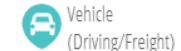


## **APPENDIX C**

### DivisionConnects Social Pinpoint Summary



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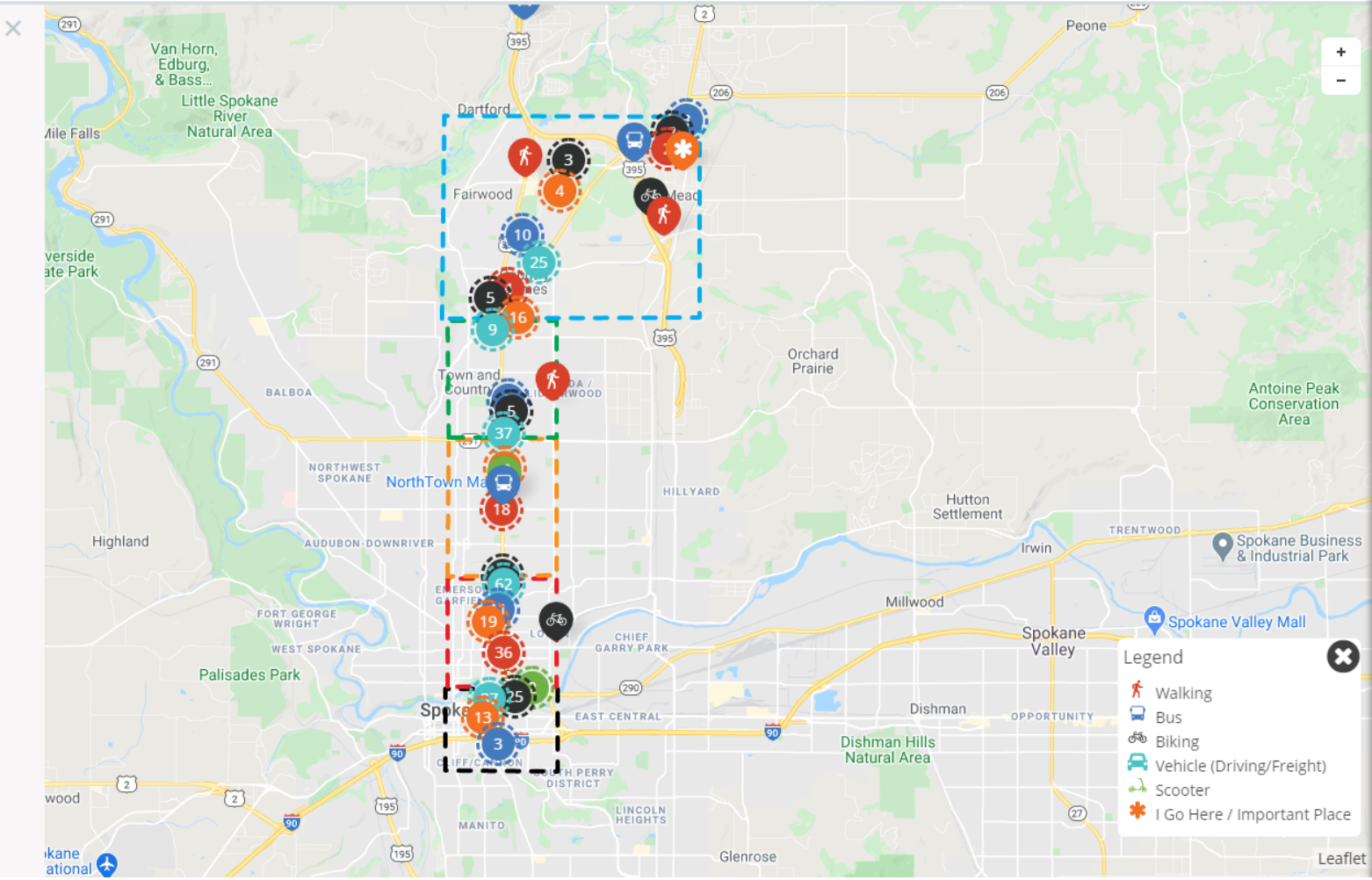


PROJECT BACKGROUND

# Project Background

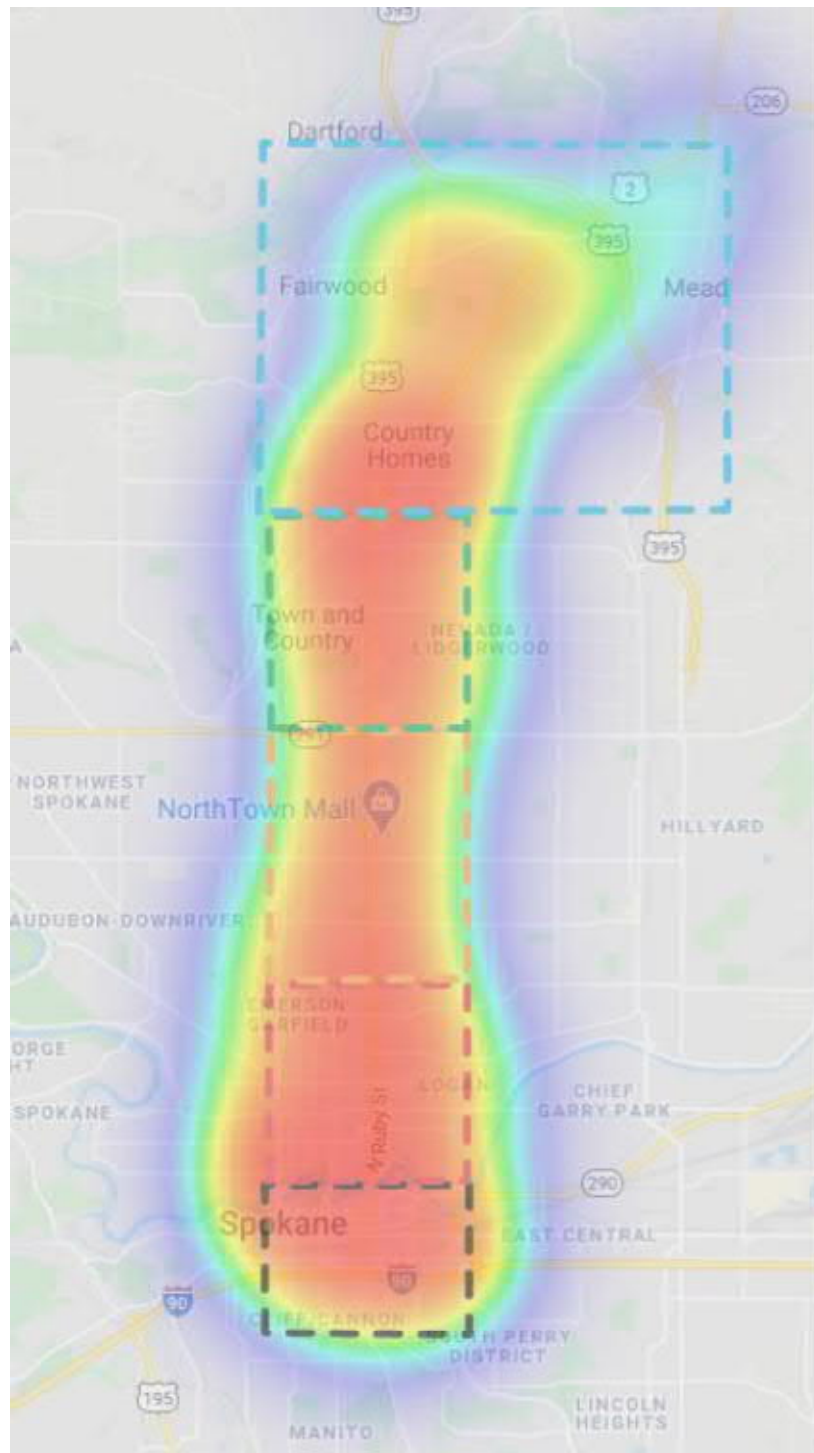
Welcome to the DivisionConnects Map! DivisionConnects is a collaborative transportation and land use study that will focus on opportunities and challenges for all modes of transportation within the Division Street corridor, including implementation of bus rapid transit. The study will develop project recommendations and a future vision for this vital transportation corridor. This is the first map the project is rolling out to gather community ideas for the first phase of the study. The dashed boxes on the map represent the study segments and general limits of the Division Street corridor from downtown Spokane to its connection with the North Spokane Corridor.

