Division Street Bus Rapid Transit

Phase 1 Report: Planning and Preliminary Design

Prepared for
Spokane Transit Authority

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TABLE OF CONTENTS

EXECUTIVE SUMMARY ES-1
The Need for Division Street BRT ES-1
Project Background ES-1
Evaluation Process ES-2
Termini Options Considered ES-2
Screening Results and Options Refinement ES-8
Mainline Station Locations ES-16
Refined LPA ES-17
What's Next? ES-20

1. INTRODUCTION 1-1
1.1 Project Description 1-1
1.2 Purpose of This Report 1-1

2. PROJECT BACKGROUND 2-1
2.1 Study Corridor 2-1
2.2 The North Spokane Corridor 2-1
2.3 DivisionConnects Study and Adoption of the LPA 2-1
2.4 Existing Conditions 2-5
2.4.1 Transit 2-5
2.4.2 Traffic 2-8
2.4.3 Active Transportation 2-8
2.4.4 Demographics 2-8
2.4.5 Land Use 2-16

3. EVALUATION PROCESS 3-1
3.1 Initial Route and Station Options 3-1
3.1.1 Northern Terminus 3-1
3.1.2 Southern Terminus 3-5
3.2 Evaluation Measures and Results 3-11
3.2.1 Evaluation Findings 3-15
3.3 Route Option Revisions and Supplemental Evaluation 3-18
3.3.1 Northern Terminus 3-18
3.3.2 Southern Terminus 3-24
3.4 Mainline and Couplet Station Locations 3-29

4. PARTNER AGENCY AND PUBLIC ENGAGEMENT 4-1

TABLE OF CONTENTS

4.1 Advisory Committees 4-1
4.2 Outreach and Engagement Activities 4-1
4.2.1 Virtual Engagement Activities 4-1
4.2.2 In-Person Engagement Activities 4-4
4.2.3 Property Owner Engagement 4-5

5. REFINED LPA 5-1

6. NEXT STEPS 6-1
6.1 Active Transportation Projects 6-1
6.2 National Environmental Policy Act 6-1
6.3 FTA Capital Investment Grant Program 6-4
6.3.1 Requesting Entry into Project Development 6-4
6.3.2 Project Development Process 6-4
6.3.3 Information Required for FTA Project Rating 6-5
6.3.4 Completing Construction Grant Award Requirements 6-6
6.3.5 Submitting a CIG Construction Grant Request 6-6
6.4 BRT Corridor and Passenger Facilities Design 6-7
6.4.1 Basis of Design and Design Parameters 6-8
6.4.2 Concept-Level (5%) Design 6-8
6.4.3 Concept-Level (5%) Cost Estimate 6-8
6.5 Construction 6-9
6.5.1 Phasing 6-10
6.6 Service Implementation 6-10
6.6.1 Operations Planning/Refinement 6-10
6.6.2 Start-up and Testing 6-10

FIGURES

Figure ES-1.Division Street BRT LPA ES-2
Figure ES-2. North Terminus Option 1 ..... ES-4
Figure ES-3. North Terminus Option 2 ..... ES-5
Figure ES-4. South Terminus Route Option 1: Big Loop ES-6
Figure ES-5. South Terminus Route Option 2: Riverside ES-6
Figure ES-6. South Terminus Route Option 3: Extended Route 25 ..... ES-7
Figure ES-7. South Terminus Route Option 4: Small Loop ES-7
Figure ES-8. North Terminus Route Option 3a ES-9

TABLE OF CONTENTS

Figure ES-9. North Terminus Route Option 3b ES-10
Figure ES-10. North Terminus Route Option 4 ..... ES-11
Figure ES-11. South Terminus Route Option A ES-13
Figure ES-12. South Terminus Route Option B ES-14
Figure ES-13. South Terminus Route Option C ES-14
Figure ES-14. South Terminus Route Option D ES-15
Figure ES-15. South Terminus Route Option C-1 ..... ES-15
Figure ES-16. Proposed Division Street BRT Station Locations ES-17
Figure ES-17. Division Street BRT Alignment ES-19
Figure 2-1. Division Street BRT Study Corridor 2-2
Figure 2-2. DivisionConnects Side Running C Alternative for Division Street BRT 2-4
Figure 2-3. Division Street BRT Study Corridor Bus Service 2-7
Figure 2-4. Division Street BRT Study Corridor – Minority Populations 2-10
Figure 2-5. Division Street BRT Study Corridor – Low-Income Populations 2-11
Figure 2-6. Division Street BRT Study Corridor – Low Income and Low Food Access 2-12
Figure 2-7. Division Street BRT Study Corridor – Populations with a Disability 2-13
Figure 2-8. Division Street BRT Study Corridor – Populations Under 16 2-14
Figure 2-9. Division Street BRT Study Corridor – Populations Over 55 2-15
Figure 3-1. Initial North Terminus Route Options 3-2
Figure 3-2. North Terminus Option 1 3-4
Figure 3-3. North Terminus Option 2 3-5
Figure 3-4. Initial South Terminus Route Options 3-7
Figure 3-5. South Terminus Route Option 1: Big Loop 3-9
Figure 3-6. South Terminus Route Option 2: Riverside 3-9
Figure 3-7. South Terminus Route Option 3: Extended Route 25 3-10
Figure 3-8. South Terminus Route Option 4: Small Loop 3-10
Figure 3-9. North Terminus Route Option 3a 3-20
Figure 3-10. North Terminus Route Option 3b 3-21
Figure 3-11. North Terminus Route Option 3a Rider Experiences 3-22
Figure 3-12. North Terminus Route Option 3b Rider Experiences 3-22
Figure 3-13. North Terminus Route Option 4 3-24
Figure 3-14. South Terminus Route Option A 3-27
Figure 3-15. South Terminus Route Option B 3-27

TABLE OF CONTENTS

Figure 3-16. South Terminus Route Option C 3-28
Figure 3-17. South Terminus Route Option D 3-28
Figure 3-18. South Terminus Route Option C-1 3-29
Figure 3-19. Proposed Division Street BRT Station Locations 3-30
Figure 5-1. Division Street BRT Alignment 5-2
Figure 6-1. Project Schedule 6-3
Figure 6-2. FTA Small Starts Process 6-7

TABLES

Table ES-1. Refined LPA for the Division Street Corridor ES-18
Table ES-2. Division Street BRT Station Locations ES-20
Table 2-1. LPA for the Division Street Corridor 2-5
Table 3-1. Initial Northern Terminus Route Options 3-1
Table 3-2. Northern Terminus Route Options for Evaluation and Engagement 3-3
Table 3-3. Initial South Terminus Route Options 3-6
Table 3-4. South Terminus Route Options for Evaluation and Engagement 3-8
Table 3-5. Evaluation Measures, Methodologies, and Data Sources 3-12
Table 3-6. Northern Terminus Evaluation Results 3-16
Table 3-7. Southern Terminus Evaluation Results 3-18
Table 5-1. Refined LPA for the Division Street Corridor 5-1
Table 5-2. Division Street BRT Station Locations 5-3

APPENDICES

A. STA Board Resolution No. 809-23 (Refinement of Locally Preferred Alternative)
B. Northern Terminus Evaluation Findings
C. Southern Terminus Evaluation Findings
D. Division Street BRT Partner Agency, Public, and Stakeholder Engagement Report

ACRONYMS AND ABBREVIATIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
BAT	business access and transit
BOD	Basis of Design
BRT	bus rapid transit
CE	Categorical Exclusion
CIG	Capital Investment Grant
CM	construction management
DSP	Downtown Spokane Partnership
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
HPT	high-performance transit
LPA	locally preferred alternative
MOT	maintenance of traffic
NEPA	National Environmental Policy Act
NSC	North Spokane Corridor
NTP	notice to proceed
PD	Project Development
PMP	Project Management Plan
ROD	Record of Decision
SCC	standard cost category
SRTC	Spokane Regional Transportation Council
SSGA	Small Starts Grant Agreement
STA	Spokane Transit Authority
TAC	Technical Advisory Committee
TSP	transit signal priority
US 2	US Highway 2
US 395	US Highway 395
WSDOT	Washington State Department of Transportation

EXECUTIVE SUMMARY

The Need for Division Street BRT

The development of high-performance transit (HPT) in Spokane County is a key component of Spokane Transit Authority's (STA) Comprehensive Plan, *Connect Spokane*. STA defines High Performance Transit (HPT) as corridors providing all-day, two-way, reliable, frequent, and easy-to-use transit, with improved amenities. Given existing ridership and forecast growth on North Division Street, STA's plans have long included investing in HPT service along this important north-south roadway.

Division Street provides access from downtown Spokane to growing communities on the northern edge of Spokane. Forecast growth along the corridor and in areas to the north is expected to contribute to an increased demand for transit service along this already busy bus route. The completion of the North Spokane Corridor (NSC) will provide a new, parallel roadway that is expected to draw some of the traffic that currently uses Division Street, freeing up existing roadway capacity to develop infrastructure that will support fast, frequent, and reliable BRT service.

STA began the Division Street bus rapid transit (BRT) project with the primary purpose of increasing overall mobility in Spokane County by delivering a high-quality, fast, and frequent transit service for the Division Street corridor. Division Street BRT will convert the existing Route 25-Division 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 10 miles to the Mead area north of the "Y" where Highways 2 and 395 diverge.

Project Background

Planning for BRT service on Division Street has been underway for several years. Beginning in 2019, STA and SRTC, in partnership with the City of Spokane, Spokane County, and WSDOT, undertook a 2-year collaborative study known as DivisionConnects to evaluate the opportunities and challenges for Division Street that are expected to come with the planned completion of the North Spokane Corridor (NSC). The first phase of the study analyzed BRT options for the corridor, and Phase 2 focused on land use and active transportation options. A key finding during DivisionConnects was that overall travel on combined north-south parallel arterials in north Spokane, including Division Street, is forecast to decline by a combined 10 percent compared to 2019 volumes. This reduction is attributed to traffic shifting to the NSC, once completed, thereby freeing up existing roadway capacity to support the conversion of an existing general purpose lane between North River Drive and the Y to a business access and transit (BAT) lane.

Phase 1 of DivisionConnects ended with the adoption of a locally preferred alternative (LPA) for Division Street BRT between North River Drive and the Y by the STA Board of Directors on April 15, 2021. It identified the roadway cross-section, including side-running BAT lanes, planned service levels, and preliminary station locations. One important element noted as part of the adoption was the need for future evaluation of protected bicycle facilities along Ruby Street. The LPA also acknowledged that decisions associated with routing for the northern and southern termini would be

determined through a future evaluation process for Division Street BRT. The roadway cross section of the LPA is shown in Figure ES-1.

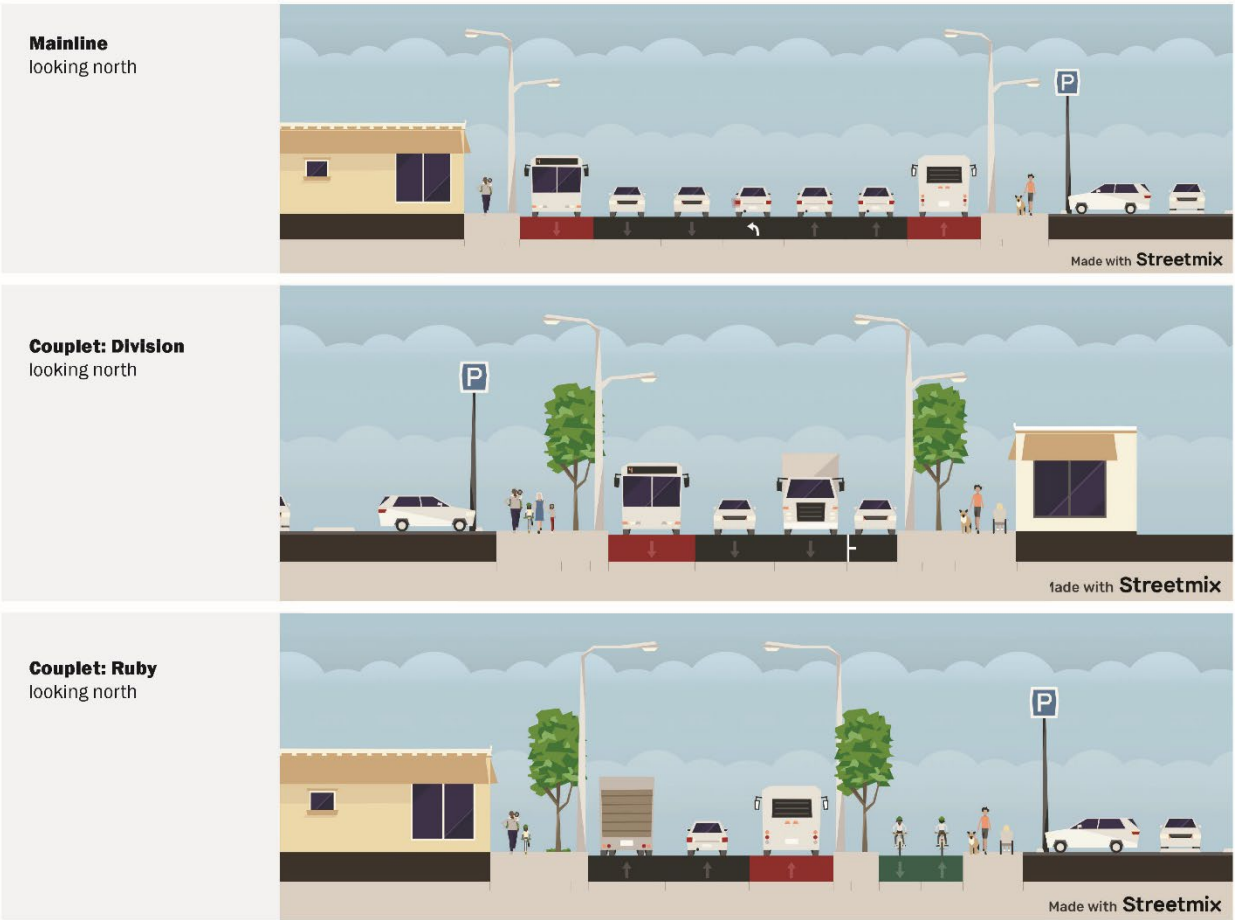

Figure ES-1.Division Street BRT LPA

Evaluation Process

Planning and preliminary design for Division Street BRT began in the spring of 2022. This effort built on Phase 1 of DivisionConnects and focused on the identification of routing and station locations for the northern and southern termini, as well as confirmation of station locations between North River Drive and the Y. Collaboration with stakeholders was a critical component of the evaluation process. Similarly, public engagement, including coordination with neighborhood councils and the Downtown Spokane Partnership (DSP), was conducted to solicit feedback and informed the development of the recommended Refined LPA.

Termini Options Considered

Development and evaluation of routing options for the northern and southern termini underwent a multistep process. Beginning with preliminary identification, options were screened and modified, with the intent of developing a Refined LPA recommendation for consideration by the STA Board of

Directors. Six goals, each with multiple measures, were used to evaluate and compare the northern and southern terminus route options. The measures examined multiple aspects of transit service performance and capital improvement needs.

Northern Terminus

At the beginning of Phase 1 of the Division Street BRT project, two options were selected for evaluation. These options, including one that was the same as the current Route 25 alignment, presented "bookends" associated with routing and terminus options for the north end. Figure ES-2 and Figure ES-3 display the northern terminus route and station location options selected for initial evaluation for Division Street BRT that were presented to the public through community engagement.

Using the established measures, the two options were compared with each other. Option 1 exhibited the following advantages as compared to Option 2:

- Fewer vehicular crashes along the route and at intersections
- Greater access to services, including healthcare, education, and social services
- Survey respondent preference
- No displacement for the future Mead Transit Center

Option 2 exhibited the following advantages as compared to Option 1:

- Greater ridership potential
- Greater nonmotorized network connectivity
- Greater access to existing housing and employment
- Greater existing accessibility

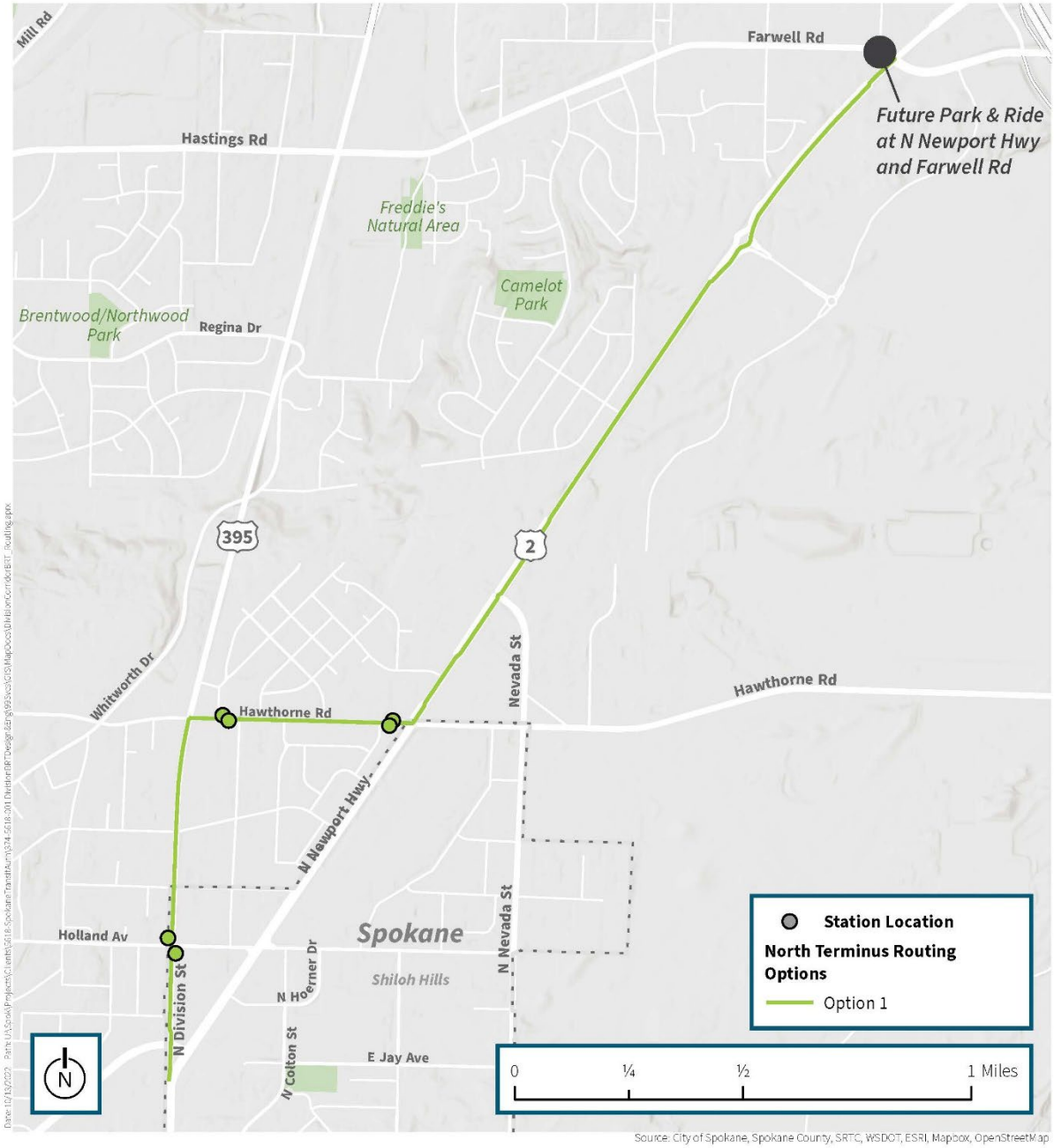

Figure ES-2. North Terminus Option 1

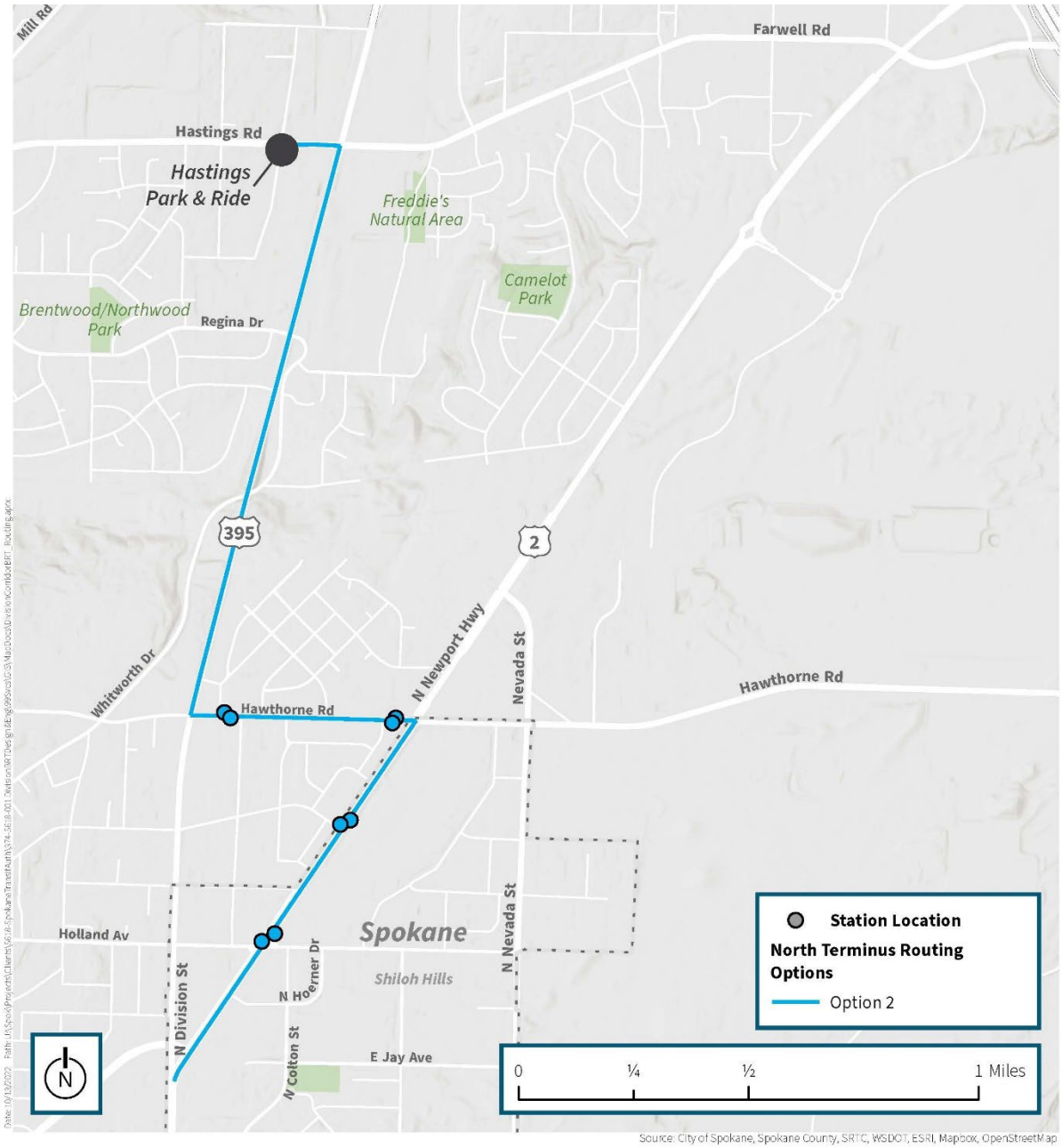

Figure ES-3. North Terminus Option 2

Southern Terminus

Four routing options with station locations were developed for evaluation and to be presented to the public through community engagement. These options, which included routing in the southbound and northbound directions, were developed to represent a wide array of options to demonstrate differentiation among their performance. It was acknowledged that these could be modified later in the evaluation process to create “hybrid” routing and station options that incorporated the best-performing aspects of one or more. They were also named to help reinforce their unique features relative to each other. Figure ES-4 through Figure ES-7 display the southern terminus route options selected.

