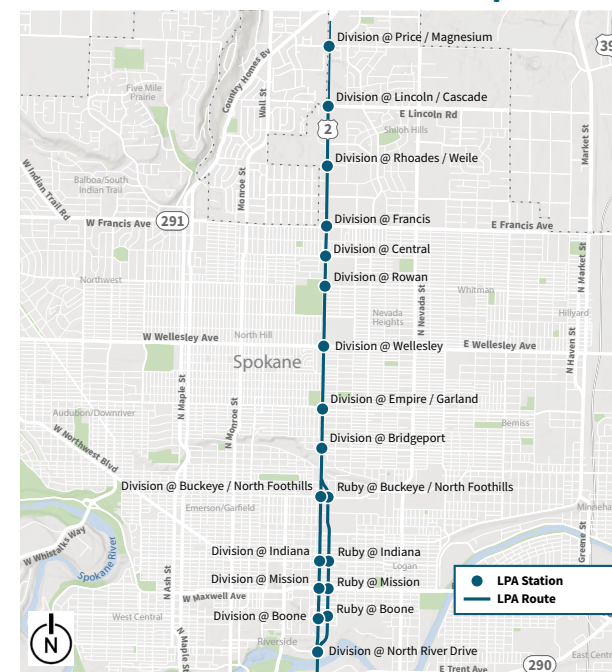
- Stations (northbound and southbound):**
Division Street/Holland Avenue
Hawthorne Road/Division Street
Hawthorne Road/Newport Highway
Future Mead Transit Center

North Terminus | Option 2



- Stations (northbound and southbound):**
Newport Highway/Holland Avenue
Newport Highway/Graves Road
Hawthorne Road/Newport Highway
Hawthorne Road/Division Street
Hastings Park and Ride

DECISION 2 Station locations along Division Street and Ruby Street between downtown Spokane and the Y



The LPA includes 14 BRT stations in each direction

- Stations:**
Division @ Price / Magnesium
Division @ Lincoln / Cascade
Division @ Rhoades / Weile
Division @ Francis
Division @ Central
Division @ Rowan
Division @ Wellesley
Division @ Empire / Garland
Division @ Bridgeport
Division/Ruby @ Buckeye / North Foothills
Division/Ruby @ Indiana
Division/Ruby @ Mission
Division/Ruby @ Boone
Division @ North River Drive

Locally Preferred Alternative | Route and Station Locations



ATTACHMENT E

NEIGHBORHOOD MEETING NOTES

LOGAN NEIGHBORHOOD COUNCIL
CENTRAL NEIGHBORHOOD COUNCIL
EMERSON/GARFIELD NEIGHBORHOOD COUNCIL
NORTH HILL NEIGHBORHOOD COUNCIL
EAST CENTRAL NEIGHBORHOOD COUNCIL
SHILOH HILLS NEIGHBORHOOD COUNCIL
NEVADA HEIGHTS NEIGHBORHOOD COUNCIL

Division Street BRT Fall 2022 Public Outreach

Neighborhood Meetings

Topic: Survey Promotion and Routing Alternatives

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East Central Neighborhood Council.....	14
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Nevada Heights Neighborhood Council.....	19

Logan Neighborhood Council

11/8/22

6pm – 7:30pm

- South Logan TOD project update (Maren Murphy, City of Spokane)
 - Transit Oriented Development project
 - Postcard over the summer
 - Mixed-use, walkable development around City Line and BRT routes
 - 3 stations focused in the area
 - South of Mission to the River
 - Focus is around Hamilton
 - Zoning/Standards to support transit
 - Environmental impacts that may occur in the area
 - Plan/policies to guide future development
 - Supporting transportation, supporting public transit, commercial/housing together
 - Within 5-10 minutes of transit can access daily needs, services
 - 2013 Logan Neighborhood Council plan – review this
 - Create a viable/walkable community
 - What kind of development does the community want to see?
 - Grant from WSDOT to do work (1 of 11)
 - Community engagement
 - Existing conditions report
 - www.my.spokanecity.org/southlogantod
 - Insights reports
 - Review market research especially
 - Storymap – on project webpage
 - Summer survey
 - Facebook, NextDoor, Community page
 - 126 responses; 4 months open
 - Full summary on website
 - Use South Logan – 65% travel through



- 3 words: safe, walkable, friendly, vibrant
 - Reminiscent of planning process
 - Word map
 - Planning studio in fall
 - SIERR building
 - 3 days
 - 2 community meetings in evening
 - Workgroups
 - GU students attended
 - GSBA Student Body Association Senate Forum
 - Understand how they move around, challenges, what they see/need
 - SEPA Public Scoping
 - EIS Statement
 - Coming out in the spring – incorporating public feedback
- Now analyzing different options and building on feedback
- Emerging concepts
 - Connectivity along Hamilton St
 - Walkability
 - Housing close to transit
 - Zoning and development standards
 - Mixed-use redevelopment
 - Affordability and anti-displacement
 - Activation of “side” streets
 - Neighborhood feel/focus
- What’s Next
 - Alternatives/options being developed for study area
 - Plan Commission & City Council presentations
 - Early 2023 – feedback/review of alternatives
 - Sign up for email list
 - 1 every 1-2 weeks
 - Videos from presentations as well
 - Share more progress with the Council early next year
- Questions:
 - How can you retain character and uphold?
 - City isn’t doing Development work but meeting with business owners to get their feedback
 - How high can you build in Logan at the moment?
 - Depends on the zone
 - UW-GU – up to 150 ft
 - 45-65 ft along Hamilton
 - Some low-density housing up to 150 ft in south
 - CenturyLink building?
 - Centers and corridor zoning

- Alternative discussion – what could be the type of zones for the desired future vision of the area
 - Idea is to increase population density along transportation route?
 - Yes
 - Card with contact info & fact sheets
- Active Transportation Updates (Colin, City of Spokane)
 - Questions
 - Don Kardong bridge
 - Safety issues – lighting
 - Sidewalk building plans
 - E.g., near new Middle School
 - Ensure ADA compliance
- STA
 - What kind of buses?
 - LPA calls for zero emission
 - Buses will mirror City Line
 - City spent a lot to create couplet to reduce traffic; the idea of reducing the lanes and the work that went into it is a very bad idea because of the need for access North and South; we have to have that main thoroughfare north and south. It would be better to move buses and pedestrians off of Division St and move them to the sides; the needs of the traffic are very vital
 - Evaluated traffic impacts – 8% reduction of traffic on Division
 - WA is governing agency over geometry of division street and ruby; they are very supportive of this plan; they are interested in thruput
 - Address traffic congestion with NSC and that transit is improved in its frequency and its reliability
 - Analyzed what would happen if more housing was put on the corridor and increase jobs along the corridor; traffic impact is absorbed into other modes
 - Travel demand model predicts travel behavior based on how people choose their modes
 - Coordination with state DOT – they steward these funds
 - Wouldn't it make more sense to leave Division for just business and not housing? Put housing off of Division?
 - Up to individual investors, not STA, City
 - This is an interesting plan forward for the next 10-20 years; climate issues, sustainability issues
 - 2 universities right up against the corridor
 - Wonderful parks
 - I'm really inspired. To think about our northside being more of a neighborhood is really inspiring. The speeding is hellscapish. I love this part of town – exciting to think about looking at it through different angles
 - E.g., Monroe Street – how it exists today; place that's desirable to be
 - It's good for business

- GU Build
 - University had been focused on developing new academic buildings – strategic plan goals have been met (UW, Bollier, Woldson)
 - Now focus is on housing
 - Students need more socialization, collaboration space
 - A lot of current facilities don't accomplish that
 - Higher retention rate on sophomores – they're taking apartments and they need student housing
 - Want to build replacement housing
 - SE corner of Cincinnati and Sharp (old COPS shop area) – new housing unit to hold 90 students
 - C4 Zone
 - Conditional Use permit – community meetings, mailings
 - Want to start June 1
 - Similar to Twohy
- Final Remarks
 - Still an opportunity to join the Neighborhood Leadership Academy – applications online
 - Land Use Committee Update
 - Now under office of neighborhood support; hard adjustment
 - Community Assembly is trying to think about how they present
 - Connection between city council and neighborhoods
- How do we want people to turn in the printed survey?