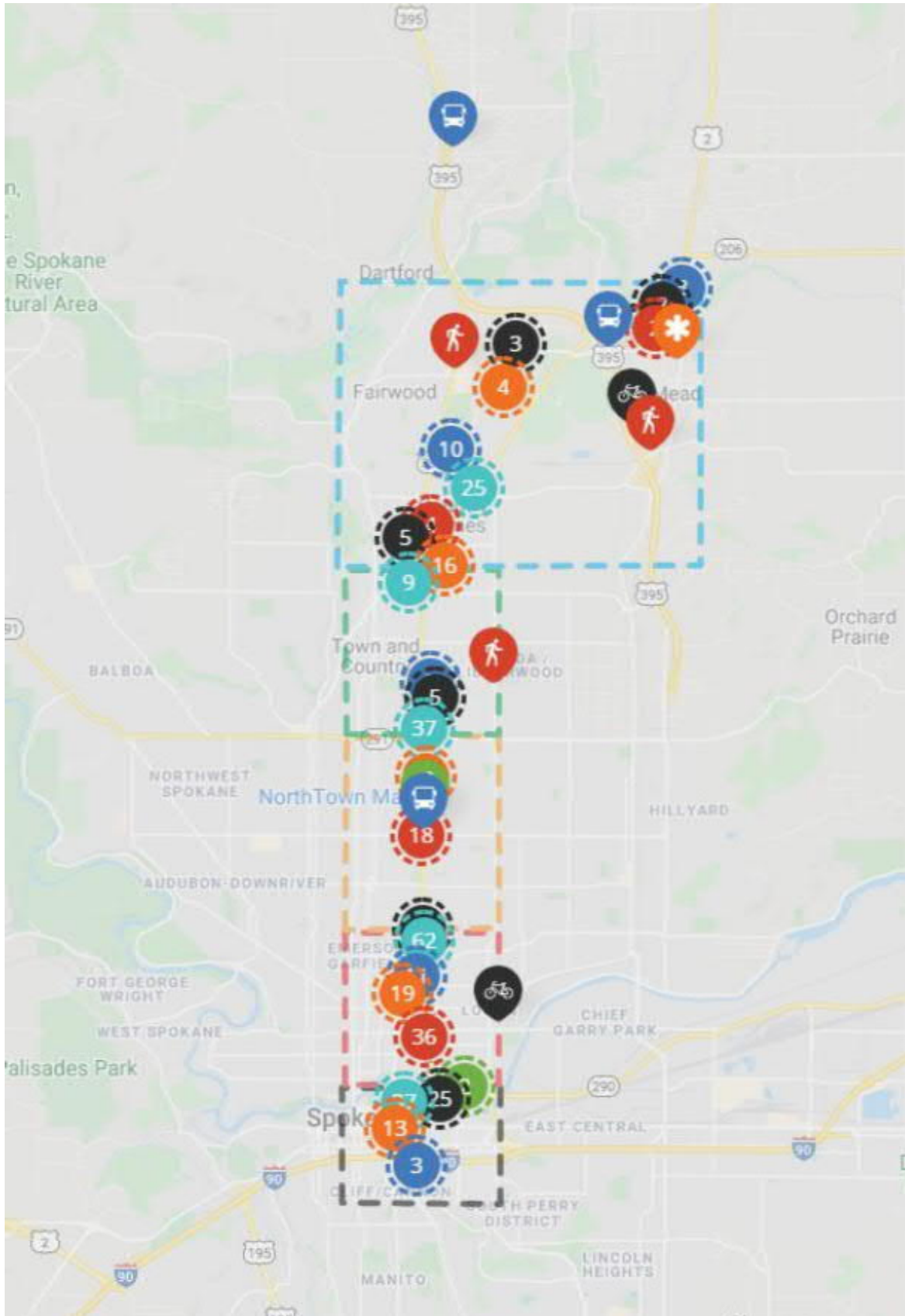
Within this study area, we are interested in the places you visit and how you get there, including any specific challenges or future opportunities you envision. Please see instructions in the "What We're Looking For" tab and drop comments and ideas on the map!



**Legend**

- Walking
- Bus
- Biking
- Vehicle (Driving/Freight)
- Scooter
- I Go Here / Important Place





Type	Comment	Up Votes
Biking	Extend Children of the Sun trail north along US2 to the US2/SR206 vicinity. Work with WSDOT on feasibility.	4
Biking	Add a trailhead from the StoneHorse development to the Children of the Sun Trail	0
	Add a trailhead to the Children of the Sun Trail at the Perry Street bridge.	
Biking	Increased access is key to increasing utilization of the trail.	0
Biking	Difficult intersection going Northbound	2
Biking	A crossing island here with bike/ped only through access would create a much safer crossing along Atlantic and would also solve problems with vehicles backing up into the intersection by eliminating left turns off of Indiana.	1
Biking	A crossing island here with bike/ped only through access would create a much safer crossing along Atlantic and would also solve problems with vehicles backing up into the intersection by eliminating left turns off of Buckeye.	0
Biking	The centennial trail changes drastically when it continues onto Upriver. It just becomes a bike lane. Cars continually drive in the bike lane there. It should have a barrier from cars.	6
Biking	This is a trail that goes underneath Hwy 395 that is accessible by both foot and bicycle. Many people use it because it give access to the Whitworth University fields and campus. I would hate to see this underpass access go away due to highway expansion.	2
Biking	Need a ped/bike connection between Pine and the Centennial Trail that doesn't involve a hotel parking lot	3
	E Lincoln Rd could use some biking infrastructure.	
Biking	There is lots of population density near Nevada/Lincoln (apartments, condos, duplexes, etc.) that would use Lincoln to feed into the Division St. BRT	1
Biking	E Cozza Dr could use some biking infrastructure. There is lots of population density near Nevada/Cozza (apartments, condos, etc.) that would use Cozza to feed into the Division St. BRT	1
Biking	This stretch seems rather uneven for biking, there isnt clear routing from Ruby to nonarterial streets for any bike trip heading north from the university district. The cul de sac is unusable in the since it serves no real function for the community. It provides access to the residential units, but keeps the corner from being updated.	1
Biking	Needs to be a bicycling facility that goes up the ridge for bike traffic heading north (there is a large gap between Post and Division; bikes can take Mayfair/Lidgerwood, but for travel west of Division heading north/south, that requires crossing three major intersections unnecessarily)	5
Biking	Need for more east-west cycling connections on Indiana or in the immediate vicinity	6
Biking	add protected bike lanes	2
Biking	This section of Mission doesn't have bike lanes and vehicle speeds high. Hard to access businesses by bike	2
Biking	Atlantic to Mayfair is a major gap in the cycling network; most people cycling through this intersection use the very narrow sidewalk)	5
Biking	Cycling (and walking too) should be better accommodated on the Division St bridge	6
Biking	Post needs physically-protected dedicated right-of-way for people cycling to utilize the route as an access up the ridge to popular Garland District	5
Biking	Atlantic is a great north/south alternative to biking directly on Division/Ruby. The only challenges are at a few major intersections.	1
Biking	When biking to wheel sport, I find that I have to bike on the sidewalk to reach it. Crossing Division and Ruby on bike can be difficult at certain times of the day so I usually just cross at the lights.	3
Biking	Very difficult connection/road crossing to make on a bicycle	2
Biking	Bike lanes lake continuity across Division/Ruby couplet making east west travel along Sharp and Mission challenging. Very difficult to access businesses along corridor by bicycle	3
Biking	very challenging bicycle crossings between 3rd and MLK, particularly south of railroad tracks	5
Biking	Need for good biking connections between downtown and Southern U District / Sprague business district	2
Biking	Awkward area for biking	2
Biking	Sinto is a great east-west cycling route (very low traffic, good connectivity, decent number of nearby destinations), but needs crossing improvements at Division/Ruby	3
Biking	A connection exists to the Gonzaga campus from Division/North River through a series of parking lots. Would be great to have an official path through here with wayfinding.	5
Biking	Need for paved connection around here from the North Bank Trail heading north	1
Biking	Short-term project: traffic-calm Lidgerwood to make a north-south cycling route (taking advantage of the signalized crossing at Wellesley)	2
Biking	Crossing the street on either bicycle or on foot is scary, because traffic is moving so fast here. Need refuge or a crossing light.	3
Biking	Have you ever tried biking on Division Street? I doubt it! It would feel far safer to bike beside the freeway. There is no evidence that Northtown Mall even acknowledges cyclists or pedestrians. It is completely auto-oriented even though it is located in an increasingly urban area. There are SO many opportunities at Northtown Mall and the adjacent strip malls for redevelopment but only if there is quality public transit, cycling, and pedestrian access.	3
Biking	Short-term project: traffic-calm Queen to make it a better east-west cycling connection (to take advantage of the low traffic volumes and signalized intersection at Division)	2
Biking	This is a lower traffic connection east and westbound across the NDC. I prefer it to Mission, when riding my bike.	2
Biking	Crossing here is not easy for bikers, there should be some form of crossing or continuation of the green lane up cincinnati.	1
Biking	The stretch of Spokane Falls Blvd between Bernard and Pine is an uncomfortable gap in what would otherwise be a useful cycling connection between the U District and downtown	2
Biking	Bike connectivity to the North and West is poor from this location. Great multi-use path from the East abruptly ends here.	2
Biking	Poor bike connectivity between Ben Burr trail and Sprague Ave/South University District area. A connection here is needed.	2
Biking	Our brand-new multi-million dollar bridge is difficult to find and access from the northside	2
Biking	There's a sign in the middle of the sidewalk here that is difficult to bike/walk around. (Ben Burr trail from South transitions to sidewalk after bridge.) Trail needs widened here.	1