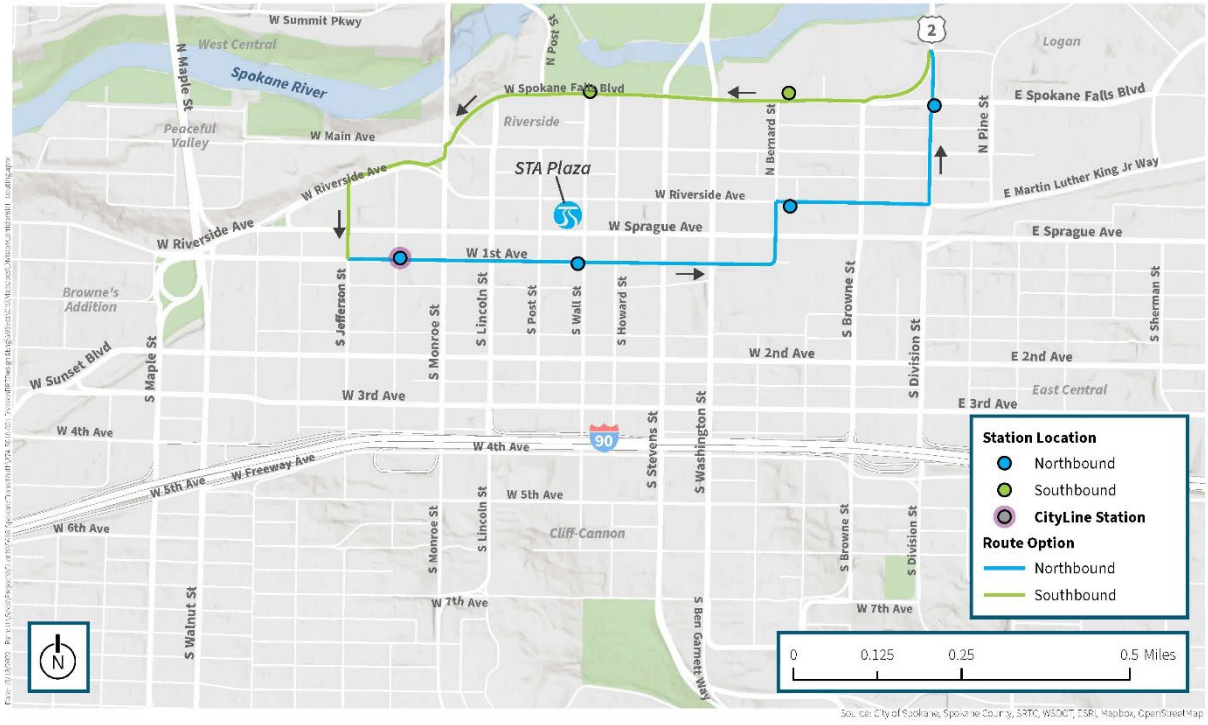

Figure ES-4. South Terminus Route Option 1: Big Loop

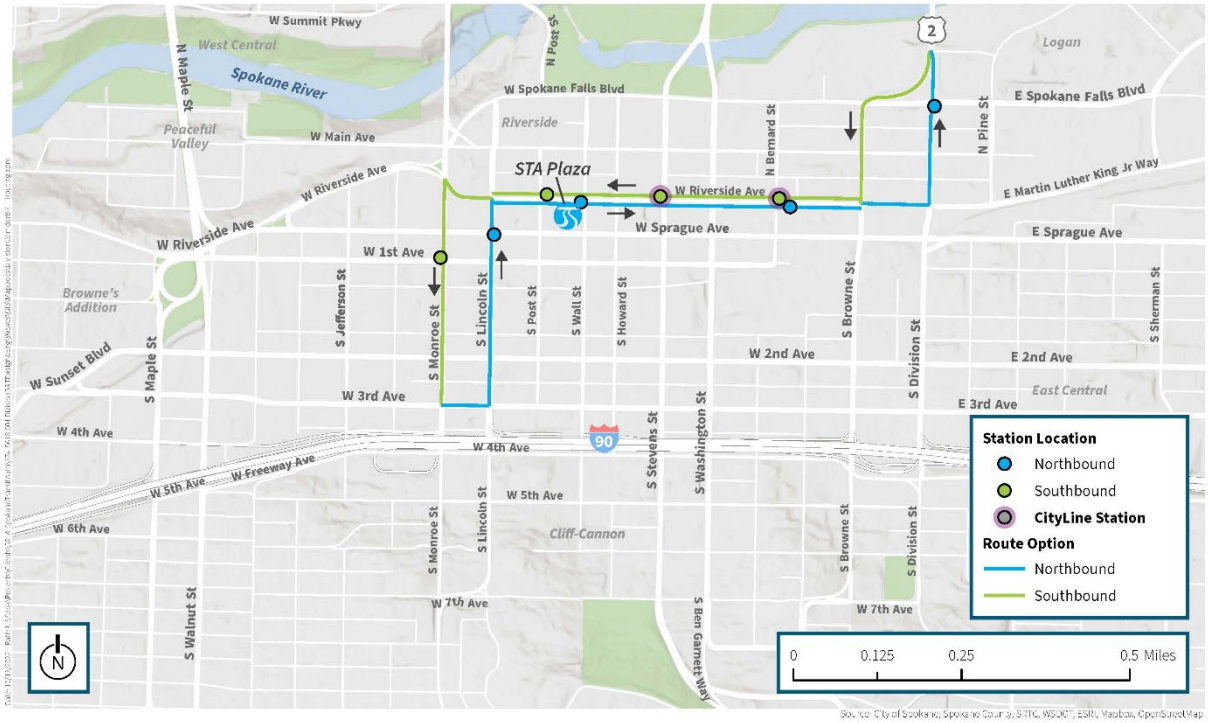

Figure ES-5. South Terminus Route Option 2: Riverside

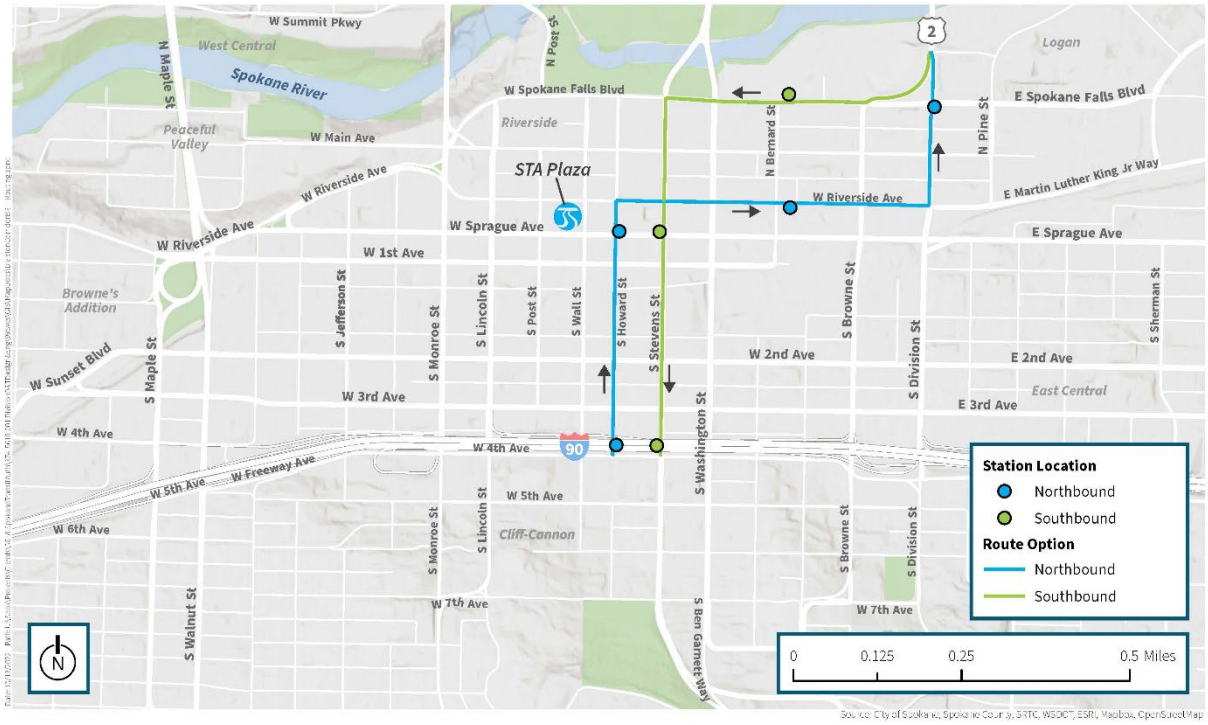

Figure ES-6. South Terminus Route Option 3: Extended Route 25

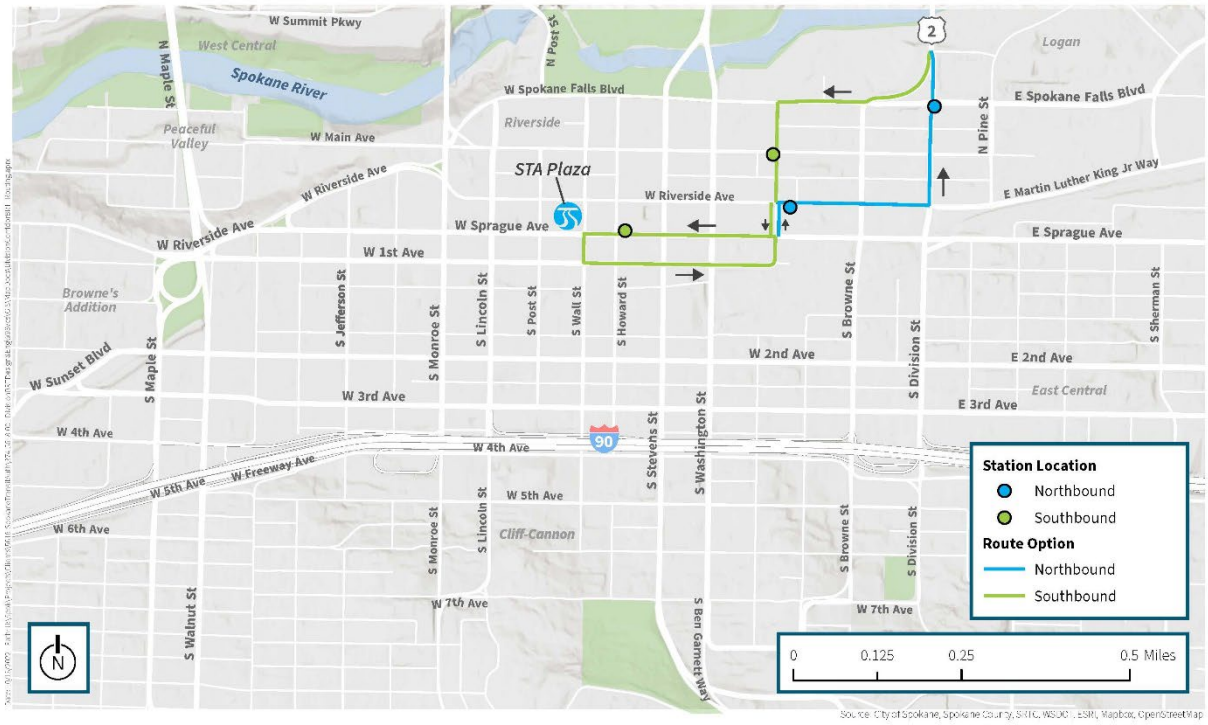

Figure ES-7. South Terminus Route Option 4: Small Loop

Screening Results and Options Refinement

Upon completion of the initial evaluation process, including consideration of feedback received via outreach activities, the options for both termini were modified for additional consideration. This included the identification of new routings and station locations, some of which represented a "hybrid" of the options presented to the community and partner agencies. Subsequent evaluation of the modified options included field visits to observe "on the ground" conditions associated with station placement and bus operations.

Northern Terminus

Three additional options were developed for the northern terminus. The first two, Options 3a and 3b, shown in Figures ES-8 and ES-9, respectively, represented variations of options that would provide a route on Division Street and the Newport Highway, offering service to the Hastings Park & Ride and the Mead Transit Center, as well as intermediate stops. The underlying intent would be to provide service along all major roadways north of the Y, connecting existing and forecast housing, employment, and services.

Option 3a assumed a clockwise, one-way loop along Division Street, Hastings Road/Farwell Road, Newport Highway, and Hawthorne Road, and Option 3b included two branch routes that every other bus traveling northbound on Division Street would take: 1) a Division Branch traveling along Division Street to the Hastings Park & Ride and 2) a Newport Branch traveling along Newport Highway and Farwell Road/Hastings Road to the Hastings Park & Ride via the future Mead Transit Center.

Consideration of Options 3a and 3b was strongly focused on the rider experience as well as operational costs. Loop and branch route options often result in a diminished rider experience due to the following:

- One-way loop routes do not provide traditional bidirectional service, as required in the definition of "fixed guideway BRT" for Small Starts funding. As a result, they can require some riders to travel out of direction to reach destinations and/or a transfer to reach intermediate destinations within the loop, both of which contribute to longer travel times.
- Branch routes require some riders to note the routing for each bus trip to ensure it serves their destination.
- Finally, these routing options deviate from the purpose of Division Street BRT to be fast, reliable, and direct.

Compared to more traditional, bidirectional transit service, loop, and branch routes present unique operational and cost considerations, particularly when associated with HPT service. Because one-way loops or branches create different travel times for inbound and outbound travel times, they are more challenging to schedule as compared to bidirectional service. Riders may also need to transfer to another bus if a layover occurs within their trip.

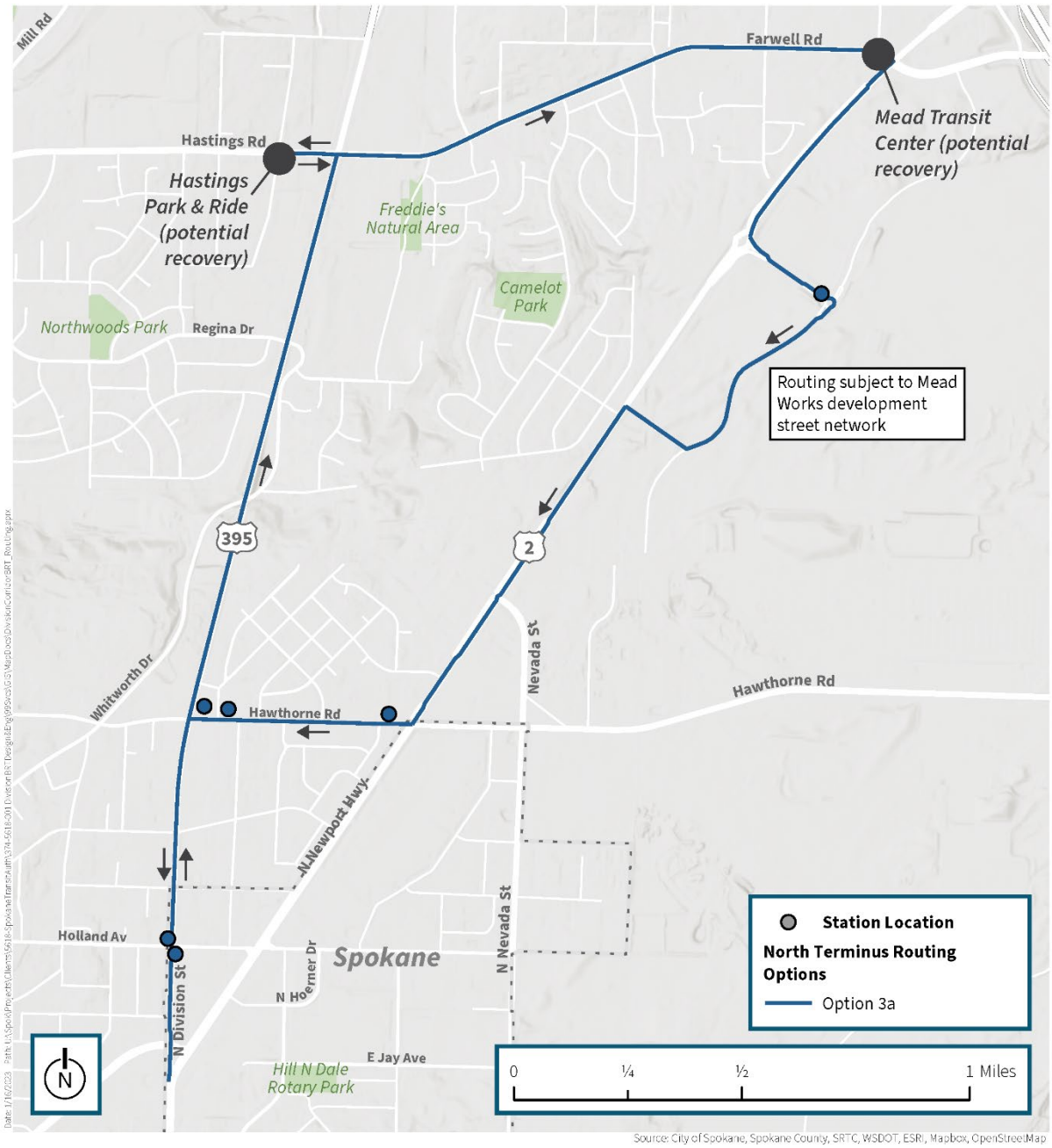

Figure ES-8. North Terminus Route Option 3a

Figure ES-9. North Terminus Route Option 3b

The final modified option for the northern terminus, Option 4 (shown in Figure ES-10), would travel along Division Street and Hastings Road/Farwell Road to the future Mead Transit Center. It would have the same routing in both northbound and southbound directions. The Hastings Park & Ride would be maintained in this option, however, it would be served via on-street stops at the intersection of Hastings Road and Division Street, rather than with buses routing into the Park & Ride. A new transit center, including additional customer parking and layover and charging facilities, would be developed near the intersection of Newport Highway and Farwell Road. This option would provide the most direct pathway between the Y and the terminus, with the fewest number of turns and the lowest forecast travel time among all the options considered.

Upon conclusion of the discussion about all routing options, the Technical Advisory Committee (TAC) recommended Option 4 for inclusion in the Refined LPA for Division Street BRT.

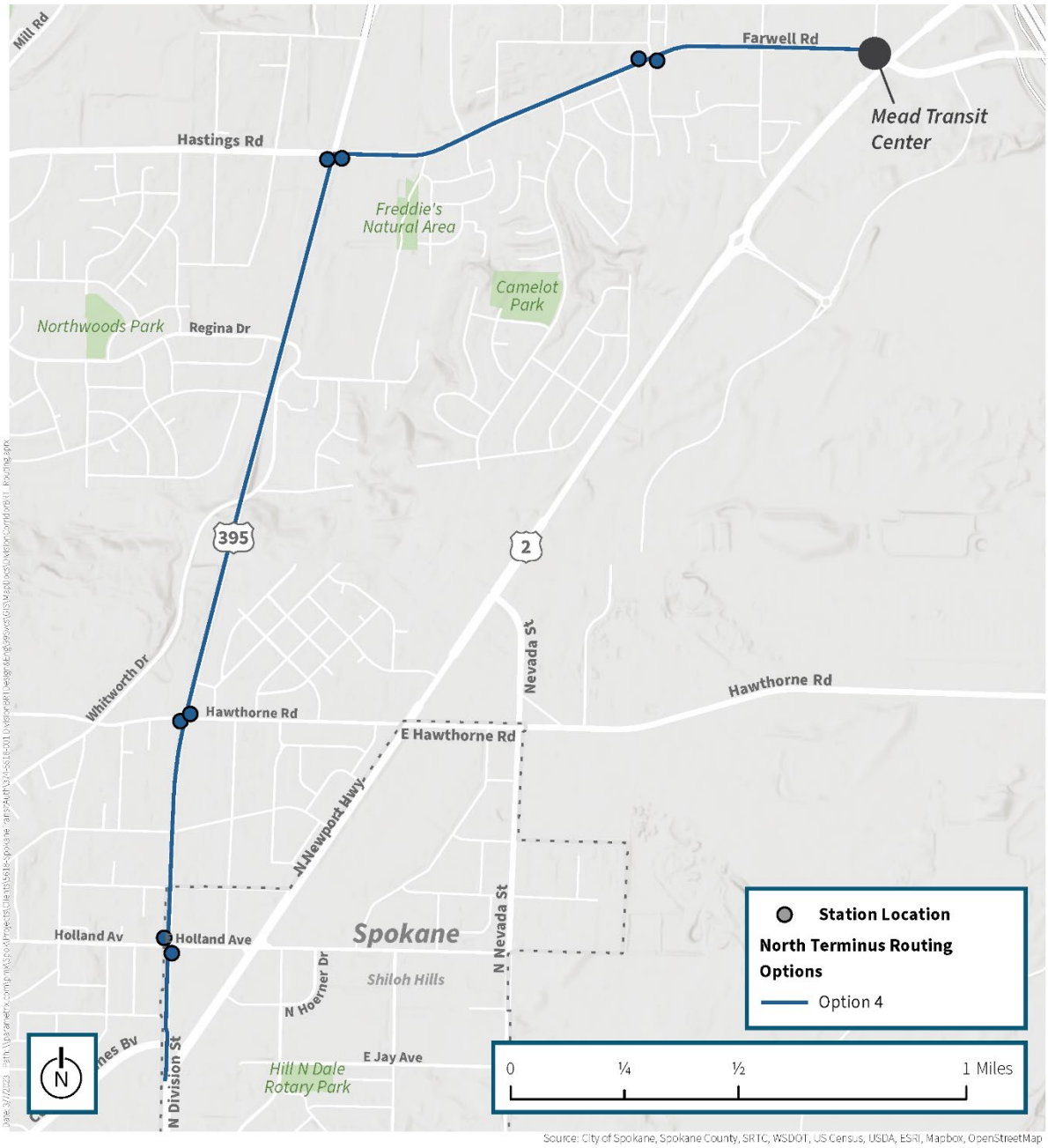

Figure ES-10. North Terminus Route Option 4

Southern Terminus

In response to the evaluation results for the four southern routing options and feedback received from DSP and the community engagement survey, five additional options were developed for downtown Spokane.

As noted previously, Options 1 through 4 were developed to represent a wide array of options to demonstrate differentiation among their performance. Upon completion of the initial evaluation, including feedback from DSP, several hybrid options were created, with an emphasis on:

- Connections to other transit service, including the City Line
- Transfer activity
- Land uses adjacent to station locations
- Traffic volumes along the roadways utilized by route options
- Feasibility of bus operations
- Addressing concerns expressed by DSP

The project team examined a variety of routing options and discussed the feasibility of bus-turning operations on multiple streets, opportunities to develop BAT lanes, impacts to on-street parking, potential conflicts with driveways, access to the Plaza, proximity to other bus stops for transfers, pedestrian facilities, and opportunities to use left-side stations. These observations informed the development of Options A, B, and C, shown in Figure ES-11, Figure ES-12, and Figure ES-13, respectively.

In Options A, B, and C, the northbound routing for Division Street BRT is the same. The southbound routing and station locations in Option C were developed to provide access to the Plaza at Sprague Avenue and Howard Street via a left-side station as a means to avoid driveway conflicts on the north side of the street. This would be the final station, and the bus would then travel to the layover location via Wall Street, 1st Avenue, and Howard Street. This routing was driven by clearance requirements under the railroad viaduct and that passengers would not be impacted, as this would be deadhead travel to the layover location.

Option D, suggested by the City of Spokane and shown in Figure ES-14, would access downtown Spokane via North River Drive and Stevens Street/Washington Street. This option would provide more access to the Arena District directly from Division Street BRT. It was noted that two basic routes (27 and 39) currently provide service to the Arena District, and their combined headways result in frequent service, reducing the time penalty associated with a transfer.

Alternatives A, B, and C were presented to the DSP, 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 Avenue or just keeping existing stops
- Recognition that a shelter stop on Sprague Avenue may be problematic
- Concerns about stops becoming a challenge during events such as Bloomsday and Hoopfest
- The importance of a Division Street route near the Logan neighborhood
- A concern with redundant stops downtown
- Concerns about a congestion problem on Riverside Avenue

TAC members participated in a site visit through downtown Spokane to observe the modified routing options and station locations for the southern terminus. Participants noted the opportunity to realign the southbound routing, included in Option C, to turn onto Howard Street and relocate the proposed stop on Stevens Street to the far side of the intersection. This modification would provide a stop with proximity to the Plaza and more direct routing to the layover on 2nd Avenue. It was also noted that a stop at 2nd Avenue and Wall Street could serve as a final southbound stop/first northbound stop as well as a layover and also provide additional proximity to the Medical District. This recommendation was finalized as Option C-1, shown in Figure ES-15, which the TAC recommended to the Executive Committee for inclusion in the Refined LPA for Division Street BRT.