West Central Neighborhood Council

11/09/2022

6:30- 8pm

- ❖ Welcomes and connected copter via zoom for the online participants to view the ppt presentation.
- ❖ Dana- made comment to attendees on the handouts and paper survey (turn in at the end of meeting)
 - Introductions
 - Agenda
 - Neighborhood safety comments
 - Hamid Presentation
 - Div. Business route
 - High traffic and accidents
 - Hamid went through and explained to attendees how the online survey worked.
 - **Questions from attendees:**
 - ◆ Funding - Will this go to the voters for funding, or will it use current revenue streams?
 - Hamid explained funding
 - ◆ Q: if I live too far from the city line for it to be practical to get to a stop with the lane reduction it seems like my commute will be longer
 - A: BRT will be implemented during the 395 opening, traffic will be reduced
 - ◆ Q: Are there plans for cycling infrastructure?
 - A: Yes, along the Division couplet
 - ◆ Q: Will the BRT's prompt the traffic lights to turn green as they approach the intersection? Traffic control.
 - A: Yes, it's called TSP (also a full-time person that controls the traffic lights changing for buses).
 - ◆ Q: Have there been some traffic studies done on the impacts to Division St with the lane reduction and projections for the NSC?
 - A: yes, est. 10-15% decrease in traffic per WSDOT
 - ◆ Q: have they projected the traffic over the next 20 years?
 - A: yes
 - ◆ Q: Liz- regarding the DT routes, can you explain those routes? There is not a direct stop at the STA Plaza which is a concern if you have children in tow, or if you are elderly, disables, strollers, and wheelchairs.
 - A: we decided not to have a stop at the Plaza but to have stops a couple blocks away. Options were based on different user criteria from public comment regarding, population density, access to facilities and connectivity to the area. Based on this criterion we came up with these stop options.
 - ◆ Q: Are these routes and criteria explained on the website?



- A: Yes.
- ◆ Hamid mentions that he will be happy to answer any questions.
- ◆ Comment: Liz mentions that she will not ride it if there is not a Plaza stop.
 - Comment from attendee that there are stops very close to the Plaza, half a block.
- ◆ Q: will there be parking at the Mead location. Will there be expanded parking at the Hastings location.
 - A: Yes
- ◆ Q: Will people be parking at the Hastings and Mead locations and taking the bus DT?
- ◆ A: yes
- ◆ Q: Are there plans for TOD along Division, more housing in vacant lots, affordable dense housing?
 - A: Yes
 - Comment from attendee that Monroe Street was the first study for this type of concept and development. Legislation changed to allow different housing densities, fourplexes etc.
- Liz: any additional questions and thank you.
- Committee meeting agenda items were continued
 - Camp Hope
 - Upgrading older parks
 - Safety and block watch
 - Snowplows
- Meeting Adjourned

One hard copy survey was gathered.

Emerson/Garfield Neighborhood Council

11/9/2022

6pm – 7:30pm

In attendance:

- EJ Ianelli - EG Council Chair
- 19 voting members including attendees online (hybrid meeting)
- Claudia - exec director Corbin Senior Center
- Jeff Stevens - Downriver Audubon representative in attendance to promote leadership academy

Approval of minutes prior to business items.

Jeff Stevens - Spokane Neighborhood Leadership Academy

Roles in Neighborhood Councils: Jan-Jun classes & mentorship
Information Session Nov 14th

Karl Otterstrom presented on Division BRT

Intro and background

Aims of the Division BRT

LPA described

Input opportunity: Route and Station locations downtown; Station locations from downtown to the Y

Invited meeting attendees to provide input via online survey or physical survey turned in tonight.

Questions and Answers:

Does ridership warrant this level of service?

Today and into the future this is warranted with ridership anticipated to double. Service every 10 minutes is not just for service required/desired, but also to promote reliability and speed of travel.

Vancouver BC used to have very efficient and intersecting system. Will intersecting grid connect to this?

North Spokane has a solid grid of streets and will serve this well. Wellesley and Francis routes will interconnect well. Route 36 goes from SCC through West Central; Maxell, Post, Indiana, Illinois, and Hamilton is a new route that is handy and will contribute well to the network.

Nice to not have to go downtown to connect to cross-town destinations.

Construction disruption downtown for City Line, how will this Division project look?

City Line construction was not the sole cause of downtown disruption, but rather paired with street construction.

Foothills to River will be most disruptive with cycle track and other elements. Drainage and pavement impacts will contribute to disruptions. As design progresses next year, impacts will be better known.

STA going to update for those impacts as they are known next year?

This is not fully mapped out, but STA will expect to come back for an update later next year as opportune. Will respond to requests of interest from the neighborhood council. Direct engagement to come spring or fall 2023.

Protected bike lanes: What constitutes protection?

Not fully defined, but physical separation, potential for planted buffer, barriers? These are challenging at intersections where vehicle crossings will have to be worked out.

How will that work with snow removal?

Open question. New bike lanes on Riverside will help inform this design, as the City has a new version of snow clearing which will be proven in that test case. WSU campus area also has such facilities.

Will bike facilities all be on Ruby (both directions)?

This is the planned idea, as conceptualized. Design will be more telling in time.

Downtown loops, how will these interact with the other downtown routing?

The text of the folio gives info of shared City Line stops. The system will be more efficient with shared facilities, and also costs will be reduced.

Ruby/Division will be the most expensive part of this project, as the rest of alignment will be more 'surgical' in nature.

Is money reserved for aesthetics and art?

Federal transit dollars prohibit "art", so separate source of funding will be required. It is anticipated this will be carved out based on good feedback so far with the City Line outcomes.

Will hospital connections be made downtown?

Articulated buses do not fare well on the hill serving the hospitals. The Monroe-Regal line will continue to serve as the connection to hospitals.

Speaking of Monroe, what can be done to stop cars from passing buses when stopped?

More curbing in center of street would serve this, but maintenance would be more challenging.

This is something more to be addressed with the City.

Connect App - Free rides in November?

Download STA Connect, set up account, and Month of November is free. Promotion to use the app. In coming months, add value to the account via gas stations, downtown, or online. Card or phone app. Order on website or pick up downtown.

Are there specific senior cards?

Yes, over 60 = half-off. "Honored Riders"

As a provider in community (Way-Out Center), providing single-use or 2-hour cards to people with hardship, After November, how does that work?

Old system has not gone away, and old passes will still work. Disposable Connect cards will still be available in the future. Institutional cards are also going to be available with management of pass value available by the institution.

Chair report by EJ

Crime prevention workshop coming up.

December meeting will be the annual potluck.

Spokane City Council

Council Member Zappone (online)

Redistricting finalized this week. No impact to EG directly. But lots of energy around this.

Upcoming items:

Capping 3rd party delivery fees (e.g. Uber Eats) at 15% Safe-guarding local business.
Renter protections and Landlord reform.
Expanding redlight and school infraction program to other institutions and areas.
Seeking feedback by end of January. Parks Hospitals and schools.

Committee Reports

Cleanup Program

Faith Bible Church confirmed for next year.
Dump passes are done for the year.
Leaf removal challenging with leaves still in trees. Green cans can still be picked up.

EG Farmers Market

Reimbursed for state monies finally.
Music coordinator volunteer in place.
Snap market match program renewed for 2023. EBT match to \$20.

Building Stronger Neighborhoods

ONS staff turnover is challenging progress.
Community Assembly retreat. Lots of issues brought forward.
CA handbook has been updated. BSN reps can receive training.

Land Use

Administrative, Nothing really to report.

PETT Committee

Administrative, Nothing really to report.
Was STA Division project discussed at PETT?
No. With Paul Kropp no longer the Chair, minimal interaction and invitations for speakers.

North Monroe Business District

Focused on Small Business Saturday activities and promotions discussed. Saturday after Thanksgiving. Nov 26th. Between 10:00 and 2:00

Corbin Senior Activity Center

\$8,000 grant, and First Interstate Bank \$5,000 grant. Building updates to come from this. Security update.
Beginning to outgrow the building, with lots of great activities continuing.

Community Assembly

Retreat, refresh and reset. Dysfunctional presently. Governance structure under the works.
Pres. Beggs presented interest in standing up 1-year group interested in refreshing CA/Community Council/ONS relationship.
Ledge session promoting American Indian Community Center
CM Zappone mentioned the speed camera program expansion. Opportunities for feedback with some guidelines to come. Suggestions through motions to City Council by January.
New director of NHHS below CHHS. Kim McCollum. She is amazing and well experienced with HUD \$\$'s.

COPS North Central

Knox Pres. Church open Mon-Fri 10:00 to 2:00

Dump passes will be available end of February.

100 tires slashed over by Shannon. Worked with victims to gather and have police investigation.

Gathered home cameras to identify the perpetrator and arrest.

For car break-ins, latent finger-print gathering (only during dry conditions), with success identifying prior offenders.

Crime Check victim call-backs conducted regularly.

Building Dreams

Winter fest coming up. Coats for Kids drive in progress.

EG Financials

Bank statement is the same. No money spent.

West Quadrant TIF Project Action Committee

Meeting cancelled - no explanation.

Way-Out Center

Salvation Army is very busy with Kettle campaign starting shortly. (Nov 15th)

Center is full to bursting. Salvation Army took over Trent and Canon as well.

Celebrate recovery every Thursday night.

Thanksgiving dinner to community Thanksgiving Day - looking for volunteers and families to help out. Feed 300, with 600 people in the other facilities as well. Lots of service opportunity.

We want to be good neighbors to you as well as the Way-Out Center. Please reach out with thoughts/concerns.

Kettle Bell ringers needed.