Type	Comment	Up Votes
Biking	Stairs leading to the Centennial Trail from Division need bike stairway channels on them so that one can easily roll a bike down the stair while walking alongside it down the steps.	3
Biking	Shopping superblock with poor access, especially via bike	5
Biking	Bridgeport is a low-traffic street and thus a good way to cross Division at a signalized intersection. However the queuing area is narrow and very close to traffic. The signal is short, and there need to be improvements to make the signal more accessible to people biking (better connection between Gray Ct and Bridgeport, indicator loops, etc.)	7
Biking	Trying to turn north (merging from North Country Homes Blvd on to 395 traveling north to E. HOLLAND AVE to cross over Newport Highway by Bicycle is at best poor. Users now are redirected to sidewalk because bicycle lane ends. Pedestrian signal at intersection is intermediate and when was the last time an auto user when turning had to get out of their car to access a beg button to activate a signal to turn?	1
Biking	Lyons is a potential east-west cycling and walking route alternative to ped/bike-unfriendly Francis, but needs upgrades (especially this intersection)	6
Biking	Add a separated trail/path for bikes and pedestrian/recreation along US-2 between Hawthorne and Farwell.	2
Biking	A widened sidewalk/sidepath along Division here would do a better job of connecting people from the bridge up to Atlantic, which makes a more comfortable north/south route.	1
Biking	It's difficult to bike to the farmer's market from eastbound 4th. You either have to take the lane on Browne for a block (scary!) or remember to hop on the sidewalk a block early (there's no curb cut at Browne) and ride on the sidewalk to 5th. Crossing Browne at 5th isn't the most fun either.	1
Biking	Montgomery is a low-traffic street, making it good for biking access (future greenway?) especially because it has signals for crossing Division and Ruby. However the signals could use upgrades to be more usable by bike traffic (indicator loops, dedicated bike signals allowing east-west movement at offset intersection on Division, protected intersections, dedicated right-of-way between Atlantic and Astor, etc)	6
Biking	Explore options for an off-street trail to connect Cora to Normandie. The hill creates a major break in connectivity that needs more options for permeability.	1
Biking	A crossing island here with bike/ped only through access would create a much safer crossing along Atlantic and would also solve problems with vehicles backing up into the intersection by eliminating left turns off of Mission.	1
Biking	Add an additional trailhead to the Children of the Sun Trail in southern the portions of Mead.	
Biking	Increased access is key to increasing utilization of the trail.	3
Biking	A roundabout here would be great.	0
Biking	Easier wayfinding or improved non motorized crossings and connections would be appreciated. The current system is not an enjoyable experience of getting from south to the north side.	0
Biking	Bike lane only on S side of Magnesium starting at Division. North side bike lane ends before Colton (S of Magnesium has a bike lanes; N of Magnesium is shared). The 2 westbound lanes (rt turn & straight/left turn) of Magnesium are too narrow to provide safe space for cyclist to continue straight across Division to Price Ave, particularly if necessary to wait at traffic signal. Once on Price, allows cyclist continuation through neighborhood to connect to Country Homes Blvd bike lanes.	0
Biking	Rowan east of Division listed as commuter/recreational route on SRTC bike map, but no connection across Division and to other side of Franklin Park to connect to Rowan Ave west. Only way across Division at Rowan/Division traffic signal is by using ped crossing which only goes to sidewalk in Franklin Park. The short segment bike path in park leading to and centered on intersection is terminated by a curb!	0
Biking	Wall St a primary N-S continuous bike route, but 35 mph, 4-lanes, no bike lanes until north of Whitworth Dr. Listed as a bike route on SRTC bike map.	0
Biking	Wall St a primary N-S continuous bike route, but 35 mph, 4-lanes, no bike lanes until north of Whitworth Dr. Listed as a bike route on SRTC bike map.	0
Biking	Wall St a primary N-S continuous bike route. Bike lanes only from Francis to merge with Monroe. From there becomes 35 mph, 4-lane roadway with no bike lanes to just north of Whitworth Dr.	0
Biking	Market needs a grade-separated pedestrian and biking path to link up areas to the north of Deadman Creek with the Children of the Sun Trail and alternative transportation options into the City.  I emphasize grade-separated for safety and comfort because the natural topography of the roadway means cars often fly by at 50+ MPH as they go through the dip.	4
Biking	Ban Bicycles from Division	1
Biking	A sidewalk separated from the roadway by a landscaped strip (like here in front of NorthTown) is very conducive to walking, biking, scootering, etc.  The separation is great for comfort (less noise & wind turbulence from the road), safety (fast cars aren't zooming by within an arm's reach), functionality (when it rains, you won't get splashed, when it snows the median provides space for snow berm), etc.  Needs more of urban feel though (planters vs grass, greater diversity of plantings)	1
Bus	Mead could use STA service. A potential route along Market, ending at a park and ride at US2/SR206. Probably also another route along Farwell connecting to the Hastings Park & Ride	0
Bus	Though this sits just outside the study area, US2/Mt. Spokane Park Drive is a very logical spot for a park and ride/transit center to serve northern Mead and Colbert.	0
Bus	A mid-hill transit stop (with accompanying crosswalk with HAWK beacon, or even a traffic signal) would be good to serve businesses on the hill.	0
Bus	Slightly out of the study area, but a park and ride/transit center/transit terminus here at Hatch road could serve the Midway community, and also enable the logical routing of new transit service north along US395, serving Wandermere Mall. Maybe this is a local shuttle route that provides connectivity to Division BRT which probably will terminate around Hastings/Farwell.	0

Type	Comment	Up Votes
	Drive lanes along the Division/Ruby couplet are excessively wide.	
Bus	There's probably enough room for a dedicated bus lane.	2
Bus	Provide some sort of direct connection from North Division to the medical district w/o having to go through the Plaza (takes up a lot of time).	2
Bus	The NSC has been planned as a multi-modal corridor with future light rail. While light rail is likely several decades away, let's not lose sight of that plan when creating a new master plan for the Division St. Corridor. NSC/Farwell is a logical spot for a transit center and park and ride.	1
Bus	Proposing a new bus route, to run east/west on Farwell/Hastings, and turning north on Market Street in Mead, with a northern terminus at a new Park and Ride at US2/SR206. A new east/west route here will provide passenger feed from Mead/Colbert and denser residential development along Hastings to future Division St. BRT.	2
Bus	The Town and Country neighborhood has a hole in public transit. Other than the 124 North Express that only runs during peak hours, there is no bus service along Country Homes, Monroe, and Wall Street north of Francis. The addition of some local feeder routes here could connect this neighborhood with the Division St. BRT as well as Route 4 Monroe/Regal High Performance Transit Line.	0
Bus	Perhaps there would be an opportunity to add a local bus circulator route along E Cozza Dr to feed into the Division St. BRT. There is a high amount of population density near Nevada/Cozza (apartments, condos, etc.) that could use a local bus route on Cozza for this purpose.	0
Bus	Boosting bus frequency and enhancing the transit experience w/ more stop amenities along Francis Ave can provide critical volume of passenger feed to the Division St. BRT. An enhancing of bus service can also happen before BRT is implemented on Division. The current 30-minute frequencies along Francis won't properly support a high performance transit network.	0
Bus	Bolster transit frequencies and stop along Hawthorne to provide feed into the Division St. BRT whether that alignment ends up being along Division or along Newport Hwy. The success of BRT depends on providing feed into it. Enhanced transit along Hawthorne could also help provide more feed to #25 Division and its 60' buses even today, before BRT is implemented.	0
Bus	Reconfiguring the traffic signal at Newport Hwy/Hawthorne to add a transit-only signal that enables left turns from the far-right lane of northbound Newport Hwy could enable a northbound stop to be added here, serving Safeway, Best Buy, restaurants, etc. How it would work is that all four directions of traffic would receive a red light, allowing a bus to cut across the intersection with its own signal. Could be a good stopgap measure or permanent measure depending on the BRT alignment turns out	0
Bus	I ride the STA Bus from Clark Park to Downtown.	1
Bus	I get off the STA bus from Downtown at Garland.	0
Bus	Bus stops on Jackson are hard to access because there is a signal to cross Division/Ruby on North Foothills/Buckeye, but not at Jackson where the bus stop is actually located	2
Bus	This is a bus terminus point for several lines, including the express down Monroe Ave that we use during the week to and from work (when work at the office resumes). It is very difficult for cars to enter/exit to/from Hastings, the parking lot is too small, the entrance/exit to parking is narrow and awkward. There should be a dedicated drive-thru dropoff (Kiss And Ride, it's called back East) that funnels cars through without entering or obstructing parking.	0
Bus	This is also a bus stop/parking area in front of the shopping mall. It should be utilized FAR more than it is because of the space available. During summer on Tuesdays, it is very tightly packed due to the farmers market. In Winter, the idiot snowplow crews push ALL the snow INTO THE BUS PARKING AREA! Can you PLEASE enforce your rights to the space and maintain the safety of the area by keeping the snow berms OUT of here? This is just laziness by the mall owners and crews.	0
Bus	Large apartment complex, needing individual stop.	0
Bus	Rapid transit at this gateway to Whitworth campus is ESSENTIAL. Whitworth is currently a secluded community. However, they have plans to rebuild their gateway with higher density mixed-use development. Increasing the connection between students and downtown would be a boon for the city and the university.	1
Bus	Can we PLEASE add a park and ride BRT stop here? There are significant residential suburbs out here that have no option other than their car to get to work and many work downtown. Plus, there is plenty of available land adjacent to the Mead Airport.	1
Bus	I like the location of the stop at Jackson because Buckeye-Foothills is a very busy corner with lots of right turners.	0
Bus	There should be a full shelter at the Southbound stop at Division and Buckeye, which is exposed to wind, sun, cold, and heat.	0
Bus	This bus stop (as should EVERY bus stop along Division) should have a PULL OUT lane.	2
Bus	Physical distance between bus stops for transfers between STA routes 25 and 33 is excessive and not ideal for transfers. Stops should be placed at the street corner. This will require a fundamental rethinking of Division from prioritizing automobile traffic (the root cause of the physical spread of the bus stops) to prioritizing transit vehicle traffic. BRT route on Division would benefit from convenient transfers onto 33 Wellesley.	3
Bus	Will need a lot of improvement on east/west connectivity for all modes (bus, walking, biking, scootering) in this area to connect the West Central and Emerson Garfield neighborhoods with Division St and its proposed BRT. Currently, there are not many bike routes except bike lanes on Maxwell Ave. There is also no east/west bus route that connects these neighborhoods to Division Street.	1
Bus	Spokane Transit should formalize a partnership with Walmart to enhance the bus stop amenities at Newport Hwy/Hoerner. Currently, the stops are on narrow sidewalks and lack shelters. There are also a lot of abandoned shopping carts due to the reality of Walmart being 1/3 mile from these stops. That's a long way walk w/ hands full of groceries, and possibly small children. Don't blame the customer for abandoning carts - help them out by providing a formal cart return at the bus stops.	1