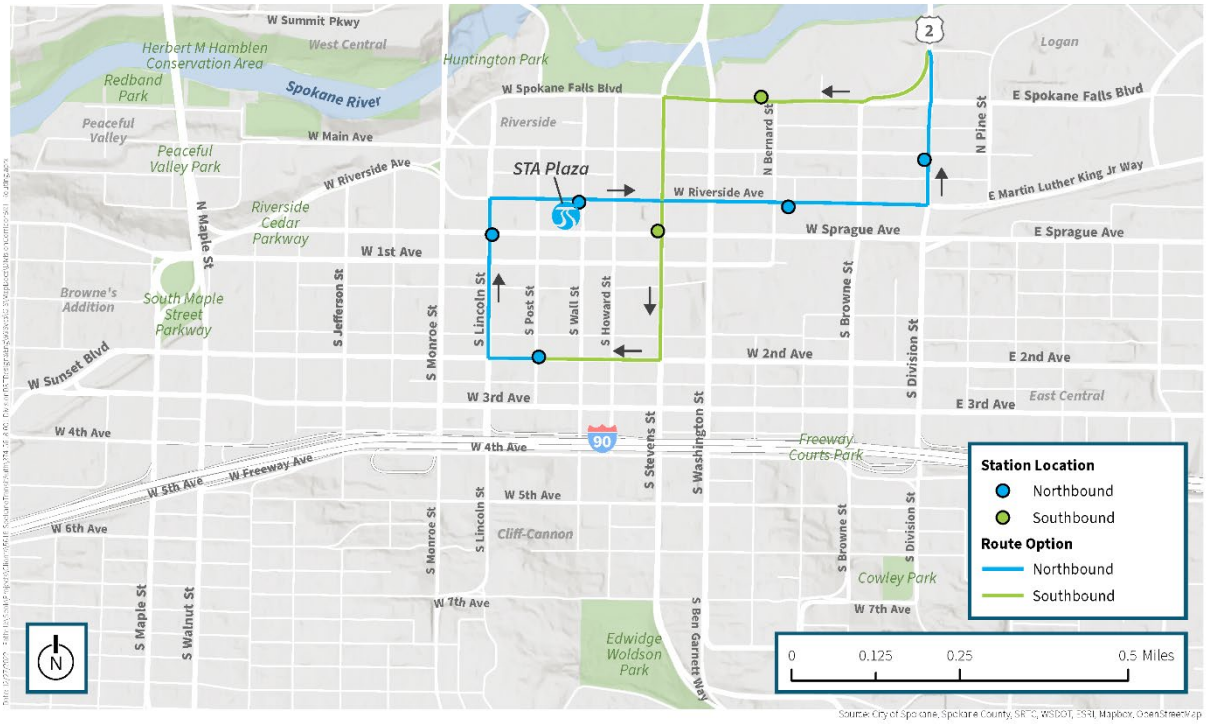

Figure ES-11. South Terminus Route Option A

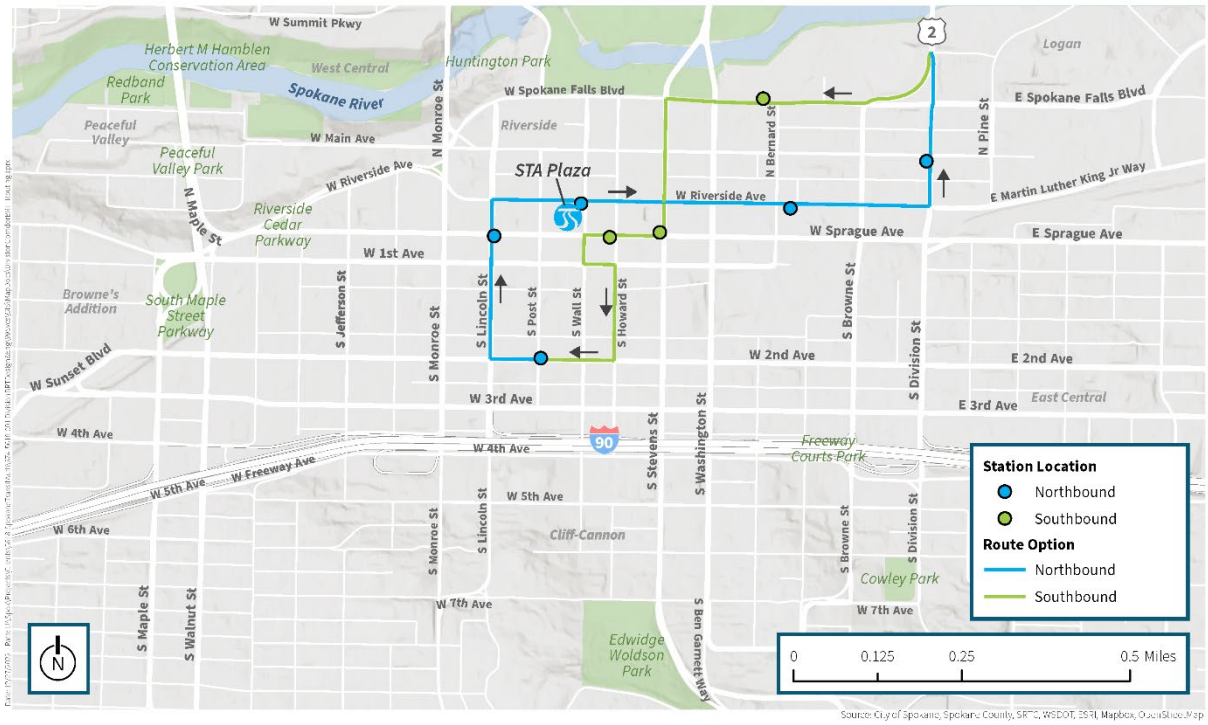

Figure ES-12. South Terminus Route Option B

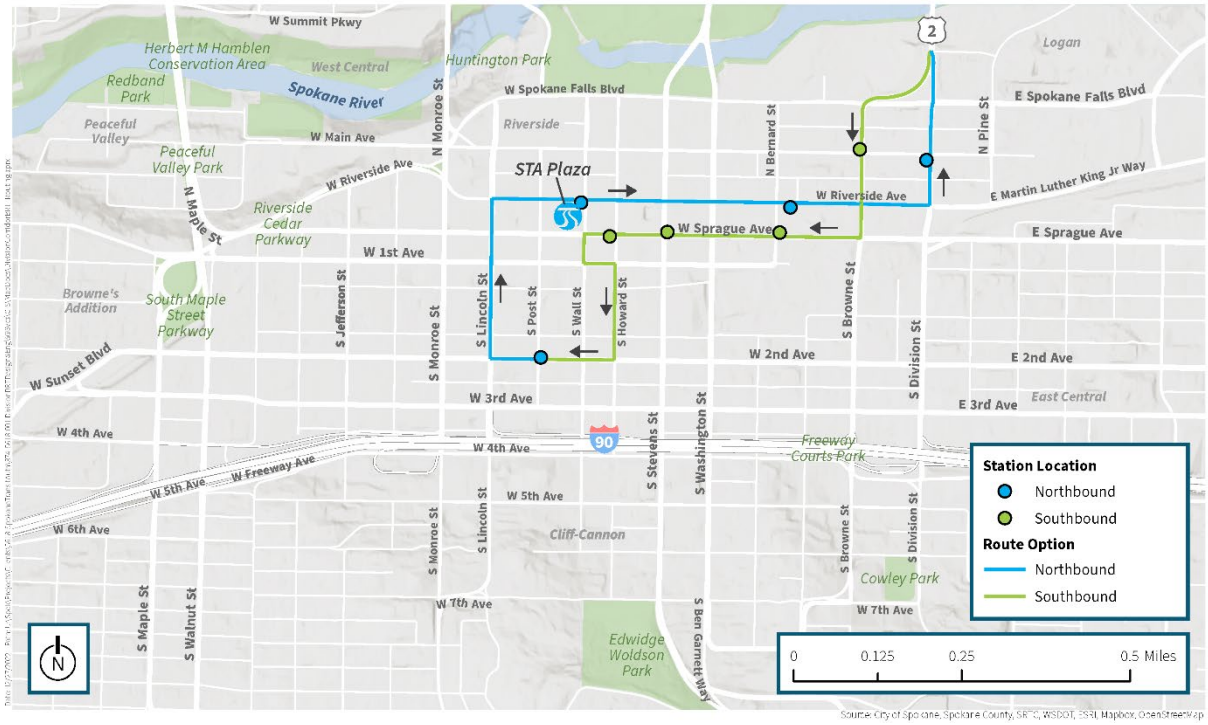

Figure ES-13. South Terminus Route Option C

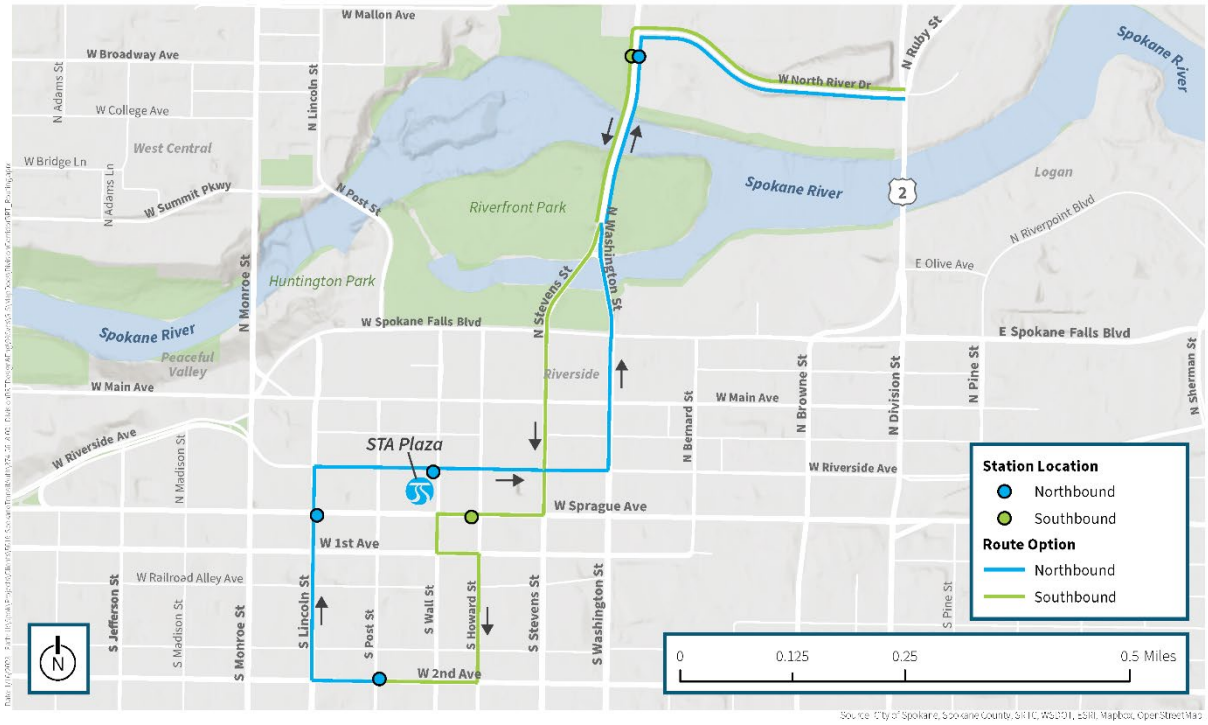

Figure ES-14. South Terminus Route Option D

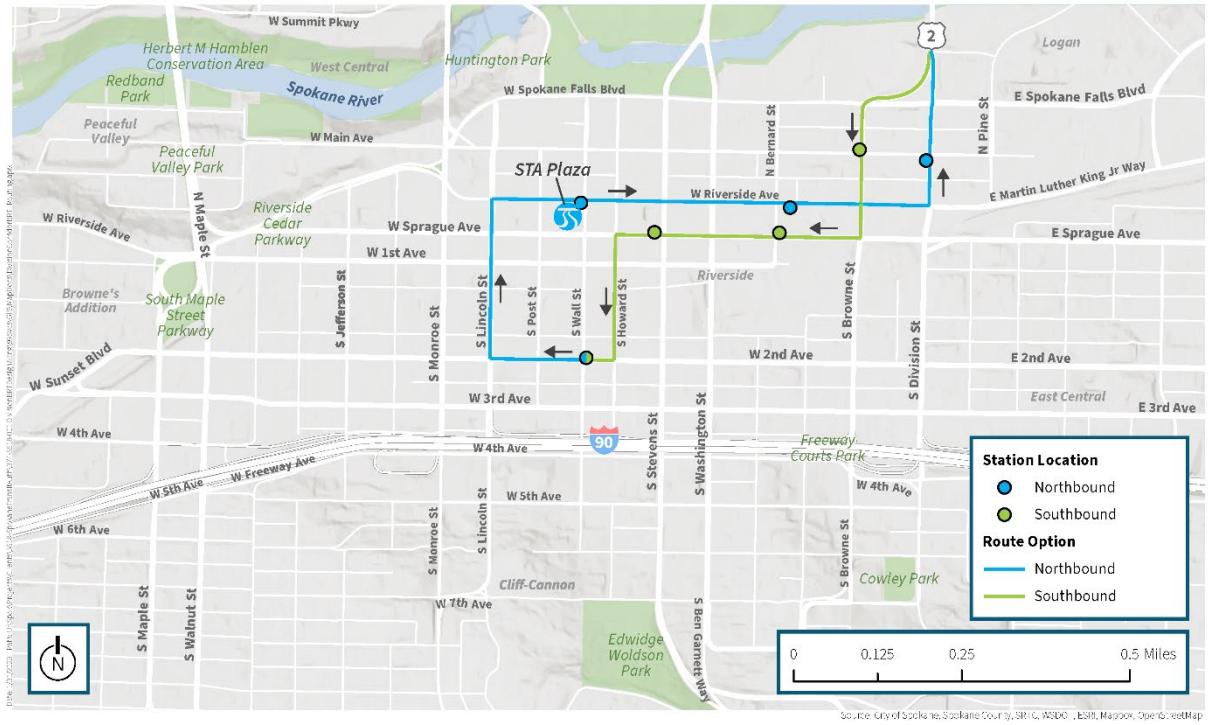

Figure ES-15. South Terminus Route Option C-1

Mainline Station Locations

Station locations along the Division Street BRT mainline and couplet (Division Street and Ruby Street), shown in Figure ES-16, were identified as part of the original LPA adopted in March 2021. It included the closure of five existing Route 25 stop pairs: Cozza Drive, Lyons Avenue, Queen Avenue, Longfellow Avenue, and Montgomery Avenue. It also included the following stop relocations:

- Move the stops at Francis Avenue/Dalke Avenue to Francis Avenue
- Move the stops at Buckeye Avenue/Jackson Avenue to Buckeye Avenue/North Foothills Drive
- Move the stops from Sharp Avenue to Boone Avenue

Stops in the original LPA noted the intersection where they would be located but did not specify near-side or far-side placement. The closures and relocations included in the original LPA would increase the average stop spacing in the mainline and couplet from 0.28 miles to 0.39 miles.

The TAC reviewed and discussed mainline and couplet station locations at several meetings in early 2023. In general, TAC members expressed concurrence with the station locations included in the original LPA. Some members voiced concerns regarding the potential closure of the stop pair at Queen Avenue, primarily associated with its proximity to Northtown Mall and the long distance that would result between the stops at Rowan Avenue and Wellesley Avenue. The spacing was specifically noted between southbound stops, as the existing stop near Wellesley Avenue is approximately 400 feet south of the intersection. Members generally agreed that the stop spacing concern would be alleviated if the Division Street BRT stations at Wellesley Avenue are located on the north side of the street. The TAC finalized their recommendation for Division Street BRT station locations as those included in the original LPA, with the caveat that the removal of the stops at Queen Avenue was dependent on the final locations for the stations at Wellesley Avenue.

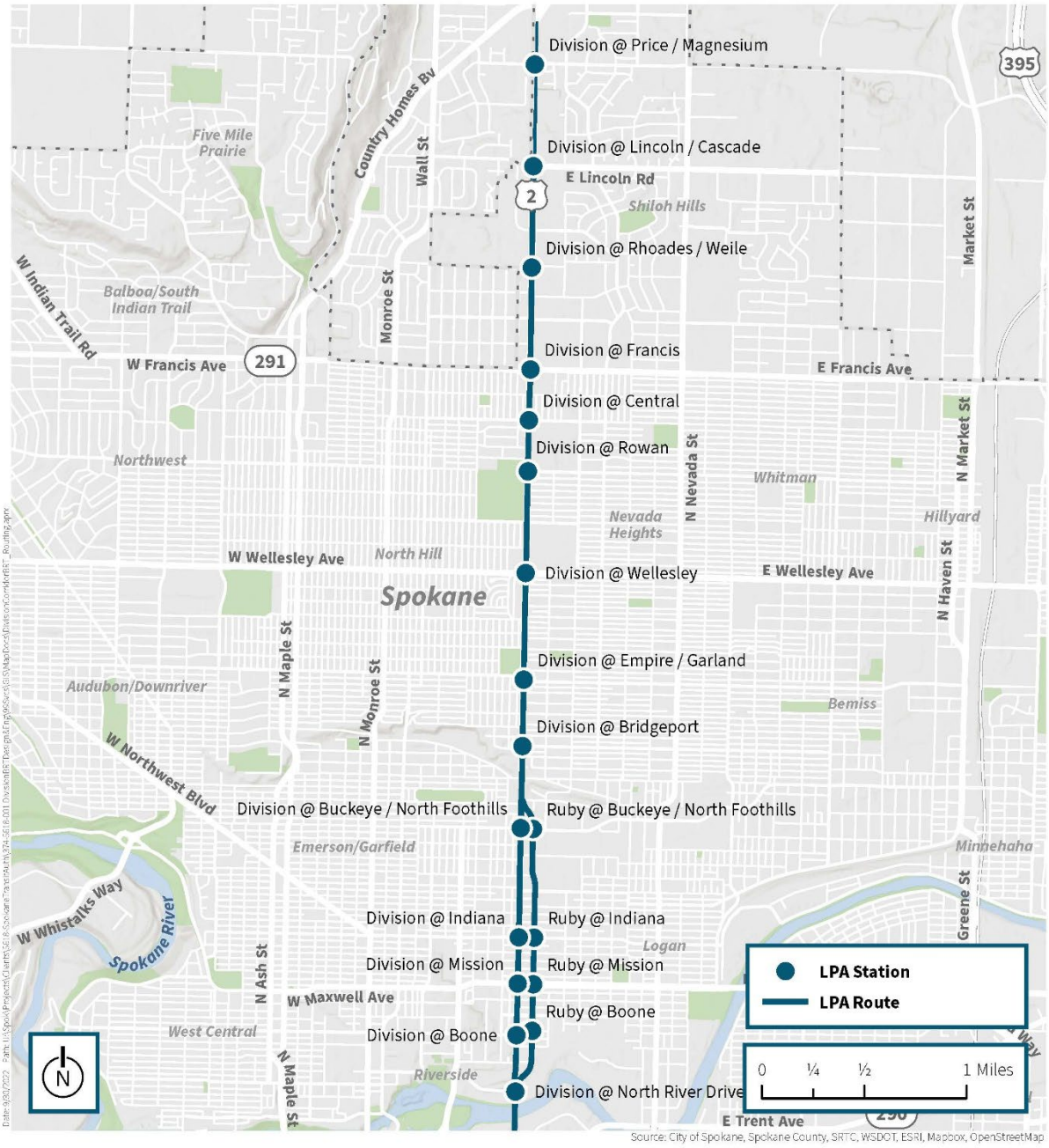

Figure ES-16. Proposed Division Street BRT Station Locations

Refined LPA

The TAC recommended modifications to the adopted LPA were presented to the STA Planning and Development Committee on April 5, 2023 and was subject to a public hearing before the STA Board of Directors on April 20, 2023. No members of the public testified at the public hearing. The recommended modifications were adopted as the refined LPA by the STA Board of Directors on May 18, 2023 by way of Board Resolution No. 809-23 , included as Appendix A. It reflected the TAC recommended modifications for the northern and southern termini and station locations and

included the elements described in Table ES-1. One important element noted as part of the adoption was the need for future evaluation of a provisional station at N Division Street and Queen Avenue.

Table ES-1. Refined LPA for the Division Street Corridor

Element	Description
Mode	Fixed guideway BRT using zero-emission 60' buses
Service Level	Weekdays: 10-minute frequency or better Nights and Weekends: 15-minute frequency during most hours of the span
Northern Termini	A new transit center in the vicinity of Farwell Road and Newport Highway
Southern Termini	Downtown south of the STA Plaza in the vicinity of 2nd Avenue and Wall Street
Alignment	As depicted in Figure ES-16
Station Locations	As depicted in Table ES-2
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y" (Couplet and Mainline segments)
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor

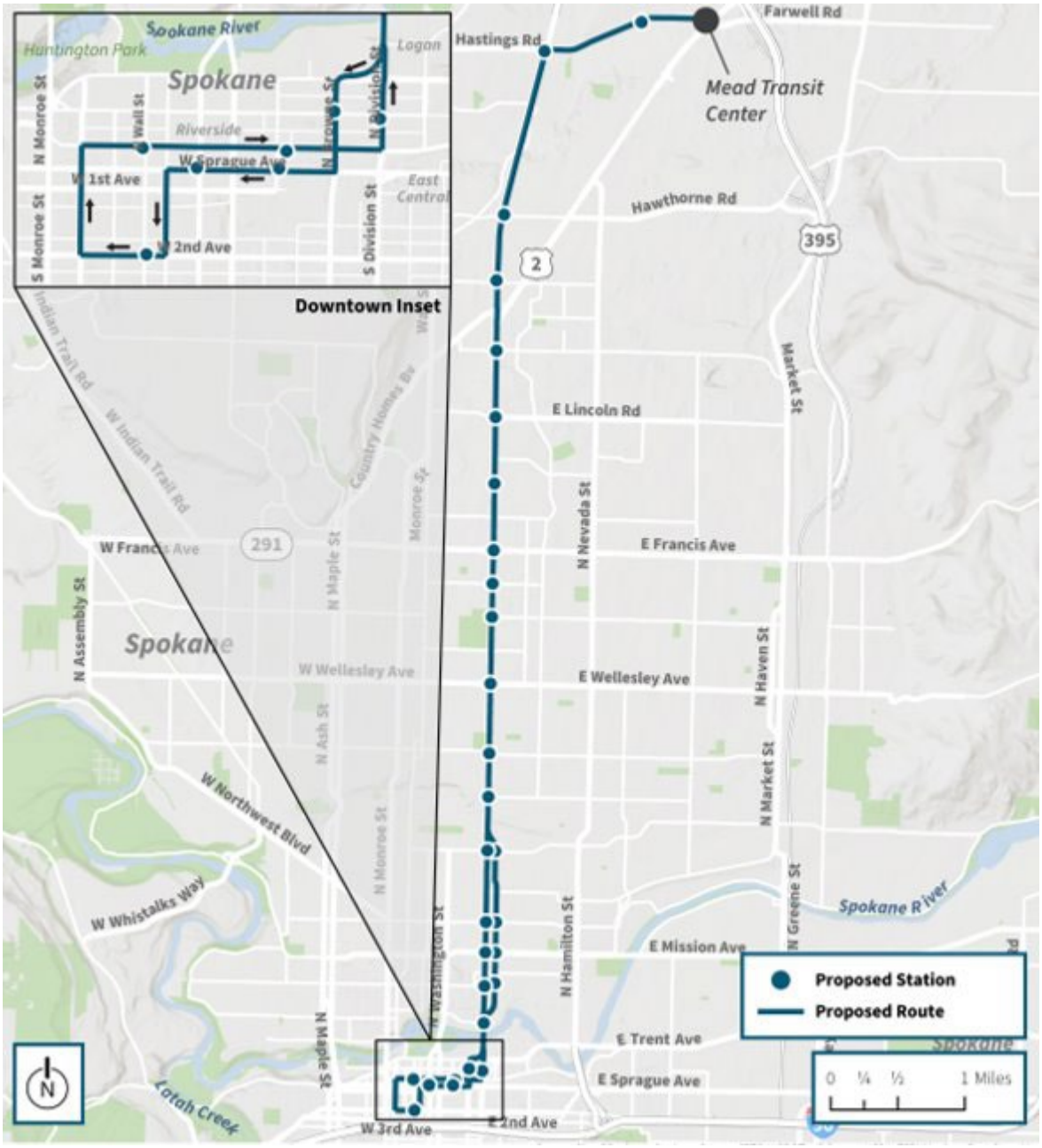

Figure ES-17. Division Street BRT Alignment

Table ES-2. Division Street BRT Station Locations

Northern Segment (North of the North Division "Y")*
• Mead Transit Center • Hastings Rd/N Perry St • N Division St/Hastings Rd • N Division St/Hawthorne Rd • N Division St/Holland Rd
Mainline Segment (Between North Foothills Drive and the North Division "Y")*
• N Division St/E Magnesium Rd/W Price Ave • N Division St/E Lincoln Rd/W Cascade Way • N Division St/E Weile Ave/W Rhoades Ave • N Division St/Francis Ave • N Division St/Central Ave • N Division St/Rowan Ave • N Division St/Queen Ave (Provisional location subject to further design & engineering) • N Division St/Wellesley Ave • N Division St/E Empire Ave/W Garland Ave • N Division St/Bridgeport Ave
Couplet Segment (Between the Spokane River and North Foothills Drive)*
• N Division St/N Ruby St/E North Foothills Dr/W Buckeye Ave • N Division St/N Ruby St/Indiana Ave • N Division St/N Ruby St/Mission Ave • N Division St/N Ruby St/Boone Ave • N Division St/North River Dr
Downtown Segment (South of the Spokane River)*
• N Browne St/W Main Ave (SB) • W Sprague Ave/Bernard St (SB) • W Sprague Ave/Stevens St (SB) • W 2nd Ave/S Wall St (SB) • W Riverside Ave/N Wall St (NB) • W Riverside Ave/N Bernard St (NB) • N Division St/Main Ave (NB)

* Station locations are identified by the nearest major intersections. Precise locations will be determined through design and engineering during the Project Development Phase.

What's Next?

Adoption of the Refined LPA represents an important milestone in the planning of Division Street BRT. Development of improvements along the project corridor to support BRT service is expected to be a multiyear process that includes design, environmental evaluation, right-of-way acquisition, and construction. Future phases will address:

- Inclusion of active transportation projects as part of the Division Street BRT project
- Environmental review under the National Environmental Policy Act
- Securing funding through the Federal Transit Administration Capital Investment Grant program
- Project design

- Construction
- Service implementation

1. INTRODUCTION

1.1 Project Description

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 a high-quality, fast, and frequent transit 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" where Highways 2 and 395 diverge. 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 STA 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 2 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 North River Drive and the Y was adopted by STA's Board of Directors and other project partners in spring 2021 as a vision for the conversion of the existing Route 25.

1.2 Purpose of This Report

This report describes the planning, preliminary design, and outreach and engagement activities undertaken during Phase 1 of STA's Division Street BRT project. It summarizes the process used to identify, analyze, and select the routing options and station locations for Division Street BRT in downtown Spokane and north of the Y, as well as the efforts undertaken to revisit and finalize the station locations included in the LPA for the corridor between North River Drive and the Y. Phase 1 efforts were substantially completed with identification of the Refined LPA for Division BRT by the STA Board of Directors on May 18, 2023.

2. PROJECT BACKGROUND

2.1 Study Corridor

The Division Street BRT study corridor was generally located along Division Street/US Highway 2 (US 2) in the City of Spokane and parts of unincorporated Spokane County. It began in the north at US Highway 395 (US 395) and encompasses both US 2 and US 395 from Hastings Road/Farwell Road to the Y. The study corridor continued south across the Spokane River, through downtown, and to the medical district. The highway is a National Highway of Significance, a State Highway of Significance, and a major state freight corridor. The study corridor along Division Street between the Y and North Spokane Boulevard follows the current Route 25 alignment. In downtown, the approximate boundaries of the study corridor were Division Street, Spokane Falls Boulevard, Monroe Street, and 4th Avenue, which accommodated the evaluation of multiple routing options.

The study corridor is shown in Figure 2-1.

2.2 The North Spokane Corridor

Located approximately 2.3 miles east of Division Street and scheduled for completion in 2029, the North Spokane Corridor (NSC) will be a new WSDOT limited-access highway running approximately parallel to Division Street. Once completed, it will become the primary north-south route between north Spokane and Interstate 90.

Traffic modeling performed during the DivisionConnects study (described in Section 2.3) showed that some of the traffic that currently uses Division Street would shift to the NSC when it opens, freeing up existing roadway capacity that would support the conversion of an existing general-purpose lane between North River Drive and the Y to a business access and transit (BAT) lane. This finding provided support for the development of the LPA for the corridor between North River Drive and the Y.

2.3 DivisionConnects Study and Adoption of the LPA

DivisionConnects was a collaborative 2-year transportation and land use study led by STA and the SRTC in partnership with the City of Spokane, Spokane County, and WSDOT. It focused on opportunities and challenges that come with the planned completion of the NSC, as noted in Section 2.2. The first phase of the study analyzed BRT options for the corridor, and Phase 2 focused on land use and active transportation options. Phase 1 ended with the identification of an LPA for Division Street BRT. Phase 1 of DivisionConnects, including identification of the LPA, was limited to the evaluation of BRT options on Division Street between North River Drive and the Y. It was acknowledged that decisions associated with routing for the northern and southern termini would be determined through a future evaluation process for Division Street BRT.

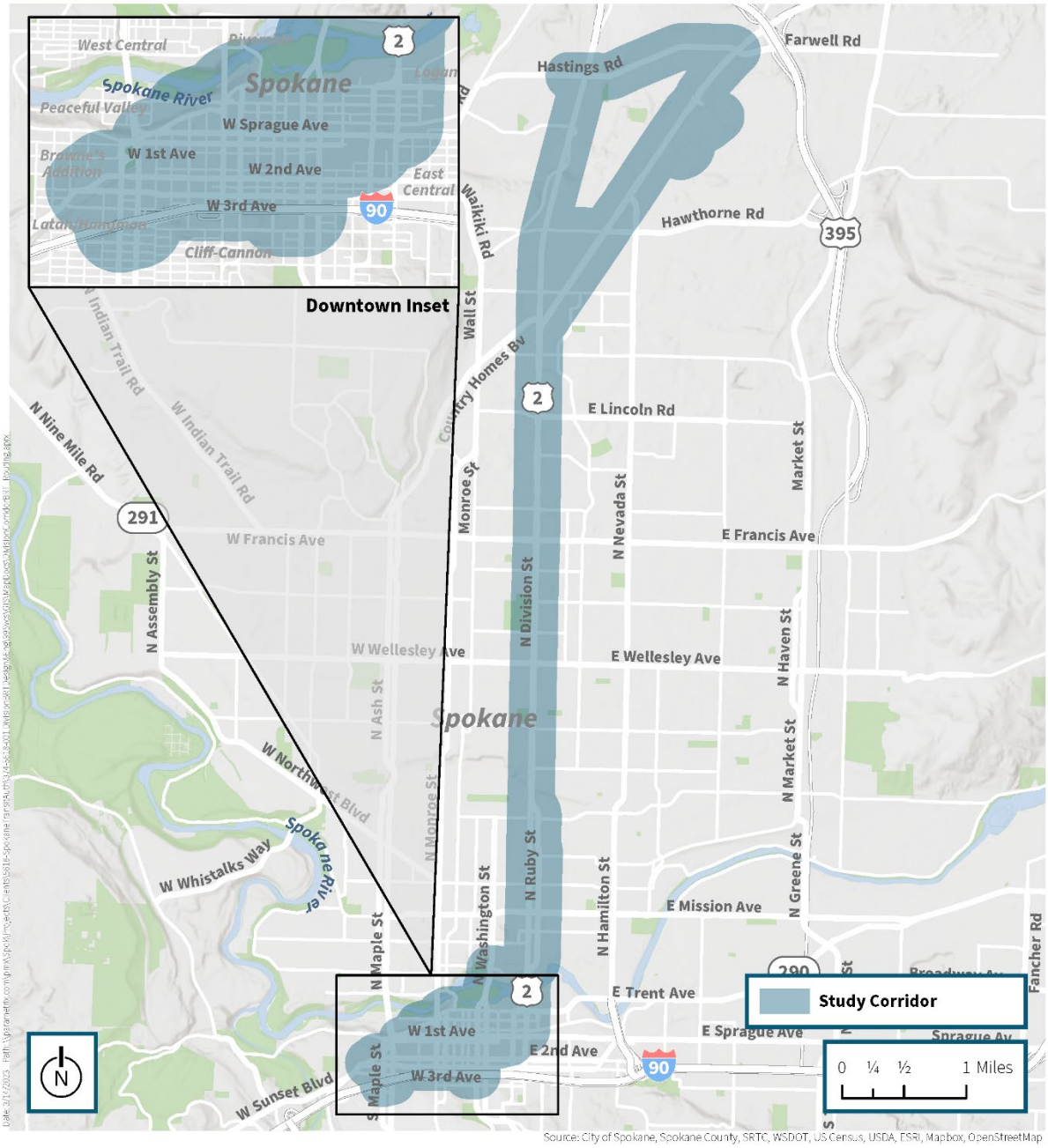

Figure 2-1. Division Street BRT Study Corridor

Collaboration with stakeholders was integral in the process of identifying and evaluating the improvements needed to support future BRT service. Partner agencies participated in the process through committees comprising technical staff, agency representatives, and elected officials in a structure similar to that for Division Street BRT (see Section 4.1) The alternatives selected for evaluation were determined through a multilevel screening process that began with the identification of a large field of options that incorporated a variety of potential improvements for the corridor, including bus running way options, nonmotorized facilities, and general purpose traffic lane configurations. These “building blocks” were combined to create a variety of preliminary scenarios for

changes to the study corridor. Nine scenarios were developed to be distinct from one another and represent a wide spectrum of options for consideration. Bus running way options included exclusive bus lanes running along curb lanes or within the center of the roadway, BAT lanes, and travel with general-purpose traffic without exclusivity. The preliminary scenarios included combinations of improvements that could be accommodated within the existing right-of-way as well as those that would require the acquisition of additional property. They also incorporated a variety of options for the location of bicycle facilities as improvements that could be developed on or off the corridor.

Once the preliminary scenarios were screened, four alternatives were developed for public review. Three alternatives assumed buses would run along existing outside curb lanes (side running), while the remaining alternative envisioned buses traveling in dedicated lanes in the center of the roadway on Division Street north of Cleveland Avenue.

After presenting to the community, including at an online open house, and receiving feedback from the study steering committee and partner agencies, the draft LPA (Side-Running C Alternative), shown in Figure 2-2, was presented to the STA Planning and Development Committee on March 3, 2021, and was subject to a public hearing before the STA Board of Directors on March 18, 2021. No members of the public testified at the public hearing; however, it was noted by project staff that public input received to date had been generally supportive of the project, and the draft LPA reflected the elements that were noted as favorable by the public. The draft LPA was adopted as the final LPA by the STA Planning and Development Committee by resolution on March 5, 2021, and by the STA Board of Directors on April 15, 2021. It reflected the cross sections shown in Alternative Side-Running C and included the elements described in Table 2-1. One important element noted as part of the adoption was the need for future evaluation of protected bicycle facilities along Ruby Street.

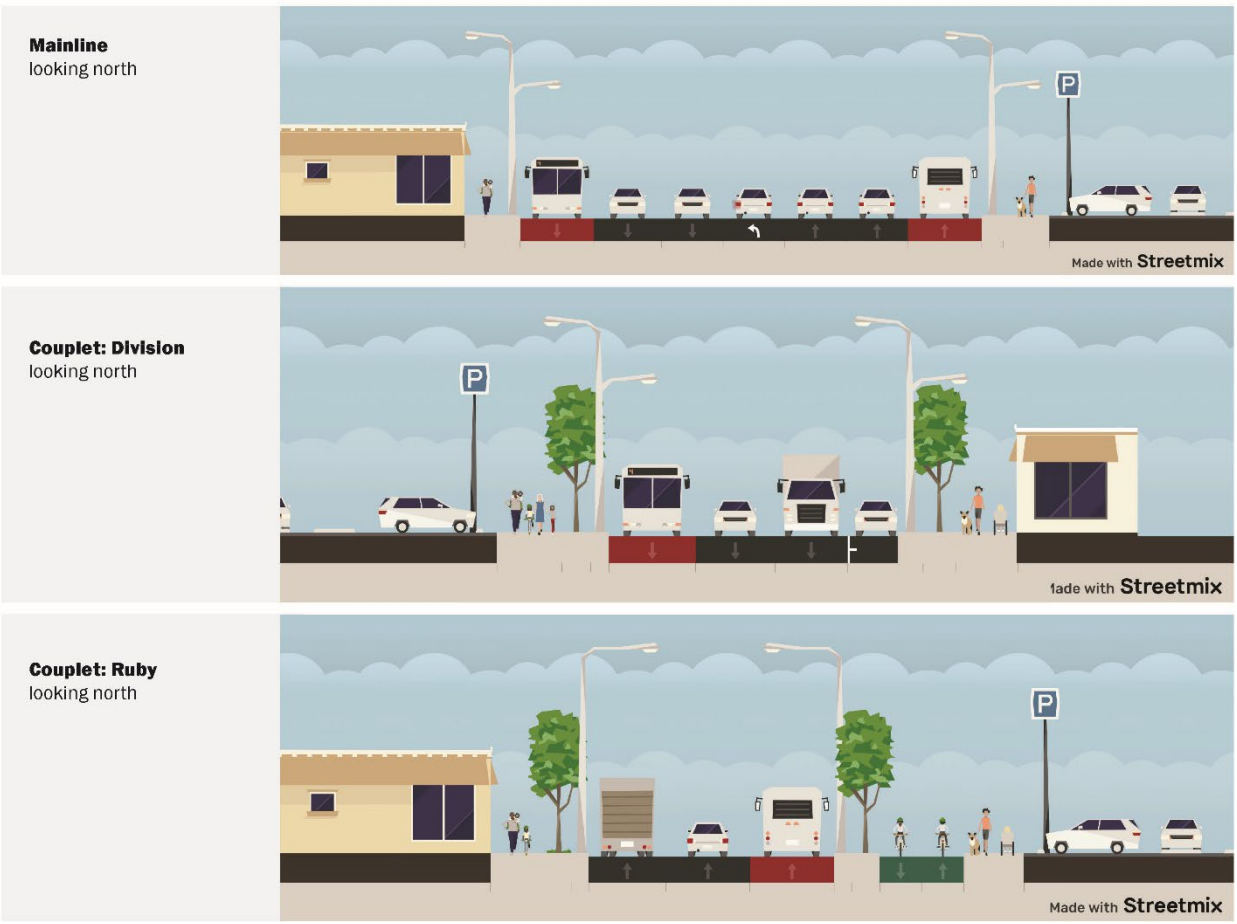

Figure 2-2. DivisionConnects Side Running C Alternative for Division Street BRT

Table 2-1. LPA for the Division Street Corridor

Element	Description
Mode	Fixed guideway BRT using zero-emission 60' buses
Service Level	Weekdays: 10-minute frequency or better Nights and Weekends: 15-minute frequency during most hours of the span
Northern Termini	Short-term: Current Route 25 to Hastings Park and Ride Long-term: New transit center at Farwell and US2
Southern Termini	Spokane Central Business District near the STA Plaza
Alignment	Downtown: To be refined in Preliminary Engineering Couplet: Right-side along Ruby Street and Division Street Mainline: Right-side along Division Street North of "Y:" Short- and long-term phased approach
Station Locations	Major intersections and destinations. All stations will meet ADA accessibility requirements
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y"
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor

[a] As defined, the LPA is expected to qualify as a "fixed guideway BRT" under current federal law and FTA policy guidance. The current definition of fixed guideway BRT includes the following elements according to the Final Interim Policy Guidance for the FTA Capital Investment Grant Program, dated June 2016:

1. Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use during peak periods. Other traffic can make turning movements through the separated right-of-way.
2. The route must have defined stations that are accessible for persons with disabilities, offer shelter from the weather, and provide information on schedules and routes.
3. The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway, and either queue-jump lanes or active signal priority in non-separated guideway,
4. The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays and a ten-hour span of service on weekends. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day, or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times. Short headway service on weekends consists of thirty-minute maximum headways for at least ten hours a day.
5. The provider must apply a separate and consistent brand identity to stations and vehicles.