North Hill Neighborhood Council

11/10/22

6:30pm – 8:30pm

- Get the attendee list
 - o 1 Nevada Heights resident in attendance to hear STA's presentation – great questions
- Office of Neighborhood Services (ONS)
 - o Annie and Amber
 - o Amber is new liaison for council meetings with all neighborhood council meetings on Thursdays
 - o Department Updates
 - Division director accepted a position – Kim McCullen; HUD experience; dialed in on CHASHSA side of the house
 - Office of Neighborhood Services Director position – interviewing
 - New leadership is coming
 - Concerns with continuity and ensuring that neighborhood councils are supported
 - o Amber:
 - Snow season – reminder to put vehicles on odd side of the road
 - GPS website on the city site to show plowing
 - Downtown activities this month – CAN WE BE THERE?
 - Tree lighting
 - November 30th – Riverfront market will resume
 - Skate for a cause nights – support Habitat for Humanity
 - Christmas Tree Elegance
- Questions
 - o Bogota Colombia example – walkways with safer pedestrian path; have you considered this kind of idea?
 - Transmillenio is a good example of the benefits of BRT
 - In the LPA we looked at a center running BRT, we looked at a system in Utah that is center running and another in Albuquerque



- We saw that those projects generally required widening of the roads
 - We didn't look into what would a bridge pedestrian system look like
 - Could be too expensive to do well and people generally try to find the hardest path
- As you increase the walkability and pedestrian presence, would raising the crosswalks to be level with the curb?
 - That could be explored in our conceptual design
 - For some parts will be getting into that level of reconstruction
 - WSU campus station – the ped bridge comes down and there's a pedestrian causeway with stop signs; not sure if we'll get to that point on Division
- Do we anticipate that the way buildings are now on Division changing mainly being closer to the street and mixed use?
 - Awarded a grant for transit oriented planning along division street
 - Can change zoning
 - We need more housing in this town; how can we fill in parking lots and other space?
 - The city has the staff and the will/counsel to make this happen
- Councilwoman Stratton: you'll see some of it on Monroe, meetings with the Shadle Center to possibly get rid of some of that pavement and explore more mixed use
- Are there specific things that you want to know? Is the printed survey the same?
- I took a quick look at the survey and I didn't see anything specific about eliminating stops
- On the map online it has the map to show you and you can list those that you You're having a hard time with the drivers, how's that going?
 - Not easy; people are very mobile with their careers right now. We are seeing cancellations op up; we have an extra board to dispatch so that's been brought down to a narrow margin
 - New class of 19 operators starting in December – they all got their CDL
 - Additional classes starting before City Line opens
 - Board initiative
 - No issues with hiring, it's with retention
- Councilwoman Stratton: Driver in training story
- What is the big STA project going on in front of REI?
 - In our garage we have 120,000 gallons of diesel tanks
 - Those tanks leak so we are replacing them – 60,000 needed because of electric transition; moving them
- Do you have any plans to allow for a substitute driver/PT program to help with shortage?
 - We are recruiting from retirees to come back PT; union contract requires 5 days a week
 - It's harder if you don't know the full system

East Central Neighborhood Council

11/15/2022

6pm – 7pm

In attendance:

- Randy McGlenn – East Central Neighborhood Council Chair
- 13 attendees including online (hybrid meeting)

Neighborhood Council business

Approval of minutes prior to business items.

Library report

Community Assembly

Comprehensive plan amendment underway

CHHS Director being sought.

Pres. Beggs seeking committee refreshing CA and Neighborhood Council and City Council interactions

Budget discussions underway, looking for increased property taxes.

American Indian Center is being sought for permanent home

Police Training Center upgrades

Speed Cameras looking for hospitals and parks to induce slowing in those zones.

\$500M for new jail - not safe and need more cells. County issue.

Re-districting moving forward with Map 2.

Urban Forestry - advisory committee being sought.

Heat Islands in the city need more water.

Chair Report

Bylaw changes out for review. Seeking input.

Return of a holiday party for the Council.

Officer Nominations

Voting to take place next month.

Traffic Calming - 3400 block of East Ferry

Roadway condition is terrible with potholes and broken pavement. Recent fatality of individual crossing the street. Potential speed table to slow speeds reflective of this location.

VPI Windows has reached out to city and City reached out to ECNC.

Last requests - 5th and Altamont as well as 9th Avenue (TC Workshop)

Table this item and request information from VPI.

Holiday Party

Business from last meeting - Larry Stone

Camp Hope and warming shelters. Perhaps dispersion of campers to shelters by

Thanksgiving. 265 as of today. Track facility is great - 4320 E. Trent



ESBA - Doug Trudeau

Dog Park Update

Good turnout, and parks received the message. Protection of existing parks and seeking out a suitable site.

Public forum

Resident reminded group of alley blocked between 11th and 12th Avenues - Helena to Pittsburg. Wall built across the alley.

Chair reached out to Clint Harris.

Division Street BRT - Hamid Hajjafari

Outline

Division Street background and Division Connects

Defined Bus Rapid Transit

Locally Preferred Alternative

Survey request for input

Question - BAT Lanes allow vehicle traffic? - Yes, but intention is that vehicles do not stay in the BAT lanes except for use to access businesses or turn at intersections.

Were bus lanes not to be kept in the middle?

Answer: One of the early alternatives included buses in the middle, but the LPA included BAT lanes on the outside.

What is the extent of the modelling that was completed?

Answer: Division Connect process included regional model. Stakeholders included State, City, SRTC, STA to provide input.

Timing is after NSC is completed?

Answer: Yes. Implementation of the concept depends on the shift of traffic from Division to NSC.

Doug Trudeau: Sprague rapid transit facilities were not delivered when the project came to the ground. Division is one of the safest roads in the City, and one of the best operating

Larry Stone: This encourages density and development - Tictoc shows that downtown Seattle bus streets have caused businesses to close - 3rd Ave. Traffic count on Sprague is down 20% and cut-through traffic is troubling in neighborhood.

Response: Incorporation and adaptation to changes takes time.

Other business owner: We are doing better on East Sprague than ever before.

Doug Trudeau: With the aim of getting people downtown quicker can we not use Wall St or other street with capacity?

Larry Stone: Roadways that connect to I-90 should be protected and held for their important service.

Response: Highways have their importance and widening roadways/highways encourage more and more traffic.

Larry Stone: Where density governs, like Seattle, this makes more sense, as the space is limited. Space in Spokane is open and available. We don't compare to Seattle or Dallas, so we should not aim in that direction.

Doug Trudeau: Did Consultant report to what percentage NSC will relieve Division?

Answer: Maybe 1600? Trips moving would free up a lane and a half from each side.

Doug Trudeau: Construction will shut down Division before NSC is completed? As for Riverside, the whole roadway was closed.

Where will funding come from for the \$80M extra?

Answer: This is targeted from federal programs.

Jeff Stevens - Spokane Neighborhood Leadership Academy

Roles in Neighborhood Councils: Jan-Jun classes & mentorship

Information Session Nov 14th

Shiloh Hills Neighborhood Council

11/17/2022

7pm – 8:30pm

- Call to order
- City Council and Neighborhood Service update (COS Councilman Jonathan Bingle)
 - Building new infrastructure and single-family homes near Shiloh Hills area
 - Keeping in mind multi-modal and complete streets
- **Division St BRT presentation**
 - Questions
 - Question on the electronic buses?
 - A: we have already bought the first generation of the current busses. We are testing them on City Line, and they are exceeding electric busses and we are always reviewing the latest technology.
 - Q: What about a mechanic to provide the answers
 - We are talking with other agencies on all over the country that use electric buses, there are some issues, but they are still a better option. It has environmental advantages such as air quality.
 - Q: Is this available online if I wanted to share it with other?
 - A: Yes, it is online at spokanetransit.com/Division. There is also a QR code on the back of the brochure that will take you there.
 - Q: There are sometime empty busses going up and down Division St.– where is the addition in ridership coming from? With them leaving every 10min it is hard to image that right now.
 - A: Route 25 is our busiest route with 3K ridership, so it is not low, the buses might have been another route that use Division St and we had about 70% lower ridership during Covid. It will be



open 2027-2029, so we expect more high-density housing along Division and with that comes more ridership will utilize the route.