Type	Comment	Up Votes
Bus	To keep transit stops located as close together as possible, it might be logical to place BRT stops on the left-most lane of both Division and Ruby and do left-hand side boarding along the couplet. It will save people who originate from either side of Division and Ruby from having to cross BOTH wide streets. The closer proximity also helps reinforce BRT's presence. Also, by having the BRT stops on the inside lanes, the cross routes (Mission, etc.) can stop mid-block and be located closer to BRT	2
Bus	add bus lanes until hastings	1
Bus	We really need a bus stop on each side of Division somewhere between North Foothills & Bridgeport. As a resident who lived off on Euclid and Division, working and carrying a toddler on the bus, it was dreadful to miss my stop or (many times, the driver would pass it) and have to walk up the hill with work bags, babe, groceries, and whatever else. I understand not pulling over on a slope, but maybe there is a workaround? Lots of residential area there full of low-income working families.	2
Bus	Could a Division St. BRT hypothetically bypass the Plaza and terminate just south of Sacred Heart at a transit exchange that would also be served by Route #4 Monroe/Regal? The City Line could provide the link between the Plaza and the Division St. BRT.  Running the BRT south along Division and Browne toward Sacred Heart could add service to Downtown south of the railroad tracks. This area of Downtown has a lot of low-rise buildings that would be great for future development.	1
Bus	Have previously commented about redesign of Division Interchange to move WB on ramp east to Division (also removes low clearance on McClellan) and close WB off ramp, however, WB off could also be used for a transit ramp.	0
Bus	If signals are to remain, study conversion of either Ruby or Division (or both) to a two-way facility to use one lane for opposite direction bus lane. This would eliminate stops in the lane and drivers behind the bus switching lanes. (I have no idea if this works better than existing conditions)	0
Bus	Land swap the park-n-ride with the WSDOT facility. Bringing the park-n-ride closer to Division could provide better transit efficiency. It could eliminate the two left turns required at Hastings and Mayfair that route 25 currently takes. You could add a transit-only access roadway from Division along the south-side of the parcel and also add a transit signal to speed things up. More land is needed for a parking garage at the Hastings PnR. Proximity to Division also better serves Wandermere Mall.	1
Bus	There should be a transit hub that provides access to the Spokane Arena, new athletic facility, and destination playground at Riverfront Park. This could alleviate parking demands during events and reduce the need for such massive parking lots managed by Spokane PFD. Those lots are precious real estate that could be developed to a higher use in conjunction with a large shared garage.	1
Bus	As traffic on Division declines with the completion of the NSC, repurpose the right-hand lane of Division into a bus-only + right turns only lane. This is a good operational synergy to keep buses on time, and also not hold up too much traffic while buses are stopping/boarding.  Of course, this strategy changes if BRT runs along a center alignment.	2
Bus	The right-hand turn lane south of Holland and merge lane north of Holland (both on northbound on Newport Hwy) prevents a northbound bus stop from being added near Newport Hwy/Holland. One resolution could be to move the traffic light on the NE corner of the intersection out of the way and provide a transit-only thru lane so that buses can make a stop here and continue north.  However, if this converts to BRT, perhaps a center alignment of BRT lanes would resolve this.	1
Bus	This area is rapidly developing with the introduction of Costco and proximity to the North South Freeway. As it becomes a new commercial hub (sadly probably just big box stores and strip malls), a connection to BRT would encourage healthier and more rapid development.	1
Bus	The physical distance between bus stops here makes transfers between STA routes 25 and 27 a second class experience.  For example, an eastbound Francis-to-southbound Division bus transfer requires an 800-foot long walk from Francis/Atlantic to Division/Dalke. To put it in perspective, the NorthTown Mall building is about 800 x 800 feet in dimension.  Good performing transit needs very convenient and co-located transfer points.	3
I Go Here / Important Place	Entertainment and Dining is a major destination that could benefit from transit access along US395. Currently, a walk to the Hastings Park and Ride is far (half a mile)	1
I Go Here / Important Place	This stretch of Newport Hwy between Hawthorne and Farwell needs a fundamental rethinking of zoning policy. It's shaping up to be a suburban nightmare with strip malls, which is not conducive to multi-modal transportation nor high performance transit. Also, the clear cutting of the ponderosa pine is sad. This stretch of road used to be so scenic. Policy should require ponderosa pine to be maintained. Ponderosa pines are truly part of the character and feel of Spokane.	0
I Go Here / Important Place	Area needs better land-use/zoning policy to make bus rapid transit successful. Warehouses/mini-storage type buildings do not create much, if any, passenger demand for transit, and also detract from the urban character.	1
I Go Here / Important Place	Critical amenity: pharmacy	1
I Go Here / Important Place	The corner of Rowan and Division is a fantastic opportunity for a dense, mid-rise, mixed-use housing and retail project. Its location across from Franklin Park would make this a very desirable spot to live. It's nature as a parking lot is also conducive to land development.  Division/Rowan also seems like a natural spot for a BRT stop, which would be great for a future transit oriented development taking the place of this parking lot.	1
I Go Here / Important Place	Beautiful overlook; would make for a good east-west greenway and improved accessibility from the east	1
I Go Here / Important Place	Union Stadium is a destination that could be served well by transit access into Mead, as well as multi-modal alternative transportation infrastructure.	1
I Go Here / Important Place	The Podium (SportsPlex) will be a destination for Spokane residents as well as out of town tourists. Upgrading Cataldo Avenue to have good urban connectivity with Division St. retail, dining, lodging and bus-rapid transit will pay dividends for the vitality of Spokane and the North Bank area.	0