2.4 Existing Conditions

2.4.1 Transit

STA provides bus service along much of the study corridor, with Route 25 Division (Route 25) providing frequent bus service along Division Street. Route 25 operates from 5:00 a.m. to midnight on weekdays and Saturdays and from 6:30 a.m. to 10:00 p.m. on Sundays. Service is provided every 15 minutes during most weekday operating hours, with 30- or 60-minute headways before the morning and after the evening peak periods. Saturday service includes 30-minute headways in the mornings and

evenings, with 15-minute headways from mid-morning through early evening. Service is provided at 30-minute headways all day on Sundays.

Route 25 begins in the north at the Hastings Park & Ride and terminates in downtown Spokane at the STA Plaza. This route is just over 9 miles long and intersects with several other bus routes. Key transfer locations to other bus services are located at:

- The Hastings Park & Ride (Routes 124/662)
- Hawthorne Road/Newport Highway (Route 28)
- Francis Avenue (Route 27)
- Wellesley Avenue (Route 33)
- Indiana Avenue (Route 27)
- Mission Avenue (Route 39)
- Spokane Falls Boulevard (Routes 26, 28, and 29)
- Downtown Spokane/The Plaza (multiple)

The majority of STA's routes serve downtown Spokane and the STA Plaza, which allows for transfers from Route 25 to almost every route in the system. Route 25 intersects with all frequent routes in STA's network. The Hastings Park & Ride at the northern end of the corridor has historically experienced heavy use, with up to 85 percent utilization in the fall, winter, and spring prior to 2020. Utilization dropped below 10 percent in April 2020 in response to the COVID-19 pandemic and remained at approximately 15 percent through September 2021. Utilization increased to almost 40 percent in the spring and fall of 2022. There are 28 northbound stops and 30 southbound stops located along Route 25. Figure 2-3 displays the current bus service along the study corridor.

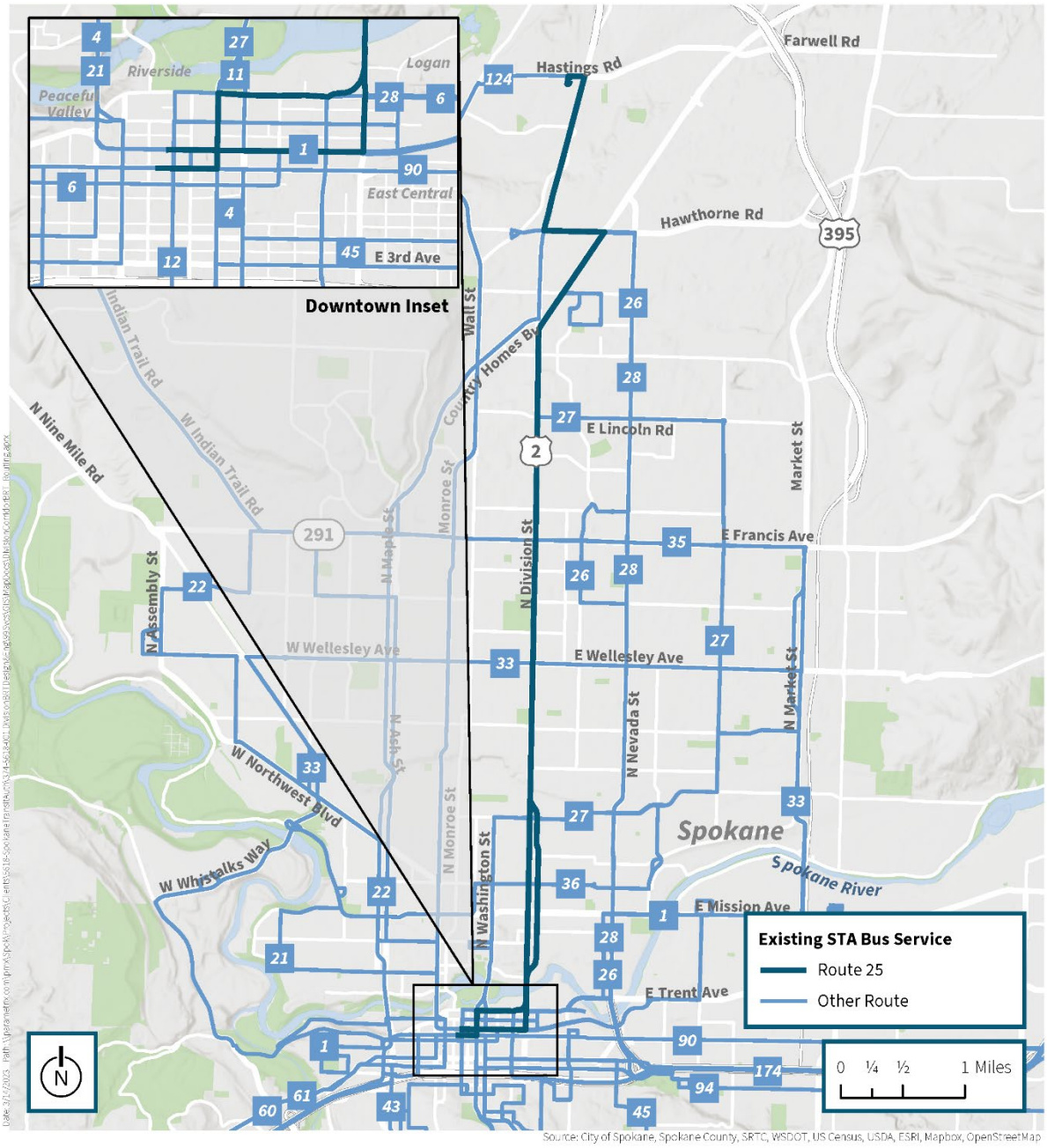

Figure 2-3. Division Street BRT Study Corridor Bus Service

Route 25 has the second highest ridership of any route in STA's system, with approximately 2,400 daily riders and nearly 900,000 annual rides as of 2022. Prior to the COVID-19 pandemic, Route 25 had almost 3,000 daily riders and nearly one million annual rides. Thousands of people are using transit every day in the corridor, including transfers to and from other routes. While vehicle traffic in the corridor shows high southbound and northbound volumes during the morning and evening peak periods, transit ridership shows strong all-day ridership in addition to peak hour commuter travel. Ridership steadily increases throughout the day until it peaks around midday, then it declines

gradually through the late afternoon and evening. Transit riders are likely using the bus for a wide variety of trip purposes.

2.4.2 Traffic

As the highest volume and primary north-south street in Spokane, Division Street plays a key role in the region's transportation network and economy, providing access to thousands of homes, jobs, and services. Division Street carries approximately 50,000 vehicles on an average weekday. Weekday traffic shows distinct peaks in each direction, corresponding with the morning and evening commutes.

Division Street today is a multilane urban arterial along most of the study corridor. In downtown, the study corridor includes one-way east-west arterial streets that intersect with Division Street. Between North River Drive and the Y, it generally has three general purpose travel lanes in each direction and a center median lane with designated left-turn pockets at intersections and some driveways. North of Lyons Avenue, there are long segments of two-way center-turn lanes. The cross section of Division Street and Newport Highway tapers down to two general purpose travel lanes in each direction north of the Y. Both streets in the Division Street/Ruby Street couplet have four general purpose travel lanes.

2.4.3 Active Transportation

Generally, there are sidewalks present on at least one side of most streets along the study corridor, and most of Division Street has sidewalks present. The sidewalk network along the study corridor is largely complete within the City of Spokane, with more network gaps in unincorporated Spokane County. A majority of the corridor north of the Spokane River is characterized by frequent driveways and long distances between pedestrian crossings. The pedestrian environment on Division Street is influenced by high traffic volumes and speeds, as well as the proximity of curbside sidewalks to traffic. Streets in downtown Spokane have wide sidewalks.

Bike lanes are not present on Division Street in any part of the study corridor, and WSDOT prohibits cyclists from using most of Division Street. Parallel streets, such as Howard and Wall, have bike lanes or shared roadway designations that provide north-south connections for cyclists. There are no bicycle facilities on the Division Street bridge crossing the Spokane River, and riders must use off-street bridges to the east or west or ride on the sidewalk of the bridge. Downtown Spokane has some dedicated cycling facilities. There are several designated shared roadways in the corridor as well, including Empire Avenue, North Foothills Drive, and Mission Avenue, which provide east-west connections for cyclists to Division Street.

2.4.4 Demographics

The Division Street BRT study corridor is diverse and, as compared to Spokane County, is characterized by a greater number of populations who experience greater mobility challenges and are

more likely to use and rely on transit. These include minority populations,[1] low-income populations,[2] low-income populations with low food access,[3] populations with disabilities, populations under 16, and populations over 55. Figure 2-4 through Figure 2-9 display the distribution of these populations within a 0.5-mile walkshed of the study corridor. The figures summarize the average distribution for each population group, as well as their respective distributions within the County.

[1] "Minority" refers to people who identify as non-white as defined in the 2020 American Community Survey (ACS).

[2] "Low-income" refers to people who are below the federal poverty threshold as defined in the 2020 ACS.

[3] "Low food access" refers to people who live far from a supermarket, supercenter, or large grocery store as defined by the United States Department of Agriculture Food Access Research Atlas.