- Q: Between what hours will the bus operate with it leaving every 10 to 15 min.?
 - A: 5am-12am roughly. Times will remain the same, but the frequency will change.
- Q: Will there be a light rail system
 - A: There were conversations about a LRT in the past, but BRT is 7 times cheaper. We receive a large part of our funding from Federal streams and based on population we cannot justify an LRT at this time
- Q: Based on the frequency, is there an estimated travel time to get places. If I was at Mead and wanted to get downtown for example.
 - A: That is a good question, and it depends on COS transit system priority and traffic lights - we plan and predict between 15-20 min.
- Traffic calming updates
- New Business
- Adjourn

Nevada Heights Neighborhood Council

1.11.23

Attendees: 10 (Hamid, Sarah + 8)

- Jerron Long – Treasurer
- Bart Stephens – patrol division; watch commander
- Steve, resident
- Natalia, resident; Director of After School Program for at Risk youth
- Jonathan, resident
- Name – work with GU, Community Leaders Panel + her daughter
- Anthony, resident, first council meeting

(Can't vote on officers – skipping vote for tonight)

Hamid Presentation Questions

- Lots of accidents – is there a breakdown on the type of accidents? Trying to cross Division? Or bicycle riders going down the wrong way?
 - o Cars with cars and cars with pedestrians on the Corridor
 - o Data doesn't clearly define faults or full factors
- If that's an issue, how will this plan resolve or emulate that issue if we don't understand how the accidents are being caused?
 - o Come back to this question at the end
- What about the NSC timeline news? How will this impact this project? – 2 people asked
 - o Schedule has been built in close coordination with WSDOT and other partners
 - o Will continue to be in close coordination with this news
- Will this project move forward no matter what happens with the Corridor?
 - o The decision made with all partners will be done in a way ensures that it isn't adding extra traffic to the corridor
- Issues with Seattle Mass Transit – bypassing tickets – could that be a problem here?
 - o It's an issue but the first goal of the project is to increase the frequency and speed of the buses; equipped with CCTV buses to catch individuals who may be doing that
- Would it be done while the bus is moving or at another time?
 - o When the bus arrives, there are many people that don't have the correct change or have issues, so it takes a lot of time. The new App is helping with this
 - One participant has it on their phone and was demonstrating it – very happy with this; contactless payment is coming
- There are just people that have no intent to pay
 - o In the long-term that isn't a big issue; a lot of areas are making transit free. The work that we're doing to reduce times, increasing safety, is helping to resolve this.
 - o The first goal now is to improve the transportation of the cities and non-profit organizations, and make it easier for residents and users to use it
- If you reduce 1 lane of N/S traffic, you're taking 1/3 of the availability away but you're anticipating that only 20% of traffic will move to NSC which increases the density. With Spokane

growing, has there been any concern of this actually increasing congestion on Division because of more traffic?

- Division has 6-8 lanes depending on the locations; with a more reliable, frequent, faster system, it will encourage more people to take the bus than driving
- To Officer Stephens – what does that do to your job to pull people over?
 - Stephens: I don't know; is that lane going to be strictly for buses and where else is this done?
 - Asked for clarity about City Line – does it have a BAT lane too?
 - 10-year data analysis, travel demand predictions, they identify traffic predictors – cars can use it for turning and traffic can go through it
 - Stephens: it depends on what it looks like; how prevalent will we be able to enforce it
- Major concerns about NSC news; congestion, accidents, what's the definition of an accident? Do we need other things to make things safer?
- Spokane County is trying to roll out a new bicycle infrastructure, the person that it's in charge of that said that the number one source of collisions is a right turn lane – Spokane County is really excited about that because they think it'll give people turning right into businesses more time to be aware of crossing in front of businesses
- It could force the Governor's hand if the trucking industry relies on Division
- Are there plans to extend bi-ped infrastructure north of Foothills?
 - Potentially eventually, city of Spokane's data of population density could dictate
 - Could certainly be possible
- Normal bus operating hours?
 - 5am – midnight

Send Folio and PPT PDF for further distribution



ATTACHMENT F
SOCIAL MEDIA COMMENTS

Division Street BRT Social Media Post Engagement

INSTAGRAM

URL	Agency	Date	Content	Likes	Dislikes	# of Comments	Specific Comments
https://www.instagram.com/p/ClZDtC4sDbP/?igshid=YmMyMTA2M2Y%3D	STA	11/25/2022	<p>On December 1 at 6:30pm, STA will host a virtual open house about the Division Street BRT.</p> <p>If you are interested in learning more about the project, or attending the open house on December 1st, you can find more details on our website. The link is in our bio.</p> <p>#spokanetransit #spokanetransitauthority #publictransport #publictransit #buslovers</p>	28	N/A	0	0
https://www.instagram.com/p/CkJOGnSs_tg/?igshid=YmMyMTA2M2Y%3D		10/25/2022	<p>We are in the planning stages for the Division Street Bus Rapid Transit and we need your input with our newest survey.</p> <p>Bus Rapid Transit (BRT) is a public transportation system that provides faster and more reliable transit service than traditional buses. They use distinct stations with enhanced passenger amenities including pay-before-you-board-technology, real-time bus arrival information, and raised platforms to make getting on and off the bus faster and easier. BRT buses arrive more frequently, so riders can just show up and go without needing to check a schedule.</p> <p>You can take the Division Street BRT survey to learn about the project and let us know your thoughts using the link in our bio.</p> <p>#spokanetransit #spokanetransitauthority #publictransport #publictransit #buslovers</p>	20	N/A	1	<p>roberts_railroading Please retain drivers first.</p>