Type	Comment	Up Votes
I Go Here / Important Place	Great site for zoning and land-use policy revision.  To make bus-rapid transit successful, we need more residents living along Division Street.  The parking lot of NorthPointe Plaza is a great development site for mixed-use, mid-rise, residential buildings and would go a long way to reducing the suburban feel of Newport Hwy.	0
I Go Here / Important Place	Bus Rapid Transit that runs on an extended schedule (20+ hours/day) could finally make taking transit a possibility for evening events at the Spokane Arena. Therefore, there should be an emphasis on providing convenient, safe, and comfortable connectivity between the Spokane Arena and Division Street. Combine that with the consideration of increased housing density along Division, a lot of people could benefit from an enhanced connection between Division and the Arena.	0
I Go Here / Important Place	North Bank area of Riverfront Park is being revitalized and activated. This will create new demand for better pedestrian and transit connectivity on the north side of the River, and create new demand for better connectivity along the east/west routes that connect the area with Division Street.	0
I Go Here / Important Place	The proposed Papillon Towers development and Division Street BRT can provide strong mutual benefits to one another if there is a clear, safe, and comfortable connection to Division Street from the North Bank area.	0
I Go Here / Important Place	Proposed Falls Tower development will be a major population center with residents needing connectivity to Division. Another reason why Cataldo Ave and/or North River Drive east/west axes need to be enhanced.	0
I Go Here / Important Place	We go to RiverPark Square to shop	0
I Go Here / Important Place	Great site for zoning and land-use policy revision.  To make bus-rapid transit successful, we need more residents living along Division Street.  The parking lot of this strip mall is a great development site for a mixed-use, mid-rise, residential building.	1
I Go Here / Important Place	I use the library on a weekly basis.	0
I Go Here / Important Place	We walk around Franklin Park almost every day. It's a very important location and a beautiful park for Spokane.	0
I Go Here / Important Place	Great site for zoning and land-use policy revision.  To make bus-rapid transit successful, we need more residents living along Division Street.  The parking lot of this strip mall is a great development site for a mixed-use, mid-rise, residential building.	2
I Go Here / Important Place	Really good restaurant; needs better access from the east	0
I Go Here / Important Place	Important amenity: hardware store	2
I Go Here / Important Place	Important amenity: Planned Parenthood	1
I Go Here / Important Place	Garland District: popular cluster of amenities for both residents and tourists	1
I Go Here / Important Place	Critical amenity: Greyhound and Amtrak Stations	1
I Go Here / Important Place	I visit the mall for work lunches plus shop at a few shops	0
I Go Here / Important Place	Mod pizza eat lunch there sometimes	0
I Go Here / Important Place	Downtown Public Library I work here	0
I Go Here / Important Place	Home Depot is a common destination.	1
I Go Here / Important Place	Winco is a common destination.	0
I Go Here / Important Place	Emergency medical services. Access 24 hrs a day.	1
I Go Here / Important Place	Critical amenity: grocery store	5
I Go Here / Important Place	Welcome to spokane. This off ramp is ugly. The burgers are good.	3
I Go Here / Important Place	Ugly. I am tired of looking at this blighted lot. I like the Screaming Yak though. It's a highlight compared to the rest.	0
I Go Here / Important Place	Important destination: Convention Center	1
I Go Here / Important Place	Main Ave between Browne and Division is an important destination (food co-op, lots of restaurants and other shops, co-working space) but is currently a gap in the cycling network, especially for westbound traffic. It would be nice if bus stops were closer, or at least had wayfinding directing to them	1
I Go Here / Important Place	Yoke's Fresh Market is a critical neighborhood amenity and needs good walking/cycling access and wayfinding from the bus stop	1
I Go Here / Important Place	Critical amenity (ethnic food shop)	1
I Go Here / Important Place	Important destination: city park	2
I Go Here / Important Place	Important destination: city park	1
I Go Here / Important Place	Critical amenity: grocery store	0
I Go Here / Important Place	Important amenity: shopping mall (and library)	1
I Go Here / Important Place	Critical amenity: grocery store	2
I Go Here / Important Place	Critical amenity: grocery store	2
I Go Here / Important Place	Popular restaurant for tourists (who don't want to wait in line at Frank's downtown)	1
I Go Here / Important Place	Important landmark/amenity: historic restaurant	0
I Go Here / Important Place	Critical destination: farmers market	1
I Go Here / Important Place	Critical amenity: grocery store	2
I Go Here / Important Place	Critical amenity (hardware store)	1
I Go Here / Important Place	Amenity (office supply store)	0
I Go Here / Important Place	Critical amenity: pharmacy	1
I Go Here / Important Place	Critical destination: Department of Licensing (DMV)	1
I Go Here / Important Place	Lots of restaurants, shops, and other amenities, all difficult/inconvenient to access except by motor vehicle	0
I Go Here / Important Place	We not only shop but have a membership to Blue Zoo and enjoy using the library there.	0
I Go Here / Important Place	We go to Riverfront Park for community activities, to view the river, and use the facilities	1
I Go Here / Important Place	We go here for soccer practices and soccer games	0
I Go Here / Important Place	Critical amenity - grocery store	0

Type	Comment	Up Votes
I Go Here / Important Place	Daily commute to work here. I drive on Division/Ruby every day, both south to reach here and north to return home. Please do not jeopardize my 10 minute commute with unnecessary changes.	0
I Go Here / Important Place	We go to the Arena for concerts and Chiefs hockey	0
I Go Here / Important Place	Great spot for some mixed use building with housing. Adding a transportation hub/large bus stop with a few intersections would make great use of the space as well.	2
I Go Here / Important Place	Fred Meyer/UPS store/Papa Murphys. I use ALL of these businesses, including the Fred Meyer Pharmacy, gas station and garden area. This is a twice a week stop minimum for us accessed in my car.	1
I Go Here / Important Place	Walmart is a common destination.	0
I Go Here / Important Place	Critical stop - hospital and clinic	1
I Go Here / Important Place	Critical and important place - Spokane County Library.	1
I Go Here / Important Place	Costco is a common destination	2
I Go Here / Important Place	Only 24 hr Northside emergency clinic, other than Holy Family. All residents between Deer Park and North Spokane would access this emergency clinic.	1
I Go Here / Important Place	Fire station	0
I Go Here / Important Place	Fire response	0
I Go Here / Important Place	The Division/Ruby Couplet is an outstanding opportunity to revise land-use policies to encourage dense, mixed use, residential/retail/office development. Increasing population density here will greatly increase the success of high performance transit by providing the ridership needed to make it successful.  Portions of the corridor are already urban by nature (Kennedy apartments at Gonzaga, Ruby Suites lodging, 940 North student housing, etc.) so there is precedent for it.	3
I Go Here / Important Place	The Wonder Building employment and retail center and Division Street BRT can provide strong mutual benefits to one another if there is a clear, safe, and comfortable connection to Division Street from the North Bank area.	1
Scooter	Ban scooters from Division Ave	0
Scooter	scooters use sidewalks since nowhere else to go	1
Scooter	Sign blocking sidewalk, safety hazard to all users	1
Scooter	A sidewalk separated from the roadway by a landscaped strip (like here in front of NorthTown) is very conducive to walking, biking, scootering, etc.  The separation is great for comfort (less noise & wind turbulence from the road), safety (fast cars aren't zooming by within an arm's reach), functionality (when it rains, you won't get splashed, when it snows the median provides space for snow berm), etc.  Needs more of urban feel though (planters vs grass, greater diversity of plantings)	3
Vehicle (Driving/Freight)	Drive to Total Wine for drinks.	1
Vehicle (Driving/Freight)	Trying to turn left from Colfax onto Hawthorne can cause a major backup on Colfax. Traffic has become significantly heavier on Hawthorne.	1
Vehicle (Driving/Freight)	Why is the old Costco light still changing instantly for cars pulling up to N Division on Cozza? Costco is LONG GONE... change that timing, make cars at the minor intersection wait for more traffic to pass on Division.	2
Vehicle (Driving/Freight)	Stop for groceries and affordable tools	1
Vehicle (Driving/Freight)	Swap out green ball for green directional arrows for both EB and WB directions of the Division/Sprague signal, particularly EB since no turns are allowed.	0
Vehicle (Driving/Freight)	replace signal with roundabout, perhaps in alignment with Graves Rd.	0
Vehicle (Driving/Freight)	Replace signal with roundabout	0
Vehicle (Driving/Freight)	Replace signal with roundabout	0
Vehicle (Driving/Freight)	Drive to Papa Murphys	0
Vehicle (Driving/Freight)	Drive to Super Supplements for particular health products.	0
Vehicle (Driving/Freight)	A way to get to Highway 2 from Country Homes East bound.	1
Vehicle (Driving/Freight)	Drive here for groceries.	0
Vehicle (Driving/Freight)	Replace signal with roundabout.	0
Vehicle (Driving/Freight)	As with Division/Queen, replace signal with roundabout to improve gap opportunities for all modes	0
Vehicle (Driving/Freight)	Roundabout at 4th/Division in conjunction with reconstruction of Division Interchange	0
Vehicle (Driving/Freight)	Trying to get to Rosauers from Colfax can be challenging due to the heavy traffic on Holland.	0
Vehicle (Driving/Freight)	This is a dangerous intersection. Many people use Holland as a cut through between the highways. People turn into Division from Holland very slowly, but the speed on Division there is 45.	0
Vehicle (Driving/Freight)	This are bottlenecks horribly at rush hour.	0
Vehicle (Driving/Freight)	Drive to Yokes weekly for groceries.	0
Vehicle (Driving/Freight)	This parking lot is strangely located, oversized, and doesn't seem to be usable for future businesses.	0
Vehicle (Driving/Freight)	Drive to family's house.	0
Vehicle (Driving/Freight)	Drive to Great Clips.	0
Vehicle (Driving/Freight)	Central and Division. Central is a 2 lane road, one lane E one lane W. There are always 4 cars at the street light without a turn lane or turn signal. Very busy intersection with the hospital and other medical services available in this area. Employees and patients.	0
Vehicle (Driving/Freight)	Drive to taco bell for food.	0
Vehicle (Driving/Freight)	Drive to Superior Court for work.	0
Vehicle (Driving/Freight)	Drive to Value Village to shop	0
Vehicle (Driving/Freight)	Drive to UGM Thrift to shop	0
Vehicle (Driving/Freight)	I Go to STCU fairly often	0
Vehicle (Driving/Freight)	Drive to Pho Van for pho take out.	0
Vehicle (Driving/Freight)	Drive to Maverik gas station for gas.	1
Vehicle (Driving/Freight)	Drive to Waffle's Plus for food.	0