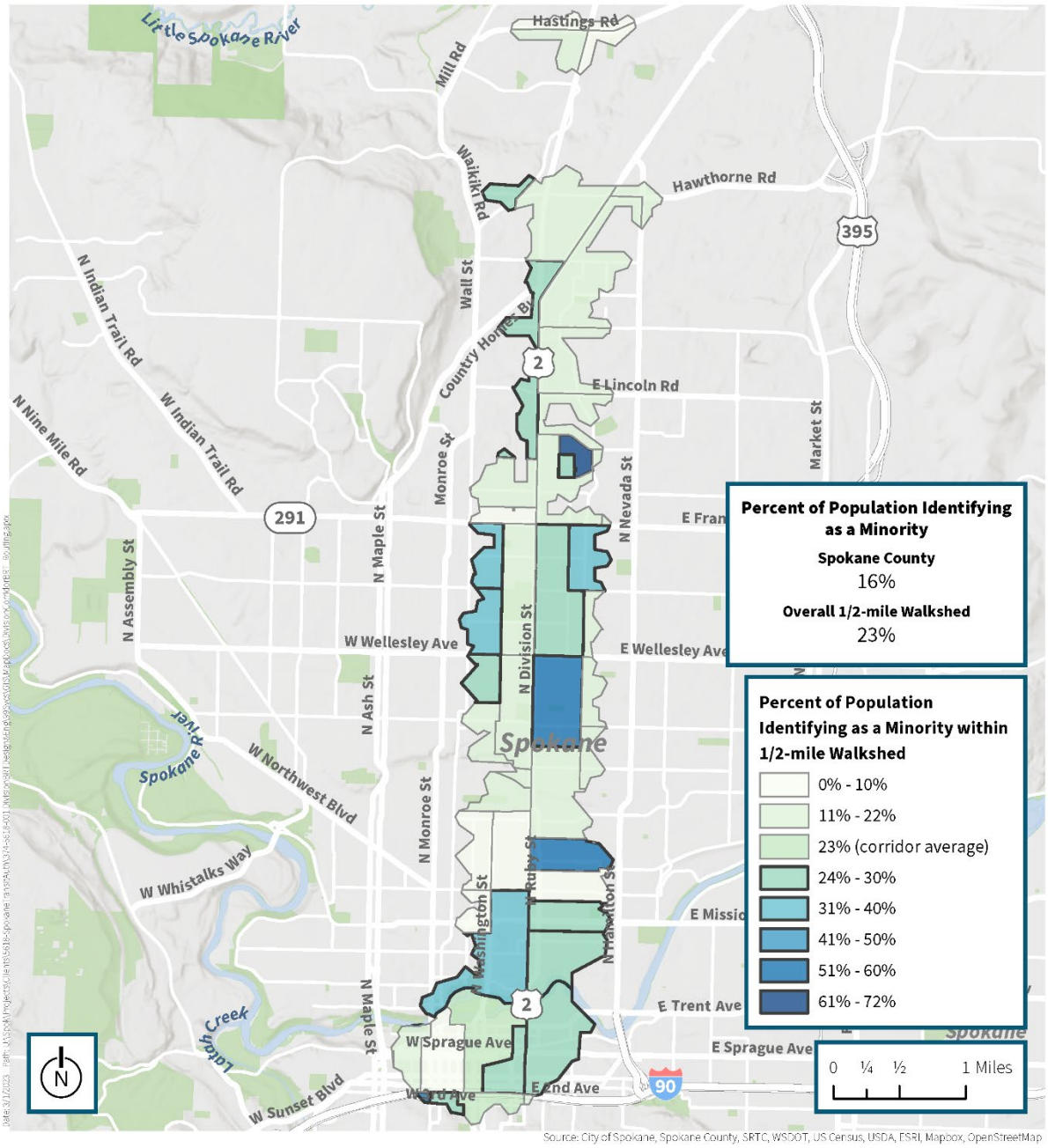

Figure 2-4. Division Street BRT Study Corridor – Minority Populations

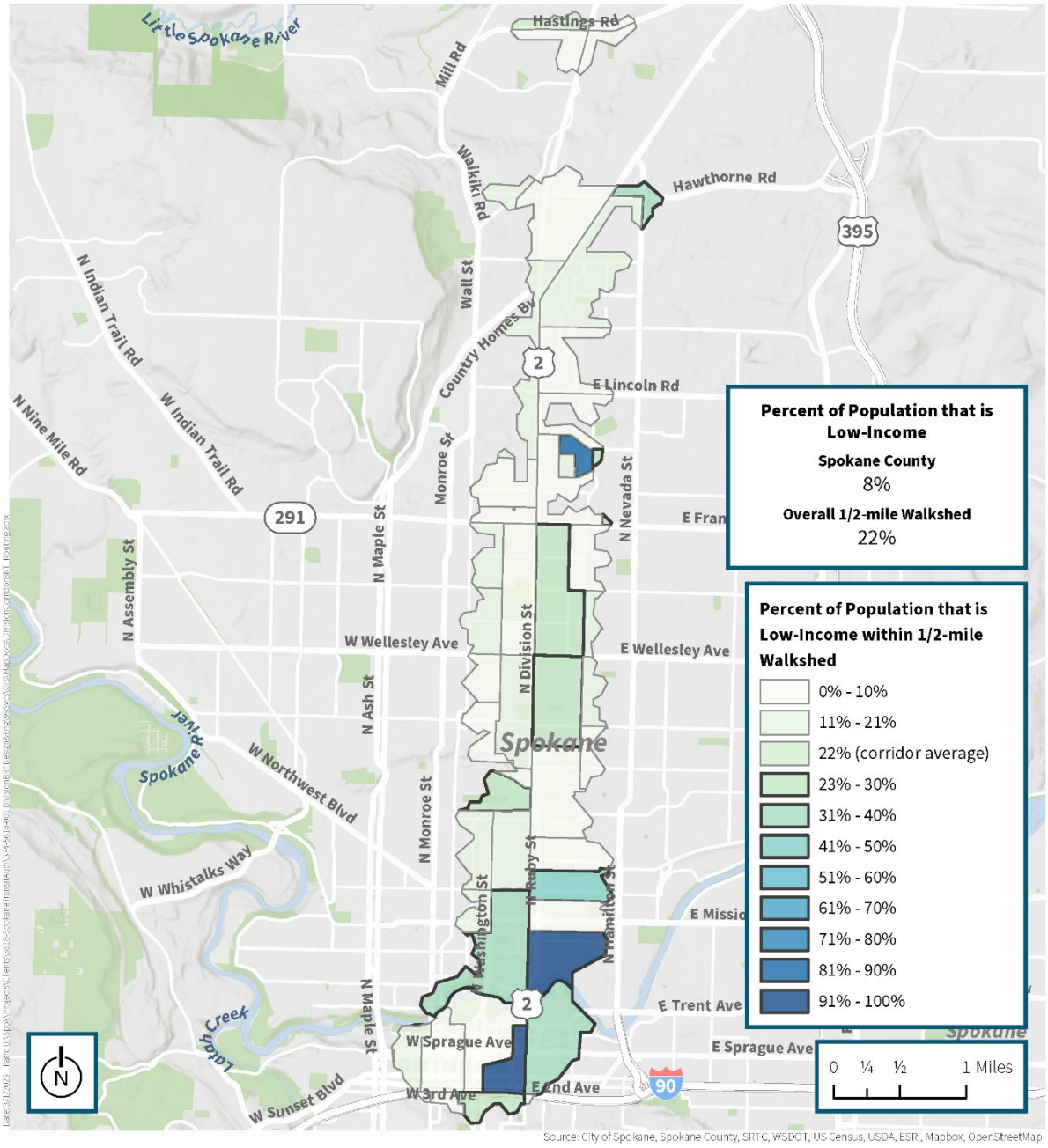

Figure 2-5. Division Street BRT Study Corridor – Low-Income Populations

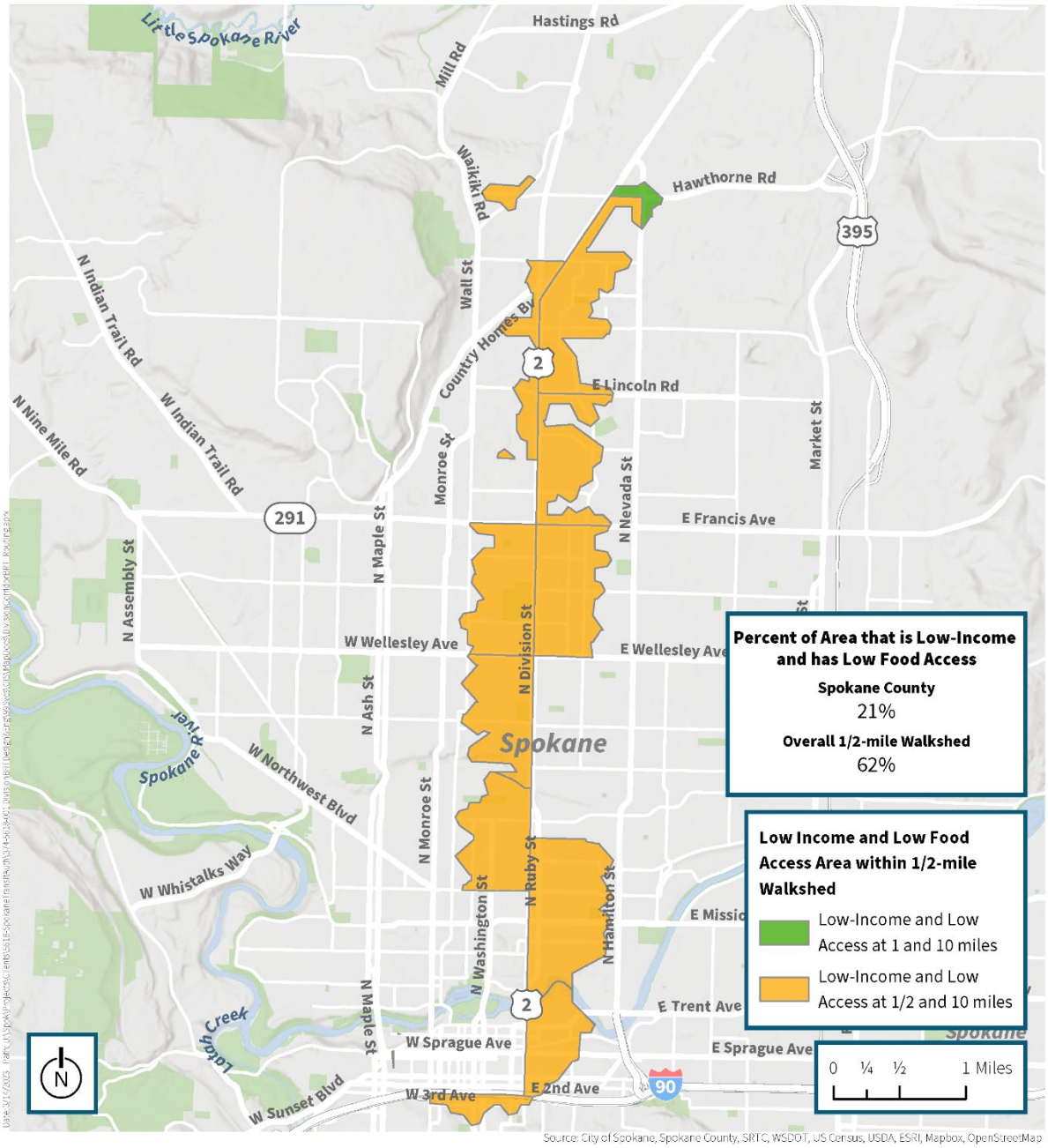

Figure 2-6. Division Street BRT Study Corridor – Low Income and Low Food Access

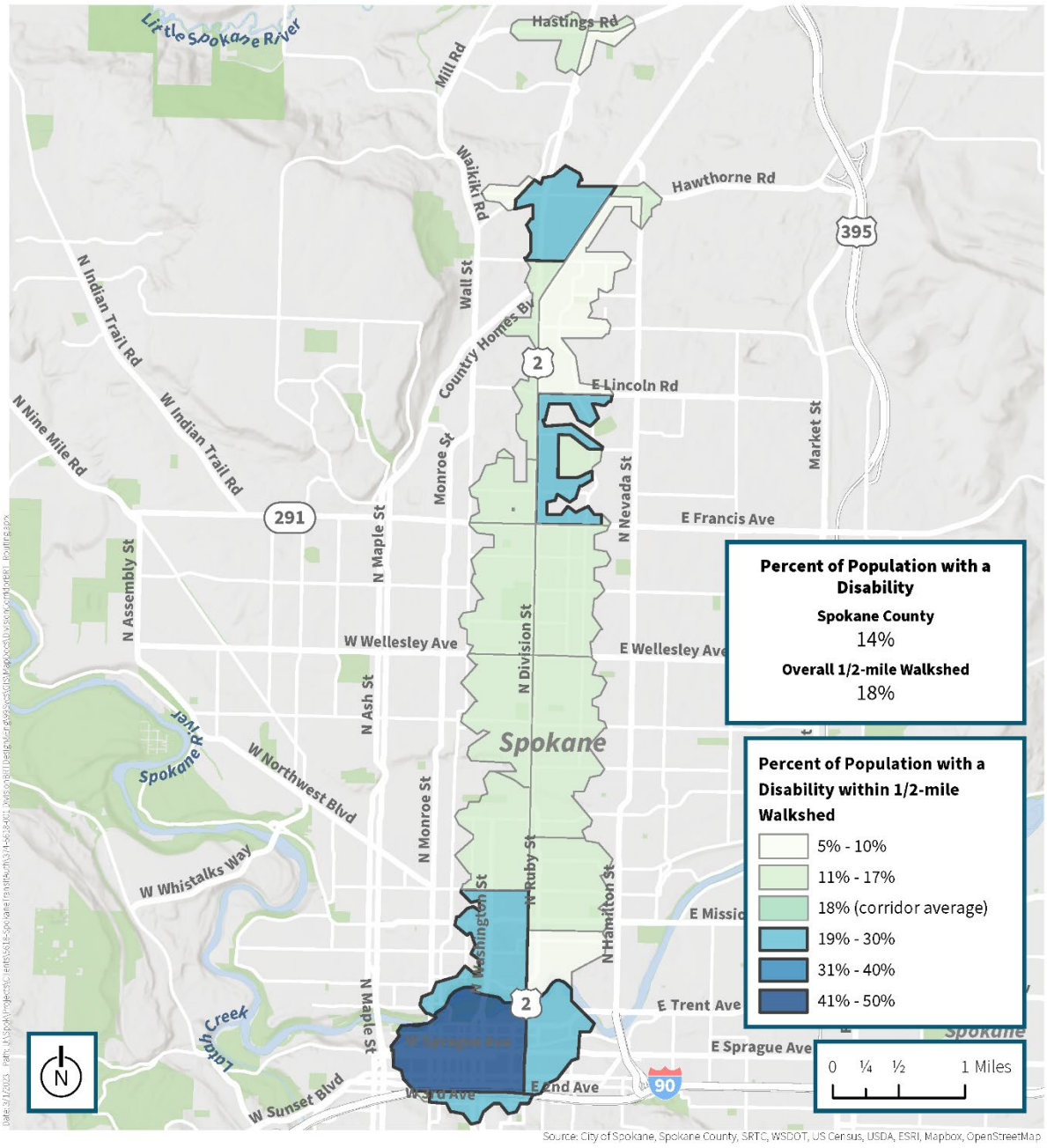

Figure 2-7. Division Street BRT Study Corridor – Populations with a Disability

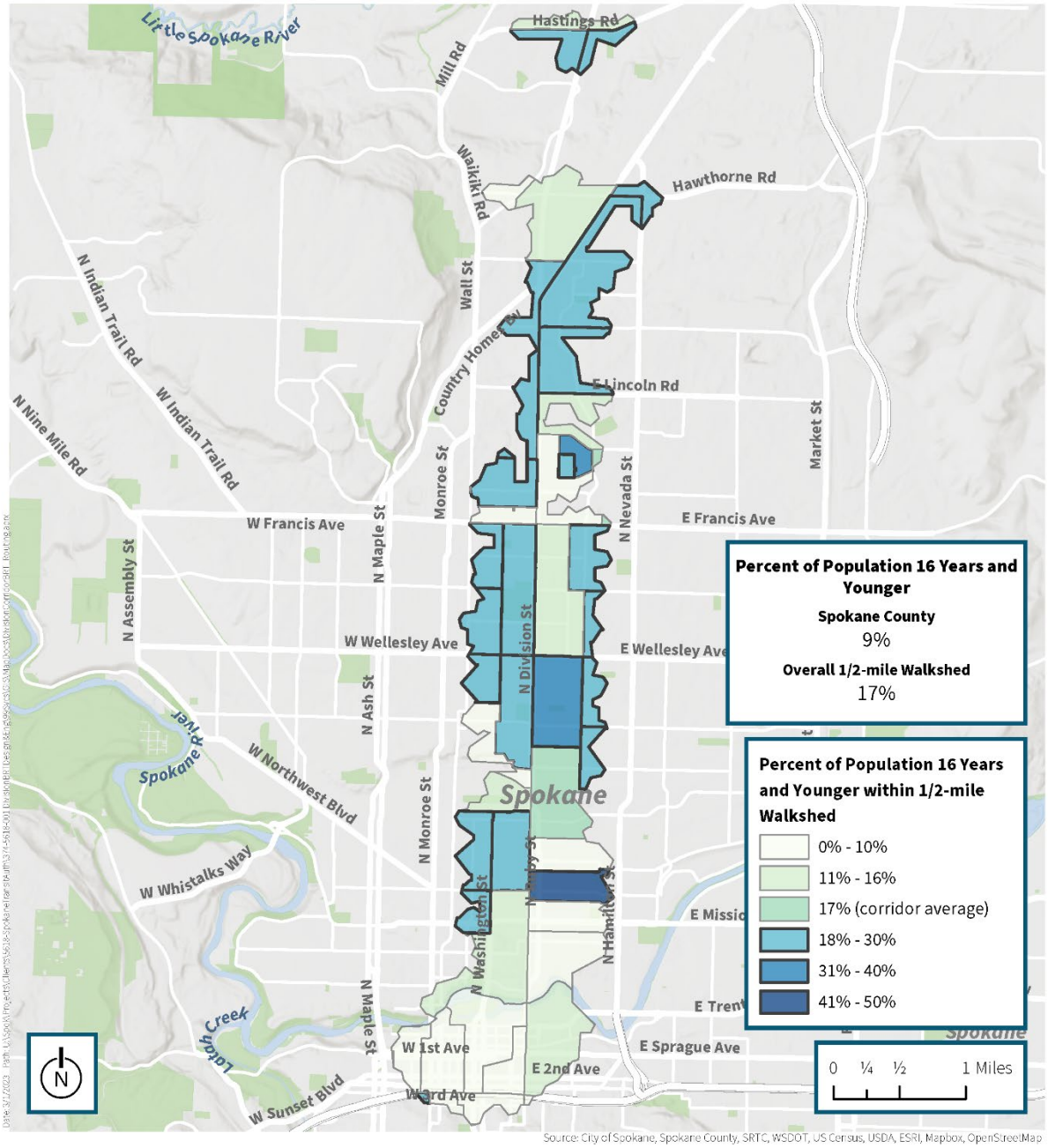

Figure 2-8. Division Street BRT Study Corridor – Populations Under 16

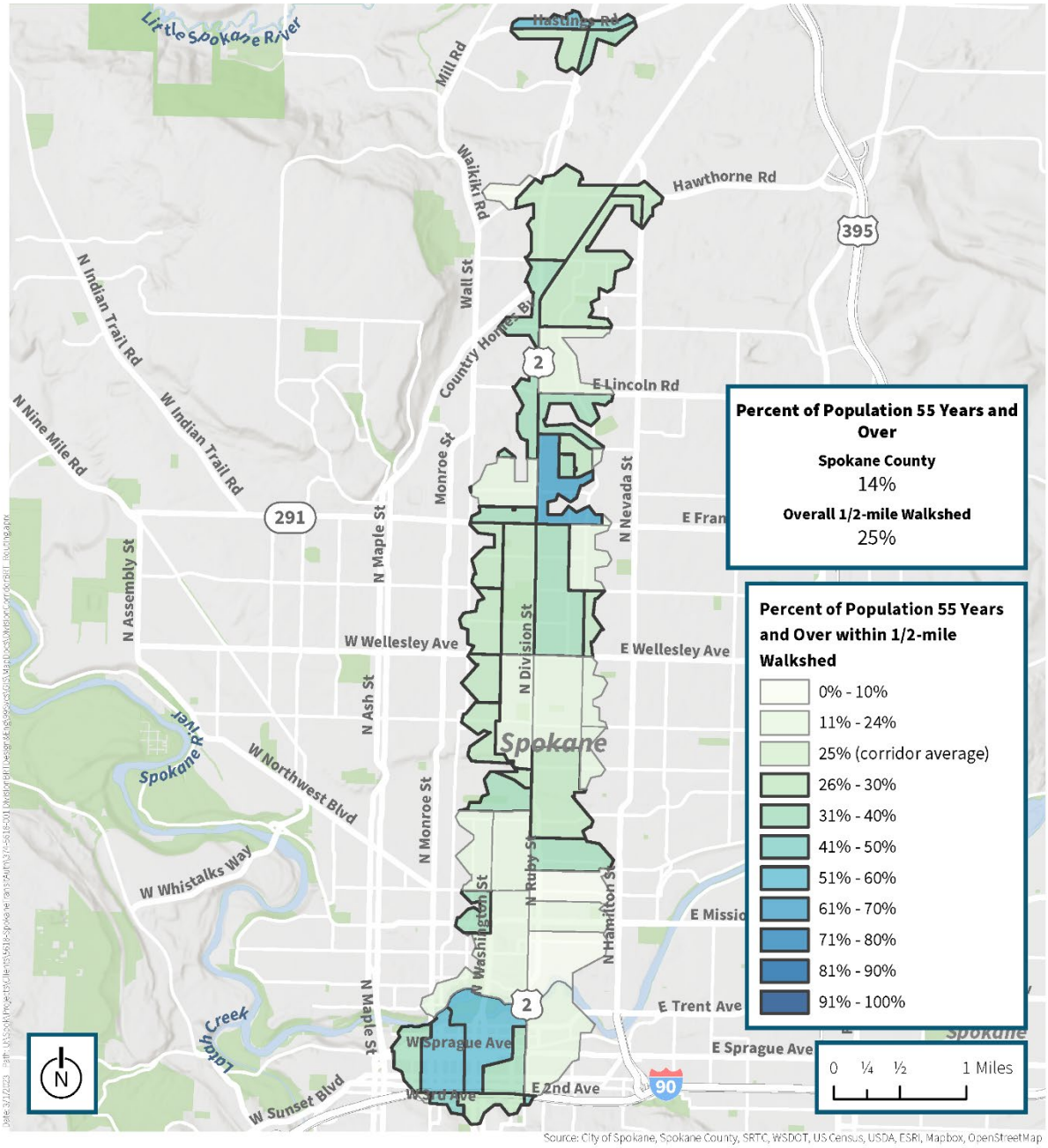

Figure 2-9. Division Street BRT Study Corridor – Populations Over 55

2.4.5 Land Use

Land uses adjacent to and near the Division Street BRT corridor exhibit an urban to suburban to near-rural gradient from the southern end of the corridor in downtown Spokane north to the intersection with US 395 in unincorporated Spokane County. In general, the southern end of the corridor is urban and characterized by a mix of land uses, transitioning north of the Spokane River to more auto-oriented commercial uses. North of Indiana Avenue, Division Street is consistently lined with retail and commercial uses, with small-lot single-family homes behind. North of Euclid Avenue, land use is characterized by more suburban land uses, including single-family residential, pockets of multifamily housing, big-box commercial, strip malls, and offices.

There are two city parks abutting the west side of Division Street between Garland and Empire Avenues and Francis Avenue—B.A. Clark Park and the larger Franklin Park. Areas further north are characterized by strip malls and big-box retail, large parking lots, frequent driveway accesses along arterials, and low-density land uses. There are many parking lots along the corridor north of the Spokane River.

3. EVALUATION PROCESS

Development and evaluation of routing options for the northern and southern termini underwent a multistep process. Beginning with preliminary identification, options were screened and modified, with the intent of developing a Refined LPA recommendation for consideration by the STA Board of Directors.

3.1 Initial Route and Station Options

3.1.1 Northern Terminus

Early in the DivisionConnects study, six initial routing options were developed for the northern terminus of the Division Street BRT route. These options are summarized in Table 3-1 and displayed in Figure 3-1, with the existing Hastings Park & Ride and a future Mead Transit Center established as potential termini and/or layover options.[4]

Table 3-1. Initial Northern Terminus Route Options

Name	Pathway	Terminus
Y1	Division Street	Hastings Park & Ride
Y2	Division Street to Hastings Road/Farwell Road	Mead Transit Center (future)
Y3	Newport Highway	Mead Transit Center (future)
Y4	Division Street to Hawthorne Road to Newport Highway	Mead Transit Center (future)
Y5	Division Street to utility corridor to Newport Highway	Mead Transit Center (future)
Y6	Newport Hwy to Hawthorne Road to Division Street	Hastings Park & Ride

[4] Evaluation of northern terminus options during DivisionConnects was limited. No options were selected or removed from future consideration during DivisionConnects.

Figure 3-1. Initial North Terminus Route Options

At the beginning of Phase 1 of the Division Street BRT project, Options Y4 and Y6 were selected to be moved forward for additional station location identification and evaluation. These were selected as they presented "bookends" associated with routing and terminus options for the north end. Option Y6 is the same as the current Route 25 alignment. Option Y4 was renamed Option 1 and Option Y6 was renamed Option 2. Table 3-2, Figure 3-2, and Figure 3-3 display the northern terminus route and station location options selected for initial evaluation for Division Street BRT and to be presented to the public through community engagement.

Table 3-2. Northern Terminus Route Options for Evaluation and Engagement

Name	Pathway	Stations	Terminus
1	Division Street to Hawthorne Road to Newport Highway	-Northbound: Division/Holland Avenue, Hawthorne/Division, Hawthorne/Newport -Southbound: Division/Holland Avenue, Hawthorne/Division, Hawthorne/Newport	Mead Transit Center (future)
2	Newport Highway to Hawthorne Road to Division Street	-Northbound: Newport/Holland, Newport/Graves, Hawthorne/Newport, Hawthorne/Division -Southbound: Newport/Holland, Newport/Graves, Hawthorne/Newport, Hawthorne/Division	Hastings Park & Ride

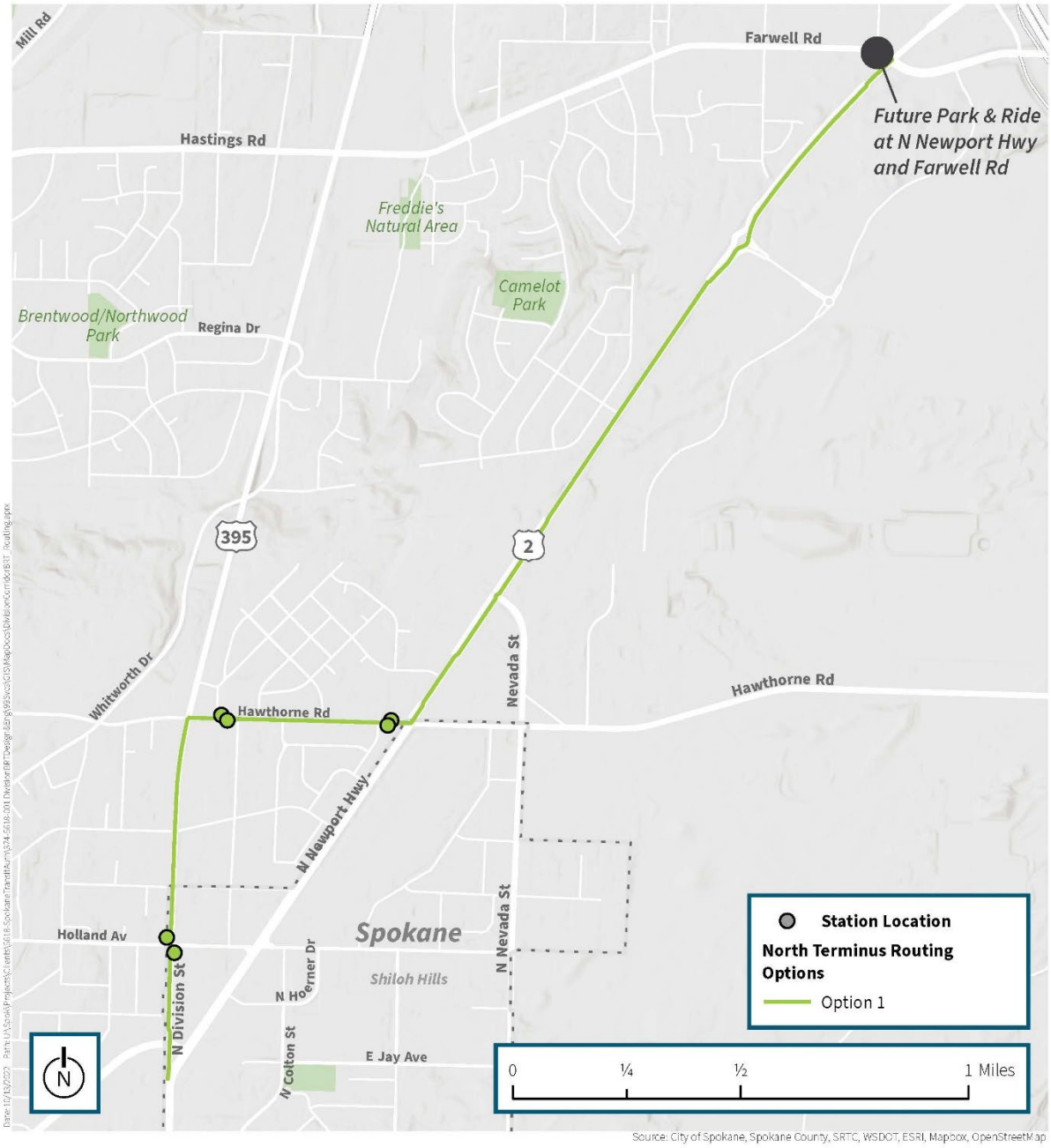

Figure 3-2. North Terminus Option 1

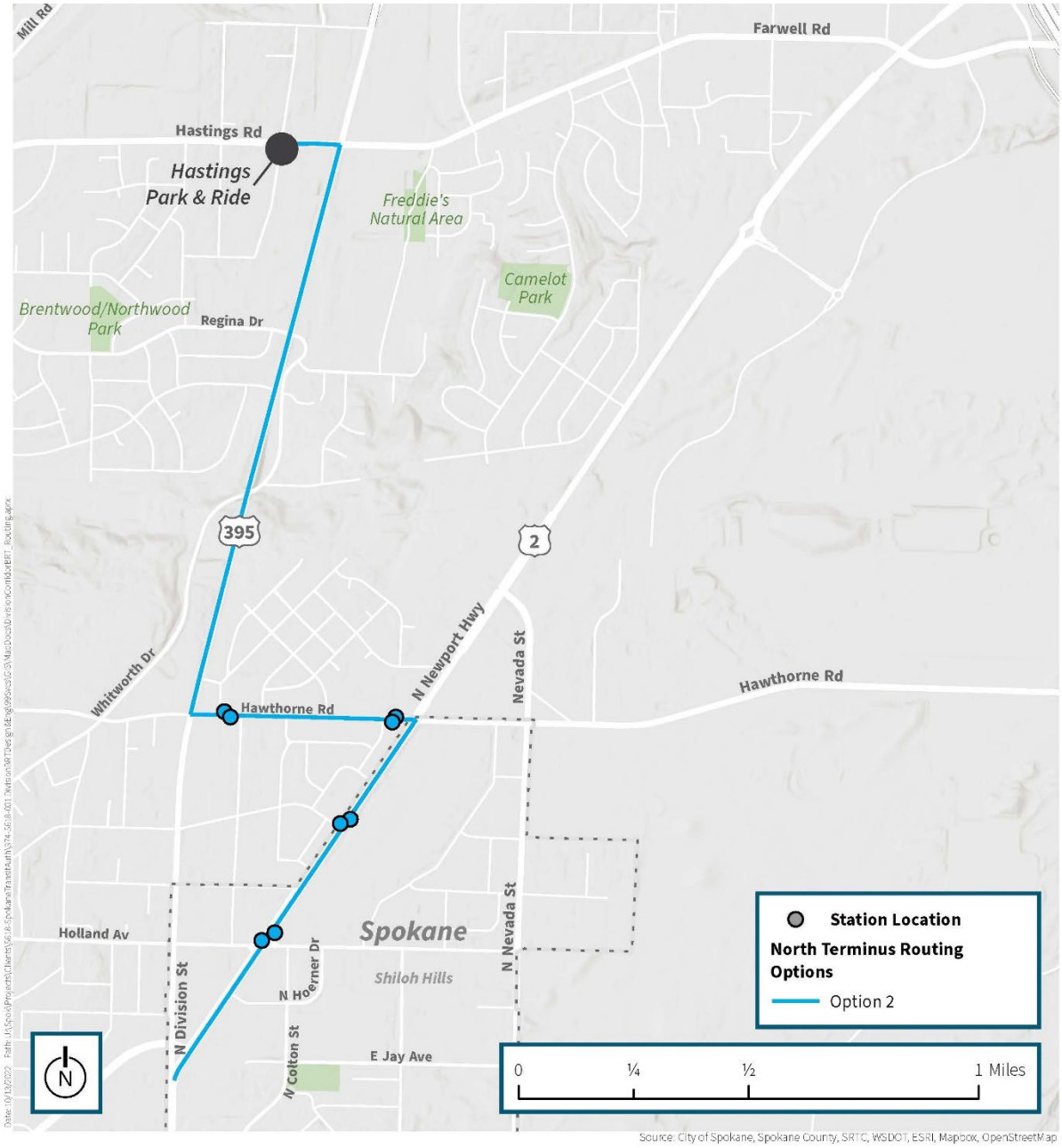

Figure 3-3. North Terminus Option 2

3.1.2 Southern Terminus

Similar to the northern terminus, several routing options through downtown Spokane were identified during the DivisionConnects study. Five initial routing options, shown in Table 3-3 and Figure 3-4, were developed for the southern terminus. They included several potential termini/layover options. Four of

the five route options contain sub-alternatives, representing optional routing pathways connecting route options to additional destinations, such as the Medical District and the University District.[5]

Table 3-3. Initial South Terminus Route Options

Name	Pathway	Terminus
Existing Route 25 to Plaza	W Spokane Falls Blvd to N Stevens St to W Sprague Ave (southbound); N Lincoln St to W Riverside Ave to Division St (northbound)	STA Plaza
City Line Alignment	N Browne St to W Riverside Ave to N Howard St to W Sprague Ave (southbound); N Wall St to W Main Ave to Division St (northbound)	STA Plaza
	Sub-alternative: W Sprague Ave to N Post St to W Riverside Ave (northbound)	
	Sub-alternative: W Main Ave to N Pine St to E Olive Ave (northbound)	
	Sub-alternative: contraflow lane on Division St to W Riverside Ave (southbound)	
	Sub-alternative: E Olive Ave to N Pine St to E Martin Luther King Jr Way (southbound and northbound)	
Two-Way Riverside	N Browne St to W Riverside Ave to N Howard St to W Sprague Ave (southbound); N Post St to W Riverside Ave to Division St (northbound)	STA Plaza
	Sub-alternative: W Main Ave to N Pine St to E Olive Ave (northbound)	
	Sub-alternative: contraflow lane on Division St to W Riverside Ave (southbound)	
	Sub-alternative: E Olive Ave to N Pine St to E Martin Luther King Jr Way (southbound and northbound)	
Medical District	N Browne St to W 7th Ave (southbound); S Division St (northbound)	W 7th Ave between S Browne St and S Division St
	Sub-alternative: E Olive Ave to N Pine St to E Martin Luther King Jr Way (southbound and northbound)	
West Downtown	From Plaza, S Post St to W 2nd Ave to S Maple St (southbound); W 3rd Ave to S Wall St (northbound)	W Sunset Blvd between W 2nd Ave and W 3rd Ave
	Sub-alternative: contraflow lane on S Post St (northbound)	
	Sub-alternative: S Stevens St to W 2nd Ave (southbound)	
	Sub-alternative: W 3rd Ave to S Washington St (northbound)	
	Sub-alternative: W 2nd Ave to W Sunset Blvd to W 3rd Ave (northbound/southbound)	

[5] Evaluation of southern terminus options during DivisionConnects was limited. No options were selected or removed from future consideration during DivisionConnects.

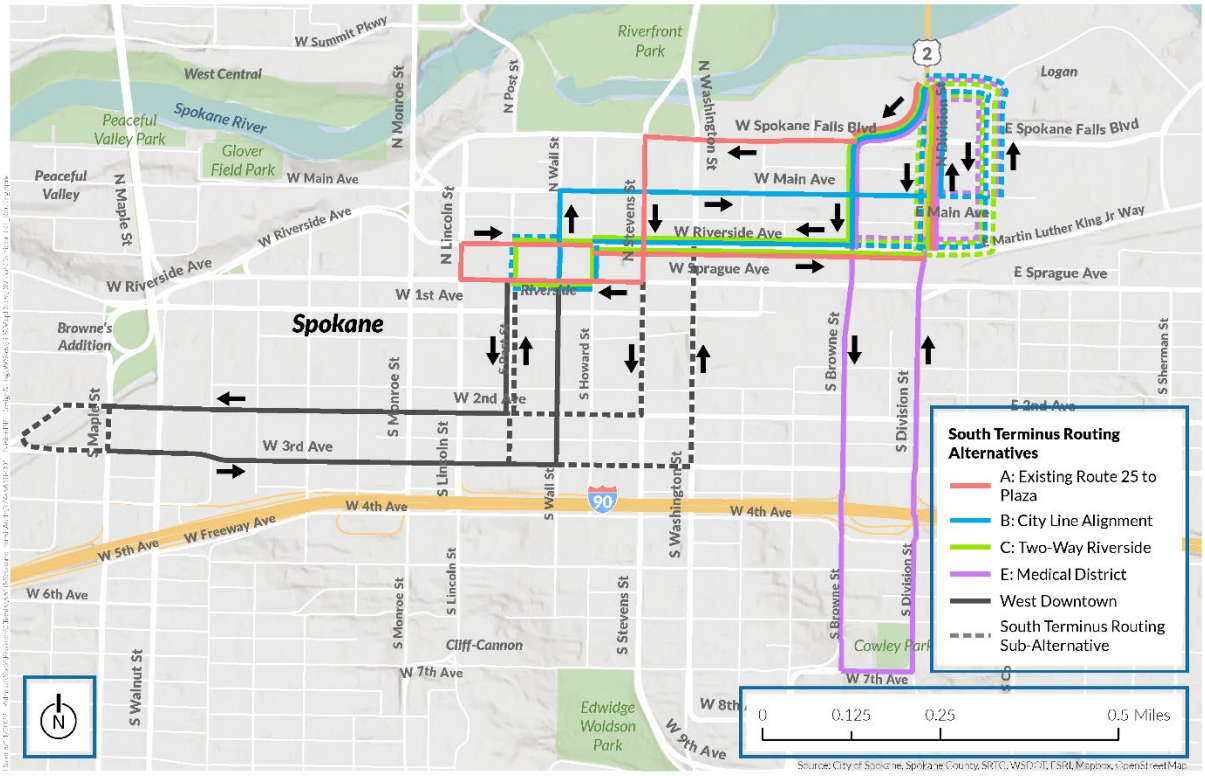

Figure 3-4. Initial South Terminus Route Options

Through discussions between the project team and partner agencies, including WSDOT and the City of Spokane, four routing options with station locations were developed for evaluation and to be presented to the public through community engagement. These options, which included routing in the southbound and northbound directions, were developed to represent a wide array of options to demonstrate differentiation among their performance. The project team recognized the potential to create “hybrids” of these options later in the evaluation process to combine routing and station options. They were also named to help reinforce their unique features relative to each other. Table 3-4 and Figure 3-5 through Figure 3-8 display the southern terminus route options selected.

Table 3-4. South Terminus Route Options for Evaluation and Engagement

Name	Southbound Pathway	Northbound Pathway	Stations	Layover Options
1: Big Loop	W Spokane Falls Blvd to W Riverside Ave to N Jefferson St	W 1st Ave to S Bernard St to W Riverside Ave to Division St	-Northbound: 1st/Madison, 1st/Wall, Riverside/Bernard, Division/Spokane Falls -Southbound: Spokane Falls/Bernard, Spokane Falls/Wall	-Monroe-3rd-Lincoln Layover -Jefferson-1st Layover -Maple-Walnut Layover under I-90 -West Downtown Layover -Cedar-1st Layover
2: Riverside	N Browne St to W Riverside Ave to S Monroe St	W 3rd Ave to S Lincoln St to W Riverside Ave to Division St	-Northbound: Lincoln/Sprague, Riverside/Wall, Riverside/Bernard, Division/Spokane Falls -Southbound: Riverside/Bernard, Riverside/Stevens, Riverside/Post, Monroe/1st	-Monroe-3rd-Lincoln Layover -Maple-Walnut Layover under I-90 -West Downtown Layover
3: Extended Route 25	W Spokane Falls Blvd to S Stevens St	S Howard St to W Riverside Ave to Division St	-Northbound: Howard/I-90, Howard/Sprague, Riverside/Bernard, Division/Spokane Falls -Southbound: Spokane Falls/Bernard, Stevens/Sprague, Stevens/I-90	-Howard-Stevens Layover under I-90
4: Small Loop	W Spokane Falls Blvd to N Bernard St to W Sprague Ave to W 1st Ave	N Bernard St to W Riverside Ave to Division St	-Northbound: Riverside/Bernard, Division/Spokane Falls -Southbound: Bernard/Main, Sprague/Howard	-Intermodal Center Layover