Division Street BRT Social Media Post Engagement

FACEBOOK														
URL	Agency	Date	Content	Likes	Dislikes	Laughs	Angry	Care	Wow	Love	Shares	# of Comments	Specific Comments	Agency Reply?
https://www.facebook.com/photos/79461997789601432773646192160513112945833	STA	11/25/2022	On December 1 at 6:30pm, STA will host a virtual open house about the Division Street BRT. If you are interested in learning more about the project, or attending the open house on December 1st, you can find more details on our website at https://www.spokanetransit.com/projects/division-street-brt/	18	0	1	0	0	1	0	6	1	Elena Celeste What I like about this picture is buses not blocking traffic very organized and the lane for buses are marked visibly just for that purpose WOW! Well done Spokane! 🇺🇸🇨🇦🇩🇪	No
https://www.facebook.com/photos/79461997789601432773646192160513112945833		10/25/2022	We are in the planning stages for the Division Street Bus Rapid Transit and we need your input with our newest survey. Bus Rapid Transit (BRT) is a public transportation system that provides faster and more reliable transit service than traditional buses. They use distinct stations with enhanced passenger amenities including pay-before-you-board technology, real-time bus arrival information, and raised platforms to make getting on and off the bus faster and easier. BRT buses arrive more frequently, so riders can just show up and go without needing to check a schedule.	4	0	0	0	0	1	0	3	8 (*note: only showing 3)	(1) Miley/Ronda Grow: If you guys want to have designated bus lanes then make Division wider. As someone who has lived here my whole life, this town has grown so much that we can not take away lanes on Division. Buses are fine. At least until the North/South freeway is done. This will create more traffic and may even create more road rage incidents because people are all going to be frustrated with how much traffic is piling up. I am not sure who comes up with this stuff but it is obviously not someone who drives down Division on regular basis. Re-think this idea at least for now. Or, what I promise will more than likely happen is people are just going to drive in the bus lanes anyways. So, there is no point in doing it. (2) John Crow: If you take a lane away on division, you will all be fired. (3) Sean Michael BRT 60 FT buses 🚍 NO DOUBLE DECKER BUSES ———EVER!	Respond to Sean Michael: These buses need less curb space and have additional passenger capacity, which allows for more efficient resource use on the routes they'll be started for.
TBD	City of Spokane	11/6/2022	Make your voice heard on how a Bus Rapid Transit line should look on the Division Street Corridor. Take the survey and/or attend an upcoming neighborhood meeting!	39	0	9	9	0	3	5	7	56	<p>Scott Kusel: STA is a bully and a liar. Seriously, they should be disbanded. Amy Wilcox Khoravi: Isn't this just a bus? Compare it to light rail all you want, but it's still a bus that drives on roads. I cannot believe dedicated signals will make a difference when there is a traffic jam. Something light rail doesn't deal with. I just haven't seen enough reasonable explanations of this system to buy what they're selling here...and leave my car at home. 🚗🚗🚗</p> <p>Chris Warren: Just a thought, but I'd wait until after the N/S freeway is opened before you reduce lanes on division. Isaac Swanson: Chris Warren - My thoughts as well. It would be the best planning for the traffic shift. Evan M. Underwood: Chris Warren the on-ramp at Waldeley is supposed to be opened next year. Chuck Ryan: Evan M. Underwood I hope so. It does look on track. Jessica Fisher: Chris Warren According to the timeline on the website it would be after the NSC opens! Jacq Sparrow: Chris Warren The unfortunate truth is they don't give a rat's ass about you or anyone else's thoughts or opinions. They run these surveys and ask for public comments to try and appear transparent when in reality they've already decided to ram this through regardless of public sentiment. Helen Waite: Jacq Sparrow THIS. The city only does this to create the illusion of involving citizens, when they've already decided what they want to do. We've seen it time and again...with the Joe Alb deal and others. Jacq Sparrow: Helen Waite exactly! 🤔 Other than Bingle and Cathcart all city council members are two-faced backstabbing lying scumbags. If you go to a meeting and come up with a valid point they will yell you to your face, and talk about you behind closed doors. These are the kind of folks that are running the city straight into the ground!! It's vile scummy behavior and undermining of anybody let alone an elected public official. Helen Waite: Jacq Sparrow The most recent example just a couple weeks ago was their redistricting decision, where 5 of the 7 (excluding Bingle and Cathcart) voted AGAINST the Redistricting Commission's recommendations AND public testimony, to approve the map that Zack Zappone submitted, a sherrymandered mess that will benefit him when it comes re-election time for him. Shameful and unethical. Marie Blackwell: Helen Waite shameful and unethical you say? Guess you would know, since you're the "Hot Pizza" assailant, your attack on an elderly woman was shameful and unethical.</p> <p>Bob Apple: Filed out the survey and against, told them what I really think about, very bad plan. Mariah Rose McKay: I would definitely use it as a cyclist. 🚲 I billed up to Inter-Tribal Beauty from Haystack Heights Cohousing the other week and a bus rapid transit line on Division would have cut my commute time in half. 🙌🙌🙌 Tim Hilliard: This project will be VERY expensive and benefit VERY few Spokane residents. Deven Smith: Tim Hilliard Explain how it would benefit only a few citizens? Route 25 (the Division route) is the busiest and most active bus route in the city Scott Kusel: Deven Smith still, less than 10% of citizens utilize STA on a regular basis according to a 2018 survey I saw [I can't imagine it's moved dramatically up or down since then]. By definition, that's very few Spokane residents. Jace Witcher: Scott Kusel Exactly! Deven Smith: Scott Kusel If the buses are more reliable, more people will use them. And that 10% less cars on the roads according to your unsited survey Scott Kusel: Deven Smith north division and east Sprague run every 10 minutes during the day. How much more reliable do you want?? Scott Kusel: Deven Smith as for the "united" [sic] survey, this was produced by STA itself when trying to shove the Central City Line down voters throats. Took a couple tries to perfect their lies but it eventually passed and STA is \$81 million in the dollar for a line that is in this boonddog. Ryan Benzie: Tim Hilliard "I don't take the bus therefore it doesn't benefit anyone"</p> <p>Jace Witcher: So they plan to spend a Quarter Billion dollars, everyone knows any govt project doubles in cost, in the end to remove car lanes and benefits less than 10 percent of Spokane counties residents. Also how does it make sense since the buses already run this route? Damn STA wasting our tax money once again. Brad Kieles: Keep adding people to the city and then reducing traffic flow on Division? Must be nuts! You can't even finish the North South freeway. Who is making these ridiculous ideas? The only benefit in this idea would be to the city bus transportation and is just selfish to everyone else. Why don't you put the money into the freeway system that clogs the freeways every day. Won't be long before 90 is a friggin parking lot. Paul Cramer: Be a great place for the homeless tents that are multiplying thanks to the State and gutless city Isabella Rosencrans: Bus lanes have been repeatedly shown to make traffic worse and not improve commute times. There have been 100s of them removed in the UK because they didn't work and just pissed people off. Also, "bus rapid transit" is a bullshit name for an express bus line because you won't petition the state for funding on a rail line even though if they approved it for Seattle they'd approve it for Spokane and a line from Spokane to CDA would see HEAVY usage. Dan Thompson: Spokane planning department needs some serious help. Just scrap everything and start over with new people that have lived a real life and worked a real job. Rick Royer: All this to just justify their jobs, and grab the federal dollars to match with no consideration. Dedicated signals? @45%*8.0!!!!!!! Jacq Sparrow: It's beyond me as to why anybody would bother to fill out this survey. The municipal bureaucrats and elected ass hats in the Spokane City Council do not listen to the citizens of this city. They bombard us with pet project after pet project wasting our tax dollars while their not one single side street in Spokane that isn't riddled with cracks and potholes. Squandering our tax dollars on pet projects while our infrastructure crumbles in our neighborhoods is unacceptable and it's time it stops!! Nicholas Muto: why would I let my voice be heard to Spokane Transit? How about input going to the city instead? STA does whatever they want and the city just goes right along with whatever they want. Lose the picture of the bus pullout as well. The city wanted to do this on Monroe Street when they changed it from 4 lanes to 2, but STA said it was too hard for the buses to get back into traffic. Working so great on that road now isn't it? Deven Smith: Nicholas Muto it would be difficult, Monroe isn't as wide as Division. Also, this would be a bus only lane Nicholas Muto: Deven Smith they were going to widen the bus stop areas on Monroe when it was being revitalized a couple of years ago. It didn't happen because of STA Deven Smith: Nicholas Muto Widening the bus stops wouldn't help bus flow. The lanes on Monroe were narrowed, so even if they did widen bus stop areas, they still have to merge back into traffic, slowing down bus times and slowing down car traffic Nicholas Muto: Deven Smith because going from 4 lanes to 2 hasn't slowed it down at all then? Nicholas Muto: You can defend STA all you want. The only thing I see is a huge waste of taxpayer dollars over and over again. My whole point is STA gets whatever they want or they threaten reduced coverage and times until the city bends over for them Big Reddiner: So who would have the right of way for a right turn. Does bus stop and wait or does it just plow through. Total nonsense. Hire traffic enforcement personnel and start giving tickets. Put up speed signs. No one is really going to ride the buses. Just like now, they take our tax dollars for what, big dreams that end up failing. Give our tax dollars back to us.</p> <p>Alex Bonser: If installed it would be faster to get up north or south and idk you might actually meet people in the community? OMG bunch of scared dummies that just sit in their cars. Hung Nguyen: Another way to waste money? Did Spokane just lose \$3.9 million dollars because someone decided it was "necessary" to update all the parking meters in Spokane? There is not enough traffic for a dedicated bus lane. Helen Waite: The city is hell bent on trying to force people on buses. At the mayor's town hall last week, someone called in about traffic congestion around South Regal, where endless apartments are built. Marlene Feist gave some govt blavation about "monitoring the situation" or similar...then said "taking the bus is always an option." NO, it's not "always" or even "often." The bus is either inconvenient or unsafe or sometimes BOTH. Whitney Marisa: No! Finish the fraudulent northern corridor freeway before you do anything else! That project has been going for a million years! Biggest scam ever! Sophie Dufresnes: Who cares what they look like if you dont have enough drivers for the regular buses and routes are cancelled every day (not snow related)? John W. S. Marvin: May be a cartoon of fate that says "How to turn a STREET into a ROAD" Purpose: Building community wealth Building community wealth within successful places. → ROAD Purpose: Moving people goods quickly between two successful places. STREET → Slow traffic. Put people bicyclists and transit first, not cars. Focus building filling gaps and expanding existing structures. Limit access. Seek close existing access. Embrace complexity. Stay adaptable. Keep people and bikes away from cars separate safe place. Don't build anything. CULTIVATE! Simplify. Move vehicles quickly. Period. CULTIVATE COLLABORATIVE Stacy Garry: It shouldn't. Waste of money, but the city council will not listen to the ones paying for it.</p>	No

Division Street BRT Social Media Post Engagement

TWITTER

URL	Agency	Date	Content	Likes	Dislikes	Retweets	Retweeted By	Quote Tweets	# of Comments	Specific Comments
https://twitter.com/spokanetransit/status/1584951176717549569?s=20&t=SwqbDRTXeRiao5vtpR-INQ	STA	10/25/2022	We are in the planning stages for the Division Street Bus Rapid Transit (BRT) and we need your input! You can take our newest survey to learn about the project and let us know your thoughts at:	4	N/A	3	Hamid HAJ @HamidHAJ7 Ben Austin @Entelodon16 AmeriCorps member serving at Everett Station District Alliance. Also served at the Washington State Attorney General and Everett College Sustainability Office Karl Otterstrom @PedestrianMan Nothing pedestrian about navigating the sidewalks of Spokane. When I need to go fast, the bus is my freeway. Sidewalks, Transit and Life.	2	1	Get Smart @Dm95556ca . Nov 19 Replying to @spokanetransit What a waste of money \$\$ Although STA thinks it's great, the general public along with riders really don't give a rip. Most think STA needs new leadership...the old administration has been in charge far to long.