Type	Comment	Up Votes
Vehicle (Driving/Freight)	Drive to Aloha Island Grill for food.	0
Vehicle (Driving/Freight)	Drive to Franklin Park urgent care for medical services.	0
Vehicle (Driving/Freight)	I use Division to get to and home from work	1
Vehicle (Driving/Freight)	I live on Bridgeport	0
Vehicle (Driving/Freight)	Drive to Guitar Center for audio equipment / musical instruments and accessories.	0
Vehicle (Driving/Freight)	Drive to Trader Joe's for groceries.	0
Vehicle (Driving/Freight)	Drive to Franklin Park for kids to play at playground.	0
Vehicle (Driving/Freight)	Drive to Garland Theater for movies.	0
Vehicle (Driving/Freight)	Drive to Gerardo's for food.	0
Vehicle (Driving/Freight)	Drive to Franz Bakery for bread.	0
Vehicle (Driving/Freight)	Drive to Sports Clips for haircuts.	0
Vehicle (Driving/Freight)	Drive to Merlyn's game shop for gifts/games/etc	0
Vehicle (Driving/Freight)	Drive to Discount Tire for new tires and seasonal tire changes.	0
Vehicle (Driving/Freight)	Drive to Home Depot for home improvement supplies and tools	1
Vehicle (Driving/Freight)	Drive to Wendys for food.	0
Vehicle (Driving/Freight)	Drive to Northwest Seed and Pet for gardening supplies.	0
Vehicle (Driving/Freight)	Drive to Tomato Street for food.	0
Vehicle (Driving/Freight)	Drive to Little Caesars for pizza.	0
Vehicle (Driving/Freight)	Drive to Spokane Discount for home goods.	0
Vehicle (Driving/Freight)	Drive to dentist's office	0
Vehicle (Driving/Freight)	There should be a turn signal on Queen at Queen and Division.	0
Vehicle (Driving/Freight)	Drive to ABC Storage for storage unit.	0
Vehicle (Driving/Freight)	Drive to McDonalds for food.	0
Vehicle (Driving/Freight)	Drive to hospital for medical care.	0
Vehicle (Driving/Freight)	Poor visibility, lots of people merging lanes, difficult to stop in time for people crossing at Pacific; would be better as a 2 or 3 lane street with fewer lanes to merge across to avoid an accidental trip onto the freeway	3
Vehicle (Driving/Freight)	Drive here for food	0
Vehicle (Driving/Freight)	Division should be considered a main arterial with at least 4 lanes (possibly more) as an avid driver there are times when traffic is backed up all 4 lanes from Sharp to North Foothills. This should be considered more of a highway. Versus added a light at every other street and causing more traffic stops seems it would hinder traffic versus help.	0
Vehicle (Driving/Freight)	With the streets that are now one lanes and were once two (Sprauge, Crestline, Indiana, Monroe and more) these are major traffic areas now.	0
Vehicle (Driving/Freight)	Drive to Denny's for diner food.	0
Vehicle (Driving/Freight)	Drive to Casual Friday for donuts.	0
Vehicle (Driving/Freight)	Drive to Tacos El Sol for tacos/mexican food.	0
Vehicle (Driving/Freight)	Dutch Bros is a huge TRAFFIC NIGHTMARE when cars stop ON DIVISION to wait for coffee. This needs to be cleaned up, or Dutch Bros moved to another location.	2
Vehicle (Driving/Freight)	Drive to Pita Pit for food	0
Vehicle (Driving/Freight)	Getting in and out of parking lot at North Division Bikes is sometimes very difficult due to high speed traffic coming up the hill (southbound).	0
Vehicle (Driving/Freight)	Drive to Wendy's for food.	0
Vehicle (Driving/Freight)	Drive to ATM in GESA bank building.	0
Vehicle (Driving/Freight)	Drive to Daily Dose coffee stand.	0
Vehicle (Driving/Freight)	We use this route to avoid the traffic and lights on Division when going to destinations north of the Y	0
Vehicle (Driving/Freight)	Drive to Dutch Bros.	0
Vehicle (Driving/Freight)	Drive to Zips.	0
Vehicle (Driving/Freight)	Drive to Jimmy Johns.	0
Vehicle (Driving/Freight)	Commuter for work	0
Vehicle (Driving/Freight)	Used as alternative route to Northtown Square or STCU.	0
Vehicle (Driving/Freight)	Drive to Walgreens for prescriptions, photo orders, and other items.	0
Vehicle (Driving/Freight)	Turning from EB Cataldo to NB Ruby is very difficult due to cars flying around the blind curve on Ruby. Need some sort of traffic calming measure put in place here. That could also create an opportunity for a safe pedestrian crossing here.	1
Vehicle (Driving/Freight)	Roundabout interchange concept mentioned in other comment. Already modeled for volume projections.	0
Vehicle (Driving/Freight)	My business uses the Bank of America on Wellesley and Division	0
Vehicle (Driving/Freight)	Replace with roundabout to help clean up pedestrian trap area and address LT queue blocking NB through traffic.	0
Vehicle (Driving/Freight)	I do scary u-turns here after I get food at Arby's because it is impossible to turn left.	0
Vehicle (Driving/Freight)	Getting out of this lot and into a good lane is challenging.	0
Vehicle (Driving/Freight)	Getting into my lane is sometimes a challenge due to aggressive drivers.	0
Vehicle (Driving/Freight)	I never pick the right road here. If I want to go Greenbluff I took the wrong road. If I want to go to Newport or if I want to go to Costco I took the wrong road. Is there a better way to distinguish the two directions. I would like very different giant landmarks so I will remember which way to go.	0
Vehicle (Driving/Freight)	Drive to Bed Bath and Beyond for home decor / household goods.	1
Vehicle (Driving/Freight)	Do not reduce the number of traffic lanes for vehicles.	0
Vehicle (Driving/Freight)	We live a couple blocks from Division and during the summer we have noticed more vehicles (motorcycles and cars) and racing on Division. The noise from acceleration is very annoying especially after dark. These vehicles lack mufflers.	0
Vehicle (Driving/Freight)	Drive to Corbin Park for kids to play at playground.	0
Vehicle (Driving/Freight)	I drive from south Division to north Division when I am shopping and prefer the drive be unimpeded by "road diets", STA parking in a driving lane, and other slow downs.	0
Vehicle (Driving/Freight)	I have witnessed near accidents at this dangerous intersection. The plants and trees in the island are too tall to see oncoming traffic when you make a left turn.	0