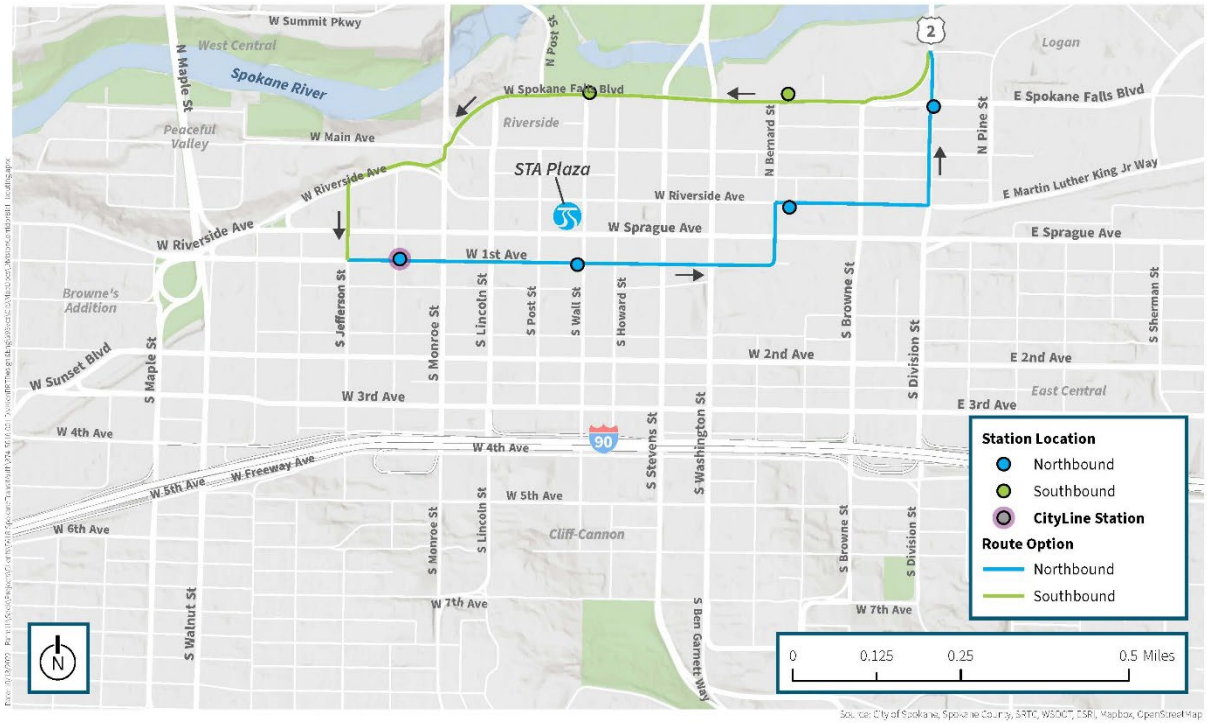

Figure 3-5. South Terminus Route Option 1: Big Loop

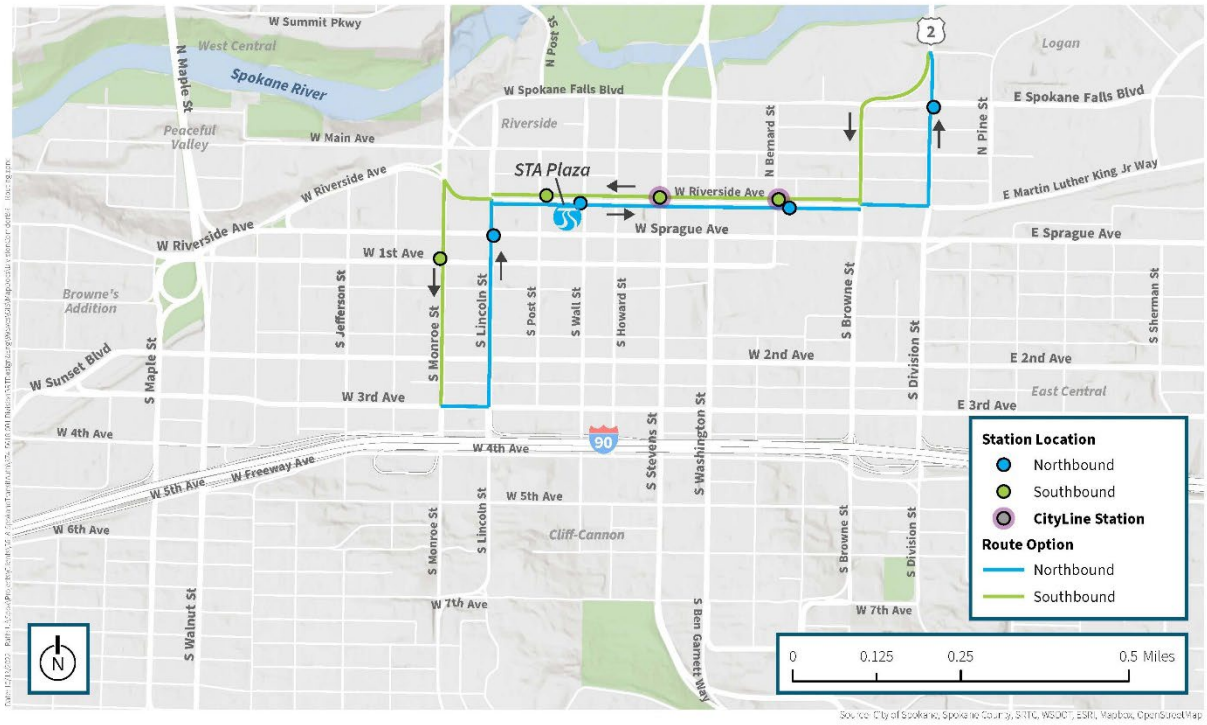

Figure 3-6. South Terminus Route Option 2: Riverside

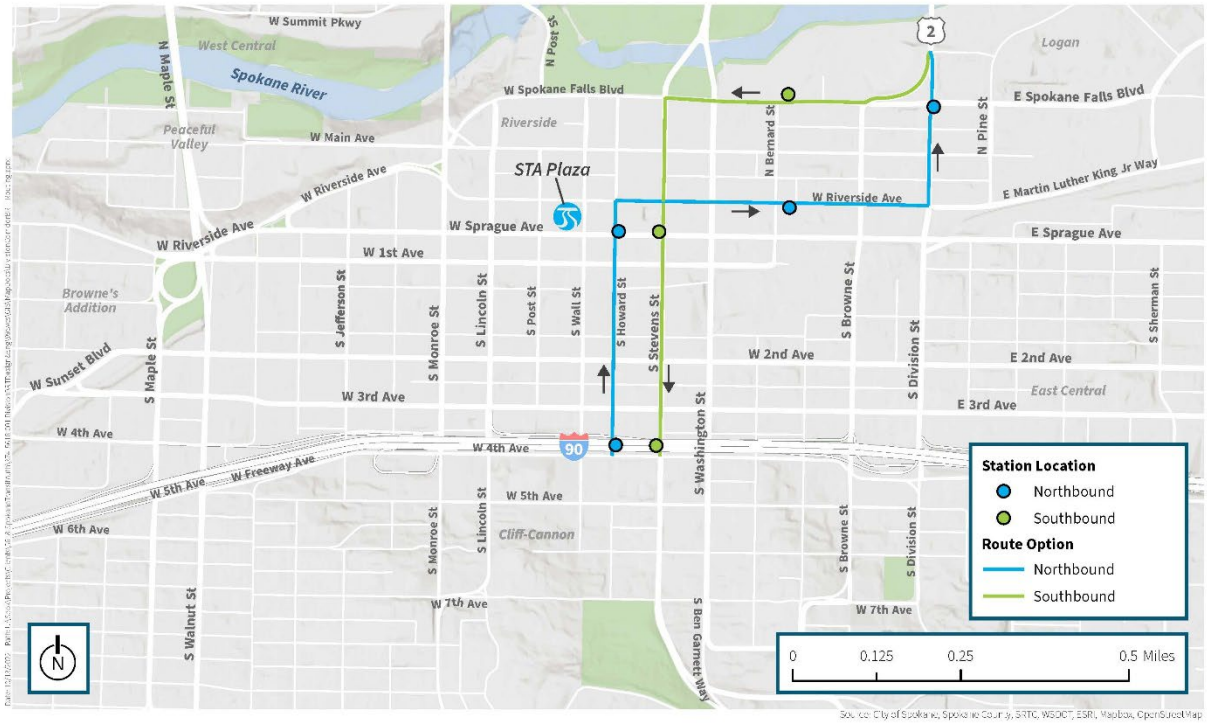

Figure 3-7. South Terminus Route Option 3: Extended Route 25

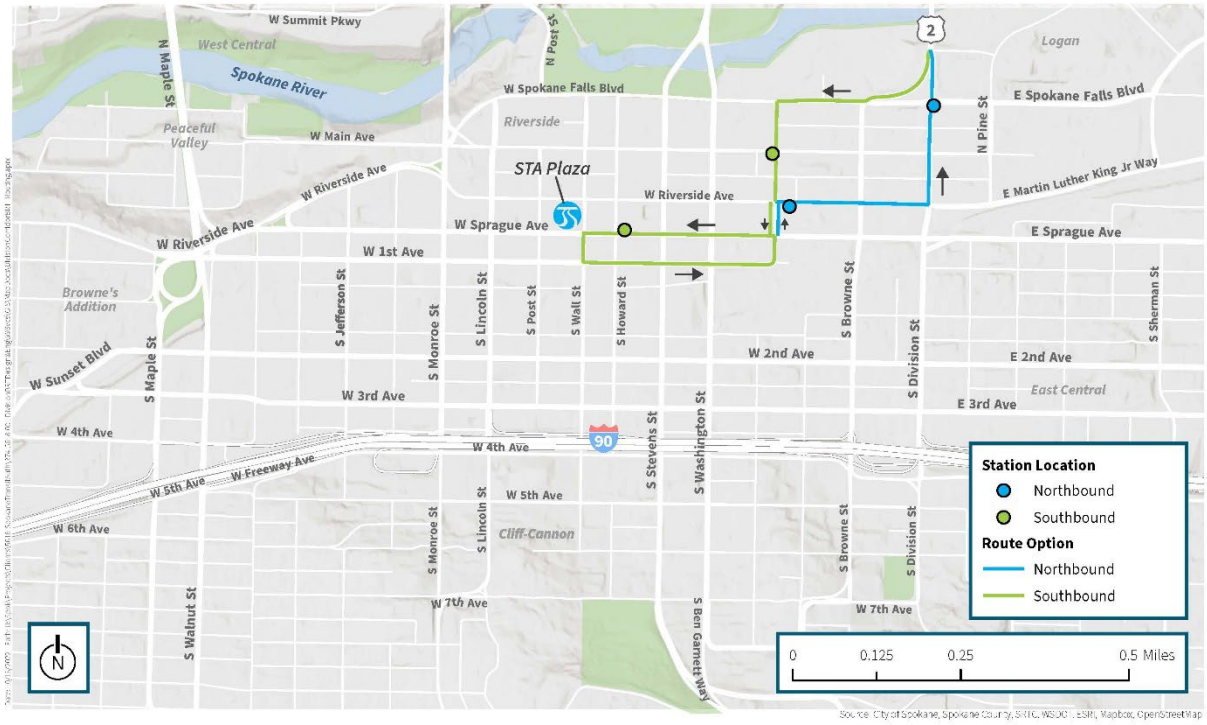

Figure 3-8. South Terminus Route Option 4: Small Loop

3.2 Evaluation Measures and Results

Six goals, each with multiple measures, were used to evaluate and compare the northern and southern terminus route options. The measures examined multiple aspects of transit service performance and capital improvement needs. Measures were applicable to the north terminus, south terminus, or both. Table 3-5 summarizes the measures, methodologies, and data sources used during the evaluation process. All measures were provided equal weight.

Table 3-5. Evaluation Measures, Methodologies, and Data Sources

Measure	Analysis Method	Data Source(s)	Applicable Terminus
Goal 1: Transit Performance and User Benefit			
Ridership potential	SRTC Horizon 2045 households and employment within a 0.25-mile station buffer and route buffer	SRTC	Northern
Speed and reliability improvement	An approximation of 95th percentile to average transit travel time of available existing routes aligning with options; Number of turning movements; Number of crosswalk interactions; Number of left turns	Swiftly Google Earth	Southern
Improves STA network connectivity	Daily transfers at stops on the BRT route; Number of transfer points/routes; Connection to the STA Plaza	STA Google Maps	Southern
Goal 2: Corridor Mobility			
Traffic/corridor mobility impacts	The ratio of average to scheduled transit travel time on segments with transit operating data from Swiftly	Swiftly	Southern
Bicycle and pedestrian impacts and network connectivity	Existing connecting facilities; Planned connecting facilities; Distance between nonmotorized crossing along the route	SRTC Spokane County City of Spokane	Both
Freight/business access impacts	Restrictions to freight access; Modifications to freight routing; Curb management impacts	WSDOT City of Spokane	Southern
Safety impacts	Total crashes along the route and within 250' buffer around intersections (2017-2021); Fatal and serious injury crashes along the route and 250' buffer around intersections (2017-2021); Total nonmotorized crashes along the route and 250' buffer around intersections (2017-2021); Fatal and serious injury nonmotorized crashes along route and 250' buffer around intersections (2017-2021); Number of farside/nearside stations; Bus movements	WSDOT	Both
Goal 3: Equitable and Inclusive Access to Transit			
Access to housing	Spokane Housing Authority properties within 0.25-mile station buffer and route buffer; Population within 0.25-mile station buffer and route buffer	Spokane Housing Authority U.S. Census ACS 20152019	Both
Access to employment	Employment by industry within a 0.25-mile route buffer	Esri Business Analyst	Both

Measure	Analysis Method	Data Source(s)	Applicable Terminus
Access to healthcare, education, and social services	Number of education, government, health and safety, recreation, and shopping destinations within 0.25-mile route buffer; Food desert areas within 0.25-mile station buffer and route buffer	USDA Spokane County City of Spokane	Both
Access to major destinations	Access to STA Plaza, Medical District, Riverpoint Campus, River Park Square, U.S. Courthouse, Convention Center, Riverfront Park, Intermodal Center	STA City of Spokane	Southern
Accessibility improvements	Number of missing curb ramps along the route; Length of sidewalk gaps along the route; Distance between northbound and southbound stations (blocks)	Spokane County City of Spokane	Both
Goal 4: Responsiveness to Community Goals			
Overall feedback received from the survey	Community engagement results	Survey	Both
Business community impacts/feedback from DSP	DSP feedback	DSP	Southern
Feedback from low-income populations (respondents who have annual incomes of $49,999 or less)	Community engagement results	Survey	Both
Feedback from minority populations	Community engagement results	Survey	Both
Feedback from current bus riders (respondents who ride the bus one or more times a week)	Community engagement results	Survey	Both
Goal 5: Implementation Feasibility			
Construction feasibility	Partner agency coordination; right-of-way/property needs; Utility impacts at stations	Spokane County City of Spokane	Both
Construction impacts on stakeholders	Available roadway space at stations; Stations replacing existing bus stops; Bike facility impacts at stations	SRTC Spokane County City of Spokane	Both
Potential environmental impacts (NEPA/SEPA)	Adjacent critical areas; Adjacent parks; Adjacent historic properties; Historic districts; Adjacent toxic cleanup program sites; Adjacent facility/site interactions	FEMA WA DAHP WA DNR WA Ecology Spokane County	Both

Measure	Analysis Method	Data Source(s)	Applicable Terminus
		City of Spokane	
Layover location viability/feasibility	Ease of acquiring use rights; Physical space capacity; Comfort station access; Adjacent land use	Spokane County City of Spokane	Both
Measure 6: Capital and Operating Costs			
Capital cost for the transit alternative	Number of stations; Acquisitions/project footprint	Project team	Both
Annual operations	Route length; Number of stations	Project team	Both
Deadhead distance	Deadhead time	Google Maps	Both

ACS = American Community Survey; DSP = Downtown Spokane Partnership; Ecology = Washington State Department of Ecology; FEMA = Federal Emergency Management Agency; NEPA= National Environmental Policy Act; SEPA = State Environmental Policy Act; SRTC = Spokane Regional Transportation Council; STA= Spokane Transit Authority; USDA = U.S. Department of Agriculture; WA DAHP = Washington Department of Archaeology and Historic Preservation; WA DNR = Washington Department of Natural Resources

3.2.1 Evaluation Findings

3.2.1.1 North Terminus

Table 3-6 summarizes the performance of Options 1 and 2 for the northern terminus. Results describe relative performance between the options (i.e., they are compared to each other) but do not indicate the magnitude of difference. Appendix B provides additional detail regarding the evaluation findings.

Option 1 exhibited the following advantages as compared to Option 2:

- Fewer vehicular crashes along the route and at intersections
- Greater access to services, including healthcare, education, and social services
- Survey respondent preference
- No displacement for the future Mead Transit Center

Option 2 exhibited the following advantages as compared to Option 1:

- Greater ridership potential
- Greater nonmotorized network connectivity
- Greater access to existing housing and employment
- Greater existing accessibility

Table 3-6. Northern Terminus Evaluation Results

HIGHER PERFORMING ● ○ LOWER PERFORMING

		Option 1	Option 2
Transit Performance and User Benefit	Ridership Potential	○	●
	Transit Speed and Reliability Improvement	N/A	N/A
	Improves STA Network Connectivity	N/A	N/A
Corridor Mobility	Traffic/Corridor Mobility Impacts	N/A	N/A
	Bicycle and Pedestrian Impacts and Network Connectivity	○	●
	Freight/Busines Access Impacts	N/A	N/A
	Safety Impacts	●	○
Equitable and Inclusive Access to Transit	Access to Housing	○	●
	Access to Employment	○	●
	Access to Healthcare, Education, and Social Services	●	○
	Access to Major Destinations	N/A	N/A
	Accessibility Improvements	○	●
Responsiveness to Community Goals	Feedback Received from the Survey	●	○
	Business Community Impacts/ DSP Feedback	N/A	N/A
	Feedback from Low Income Populations	●	○
	Feedback from Minority Populations	●	○
	Feedback from Current Bus Riders	●	○
Implementation Feasibility	Construction Feasibility	●	○
	Construction Impacts on Stakeholders	●	●
	Potential Environmental Impacts (NEPA/SEPA)	●	●
	Layover Location Viability/ Feasibility	●	●
Capital and Operating Costs	Capital Cost for Transit Alternative	●	●
	Annual Operations	●	●
	Deadhead Time	N/A	N/A

3.2.1.2 South Terminus

Table 3-7 summarizes the performance of the four southern terminus routing options. As with the evaluation of the northern terminus, the results describe relative performance between the options but do not indicate the magnitude of difference. Appendix C provides additional detail regarding the evaluation findings.

Option 1: Big Loop exhibited the following advantages as compared to other route options:

- Best nonmotorized network connectivity
- Best access to housing
- Survey respondent preference
- Better layover viability
- Lowest estimated capital costs

Option 2: Riverside exhibited the following advantages as compared to other route options:

- Greatest transit network connectivity
- Better access to employment and major destinations
- Better existing accessibility
- Better layover viability

Option 3: Extended Route 25 exhibited the following advantages as compared to other route options:

- Best speed and reliability
- Better access to employment and major destinations
- Better access to services, including healthcare, education, and social services
- Better existing accessibility
- Lower deadhead time

Option 4: Small Loop exhibited the following advantages as compared to other route options:

- Fewest freight/business impacts
- Fewest vehicular crashes along the route and at intersections
- Best construction feasibility
- Lowest construction and environmental impacts
- Lowest estimated annual operations cost
- Lowest deadhead time

Table 3-7. Southern Terminus Evaluation Results

HIGHER PERFORMING ● ● ● LOWER PERFORMING

		Option 1: Big Loop	Option 2: Riverside	Option 3: Extended Route 25	Option 4: Small Loop
Transit Performance and User Benefit	Ridership Potential	N/A	N/A	N/A	N/A
	Transit Speed and Reliability Improvement	●	●	●	●
	Improves STA Network Connectivity	●	●	●	●
Corridor Mobility	Traffic/Corridor Mobility Impacts	●	●	●	●
	Bicycle and Pedestrian Impacts and Network Connectivity	●	●	●	●
	Freight/Busines Access Impacts	●	●	●	●
	Safety Impacts	●	●	●	●
Equitable and Inclusive Access to Transit	Access to Housing	●	●	●	●
	Access to Employment	●	●	●	●
	Access to Healthcare, Education, and Social Services	●	●	●	●
	Access to Major Destinations	●	●	●	●
	Accessibility Improvements	●	●	●	●
Responsiveness to Community Goals	Feedback Received from the Survey	●	●	●	●
	Business Community Impacts/ DSP Feedback	N/A	N/A	N/A	N/A
	Feedback from Low Income Populations	●	●	●	●
	Feedback from Minority Populations	●	●	●	●
	Feedback from Current Bus Riders	●	●	●	●
Implementation Feasibility	Construction Feasibility	●	●	●	●
	Construction Impacts on Stakeholders	●	●	●	●
	Potential Environmental Impacts (NEPA/SEPA)	●	●	●	●
	Layover Location Viability/ Feasibility	●	●	●	●
Capital and Operating Costs	Capital Cost for Transit Alternative	●	●	●	●
	Annual Operations	●	●	●	●
	Deadhead Time	●	●	●	●

3.3 Route Option Revisions and Supplemental Evaluation

Upon completion of the initial evaluation process, including consideration of feedback received via the outreach activities described in Section 4.2, the options for both termini were modified for additional consideration. This included the identification of new routings and station locations, some of which represented a “hybrid” of the options presented to the community and partner agencies. Subsequent evaluation of the modified options involved an in-depth review with the TAC, including field visits to observe on-the-ground conditions associated with station placement and bus operations.

3.3.1 Northern Terminus

In consultation with the TAC, three additional options were developed for the northern terminus. The first two, Options 3a and 3b, represented variations of a TAC-generated suggestion to provide a route on Division Street and the Newport Highway, providing service to the Hastings Park & Ride and the

Mead Transit Center, as well as intermediate stops. The underlying intent would be to provide service along all major roadways north of the Y, connecting existing and forecast housing, employment, and services. These options envisioned a deviation into the future Mead Works development near Costco.

Option 3a, shown in Figure 3-9, would comprise a clockwise one-way loop along Division Street, Hastings Road/Farwell Road, Newport Highway, and Hawthorne Road, with potential bus recovery time at either the existing Hastings Park & Ride or the future Mead Transit Center. Option 3b, shown in Figure 3-10, would include two branch routes that every other bus traveling northbound on Division Street would take: 1) a Division Branch traveling along Division Street to the Hastings Park & Ride and 2) a Newport Branch traveling along Newport Highway and Farwell Road/Hastings Road to the Hastings Park & Ride via the future Mead Transit Center.

Consideration of Options 3a and 3b was strongly focused on the rider experience as well as operational costs. Loop and branch route options often result in a diminished rider experience. One-way loop routes do not provide traditional bidirectional service, as required in the definition of "fixed guideway BRT" for Small Starts funding. As a result, they can require some riders to travel out of direction to reach destinations and/or a transfer to reach intermediate destinations within the loop, both of which contribute to longer travel times. Branch routes require some riders to note the routing for each bus trip to ensure it serves their destination. Finally, these routing options deviate from the purpose of Division Street BRT to be fast, reliable, and direct. Figure 3-11 and Figure 3-12 demonstrate the respective rider experiences associated with Options 3a and 3b.

Compared to more traditional, bidirectional transit service, loop, and branch routes present unique operational and cost considerations, particularly when associated with higher performance transit service. Layover and recovery are essential parts of service planning. Because one-way loops or branches create different travel times for inbound and outbound travel times, they are more challenging to schedule as compared to bidirectional service. Riders may also need to transfer to another bus if a layover occurs within their trip.

Planned growth north of the Y, including in the future Mead Works development as well as in communities such as Newport and Deer Park, was another consideration during the analysis of these options. The deviation from the Newport Highway included in Options 3a and 3b was identified as an opportunity to provide service to housing and employment within Mead Works. It was recognized that this deviation would require additional improvements on Newport Highway to facilitate left turns from Mead Works to the highway and that transit travel times would be lengthened due to this diversion.

Through discussions of these issues, TAC members concurred that the intent of Options 3a and 3b could be accomplished through the provision of additional local bus service north of the Y that facilitate connections to and from Division Street BRT.

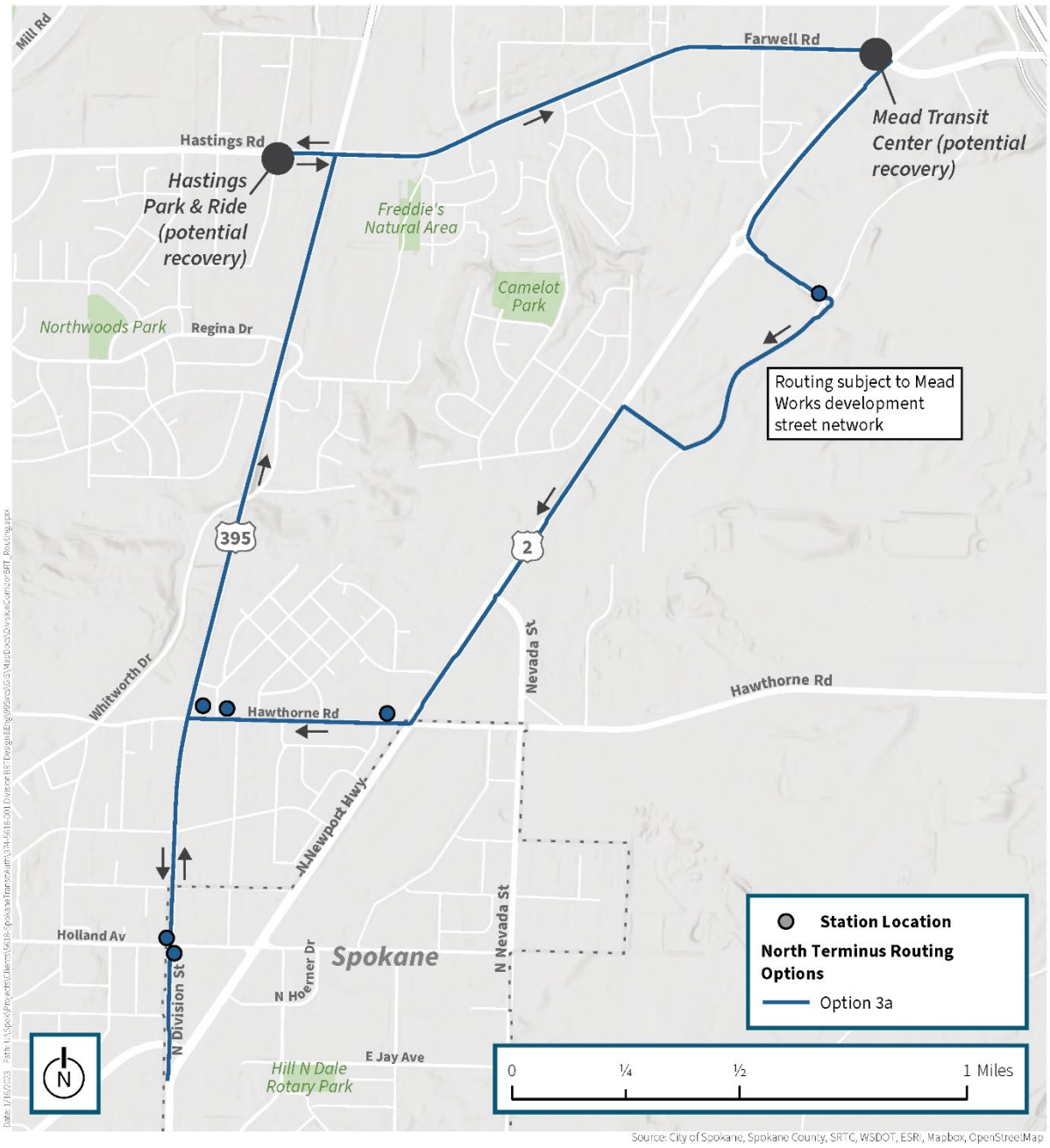

Figure 3-9. North Terminus Route Option 3a

Figure 3-10. North Terminus Route Option 3b

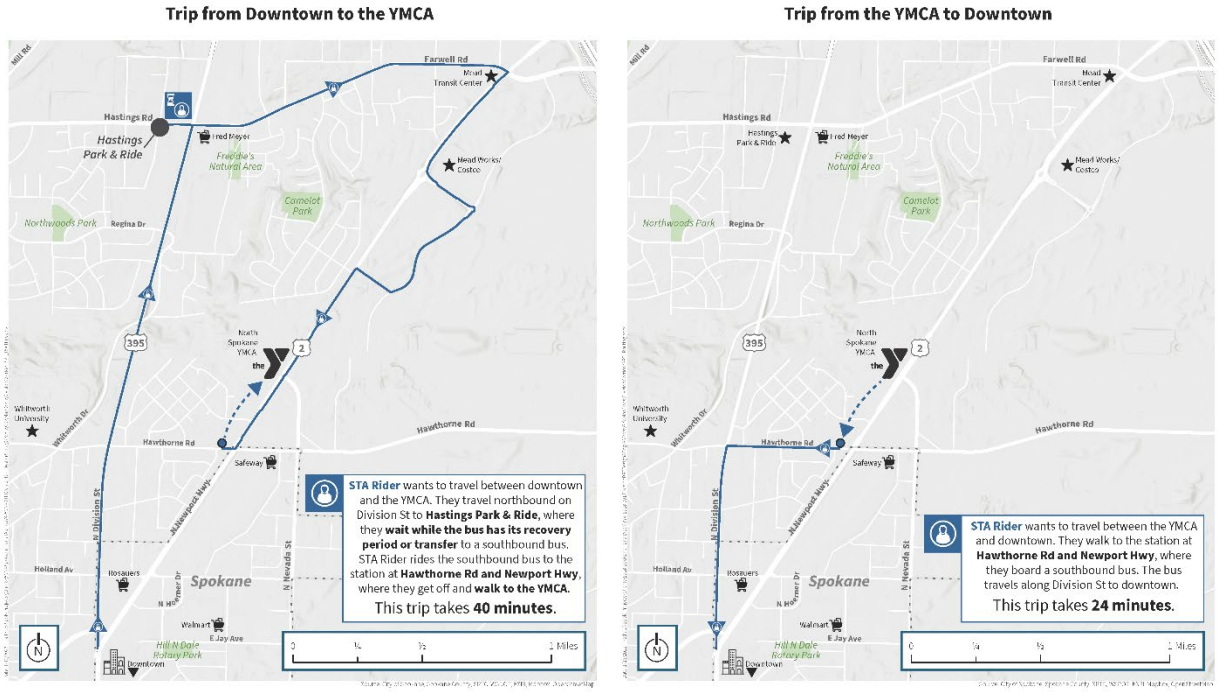

Figure 3-11. North Terminus Route Option 3a Rider Experiences

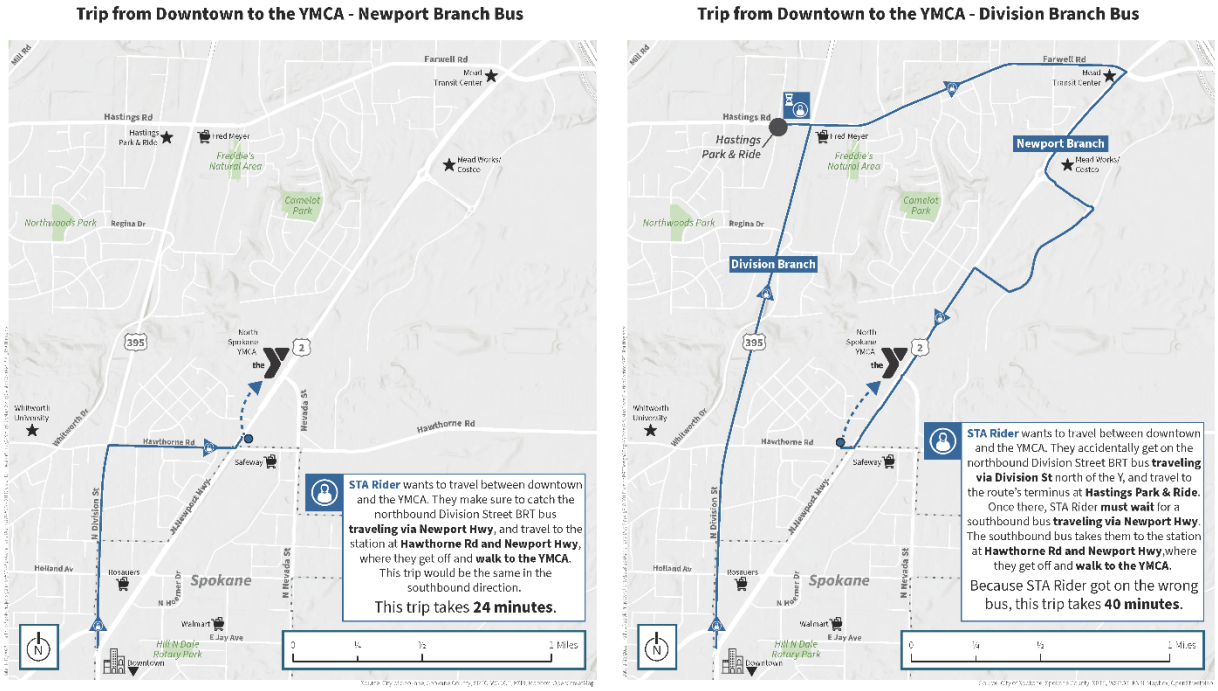

Figure 3-12. North Terminus Route Option 3b Rider Experiences

The final modified option for the northern terminus, Option 4, would travel along Division Street and Hastings Road/Farwell Road to the future Mead Transit Center. It would have the same routing in both the northbound and southbound directions, with stops at Holland Avenue, Hawthorne Road, and Hastings Road. The Hastings Park & Ride would be maintained in this option; however, it would be served via on-street stops at the intersection of Hastings Road and Division Street rather than with buses routing into the Park & Ride. A new transit center, including additional customer parking and layover and charging facilities, would be developed near the intersection of the Newport Highway and Farwell Road. This option would provide the most direct pathway between the Y and the terminus, with the fewest number of turns and the lowest forecast travel time among all the options considered. During discussions with the TAC, it was agreed that this option should include an additional stop on Farwell Road between Division Street and Newport Highway to capture ridership from existing and planned multifamily development adjacent to the roadway.

Upon conclusion of the discussion about all routing options, the TAC recommended Option 4, including a stop on Farwell Road at Perry Street, to the Executive Committee for inclusion in the Refined LPA for Division Street BRT. Their recommendation is shown in Figure 3-13.