**ATTACHMENT G
EMAIL COMMENTS**

Email Responses

Name	Date	Time	Email Address	Email	Response?
Ethan Goins	24-Nov	12:35pm	ethangoins9009@gmail.com	<p>DO NOT DO THIS. This is potentially the least informed/ thought out plan I've ever seen. Not enough riders to justify this, and cutting division to a single or even only 2 lanes of traffic will RUIN the traffic of this area. I don't know who has this idea, but I truly and honestly think it's the worst idea I've ever seen Spokane/STA come up with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.</p>	<p>Dear Ethan,</p> <p>Thank you for contacting Spokane Transit. We appreciate you taking the time to share your feedback on the Division Bus Rapid Transit project. I am sharing this with our Planning and Development team for consideration. Please also take the survey to provide details about how you think this project could be done better.</p> <p>Sincerely,</p> <p>Dustin Hall Communications Specialist</p>
Christina Lafferty	11-Nov	2:30AM	christinaferretti@gmail.com	<p>I just wanted to say a couple things:</p> <ol style="list-style-type: none"> 1. The existing Division Bus runs great. On time almost always, and 20 minutes to Mead where I get off is terrific! 2. I DO NOT like the thought if LESS stops!! Do you have any idea how far apart the stops are on Division as it is??? How about you get off the bus at McDonalds at the "Y" and walk down to the next stop available going SOUTH. Do it at 20° degrees and do it at 95°. I'm just saying, I have and it SUCKS!! 3. You know, during the Pandemic I appreciated having masks on hand. But why put up all those hand sanitizer dispensers that just sat empty. And I only witnessed 2 times that cleaners cam on the bus and wiped it down. Although I didnt ride that often, that should be standard procedure. <p>How about installing some kind of AIR FRESHENERS that squirt out a nice smell. Some of your customers stink so bad, that even after they have departed, you can smell them, their dogs, , their marijuana, their body odor is so disgusting I've gotten off the bus and waited for the next one.</p> <p>Last if all, I came here from Seattle. Please DON'T be in such a hurry to make Spokane another Seattle. Just because you can dosent mean you should.</p> <p>We wouldnt have half the problems with traffic if there wasnt all thus construction.</p> <p>Look how screwed up Monroe is. That was a waste of money a couple years ago. Who the hell walks around Monroe looking at antiques when we can't afford to pay rent.</p> <p>This whole conversation is irrelevant. You'll do what ever your 20 year plan is regardless of any surveys or comments.</p> <p>Personally, I think the bus service in Spokane is great. The only thing I'd like to see are</p>	<p>Hi Christina,</p> <p>Thanks for your email. Your opinion will be considered in the process of decision-making. To answer your question about station locations, the proposed station locations are identified by analyzing different socio-demographic factors in a 2-year study called DivisionConnects. Attached, please see the station locations map that also shows the distance between proposed stations and the selection criteria. We also have a question about the proposed station locations in the survey. You can add your comments and your agreement with the proposed station locations.</p> <p>I also forwarded your comments about air fresheners and hand sanitizer to our Operation.</p>



ATTACHMENT H
PROPERTY OWNER DIRECT MAIL LETTER



[ADDRESS INFORMATION]

Dear [NAME],

Division Street, from downtown Spokane to Farwell Road, has been identified for transit improvements that include bus rapid transit (BRT), and we would like your feedback on some of the options, namely:

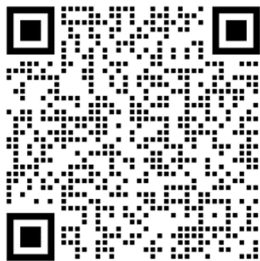
- **Route and station locations in downtown Spokane**
- **Route and station locations north of the "Y" (where U.S. Route 2/Newport Highway branches off toward the northeast from Division Street)**
- **Station locations along Division Street and Ruby Street between downtown Spokane and the Y**



We have developed an interactive StoryMap that shares more about the project and provides you the opportunity to share your comments on digital maps and select your preferences.

Please scan the QR code below to access the Interactive Website ([Spokanetransit.com/division](https://spokanetransit.com/division)), learn more about the project, and share your feedback on route and station locations (*all feedback is voluntary and optional*). Once you provide your comments, please take the short survey towards the end of the Interactive Website.

You can take the Division Street BRT survey to learn about the project and let us know your thoughts at: <https://lnkd.in/gf-p9Xch> or by using the QR code below:



This is just the first step in refining routes and station locations, and we will continue to reach out to you to address any issues or challenges as we determine final locations. Should you have any immediate questions or concerns, please contact Hamid Hajjafari, Project Manager, at hhajjafari@spokanetransit.com or 509-232-6303.

Thank you for your continued partnership as we work to realize a new vision for transit in the region's busiest corridor.

Sincerely,

A handwritten signature in black ink, appearing to read 'Karl Otterstrom'.

Karl Otterstrom, AICP
Chief Planning and Development Officer



**ATTACHMENT I
VIRTUAL OPEN HOUSE MEETING**

12.1.22 Virtual Open House Meeting Minutes

11-12 attendees

6:30pm – 7:30pm

- **Questions:**
 - **Service to Chattaroy?**
 - **Answer:** The Division Street BRT is focused on just up to urban growth limits (Farwell and Hastings). However, our vision with this project is that it becomes a northern terminal for future connectivity for Spokane County and NE Washington. Chattaroy, Deer Park, continuing up along HWY 2 and 395. This would be a key strategic node long term for making those connections. Because the BRT service is so frequent, we need the concentration of demand to justify that frequency of service. But we can leverage this facility to help those connections that may be more infrequent to connect it to the rest of the urban area
 - **Comment: Either 395 or HW2?**
 - **Answer:** Both options are being evaluated
 - **Does one of the options run through Mead works development?**
 - **Answer:** Option 1 we would stay on the highway, the Northend of the Mead Works Development. We're assuming we're on the westside of the highway but there's land available east as well. We're assuming there is a parallel route where our service on Nevada would run parallel and act as a collector to bring people to the transit center. But how we operate north of there, that is good feedback for us to consider. If there is another routing through those streets.
 - **Division and Queen Stop at Franklin Park**
 - **Answer:** That is proposed to be consolidated
 - **Character Limit is not enough**
 - **Answer:** Apologize for the limit with Teams. Consolidate or fill out the survey and send in your response
 - **Lessons from City Line**
 - **Answer:** Was our first BRT project. Began in 2011; we had done initial work going back to 2009. We're in a 12-year calendar on that one and now we're looking at 5-7 years from planning to launch for Division Street. Part of our lesson learned is how we begin working through the funding. With City Line, we were delayed or slowed in our progress when it came to planning because of funding commitments that weren't there yet. At this time, the STA board is already funding the project development phase. Another lesson learned is how we go through, any time the FTA administers a new project there's a lot of new work for that. We know what those steps are now because of that experience. There's a lot of other lessons learned as to how we design stations, shelters. The big ones are the funding commitment and the steps along the way.
 - **Upgrade to Rail in the Future:**
 - **Answer:** STA has never taken rail off the table for the region for this corridor, there's not a cost effective or useful way to future proof a BRT to be rail outside of dedicating your own transit right of way. As a region we certainly want to keep that on the table as we grow and think about other corridors
 - **How long is the survey going to be open?**
 - **Answer:** We have had it open for almost a month now, we will hold it open until the end of the week at least
 - **Division Line Branding**
 - **Answer:** We anticipate the Division Street BRT will influence station design that the core branding will be similar to the City Line to help with inventory usage, fleet operations, maintenance and it also helps to demonstrate that the City Line Benefits are coming to more

neighborhoods. We're planning to give this route #5, could be City Line Division but the color scheme and the design of the buses will be the same City Line look

- **Work with private land developers to locate stops at future in-fill development**
 - **Answer:** As part of the multi-agency transit development planning, we will be working to understand future development opportunities and how that will align. It's too early to say if we would add any stations but we'd hope to see that those identified sites would be great opportunities for working with their development projects
- **Follow up items:**
 - Post the meeting recording on the website



**ATTACHMENT J
CITY OF SPOKANE PLAN COMMISSION
TRANSPORTATION SUBCOMMITTEE MEETING NOTES**

Spokane Plan Commission Transportation Subcommittee

Agenda 12/6

Public Comment Period:

Citizens are invited to address the Subcommittee on any topic not on the agenda

Assistant planner 1 position open – has been filled

1) Approval of the 11/1/2022 Meeting Minutes

2) Chair Report

3) Secretary Report

4) Council Liaison Report

- Jonathan Bingle – has a meeting to discuss infrastructure need in the Latah area Dec. 16th.
- Apologizes for missing the prior meetings

5) Stakeholder Report

Charles Hansen – doesn't have an update. Mentions that the topic will be interesting today.

Eve McMenemy – SRTC update - Unified list of regional partners. Recommendation for projects.

Mike Tresidder – wrapping up amenities' installation for City line. Currently have a writer census position open. Part of title 6 update.

Paul – commented on traffic backup. Major arterial access to school is backed up, who do you call for this situation to get fixed? Comment on the stakeholder's report – presentation on equity considerations for project selection. WSDOT for an update on the Children of the sun trail to the east central neighborhood. Looking to hire a health improvement coordinator – how is that going?

Rhonda – Bicycle advisory board – update – interest in the board for the capital improvement project how do they get on the list. Board is developing a priority list in ranked order. Can the survey be sent out to a broader community? Collin commented on the crossing improvements. Getting a lot of info from the public. Interactive webmap where you can put a dot on where you would like a crossing.