Type	Comment	Up Votes
Vehicle (Driving/Freight)	Coming off the freeway, you are in 6 lanes. Suddenly the lanes merge to 4. It happens very suddenly without signage or warning. You have to make a quick decision to merge left or right, but there is usually another vehicle next to you. Even though I am aware it will happen, it stresses me out every time. Can't imagine being a new visitor to Spokane. I think the merge lane should be longer and with lane directions overhead. You have to merge left to go downtown and merge right to go north.	0
Vehicle (Driving/Freight)	I drive here a lot and this intersection is scary. People blow through the stop sign going 40-50 mph. I have almost been broadsided several times by drivers ignoring the stop sign and have witnessed others almost broadsided. Drivers going East from downtown to the freeway appear to be the primary problem. It is a busy 4 way stop that needs a roundabout or traffic signal.	0
Vehicle (Driving/Freight)	Gigantic suburban-style street-facing parking lot emphasizes automobile-oriented nature of the Division corridor	1
Vehicle (Driving/Freight)	Disappearance of right-turn lane causes sudden lane changes and confusion. Ruby is overbuilt and does not need four lanes anyway. Would make the driving experience much more pleasant to not need to merge across so many lanes.	1
Vehicle (Driving/Freight)	Drive to work.	0
Vehicle (Driving/Freight)	Drive to Riverfront Park with visitors, family, as a diversion, and for events.	0
Vehicle (Driving/Freight)	Drive to Chipotle for food	0
Vehicle (Driving/Freight)	Drive to Burger King for food and play area for kids.	0
Vehicle (Driving/Freight)	Drive to Office Depot for home office supplies.	0
Vehicle (Driving/Freight)	Drive to Starbucks for coffee.	0
Vehicle (Driving/Freight)	Drive to Clinkerdagger for food.	0
Vehicle (Driving/Freight)	Drive to Asian World Market for certain grocery items.	1
Vehicle (Driving/Freight)	Drive to Taco Time for food.	0
Vehicle (Driving/Freight)	Drive to Zips for food.	0
Vehicle (Driving/Freight)	Drive to McDonalds for food	0
Vehicle (Driving/Freight)	Drive to Thai Bamboo for thai food.	0
Vehicle (Driving/Freight)	Drive to Ruth Park for kids to play on playground.	0
Vehicle (Driving/Freight)	Drive to Jimmy John's for food	0
Vehicle (Driving/Freight)	Drive to Dutch Bros for coffee.	0
Vehicle (Driving/Freight)	Drive to Sonic.	0
Vehicle (Driving/Freight)	Drive to Carl's Jr.	0
Vehicle (Driving/Freight)	Drive to Pizza Pipeline.	0
Vehicle (Driving/Freight)	Drive to Salvation Army Thrift	0
Vehicle (Driving/Freight)	Drive to Mr. Car Wash for car cleaning	0
Vehicle (Driving/Freight)	Drive to Legion Building for work	0
Vehicle (Driving/Freight)	Drive to Senior Froggy for food.	0
Vehicle (Driving/Freight)	Drive to General Store for sporting goods.	2
Vehicle (Driving/Freight)	Drive to Autozone for auto parts and accessories.	0
Vehicle (Driving/Freight)	Drive to Staples for home office supplies.	0
Vehicle (Driving/Freight)	Drive to Jack in the Box for food.	0
Vehicle (Driving/Freight)	Drive to Northtown to shop at mall and take kids to play area.	1
Vehicle (Driving/Freight)	Drive to Starbucks for coffee.	0
Vehicle (Driving/Freight)	Drive to Natural Grocers for certain grocery items.	0
Vehicle (Driving/Freight)	Drive to Red Lion for bbq food.	0
Vehicle (Driving/Freight)	Drive to Hoffmans for musical instruments and sound equipment.	0
Vehicle (Driving/Freight)	Drive to Burlington for clothing.	0
Vehicle (Driving/Freight)	This intersection needs a NO U-TURN designation - it is used constantly throughout the day by people who cannot figure out how to get turned around to go to Starbucks! It is unbelievable how inconsiderate drivers are to residents trying to get out of the development.	0
Vehicle (Driving/Freight)	Drive to Lowes for home repair supplies	2
Vehicle (Driving/Freight)	Drive to Banner Bank for banking services and ATM	0
Vehicle (Driving/Freight)	Winchester MUST receive a NO LEFT TURN designation leaving the Camelot development! This is INCREDIBLY DANGEROUS, having cars block the view of oncoming Southbound traffic while waiting forever to turn left ACROSS THREE LANES OF 55mph TRAFFIC! There is even an alternative route (Winchester to Guenivere to Farwell/Hastings) that gets cars down the hill faster. SHUT THIS DANGEROUS LEFT TURN DOWN!	0
Vehicle (Driving/Freight)	Drive to Walmart for household goods	1
Vehicle (Driving/Freight)	Drive to Winco for Groceries.	1
Vehicle (Driving/Freight)	Drive to Domino's pizza for take out.	0
Vehicle (Driving/Freight)	Drive to Hobby Lobby for art supplies and home decor.	1
Vehicle (Driving/Freight)	Drive to MOD pizza for food.	0
Vehicle (Driving/Freight)	This left turn from Hwy 2 Northbound into Starbucks needs to DISAPPEAR. It is incredibly dangerous for people - drivers come to a near complete stop to enter the very short turn lane, then dash across the oncoming Southbound lanes with no regard for traffic coming at 45+mph. There is a TWO-LANE TURN LANE WITH A LIGHT at the main intersection... MAKE IT MANDATORY!	0
Vehicle (Driving/Freight)	Drive to church	0
Vehicle (Driving/Freight)	Drive to Taco Bell for food.	0
Vehicle (Driving/Freight)	Drive to Panera Bread for food	0
Vehicle (Driving/Freight)	Drive to Flamin' Joes for food.	0
Vehicle (Driving/Freight)	Drive to Walgreens for photo orders, medications, and other items.	0
Vehicle (Driving/Freight)	This left turn from Winchester to Hwy 2 Northbound should be CLOSED. It is a very dangerous situation to have cars blocking the view of oncoming Southbound traffic, then pulling across THREE LANES of 50mph traffic! Winchester to Guenivere to Farwell/Hastings gets cars down the hill faster - why not send cars THAT way? CLOSE THIS DANGEROUS LEFT TURN!	0
Vehicle (Driving/Freight)	Drive to Grocery Outlet for groceries.	1
Vehicle (Driving/Freight)	Drive to McDonalds for food.	1

Type	Comment	Up Votes
Vehicle (Driving/Freight)	Drive here for pediatric care.	0
Vehicle (Driving/Freight)	Drive to Dollar Tree for great deals	1
Vehicle (Driving/Freight)	Bi-monthly trips to Costco, may increase with expanding family in next 10 years.	0
Vehicle (Driving/Freight)	Large office building, many people commute to this location for work. Increased traffic in the area due to sports complex being build 4 blocks away.	0
Vehicle (Driving/Freight)	Drive here for Dilly Bars	1
Vehicle (Driving/Freight)	The redesign of this intersection Country Homes Blvd West crossing Wall is a MESS. The right lane should be RIGHT TURN onto Wall ONLY, the left lane is the straight-or-turn lane ONLY. Merging should begin WELL IN ADVANCE of Wall NOT AFTER TRAFFIC CROSSES! This just creates bottlenecks especially at rush hours.	1
Vehicle (Driving/Freight)	Drive to Pet Smart for pet needs.	0
Vehicle (Driving/Freight)	Drive to Target for home goods	0
Vehicle (Driving/Freight)	Drive to Michaels for art supplies and home decor.	1
Vehicle (Driving/Freight)	Allowing Chic Fill A to build a drive-thru here is a HUGE mistake. Traffic will come to an absolute STANDSTILL all the way back into the Y intersection and up the Division hill Northbound. There must be enforcement against drivers waiting in line on Hwy 2 to enter the parking lot.	3
Vehicle (Driving/Freight)	Drive here for Blizzards	0
Vehicle (Driving/Freight)	Please just delete and rebuild this whole cluster of an intersection...or at least make it easier to make a U-Turn on Sprague going e/b so that you can eventually get to Division going n/b.	0
Vehicle (Driving/Freight)	505 E. needs turn lane. Workers turn in and out all day. Westbound drivers speed and hit pedestrians crossing to Yokes. Eastbound drivers speed around corner and hit drivers turning left. Several of my coworkers had cars totaled while at full stop waiting to turn left. I was almost rear-ended by a semi but floored the gas to escape just in time. Very scary intersection for workers at this location. I know of one fatal ped accident here and several nonfatal car accidents.	1
Vehicle (Driving/Freight)	Remove slip lane	2
Vehicle (Driving/Freight)	Opps I am in the wrong lane. I am doomed.	1
Vehicle (Driving/Freight)	Have seen confused drivers at this intersection almost cause accidents if they try to go straight from the left lane while someone in right lane tries to turn left. Can be scary.	1
Vehicle (Driving/Freight)	replace signal with roundabout	0
Vehicle (Driving/Freight)	Study consolidation of access points and access design on the entire corridor. Poor driveway operations caused by parking lot design, sharp vertical grades, sharp radii, limited sight distance, etc. cause slower turning movements and impede throughput.	0
Vehicle (Driving/Freight)	Drive to work.	0
Vehicle (Driving/Freight)	Drive to Auntie's / Uncle's for games and gaming events.	0
Vehicle (Driving/Freight)	Drive downtown to mall for entertainment.	0
Vehicle (Driving/Freight)	We drive this route often to get to our Church Downtown and to access the freeway for work in Spokane Valley.	0
Vehicle (Driving/Freight)	Drive to IHOP for food.	0
Vehicle (Driving/Freight)	Drive to Arby's for food.	0
Vehicle (Driving/Freight)	Drive to Red Robin for food	0
Vehicle (Driving/Freight)	Drive to KFC for food.	0
Vehicle (Driving/Freight)	Drive to Jack in the Box for food.	1
Vehicle (Driving/Freight)	Drive to Costco for groceries and home supplies.	0
Vehicle (Driving/Freight)	Roundabout at Division/Spokane Falls could make it possible to remove the split signal phasing at Browne/Spokane Falls and reconstruct/shorten the ped crossing on the west side of Browne to one or two lanes max. The movement from Division to Spokane Falls could then be a separated right turn lane without a signalized movement. Sort of per the attached.	0
Walking	A pedestrian overpass could link both sides of Division, creating an enhanced and vibrant retail district around NorthTown. A pedestrian overpass could also provide access to high performance transit if a center-median alignment is chosen for BRT. A center-median alignment for BRT also provides the most flexibility for it to be upgraded to a rail-based transit later.	1
Walking	Convert Indiana, Mission, and Sharp on both Division and Ruby to directional roundabouts to assist with ped crossings and as a low-tech, no ongoing maintenance alternative to TSP.	0
Walking	Scary crossing	3
Walking	West edge of Franklin Park needs more porosity. Needs more pedestrian/bike access from side streets on the east side of Division.  Make it more of an urban edge, especially if Division densifies due to bus rapid transit development.  I envision an urban corridor where people can cross Division at almost every block since the North Spokane Corridor will greatly reduce traffic along Division.	2
Walking	Montgomery/Division signal does not meet vehicle warrants. Repurpose for ped/cyclist or replace with RRFB	0
Walking	Pedestrian overpasses to bridge across a behemoth roadway. Could also help speed up vehicle operations - both roads are so wide that the pedestrian signal needs to stay in walk-mode for a long time, which holds up vehicular traffic. The monstrosity of the roadway is also not conducive for comfortable walking/biking. An overpass could also plug right into a potential parking garage at the Hastings Park and Ride (assuming it's land swapped with the WSDOT facility)	1
Walking	Need for a bike/ped crossing improvement for access to Yokes	3
Walking	There is a trailhead here, but no connectivity via crosswalk to get to areas north of Farwell. Closest crosswalk is 500 feet away in the middle of a concrete jungle (highway interchange). Suggest adding a marked crosswalk here.	2
Walking	We often walk to Northtown mall. It's not uncommon for drivers to run the light at Queen and Division. Don't know if there's an answer to that, but it would be helpful.	0
Walking	Needs legal crossing	2
Walking	Market needs a grade-separated pedestrian and biking path to link up areas to the north of Deadman Creek with the Children of the Sun Trail and alternative transportation options into the City.  I emphasize grade-separated because the natural topography of the roadway means cars often fly by at 50+ MPH as they go through the dip.	1