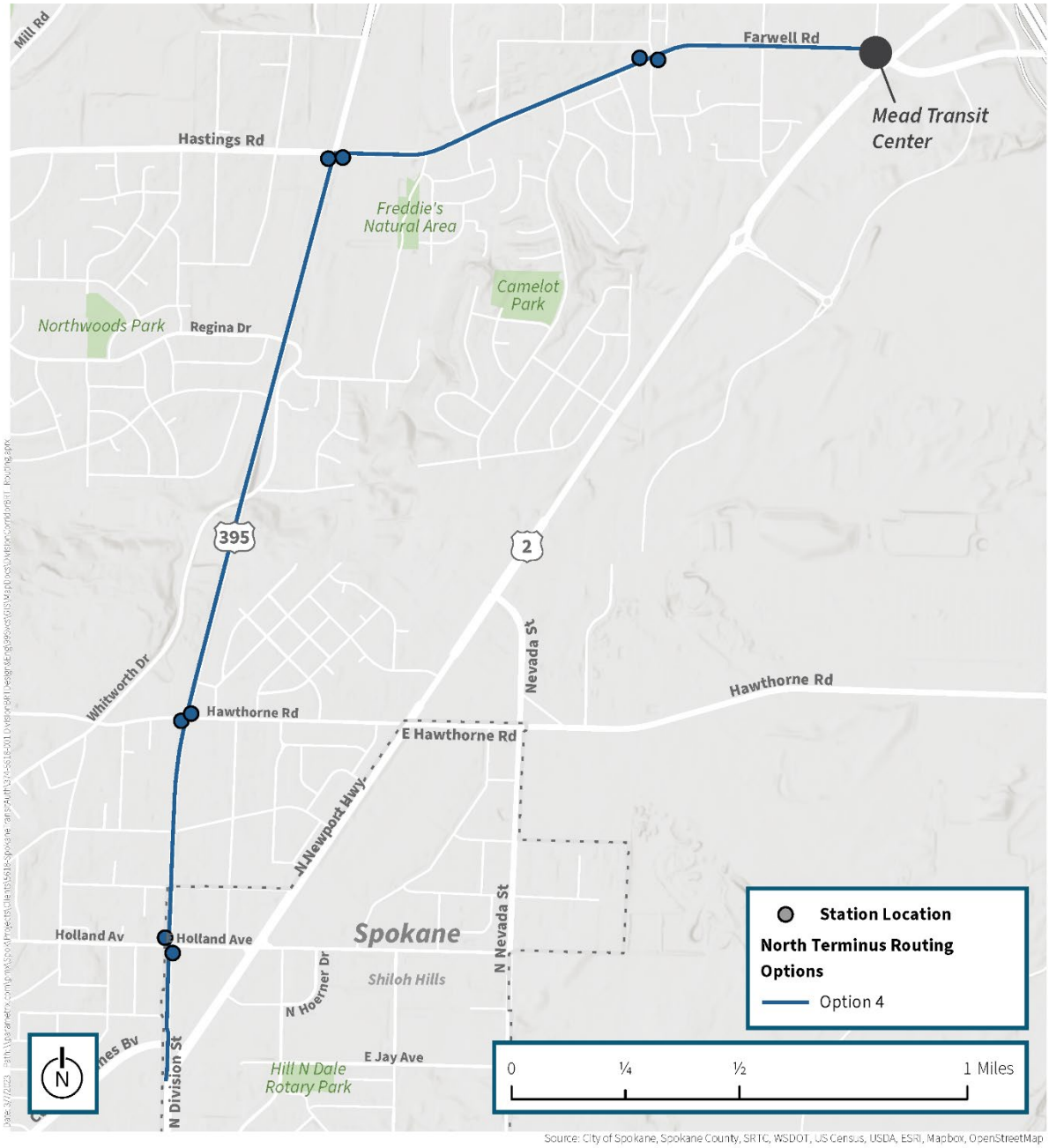

Figure 3-13. North Terminus Route Option 4

3.3.2 Southern Terminus

In response to the evaluation results for the four southern routing options and feedback received from DSP and the community engagement survey, five additional options were developed for downtown Spokane.

STA staff attended the December 18, 2022, DSP meeting and presented Options 1 through 4 to attendees. Feedback received regarding the station locations and the downtown routing options included the following:

- A desire to 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

As noted previously, Options 1 through 4 were developed to represent a wide array of options to demonstrate differentiation among their performance. Upon completion of the initial evaluation, including feedback from DSP, several hybrid options were created with an emphasis on:

- Connections to other transit services, including the City Line
- Transfer activity
- Land uses adjacent to station locations
- Traffic volumes along the roadways utilized by route options
- Feasibility of bus operations
- Addressing concerns expressed by DSP

Development of Options A through C began with a field visit on December 21, 2022, to observe operational considerations and land uses in downtown Spokane. The project team examined a variety of routing options and discussed the feasibility of bus-turning operations on multiple streets, opportunities to develop BAT lanes, impacts to on-street parking, potential conflicts with driveways, access to the Plaza, proximity to other bus stops for transfers, pedestrian facilities, and opportunities to use left-side stations. Observations included:

- Browne Street and Stevens Street provided desirable southbound pathways from Spokane Falls Boulevard based on the opportunities to accommodate bus turning movements and existing roadway operations. The angled, on-street parking on Bernard Street would contribute to slower bus speeds.
- Sprague Avenue and Stevens Street presented opportunities for southbound Division Street BRT trips to connect with other bus routes without the need to travel to the Plaza.
- 2nd Avenue between Lincoln Street and Stevens Street was noted as a feasible location for layovers in downtown Spokane. Opportunities associated with this area included available on-street parking that could be removed to accommodate layovers, limited driveway conflicts, potential right- or left-side stations, and limited deadhead time. An important consideration for accessing 2nd Avenue was the vehicle clearance height of the railroad viaduct, as it varies among the north-south streets that could be used by Division Street BRT

buses. Sufficient clearance is provided at Stevens Street and Howard Street, whereas Wall Street has a lower clearance that might not provide sufficient space, particularly during snow events that could further shorten the available space.

- Lincoln Street and Riverside Avenue were desirable pathways for northbound Division Street BRT buses, providing transfer opportunities at the Plaza.

These observations informed the development of Options A, B, and C, shown in Figure 3-14 through Figure 3-16, respectively. The northbound routing for Division Street BRT is the same for all three options. The southbound routing and station locations in Option C were developed to provide access to the Plaza at Sprague Avenue and Howard Street via a left-side station. The left side station was identified as a means to avoid driveway conflicts on the north side of the street. This would be the final station, and the bus would then travel to the layover location via Wall Street, 1st Avenue, and Howard Street. This routing was driven by requirements for clearance under the railroad viaduct and that passengers would not be impacted, as this would be deadhead travel to the layover location.

These options were presented to and discussed at the January 3, 2023, TAC meeting. These options were revisited at the January 17, 2023, TAC meeting along with a new option suggested by the City of Spokane. As shown in Figure 3-17, Option D would access downtown Spokane via North River Drive and Stevens Street/Washington Street. This option would provide more access to the Arena District directly from Division Street BRT. It was noted that two basic routes (27 and 39) currently provide service to the Arena District, and their combined headways result in frequent service, reducing the time penalty associated with a transfer.

A second DSP meeting was held on January 18, 2023. 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 stops becoming a challenge during events such as Bloomsday and Hoopfest
- The importance of a Division Street route near the Logan neighborhood
- A concern with redundant stops downtown
- Concerns about a congestion problem on Riverside

On January 31, several members of the TAC participated in a site visit through downtown Spokane to observe the modified routing options and station locations for the southern terminus. Participants noted the opportunity to realign the southbound routing included in Option C to turn onto Howard Street and relocate the proposed stop on Stevens Street to the far side of the intersection. This modification would provide a stop with close proximity to the Plaza and more direct routing to the layover on 2nd Avenue. The opportunity for transit lanes on Browne Street and Sprague Avenue was identified, but will require further evaluation later in project development. It was also noted that a stop at 2nd Avenue and Wall Street could serve as a final southbound stop/first northbound stop as well as a layover and also provide additional proximity to Medical District. This recommendation was

finalized as Option C-1, shown in Figure 3-18 which the TAC recommended to the Executive Committee for inclusion in the Refined LPA for Division Street BRT.

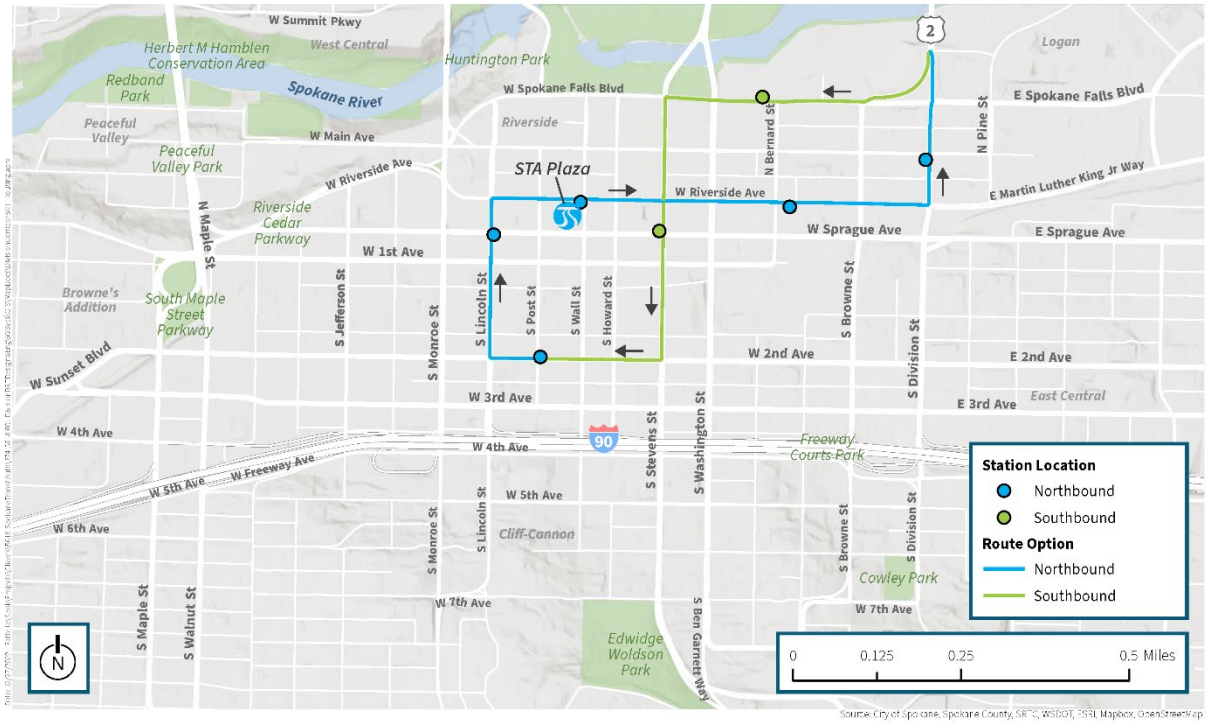

Figure 3-14. South Terminus Route Option A

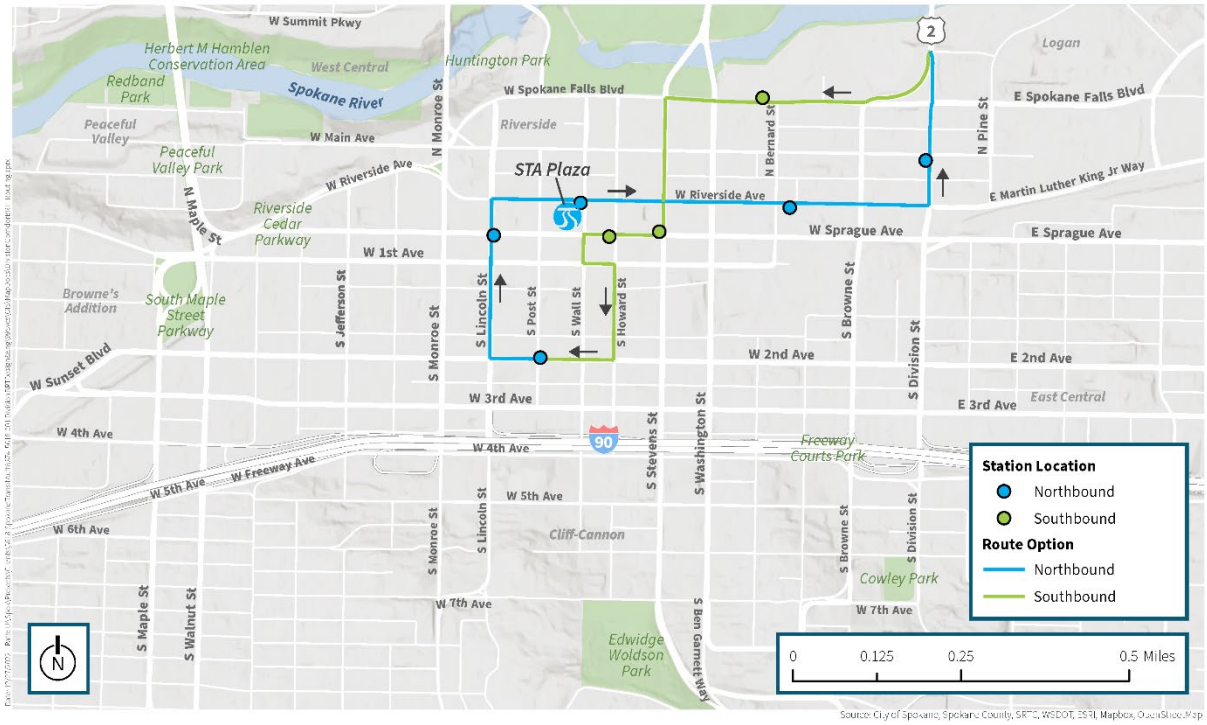

Figure 3-15. South Terminus Route Option B

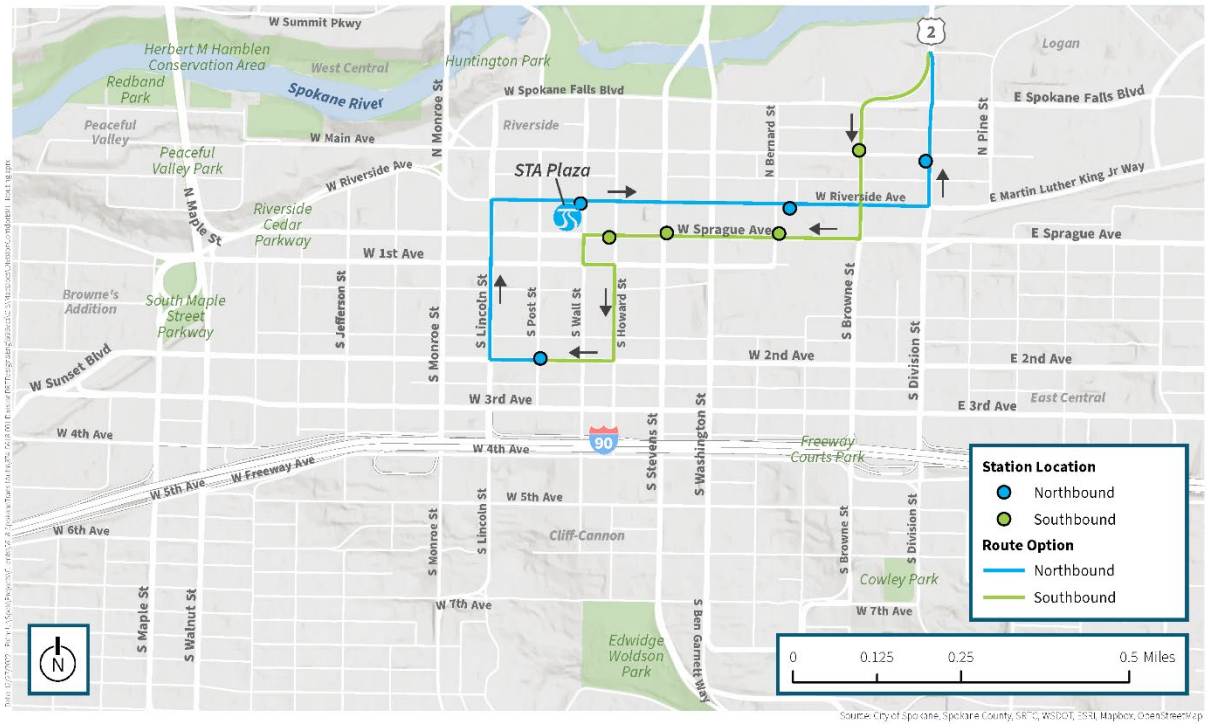

Figure 3-16. South Terminus Route Option C

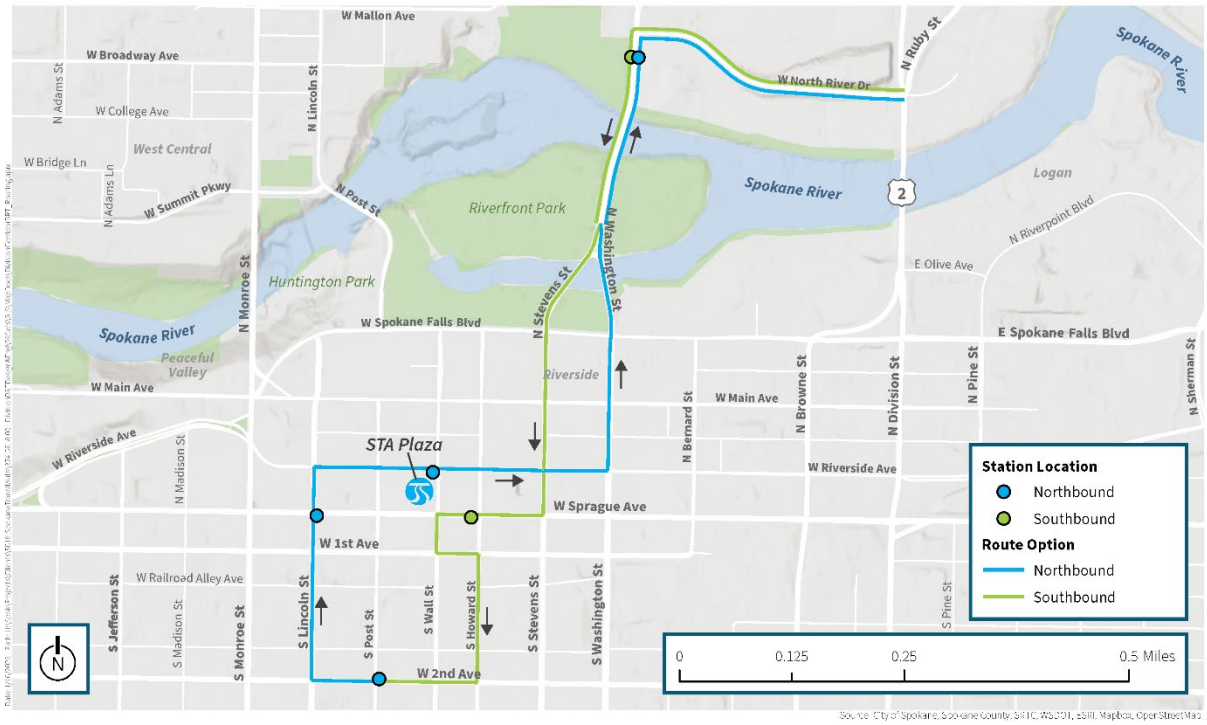

Figure 3-17. South Terminus Route Option D

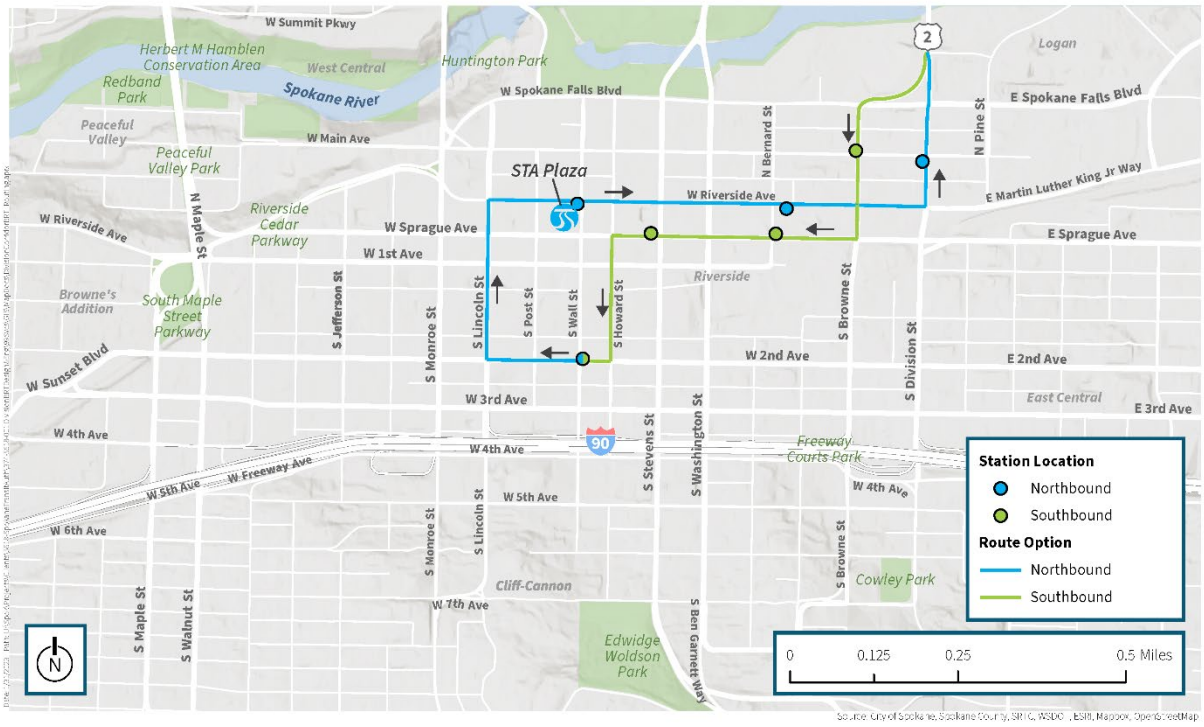

Figure 3-18. South Terminus Route Option C-1

3.4 Mainline and Couplet Station Locations

Station locations along the Division Street BRT mainline and couplet (Division Street and Ruby Street), shown in Figure 3-19, were identified as part of the original LPA adopted in March 2021. It was noted at that time of its adoption that additional public input would be sought with future project development phases.

The original LPA included the closure of five existing Route 25 stop pairs: Cozza Drive, Lyons Avenue, Queen Avenue, Longfellow Avenue, and Montgomery Avenue. It also included the following stop relocations:

- Move the stops at Francis Avenue/Dalke Avenue to Francis Avenue
- Move the stops at Buckeye Avenue/Jackson Avenue to Buckeye Avenue/North Foothills Drive
- Move the stops at Sharp Avenue to Boone Avenue

Stop in the original LPA noted the intersection near which they would be located but did not specify near side or far side placement. The closures and relocations included in the original LPA would increase the average stop spacing in the mainline and couplet from 0.28 miles to 0.39 miles.

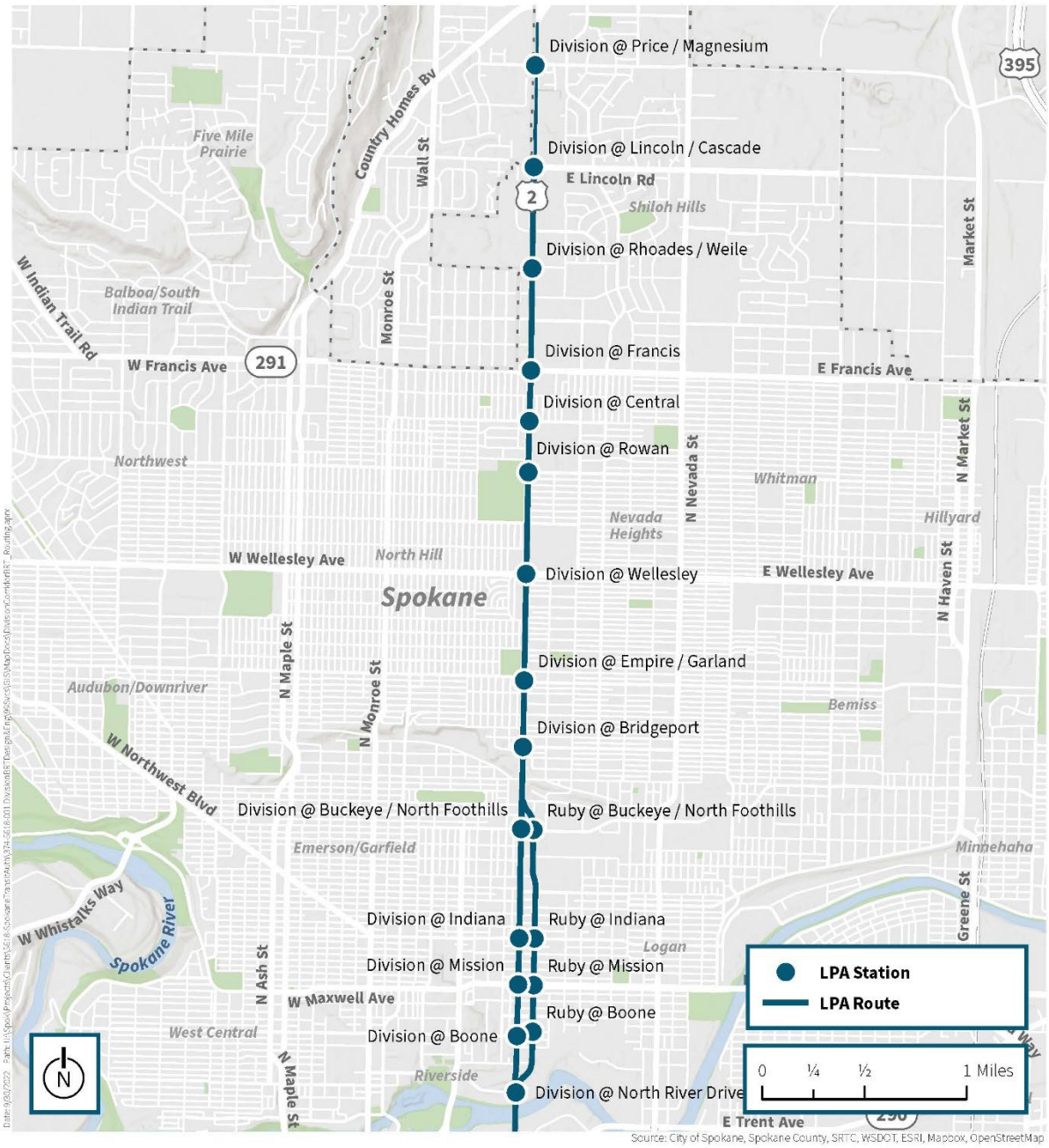

Figure 3-19. Proposed Division Street BRT Station Locations

As noted in Chapter 41 and summarized in Appendix D, most survey participants agreed with or were neutral regarding the proposed BRT station locations, although there were specific concerns voiced regarding removal or addition of specific station locations.

The TAC reviewed and discussed mainline and couplet station locations at four meetings in January and February 2023. In general, TAC members expressed concurrence with the station locations included in the original LPA. Some members voiced concerns regarding the potential closure of the stop pair at Queen Avenue, primarily associated with its proximity to Northtown Mall and the long

distance that would result between the stops at Rowan Avenue and Wellesley Avenue. The spacing was specifically noted between southbound stops, as the existing stop near Wellesley Avenue is approximately 400 feet south of the intersection. Members agreed that the stop spacing concern would be alleviated if the final Division Street BRT stations at Wellesley Avenue are located on the north side of the street. At the February 28, 2023, meeting, the TAC finalized their recommendation for Division Street BRT station locations as those included in the original LPA, with the caveat that the removal of the stops at Queen Avenue was dependent on the locations for the stations at Wellesley Avenue.

4. PARTNER AGENCY AND PUBLIC ENGAGEMENT

Public engagement was undertaken with a variety of groups throughout Phase 1. The process to solicit feedback was deliberately structured to ensure a broad cross section of input from stakeholders of all types. Public involvement was undertaken both in person and virtually. A detailed summary of all public engagement activities, including the feedback received and the distributed materials, is provided in Appendix D.

4.1 Advisory Committees

Three advisory committees were established to provide oversight of the Division Street BRT Project during Phase 1. They included:

- Steering Committee: Composed of elected officials and leadership representing the project sponsors, the role of the Steering Committee 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 quarterly during Phase 1.
- Executive Committee: The 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.
- Technical Advisory Committee (TAC): The 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, public outreach strategies, and helping to coordinate the schedule. The TAC team comprised technical staff from STA, partner agencies, and the consultant team.

4.2 Outreach and Engagement Activities

4.2.1 Virtual Engagement Activities

4.2.1.1 Project Website

The Virtual engagement was undertaken during Phase 1 across a variety of platforms. At the onset of Phase 1, a website[6] was established to be the main 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 includes contact information for the project manager, common questions, and the names of the study partners.

[6] https://www.spokanetransit.com/projects/division-street-brt/

4.2.1.2 Online Open House and Survey

The primary venue for collecting public comments on the project was an integrated online open house and survey, which were open for 2 months beginning October 15, 2022, and closing on December 19, 2022. The online open house incorporated an ArcGIS interactive web map and survey to provide information and solicit public input regarding multiple aspects of the Division Street BRT project. It described the project background and purpose as well as a description of the features of BRT service.

The primary feedback requested as part of the survey pertained to three elements of the project:

1. North terminus route and station locations north of the Y
2. South terminus route and station locations
3. Station locations along Division Street and Ruby Street (mainline and couplet) between downtown Spokane and the Y

In the survey, participants were presented with two options for the north termini and four options for the downtown termini. They were asked to rank the options for each terminus from most to least desirable. Feedback for the station locations along the mainline and couplet was also requested, and respondents were presented with two questions. The first asked how much respondents agreed or disagreed with the Division Street BRT station locations between downtown Spokane and the Y, and the second asked for open-ended comments. The station locations included those identified as part of the approved LPA for Division Street BRT. Also, participants could submit open-ended comments on station locations and routing options directly within the online survey map, or respondents could also provide comments not on the map as an option.