Briefing Session:

Division BRT Update – Hamid

- Welcome
 - Main corridor
 - Busiest in the region
 - 3K people ride STA buses
 - High number of crashes

- Where we have been
 - DivisionConnects Study overview – focused on challenges with Division St
 - Identified what a future \BRT would look like, as well as land use and access to stations
- Purpose Statement
- What is BRT
- LPA
 - Vision for the future BRT on division between downtown and the Y – adopted by STA Board of directors Spring of 2021
 - Converts 1 travel lane in each direction to a BAT
 - Identified preliminary station locations
- We want to hear from you –
 - Survey – explained the online survey for public feedback. we used different social media outlets.
 - North terminus option overview
 - North terminus – option 2.
 - Hastings P&R into a traffic center
 - Downtown - Four options
 - Big loop -
 - Riverside -
 - Extended Route 25
 - Small loop
 - Question/comment on option 1 – where is the loop?
 - Hamid explained the route
- How to share your feedback
 - Interactive survey link and QR code
 - Includes an explanation on the LPA and BRT
 - Paper survey handed out at the community meetings
 - Hamid walked through the online survey and explained how to fill out
- Hamid went through the project timeline
 - Building on the initial planning efforts
 - BRT's are typically less costly than light rail or heavy rail
- Walked through the committee layout
 - STA, SRTC, PMX, WSDOT, City of Spokane, Spokane County
 - When over how many times the committees meet
- What is Next?
 - Public comment
 - Final recommendation for routes
 - Design
- Thank you!
 - Final comments
- Questions
 - Paul – what is the layover area? Hamid explained – they will not be leaving right away so there is a layover area – maintain frequency.

Bike parking code amendments

- Tyler Kimbrell – Assistant planner II. Along with Collin have been working on the bike updates together.
- Who are the changes benefiting? Commercial residential office –
- People would cycle if they had infrastructure and a safe place to store their bikes in stores or businesses.
- We are becoming more urban and denser – we need to change our prioritization of four modes of travel.
 - Bike lanes
 - Bike parking with private developers
 - Bike comp plan and master plan indicate we need to increase accessibility and parking
- Applies across the city
- Incentivized both short- and long-term use
- Not all uses will require bike parking – talking more about apt building and mixed use
- Adopted Spring in 2023 may April adoption
- Why update?
 - Written into the bike and comprehensive plan
 - More bicycle orientated development – investment into TOD and BRT – more dense land types. South Logan plans etc. more diverse use type
- Bicycle master plan
 - Policy three
- Comprehensive plan
 -
- Different storage options
 - Bike racks
- Potential future locker rooms and bike storage
- Moving towards a use type zoning. Often Different use types in a zone
- Calculating how many spaces are needed –
 - Floor space of the building
 - Now determined by parking stalls
 - Could be determined by occupancy
- Spokane Currently
 - Parking based on vehicle parking
- Best Practices
 - Long term vs short term
 - Bicycle facilities
 - Requirements by and use type
- Variation between cities
 - Tacoma, WA
 - New York, NY
 - Davis, CA
- Process
 - Council feedback

- Established an advisory group
- Draft code language
- Public engagement
- Commission, committee, and Council Feedback
- Finalize
- Questions – Jonathan – do we have the numbers that we are going to propose? Answer: Not ready to present numbers still calculating them. Want to make sure we get input from developers before we share. The presentation will be the same. The numbers that we have drafted are slightly lower than professional have as best practices. This will be a soft introduction so the requirements will not be large.
- Question – LEED points for bicycle parking. We have not looked at the LEED requirements. Likely worth a look
- Comment – you are calling this a bicycle facility. (Lockers) I think the conversation should be started now. A placeholder. There is no different between a public or private facility. Argue for the sustainability benefits.
- Question - for how have these cities had these policies in place? Answer: A few years
- Comment: Suggest discussing lockers and bike storage. Answer: Looking at how to incentivize bike parking for developers.

Workshops:

- **Collin - Safe Streets and Roads for All**
 - Vision zero draft resolution and next steps
 - SS4A program
 - Est. in the bipartisan infrastructure law
 - Up to 1B avail. In 2022
 - Supports USDOT goal of zero deaths and serious injuries
 - Action Plan Grants
 - Implementation Grants – to build projects
 - Summer 2023 – could be earlier
 - SRTC submitted a regional action plan grant with some prep work
 - Min. award \$5M with \$1.25M match
 - Spokane Action plan elements
 - Comp plan
 - Needs
 - Vision zero resolution from Council
 - Map downtown and school collision patterns
 - Select projects that address the collision patterns
 - Vision zero resolution
 - Makes
 - Current Commitments – City of Spokane
 - Comp plan goal TR Goal F- enhance public health and safety
 - Vision Zero Background
 - Traffic fatalities are going up locally
 - This program improves this exponentially

- Successful Programs Around the World
 - Massive reduction in injuries and death
- Vision Zero – Key Principals
- Implementation Grant Example – on the website
- Project Under Consideration
 - Bike lanes on Sprague
 - Brown Street Bike Lanes
 - Lincoln Street
- Question/comment: on city code - emphasized this in your presentation

Adjournment:

Next Meeting Jan. 3rd 2023



**ATTACHMENT K
DOWNTOWN SPOKANE PARTNERSHIP
MEETING NOTES**

12.6.22 STA DSP Public Policy Committee Meeting

Attendees:

- STA
 - o Karl Otterstrom
 - o Susan Meyer
 - o Hamid
 - o Sarah Schwering
- DSP
 - o Andrew Rowles
- Betsy Cowles
- Chris Bell
- Chris TBD
- Emily
- TBD
- TBD
- Phone
 - o Craig Meidl
 - o Mark Howard
 - o Stacie Maier

STA Presentation Q&A

- Cleveland isn't marked on the stops – can you orient?
 - o Cleveland is north of foothills road
- How do you define LPA? Is that stakeholders, prop owners, WSDOT?
 - o Through DC efforts, we engaged WSDOT, SRTC, they are a multiagency planning agency, as well as major stakeholders on the corridor, the Wendle's, NT Mall, Dave Black, to get their feedback/input. We also had other surveys. One was our typical online survey and SRTC had concerns that that survey may have been biased towards who relied on transportation surveys. We also did a random phone survey with statistical significance of the region and the survey matched fairly well with the feedback from the online survey. There was a public hearing, and a notice, and the STA Board actioned it with county commissioners
- When you took the feedback that they wanted more transit, different environment, did you also say what they would be giving up? Traffic concerns? It feels a bit like a road diet. To imagine things getting narrower and more congested but I'm listening
 - o When you think about Monroe and Sprague, they have been great revitalization efforts for those neighborhoods, both of those didn't have a billion dollar investment. Division was built as a state highway for freight, transcontinental north traffic, while much of it is localized, it is the freight corridor. Moving that corridor and regional traffic trips to NSC, it makes this about traveling to businesses and residences along Division. The risk is that businesses could suffer along Division given NSC open. That's where the reimagining is

really key to how we change not just traffic but the land use around it. as we talked to these stakeholders, they were interested in not just what transit could do, but also how land uses could impact. Housing, development options. I go on Division; I shop on Division. How can we create a new alternative.

- South Option 1: When you say capacity at STA plaza what does that mean?
 - o Curb capacity for the buses. We've tightened down how long a bus is there at the Plaza, we made that commitment years ago, in implementing that we have less capacity to use.
- South Option 2:
 - o Would these stops be like City Line? Take up space?
 - Yes. At that location we would consume those parking areas
 - o The reason why you wouldn't use the central City Lines that are already built?
 - The City Line uses the Plaza on Sprague, but we can explore that use as well. It's used by buses going to Cheney. Part of it is how many. None of these alternatives will be the final choice so we can explore that idea.
 - o We're actually adding 3 new stops, but I don't think we'll know how Riverside is going to function yet, we have the cycle tracks that aren't working the way they've designed. Riverside is already at a massive road diet; I'm concerned about that. We haven't even seen it yet.
 - Fair point. Blue one is the Plaza so that's not new. It would be 2 new. This has 1 new construction project on Riverside; everything else is built.
- South Option 3
 - o It would be helpful in future visualizations to show Central City Line – it'd be helpful to show connectivity. I believe the Plaza is a problem downtown. I'm looking for how to move people through downtown to avoid loitering. I would be interested in seeing how they are connected.
 - We can create some maps to show City Line alignment. When it comes to frequency, it helps people not wait as long. There are dynamics downtown that have nothing to do with waiting for the bus
 - It doesn't help. They're separate issues but related. When you look at cities whose transit systems work it's about multimodal systems and efficiency. If you're forced to sit and wait you find alternatives to that mode of transportation. What you're talking about here is creating infrastructure to incentive development which will lead to density that will require various modes of transportation. The investment in City Line is a key point in how people will be moved downtown
 - Getting the critical mass, everyone's there
- South Option 4
 - o Why would you park buses for 15 minutes? Why wouldn't you find an alternative?
 - We would adapt if we decided we do not need a layover. Part of the alternative option is creating options to determine key needs and issues. Back to Option 3, we have invested in stops at Stevens, but we aren't disrupting in front of new businesses. Maybe we want to have it at the Plaza still on Riverside. Perhaps it goes all the way to Lincoln on the way back; a figure 8 duplicated between

Stevens southbound. There are different things, but these feedback parts are very important. Here's our hybrid to leverage investments already in mind.