Type	Comment	Up Votes
Walking	Crossing improvement needed at Longfellow	4
Walking	I walk across Division at Garland to access the STA Bus. Pedestrians cross 7 lanes of traffic on Division. Turning vehicles to and from Garland can be aggressive and not yield to pedestrians. Pedestrian have to be extremely watchful for vehicles!	1
Walking	Roundabout provides improved crossing environment at this location between Wellesley and Garland	1
Walking	Difficult intersection; crossing times are short, requires pressing a "beg button," difficult to access crosswalk on bike, very little queuing space for people waiting to cross	3
Walking	I walk to here from where the 20/33 let's out across from the mall. Then walk all my groceries back to catch the return bus. There's no convenient way to transfer.	1
Walking	This is busy. I wish the crossing was beautiful, and helped people walking feel proud to be there. Right now it seems kinda shameful to be seen here.	2
Walking	Please ensure better Centennial Trail access by the Courtyard Marriott hotel, including wayfinding.	2
Walking	Major geological barrier and superblock; could use access route of some kind to fill in the wide gap between Post and Division	3
Walking	I walk to Yokes every week from the south for groceries. I like that I do not have to cross the large parking lot from this route, but cars will often speed along Jackson Avenue.	1
Walking	Not sure how this ended up after the Ruby River Hotel renovation, but it'd be great to have an official connection from the trail to NB Division Street to complete the set of trail-to-Division connections that exist at the other three access points to the Sam C. Guess Memorial Bridge.	2
Walking	Sidewalks are too narrow for pedestrians walking along Division.	3
Walking	Need accessible (ADA-compliant) ways to access ped/bike paths on both sides of the Division St Bridge from the North Bank Trail	2
Walking	Ped/bike crossing improvement needed here	2
Walking	This superblock needs access trails for people on bike/foot	1
Walking	Superblock; needs ped/bike improvements and wayfinding to make more accessible as a connection	3
Walking	Walking is unnecessarily banned in this vicinity	2
Walking	High-risk intersection for right-hooks (drivers often turn without watching for crossing ped/bike traffic)	2
Walking	The two-stage intersection across Spokane Falls Blvd is terrible. It can get dangerously crowded and is stupidly inconvenient and time-consuming. Very tempting to jaywalk.	3
Walking	Unpleasant, multi-stage intersection that takes forever to cross (and sometimes the crossing buttons don't work)	2
Walking	Walk to the local park, within blocks of home.	2
Walking	Crossing is needed in this area.	4
Walking	Same as the bicycle trail access underneath hwy 395. Even the Mead HS cross country team uses it as part of their training route.	1
Walking	Affordable apartments, with possible increased building across the street.	0
Walking	Let's get some flashing lights/bigger signs for peds trying to cross here and on Browne	2
Walking	There are currently zero marked/signalized crosswalks along this mile-long stretch of Division Street between the Y and Hawthorne. Would be great to have that changed. Several intersections are also marked "no pedestrians".	
Walking	Due to speed of Division, probably need HAWK beacons	2
Walking	Crossing improvement needed at Lacrosse	3
Walking	Snow and Ice removal along Division is a problem. Some business are good about removing snow and some are not. City Park's Dept is very good about removing snow in the Winter along Clark Park!	1
Walking	Bicycles and scooters use sidewalks because of lack of north south facilities making walking on the narrow sidewalks difficult	3
Walking	Complete the sidewalks on North River Drive so that people can access future BRT on Division from major destinations like the Centennial Hotel, the revitalized and activated North Bank area of Riverfront Park, and the new Podium/SportsPlex.	2
Walking	Poor wayfinding to the bridge from Centennial trail and other areas on campus	2
Walking	People walk here, eat, and drink here. I fear for their lives. The traffic off the interstate is really moving through here at a good clip.	2
Walking	A crosswalk here would be great. The intersection is closed to pedestrians today for safety reasons. However, Cataldo Ave. provides a great connection opportunity with Gonzaga and college-related housing on the east side of Ruby with the retail and destinations beyond (The Podium, Spokane Arena, RF Park North Bank, etc.) on the west side of Ruby.	
Walking	Cataldo is a very natural urban axis that deserves a proper pedestrian crossing. Need to solve the blind curve of Ruby to make this happen though.	1
Walking	Narrow sidewalk on Mission, not pleasant but important connection (due to signalized intersection across Division/Ruby)	3
Walking	Pedestrian traffic signal has too long of delays. Most pedestrians end up dashing across street instead of waiting for light	4
Walking	Would love to see one side of Division with a path for runners and bikes that makes new safe running routes around the Division area.	1
Walking	Getting from n/b Division St to the Convention Center/INB/etc is currently a bit tedious. You either have to go under the bridge and briefly onto Centennial Trail or go down to Spokane Falls, and through like 3 crosswalks to get there. Not sure what can be done but as of now it makes getting from the colleges/hotels/apartments to that area more difficult.	2
Walking	Vehicle traffic northbound on Division between the Sprague RR underpass and the river is very fast and aggressive. Traffic calming is needed here. We need people to feel safe moving by foot and by bike from the University District to downtown businesses. I've seen many near-collisions here from aggressive drivers not waiting for parallel parking, or pedestrian crossing. MLK and Riverside could be nice walking routes but crossing Division is a gauntlet.	3
Walking	This intersection is uncomfortable to cross as a pedestrian and cyclist. Not all cars stop when there are pedestrians waiting at the crosswalks. Sometimes two lanes will stop to let a pedestrian cross, but the third will not because they cannot see the pedestrian crossing the road. Most cars are also going too fast here and not expecting to need to stop. I've seen many cars have to swerve and change lines to prevent colliding with the car in front of them that has stoped to yield to pedestrians.	6
Walking	Standard should be reopened to public walking and cycling access	3

Type	Comment	Up Votes
Walking	<p>West edge of Clark Playfield needs more porosity. Needs more pedestrian/bike access from side streets on the east side of Division. The fence needs to go.</p> <p>Make it more of an urban edge, especially if Division densifies due to bus rapid transit development.</p> <p>I envision an urban corridor where people can cross Division at almost every block since the North Spokane Corridor will greatly reduce traffic along Division.</p>	3
Walking	<p>The standard 6' wide sidewalk along the entirety of Division Street, without landscaping, and right up against the roadway is very unwelcoming and not conducive to active transportation. There are also a number of instances where there are light poles right in the middle of the sidewalk.</p> <p>Sidewalk needs landscaping and some sort of buffer from the roadway to encourage people to feel safe and comfortable walking, biking, and scootering along it.</p>	5
Walking	Crossing improvement needed at Glass or Gordon	3
Walking	Entire stretch of Division between Wellesley and N. Foothills Drive needs more pedestrian crossings, preferably with HAWK beacons and pedestrian bulb outs. There is not much connectivity between the east and west sides of the street, which is not conducive for business nor high performance transit. If a transit user patronizes a business, they'll need to cross the street to head back the other way to get home on transit.	3
Walking	Large parking lots make it very unfriendly to pedestrians and don't give stores a front that people can really see a lot.	3
Walking	Holland to Magnesium corridor provides very few crossing opportunities to people on bike/foot. Many people just cross at random points during gaps in traffic.	6
Walking	Needs increased walkability access to all medical buildings within 5 block radius.	3
Walking	Needs to be better pedestrian infrastructure to safely cross Newport Hwy, just north of the Y. This will be critical for the success of transit as many bus riders go to Rosauers and Walmart to get groceries. Currently, riders are forced to jaywalk across Newport Hwy either on the way to the grocery store, or on the trip home.	2
Walking	Parksmith Drive could use some pedestrian and biking infrastructure. There is a trailhead for the Children of the Sun Trail here, but insufficient infrastructure to connect with it.	3
Walking	An urban design policy should be created that forbids blank, utilitarian walls (both screen walls, and businesses w/o storefronts) along the streets. Public buildings like a convention center should be no exception. It is a huge barrier (pun intended) to creating an inviting, safe, and comfortable pedestrian and biking experience. It's a very loud and inhospitable environment/experience walking alongside such conditions for extended lengths.	4
Walking	Build a second story wide pedestrian and bicycling path to connect downtown and Kendall yards. People walking downtown can see this area but the only transportation style that is enjoyable with the current design is by car.	0
Walking	I walk between downtown and sharp avenue businesses occasionally. These are the closest fast food restaurants in this part of town when coming from downtown. A more comfortable experience on foot would be appreciated here, and could encourage convention center attendees to explore on the north side of the river if it was more approachable.	0
Walking	<p>A sidewalk separated from the roadway by a landscaped strip (like here in front of NorthTown) is very conducive to walking, biking, scootering, etc.</p> <p>The separation is great for comfort (less noise &amp; wind turbulence from the road), safety (fast cars aren't zooming by within an arm's reach), functionality (when it rains, you won't get splashed, when it snows the median provides space for snow berm), etc.</p> <p>Needs more of urban feel though (planters vs grass, greater diversity of plantings)</p>	1