- Isn't the layover happening at the Greyhound?
 - We are working on this
- When the City Line was being adopted and these other corridors were being thought about; the high-performance transit corridors; that and one of the questions was what that does with the Plaza and how that's utilized. You guys had the door open about rethinking what that is. With this project so far along, where are you in that process. does the Plaza continue to be as important as it is now, will its usefulness change? Or is it all unknown?
 - In 2013-2014 when we were developing that plan, what we identified were a series of improvements across the region by increasing frequency to the Plaza and increasing options for not needing to go downtown. Up until 2018, before WP Transit Center, you had to go through the plaza to get from AH to Cheney. Just recently this summer we introduced 2 new EW routes, so people don't have to go to the plaza. In 2013-14, we said that the Plaza was still important and that we committed to explore what is after that. It may be that the plaza does change or that fewer routes are coming downtown, or a facility elsewhere. There are lots of other scenarios. That's a good question/comment for how we look at these alternatives to say what if the plaza isn't as central in the future. We are looking at what if some of these alternatives don't go to the plaza. The commitment we made was that we would look at the Plaza op at the end of STA moving forward. That ballot measure and funding goes until 2028. Division BRT isn't part of Moving forward but it'll go into effect by 2028/2029 or if additional funding comes in, 2027. It would require a significant change to not use the plaza. That's what we get from a lot of folks downtown, could you just have this operation somewhere other than downtown. That's harder to figure out – the property is paid for, and it's the curb space where the buses come in and out that make it work. a lot of us have concerns around the building and in the building, but the function of buses coming in and out works. But we made a commitment to look and see if there is another operational architecture that we could use that would make sense from a taxpayer and a downtown perspective. The idea of locating these stops that relate to Division away from the plaza is a move in that direction. The plaza is maxed out and buses don't linger longer because of the number of routes. But there are a lot of buses there, they're not dwelling, they're just there frequently
- With the permanent infrastructure you're talking about, when you're looking at how much real estate is available downtown, with the plaza, setting aside the internal use, externally if it's an essential piece, 10 years out when this is built, that makes me think a little differently about how much real estate STA should take up downtown. Or how much is even available?
- What is the timeline to getting you feedback on these 4 options
 - This survey is open the rest of this week
 - When we finalize in the first quarter of next year, we will bring it forward to DSP
- It's a little hard knowing how to narrow in on these knowing that they're subject to change.

Next Steps

- If we put the City Line on here, can we have another session with you?

- Come back next month or whenever – make that bigger on the screen
 - o City Line, Plaza, and these options to brainstorm

DSP Public Policy Meeting 1.18.23

- Karl Presentation
 - o Brought up \$50m allocation & NSC coverage recently
 - o Previous feedback shared – agreement from the group that this reflects what was shared at December’s meeting
 - o South Terminus survey feedback
 - Option 1 ranked the highest – randomized later to prevent selection issues
 - Transit riders like loops traditionally
 - o Division BRT is not an investment in itself; it is intended to invest in other areas of the community – connectivity
 - o New Hybrid Alternatives A & B Map
 - Added ADT, City Line station locations
 - Opportunity to avoid Plaza transfers if interested
 - Discussion around Wall clearance issue
 - Issue with Eastbound on Sprague & northbound to Wellesley
 - o Hybrid Alternative C Map
 - New options based on December walking tour
 - Looks to broaden connectivity options
- **Q&A based on hybrid alternatives**
 - o The timeline for the project and the relationship for ensuring we’re meeting that – where is that?
 - Still targeting being done by 2029; hoping to make sure legislature comes through on delivering NSC on time
 - Working through that timeline, seeking to enter into project development process by the 2nd of half of this year
 - Based on that we’re seeking to finalize routing decisions by April
 - Looking to come up with a preliminary recommendation over the next 30 days; goes through public hearing and vetting Board process with April
 - o On the data you’ll get for City Line ridership, how long will you have that to see if it’ll impact the option?
 - We’ll make the decision before city line is operational
 - We still want to make the transfers operational
 - Route 25, our bus route on Division, as it operates today it doesn’t provide a good transition to city line except at the plaza
 - We won’t have as good of ideas – will have from travel demand modeling – predicts traffic, ridership – that’ll be the best
 - o On Riverside, are there any new stops or are they using the existing stops?
 - Yes, we have a pullout – 2 new pullouts on Riverside; one at Washington and one at Bernard – they are 2 different routes

- In 2015 we instituted a skip stop operation to minimize their impact on traffic and our operations
 - The City has rebuilt those through a partnership agreement; they have the bike lane behind. They don't have shelters but have conduits to bring in.
 - So now we'll have a shelter at the stop?
 - Yes.
 - What about on Sprague?
 - On Sprague and Stevens, whether we have a shelter at this stop, there's more design work to do.
 - The one tied to the intermodal center we do intend to have a shelter to enable more transitions
 - That location in particular is highly suspect and problematic. Putting a shelter there effectively is a shelter.
 - That's good to know. We've been coordinating with the city and feedback from SPD. We're planning to build that closer to Bernard where it is more in the surveillance of the intermodal center because we have a lot of people not waiting for the bus there. Using it as a microbusiness
 - The committee's window of opportunity to weigh in on alignments and shelters really is right now. You'd like to have the DSP feedback in February, so the public is presented an alternative in March
 - That's correct
- Option D
 - Planning to increase connections on nights & weekends
 - Presents where everyone is back to making connections at the Plaza
 - Less enamored by this but this came from a stakeholder at the city
- Questions
 - It came up recently that with CCL stops or Division stops that it becomes problematic to have events. Will anything say moving forward that STA will preclude those?
 - No. Back in the day when we looked at streetcar vs. rubber tire, we looked at events. Ability to detour. We worked construction out around Hoopfest, Bloomsday and other events. We would temporarily close stops. We have a ready-made plan to operate out of 2nd and Howard when there are major events: Lilac Parade, Bloomsday, Hoopfest.
 - What about some of the smaller events? Car show? It was historically on Riverside and became problematic so moved to Main due to CCLs. Is that a consideration that we need to be looking at? What's the threshold between major and minor?
 - If it's something bigger, coordination with SPD, we're accustomed to being flexible and aware
 - We had a graphic depiction of how long the buses would stop, what the traffic would look like; are we going to get the opportunity to see those options as a part of this?
 - The city did that as a part of the redesign. We'll be doing lots of traffic work. sometimes in those elements we say that we have to come back and revisit the options if there's a fatal flaw.
 - So we won't see those before?

- That's correct; but if there is a fatal flaw, we'll revisit it. In Browne's Addition there's an issue with the roundabout so that got removed in the process.
 - When you plan on a route from Logan, is there a connection on Division to jump on?
 - Yes, that's right. There are 2 routes that work together on Mission with buses every 15 minutes, 30 nights/weekends. There's also a route from the Hillyard area that crosses Division so there'd be multiple ways to get over from Division
 - Are the stops that you're showing here, are those proposed or existing?
 - That's an improvement that we can do is show what's existing and what is new – KEY TAKEAWAY TO FOLLOW UP ON
 - Need to have a distinction between a stop and a station
 - One of the principles that you heard is reducing redundancy with stops – can you talk about that?
 - Some of them are existing stops to key transfer points (e.g., south hill). Others are intending to get people closer to the Plaza without waiting too long. That's valid feedback that we're struggling with internally. We may shift stops to be on the other side of a street. None of this is final
 - Looking ahead at CL there were a number of these routes. I imagine you're already thinking about what's next. Is there another line that's coming after this one that will have stations and if there is this group would encourage you to use the same stations for multiple routes.
 - We have a map that has lots of other lines on it. in terms of future investment, we're investing in Sprague right now, not to this extent. In terms of a larger one, on US-2 to Airway Heights, one thing we haven't fully explored yet may be one that doesn't go to the Plaza in the future, and it could connect to this line instead. Sprague and Sunset Blvd are our next 2 corridors.
- Option C – any fatal flaw? Reaction?
 - We come back to this congestion problem on Riverside and we're doubling down on it. without feedback on how CCL and how businesses are doing on Riverside it would be a hard pill to swallow.
 - This wouldn't put stops westbound; doesn't have same skip stop operation.
 - Would have 2 extra buses an hour given 10 minutes timeline
 - One of our express routes to the Valley, we'd like to get out of going to the Plaza entirely.
 - The school district stadium displaced a parking shuttle and layover. The new lot at Value Village will be the new space and a bathroom for operators. We now have a route to Liberty Lake that will not stop at the Plaza
 - And we had a road diet too that we need to consider.
 - Andrew shared what their policy agenda is specific to with regard to this work/project
 - Follow up with Andrew on this language
 - Some additional information is needed but it doesn't seem possible within the timeline
 - It would be helpful to know if we're playing off of existing routes or adding new. So, we can better understand what's the same, replacements, adding to. – FOLLOW UP ITEM
 - Yes, it'd be good to identify these
- FOLLOW UP ITEMS

- Updated map that shows distinction between existing stops and new stops
- Identify which will have a shelter
- Get notes/attendance list from Andrew & policy language