In addition to feedback regarding the routing and station locations, participants were asked to provide information on general BRT services and their travel patterns. These questions were included to inform STA about how the community used public transportation and their preferences. Additional demographic information was gathered to determine who participated. All survey questions were optional.[7]

While the online open house was open, STA also hosted a live, virtual open house, providing people with an opportunity to ask questions in real time. The virtual open house was held on December 1, 2022.

Key Takeaways from the Survey

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. When asked about priorities north of the Y,

[7] In addition to the online version, paper surveys were distributed at the community events summarized in Section 4.2.2. The survey goal was 300 responses and the total number generated was 297 (291 online respondents and 6 paper surveys).

improved safety for people walking and biking, minimized impacts to traffic and/or freight movement, and improved bus travel speeds/shorten bus trip times were most frequently selected.

Respondent comments addressed:

- The importance of improved access to shopping, protected bike lanes, and additional lighting for safety
- The importance of safe pedestrian crossings
- The understanding that 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 the Hastings and the Mead facility
- 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

Downtown Spokane

When asked about their preference for routing Options 1 through 4 for the south terminus, respondents preferred Option 1: Big Loop. 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.

Respondent comments addressed:

- 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

Mainline and Couplet Stations

Regarding the station locations along the mainline and couplet, respondents agreed with or were neutral regarding the proposed BRT station locations.

Respondent comments addressed:

- 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

4.2.1.3 Social Media and Email

The Online Open House, Survey, and Virtual Open House described in Section 4.2, was promoted through postings by STA and agency partners through their established social media outlets, including Twitter, Instagram, and Facebook.

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.

4.2.2 In-Person Engagement Activities

In-person engagement activities included presentations to neighborhood councils, the Spokane Plan Commission Transportation Subcommittee, and the Downtown Spokane Partnership (DSP). From November 2022 through January 2023, nine public engagement meetings were facilitated, with seven in-person STA presentations to neighborhood councils. Attendees were directed to the online StoryMap/survey via a QR code and also provided hard copy project description folios and paper surveys.

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 as part of DivisionConnects.

STA made two presentations to the DSP. The presentation and discussion on December 6, 2022, focused on the Phase 1 efforts, including the evaluation of station locations and four downtown routing options. The second DSP meeting was held on January 18, 2023, and followed up on the findings from the December meeting, including the presentation of three new hybrid routing alternatives through downtown Spokane.

4.2.3 Property Owner Engagement

A direct mail letter was sent to owners of parcels within 500 feet of the Division Street BRT mainline and a 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 story map and an online survey. The letter was sent to 1,283 property owners.

5. REFINED LPA

The TAC recommended modifications to the adopted LPA were presented to the STA Planning and Development Committee on April 5, 2023 and was subject to a public hearing before the STA Board of Directors on April 20, 2023. No members of the public testified at the public hearing. The recommended modifications were adopted as the refined LPA by the STA Board of Directors on May 18, 2023 by way of Board Resolution No. 809-23, included as Appendix A. It reflected the TAC recommended modifications for the northern and southern termini and station locations and included the elements described in Table 5-1. One important element noted as part of the adoption was the need for future evaluation of a provisional station at N Division Street and Queen Avenue.

Table 5-1. Refined LPA for the Division Street Corridor

Element	Description
Mode	Fixed guideway BRT using zero-emission 60' buses
Service Level	Weekdays: 10-minute frequency or better Nights and Weekends: 15-minute frequency during most hours of the span
Northern Termini	A new transit center in the vicinity of Farwell Road and Newport Highway
Southern Termini	Downtown south of the STA Plaza in the vicinity of 2nd Avenue and Wall Street
Alignment	As depicted in Figure 5-1
Station Locations	As depicted in Table 5-2
System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding, and near-level platforms
Lane Configuration	Side-running, dedicated BAT lanes for a majority of the alignment, primarily between North River Drive and the "Y" (Couplet and Mainline segments)
Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA, and bicycle improvements throughout the corridor

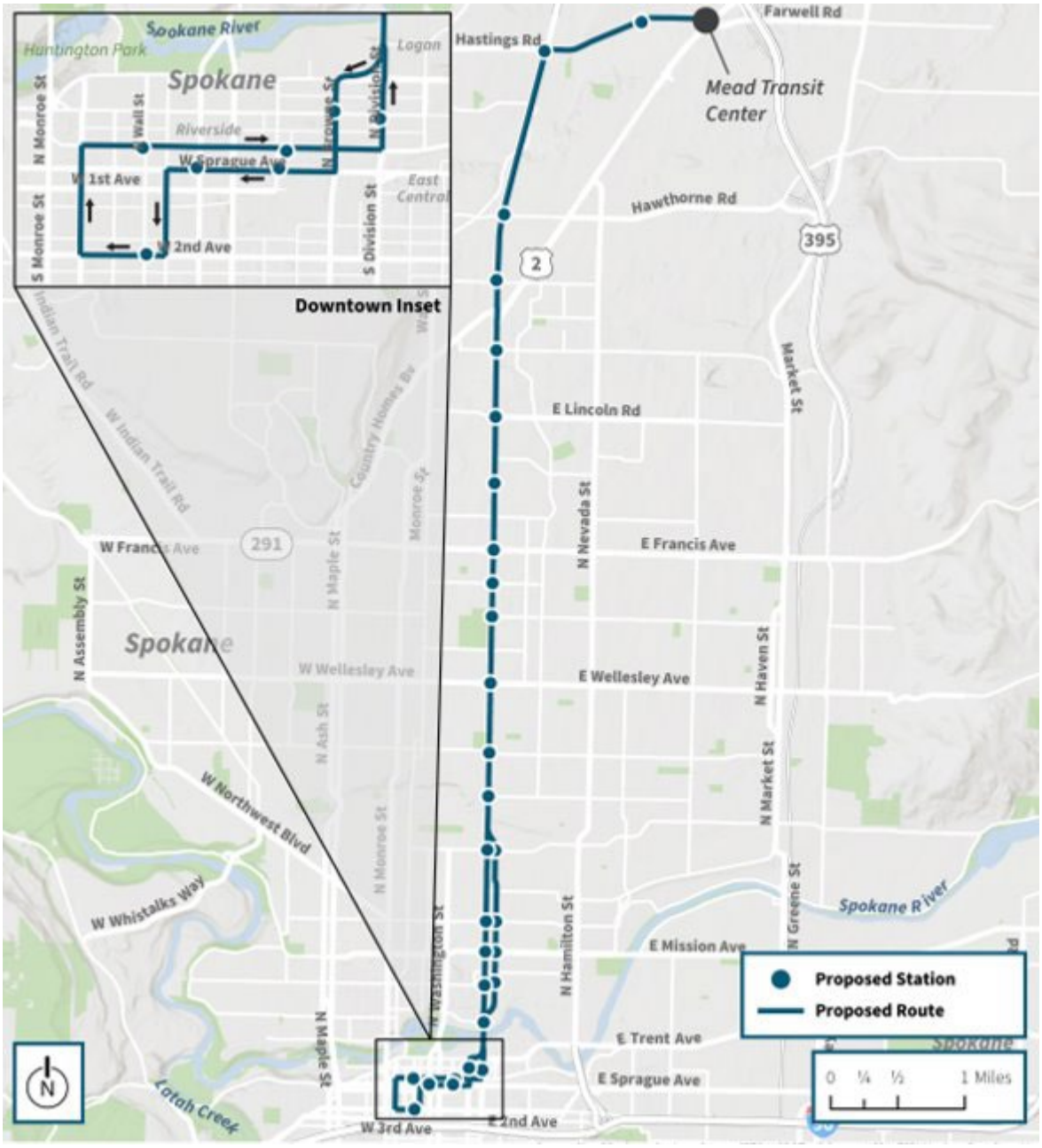

Figure 5-1. Division Street BRT Alignment

Table 5-2. Division Street BRT Station Locations

Northern Segment (North of the North Division "Y")*
• Mead Transit Center • Hastings Rd/N Perry St • N Division St/Hastings Rd • N Division St/Hawthorne Rd • N Division St/Holland Rd
Mainline Segment (Between North Foothills Drive and the North Division "Y")*
• N Division St/E Magnesium Rd/W Price Ave • N Division St/E Lincoln Rd/W Cascade Way • N Division St/E Weile Ave/W Rhoades Ave • N Division St/Francis Ave • N Division St/Central Ave • N Division St/Rowan Ave • N Division St/Queen Ave (Provisional location subject to further design & engineering) • N Division St/Wellesley Ave • N Division St/E Empire Ave/W Garland Ave • N Division St/Bridgeport Ave
Couplet Segment (Between the Spokane River and North Foothills Drive)*
• N Division St/N Ruby St/E North Foothills Dr/W Buckeye Ave • N Division St/N Ruby St/Indiana Ave • N Division St/N Ruby St/Mission Ave • N Division St/N Ruby St/Boone Ave • N Division St/North River Dr
Downtown Segment (South of the Spokane River)*
• N Browne St/W Main Ave (SB) • W Sprague Ave/Bernard St (SB) • W Sprague Ave/Stevens St (SB) • W 2nd Ave/S Wall St (SB) • W Riverside Ave/N Wall St (NB) • W Riverside Ave/N Bernard St (NB) • N Division St/Main Ave (NB)

* Station locations are identified by the nearest major intersections. Precise locations will be determined through design and engineering during the Project Development Phase.

6. NEXT STEPS

Adoption of the Refined LPA represents an important milestone in the planning of Division Street BRT. Development of improvements along the project corridor to support BRT service is expected to be a multiyear process that includes design, environmental evaluation, right-of-way acquisition, and construction. Figure 6-1 displays the planned schedule by phases for the Division Street BRT project and next steps for the project are summarized below.

6.1 Active Transportation Projects

Phase 2 of the DivisionConnects study included identification of All Ages and Abilities active transportation capital projects that could provide access to Division Street BRT service. This analysis used the originally adopted LPA as the foundation for analysis, which included a protected bike facility on the Ruby side of the couplet. Phase 2 of DivisionConnects included evaluation of parallel and connecting routes for an active transportation network that is mostly off Division Street, concluding with recommendations for 30 projects that might support Division Street BRT. It was noted at that time that some of the active transportation projects might be incorporated into the Division Street BRT project, whereas others would be developed independently by the City, County, or WSDOT.

During Phase 2 of the Division Street BRT project, STA will evaluate the incorporation of active transportation projects into the full suite of corridor investments. This process will focus on the identification of improvements that align with City and County plans and policies, have a strong nexus to the Division Street BRT project, and will be durable once installed (i.e., will not need to be removed to accommodate future capital investments and/or will not require bus service operational changes diverging from the assumptions in the Refined LPA). Approved projects will be advanced for design and construction in conjunction with other corridor improvements.

6.2 National Environmental Policy Act

Because STA anticipates applying for federal funding through the Federal Transit Administration's (FTA's) Small Starts program, compliance with the National Environmental Policy Act (NEPA) is required. FTA will be the lead federal agency under NEPA. The NEPA process guides federal actions to ensure that environmental impacts are considered and public engagement is part of the decision-making process. This process includes:

- Identifying the purpose and need for the proposed action
- Scoping
- Identifying issues (environmental elements) for analysis
- Refining the proposed action and developing alternatives
- Analyzing reasonable alternatives and describing the environmental effects
- Identifying mitigation measures
- Implementing and monitoring the action

As part of the next steps for this project, STA will coordinate with FTA to determine the class of action for environmental review under NEPA. The class of actions include :

- Categorical Exclusion (CE) – This type of documentation is needed if projects do not involve significant environmental impacts and are categorically excluded (23 CFR 771.118(c) and (d)).
- Environmental Assessment (EA) – This type of documentation is needed if the significance of the potential social, economic, and environmental impacts is not clearly established (23 CFR 771.119).
- Environmental Impact Statement (EIS) – This type of documentation is required if the proposed action is expected to have significant environmental impacts or if there is significant public controversy (23 CFR 771.123 and 125).

Following completion of the NEPA document, FTA will approve a final finding called a Finding of No Significant Impact (FONSI) for an EA and a Record of Decision (ROD) for an EIS.

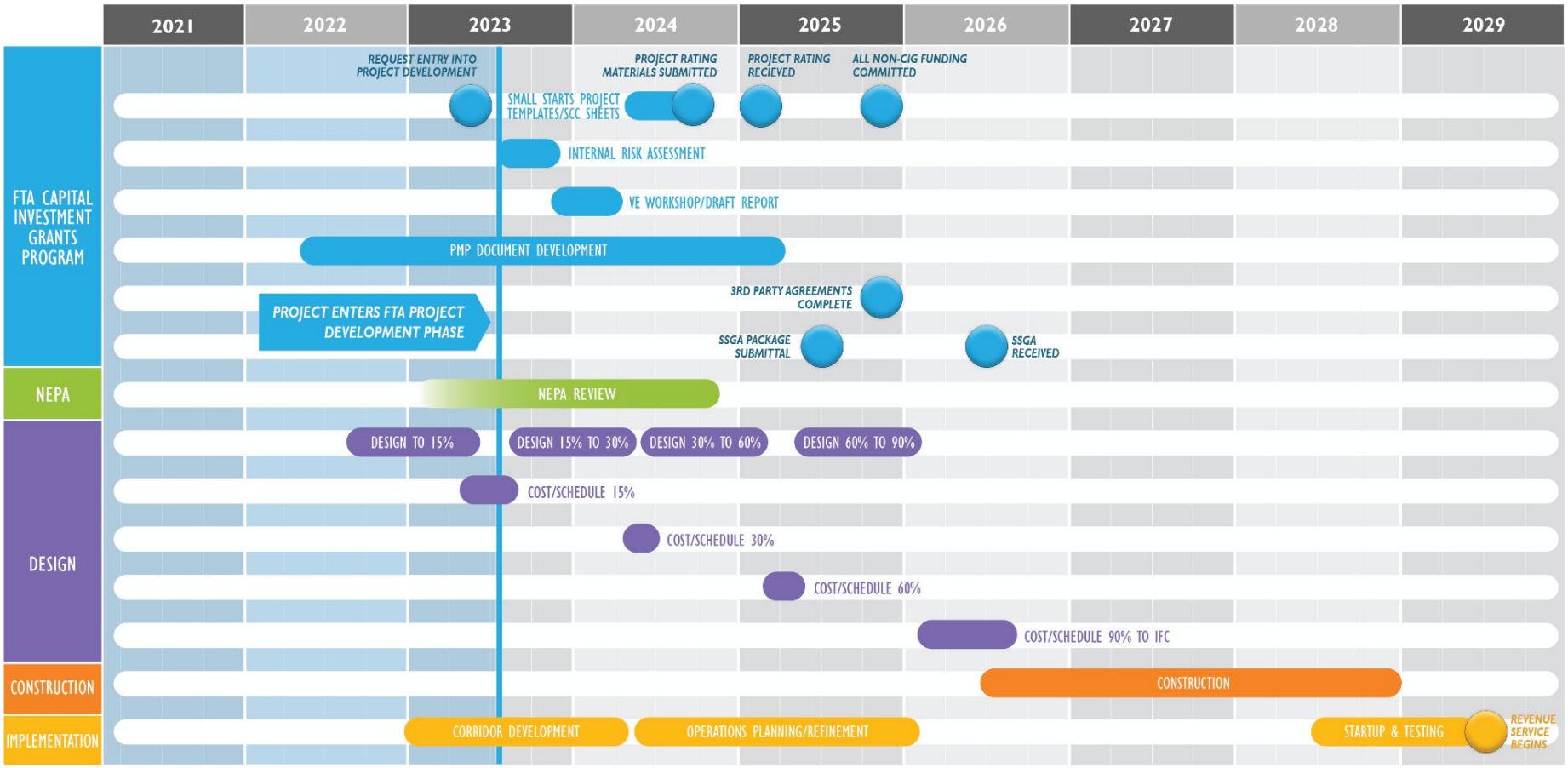

Figure 6-1. Project Schedule

6.3 FTA Capital Investment Grant Program

STA anticipates applying for and securing federal funding through FTA's Capital Investment Grant (CIG) Small Starts program to develop the Division Street BRT service. This is a multiyear process, the timeline for which can be influenced by a variety of factors, including the availability of local funds to support project development or the complexity of the project. By initiating the process in 2023, STA will be positioned to receive a grant agreement for construction in mid-2026. Section 6.3.1 through Section 6.3.5 below were adapted from FTA's Capital Investment Grants Program Policy Guidance[8] to identify information relevant to Division Street BRT.

6.3.1 Requesting Entry into Project Development

The first step of this process is to apply for entry into Project Development (PD). STA must submit a brief letter to FTA that includes the following elements:

- Information about the project sponsor and partners
- A description and map of the corridor
- A description of the transportation problems in the corridor or a statement of purpose and need for the project
- A description of the current transit service in the corridor
- Identification of the project cost estimate (if available), the cost to complete PD, and documentation demonstrating the commitment of funds for the PD work
- Anticipated timeline for completing the remaining phases of the project

It is expected that STA will submit the request for entry into PD in July 2023. After receiving the request, FTA will review the materials and notify Congress and STA within 45 days about whether the project has been approved for entry into PD.

6.3.2 Project Development Process

During PD, the following activities must be completed:

- STA must select an LPA (if it has not been selected already)
- The LPA must be adopted into the fiscally constrained metropolitan transportation plan
- The environmental review process required under NEPA must be completed as signified by a final FTA environmental decision covering all aspects of the project proposed for FTA funding
- STA must develop sufficient information for FTA to develop a project rating

[8] Available at www.transit.dot.gov/funding/grant-programs/capital-investments/final-capital-investment-grant-program-interim-policy.

To complete the PD phase, project sponsors must complete sufficient engineering and design to develop a firm and reliable cost, scope, and schedule for the project, obtain all non-CIG funding commitments, complete all critical third-party agreements, and meet other FTA readiness requirements related to technical capacity, staffing, and oversight to be eligible for a construction grant agreement.

6.3.3 Information Required for FTA Project Rating

STA intends to request a project rating from FTA during August 2024. The project must receive an overall "Medium" rating by FTA to be eligible for Small Starts funding. The FTA assigns a rating that corresponds to a point value for each criterion:

- Low = 1
- Medium-Low = 2
- Medium = 3
- Medium-High = 4
- High = 5

The project must achieve an average Medium (3) rating, with both the project justification and local financial commitment ratings averaging to at least a Medium.

The submittal to FTA for the project must include the following elements.

Small Starts Template Part 1. This Excel spreadsheet includes data fields that must be completed and provides automatically generated ratings for mobility improvements, cost effectiveness, congestion relief, and environmental benefits. The template requires the following data elements:

- Transit ridership forecasts
- Vehicle miles of travel for automobiles and transit vehicle types
- Population, employment, and housing data, including for the region, corridor, and station areas
- Air quality attainment status for carbon monoxide, nitrogen dioxide, ozone, and particulate matter. The FTA workbook calculates summary values for environmental benefit.
- Financial data

Supplemental Land Use and Economic Development Information and Supporting Documentation Templates. This Word document requires extensive descriptions of existing land use, transit supportive plans and policies, tools to implement land use policies, performance of land use policies, impact of the project on regional land use, and tools to maintain or increase affordable housing. This document also includes the Local Financial Commitment Checklist. This narrative is rated by FTA, and scores are assigned for land use and economic development.

Standard Cost Category (SCC) Workbook. FTA requires documentation of the project cost through the detailed categories included in the SCC.

FTA does not negotiate a construction grant agreement until the project has been recommended for funding by FTA in the Annual Report on Funding Recommendations, which is a companion to the President's budget. The FTA decision about whether to recommend a project for funding is based on the rating of the project, the availability of CIG funds, and factors related to readiness, including whether engineering has been advanced to develop a reliable scope, cost, and schedule, and at least half of the non-CIG funds are committed.

6.3.4 Completing Construction Grant Award Requirements

After a project has been recommended in the Annual Report on Funding Recommendations, STA must:

- Obtain all non-GIC funding commitments
- Complete all third-party agreements
- Demonstrate progress toward state of good repair targets
- Meet FTA readiness requirements related to technical capacity, staffing, and oversight. This is evaluated based on the Project Management Plan (PMP) and required sub-plans

STA has initiated the development of the PMP and sub-plans, which will continue to evolve as the project develops and more refined information becomes available. The PMP will be submitted for initial FTA review during the summer of 2025.

6.3.5 Submitting a CIG Construction Grant Request

According to FTA's Capital Investment Grants Program Policy Guidance, in order to submit a construction grant request, STA must submit the following information to the FTA Associate Administrator for Planning and Environment and provide a copy to the FTA Region 10 Administrator:

- Small Starts Templates are used for developing the evaluation criteria and ratings
- Financial plan, including supporting documentation demonstrating that all of the non-CIG funding is committed
- Project cost estimate using the SCC Worksheets (which includes cost of project development, construction, and financing)
- Draft single-year grant agreement or Small Starts Grant Agreement (SSGA), as applicable
- Documentation of project definition and scope with key elements identified and defined to support the level of design
- Cost and integrated project schedule to reflect the level of design
- Contracting plans and documents
- Project management products such as Constructability Review and Value Engineering Reports, as applicable
- PMPs and Subplans including the following:
  - Risk and Contingency Management Plan
  - Documented processes and procedures to manage the project during SSGA/construction

- Staffing plans addressing, but not limited to, the following areas: real estate, schedule and cost controls, risk management, construction management, quality assurance/quality control, and safety and security

- A statement signed by the STA chief executive officer describing the progress the agency has made toward meeting State of Good Repair targets and an up-to-date transit asset management plan and the narrative report submitted to the National Transit Database
- Completion of all critical third-party agreements and permits

The law requires that FTA evaluate and rate the project again prior to awarding a construction grant.

STA plans to have all third-party agreements complete and non-CIG funding committed by the fall of 2025. This will position STA to receive a grant agreement during the summer of 2026.

Figure 6-2 displays the small starts process.

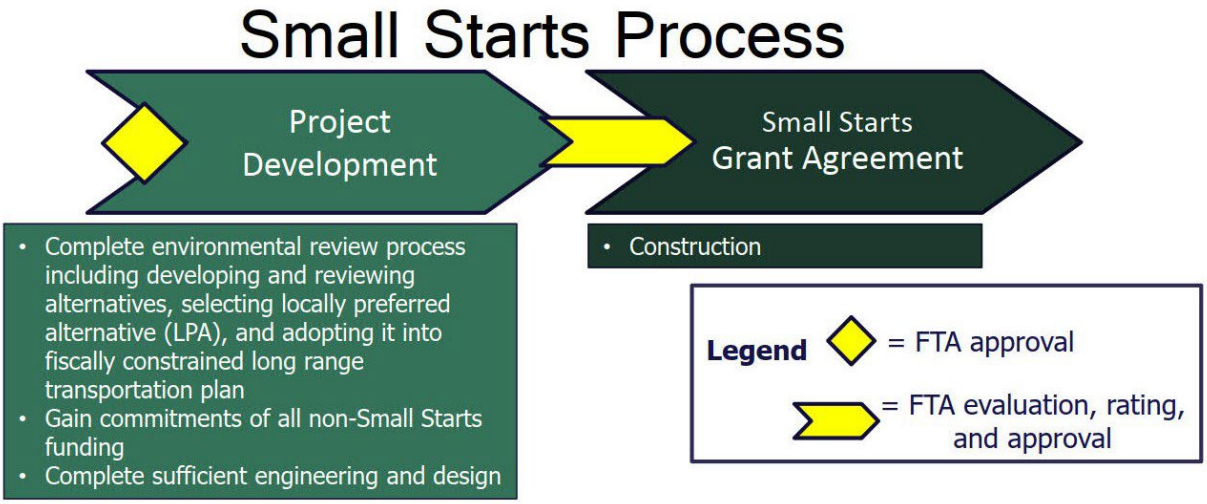

Figure 6-2. FTA Small Starts Process

Source: FTA's Capital Investment Grants Program Policy Guidance

6.4 BRT Corridor and Passenger Facilities Design

Following the identification of the Refined LPA by the STA Board of Directors, the planning and design team will collaborate to fully define the scope of the project, allowing the first complete concept-level (5%) design and cost estimate to be assembled.

As the project enters FTA PD, this initial budget-level estimate and design for the complete project will allow STA to determine the FTA CIG funding level and local match contributions needed. STA may also revisit the project scope and scale in order to optimize the cost-benefit and, ultimately, the competitiveness of the project for CIG funding. The key design elements to be developed in the near term are highlighted as follows.

6.4.1 Basis of Design and Design Parameters

As the LPA is accepted, the Basis of Design (BOD) document may be finalized and approved by STA, WSDOT, the City of Spokane, and Spokane County. The BOD will be leveraged to make key design decisions throughout the life of the project.

Design parameters will continue to be detailed for each type of the project design components and coordinated with STA, WSDOT, the City of Spokane, and Spokane County. The design parameters document focuses on code and other requirements for each of the agency jurisdictions along the corridor. Agency agreement on the parameters will be critical to aid in the smooth development of improvements moving forward.

6.4.2 Concept-Level (5%) Design

Conceptual design plans will be developed for each of the following elements. Concept design plans will largely be focused on two-dimensional geometric layouts. Concept design will be developed for the following elements of the project:

- **Stations and Layovers.** Station area planning and concept-level design engineering will be leveraged to develop station and layover footprints and evaluate station locations to determine preferred locations. Currently, up to 19 station pairs and up to three layover locations are anticipated. Current STA BRT station typologies and standards will be reviewed, and initial modifications will be recommended.
- **Transit Center/Park & Ride.** Modifications to the existing Hastings Park & Ride as well as initial development of a new Mead Transit Center are anticipated. Early conceptual footprints for these facilities will be revised as needed.
- **Division Street Corridor Improvements**
  - **Transit Priority.** Traffic studies will be conducted to determine how to optimize transit operations along the corridor. Anticipated improvements include BAT lanes along a significant portion of the corridor as well as TSP at key intersections.
  - **Active Transportation Priority**. Significant active transportation improvements, including a separated two-way cycle track, are anticipated to occur on Ruby Street between the Spokane River and North Foothills Drive. Urban design planners and engineers will work to refine typical sections for reconfiguration of Division and Ruby Streets in this area and develop conceptual plans to obtain buy-in from STA, WSDOT, and the City of Spokane. Additional active transportation improvements will be identified in coordination with WSDOT, City of Spokane and Spokane County. Concept plans for these improvements will be developed in order to optimize access to BRT stations.

6.4.3 Concept-Level (5%) Cost Estimate

Budget-level construction cost estimates for each element described above will be developed. The budget-level estimates will provide a sense of how much the project will cost. The best available current cost data will be used to leverage parametric and unit-priced approaches. The estimate will include agreed-upon contingencies and be provided as a range commensurate with the level of design.

Property Needs

Conceptual design layouts will provide an early understanding of the potential land acquisition required to support the improvements. These initial property requirements will be reviewed in order to identify initial budget-level property acquisition costs and anticipated challenges at this time.

Preparing for PD

As key improvement locations and footprints are solidified, field surveys and investigations may be conducted to support the next phases of design and development of construction documents, including:

- **Topographic and Boundary Survey and Mapping.** Topographic surveys will be conducted to develop detailed mapping to support the development of construction documents. Existing property boundaries and known easements will be located in the mapping.
- **Geotechnical Investigations and Engineering.** Desktop research of existing geologic conditions will be reviewed to support potential future field investigations to support pavement thickness designs, soil properties for shallow foundations/footings, and stormwater infiltration parameters.

6.5 Construction

The Division Street BRT project's conceptual schedule assume the project will be built over a 2.5-year period, beginning in the second quarter of 2026 and ending in the fourth quarter of 2028. Steps to consider as the project moves into the construction phase include the following:

- Costs and timeline schedule review and input
- PMP Development
- Permits
- Right-of-way acquisition
- Early coordination with utilities
- Traffic control
- Coordination of business and pedestrian access during construction
- Phasing
- Construction staging early
- Procurement issues, including identification of long lead items
- Fiber optic implications affecting the route and/or stations
- Constructability review by the construction management (CM) team at 60% and 90% completion
- Risk register input focusing on construction risks
- Review of maintenance of traffic (MOT) sheets
- Coordination on unit bid items used during construction

6.5.1 Phasing

It is much easier to construct BRT systems in phases, which causes less disruption to existing transit routes. Challenges to anticipate during phasing may include:

- Delays in early submittal reviews affecting the notice to proceed (NTP)
- Additional noise restrictions
- Ability of contractors to stage in work zones
- Procurement issues/long lead items
- Fiber optic implications affecting routes or station
- Seasonal impacts on construction activities
- Station commissioning issues

6.6 Service Implementation

6.6.1 Operations Planning/Refinement

Beginning in the first quarter of 2024, the project team intends to begin Operations Planning and Refinement. The following will be considered during this phase of the project:

- Capital costs
- Fare collection
- ITS
- Travel time
- Transfer times
- Reliability
- Safety and security

6.6.2 Start-up and Testing

Division Street BRT is conceptually set to begin operations and testing in the second quarter of 2028. The following should be considered for this phase of the project:

- Developing a commissioning plan early
- Commission locally at stations prior to full corridor/system commissioning
- Reviewing operations and maintenance manuals early and scheduling training well in advance
- Starting coach operator training prior to punch-list completion
- Tracking system performance

APPENDIX A
SPOKANE TRANSIT AUTHORITY RESOLUTION NO. 809-23 (REFINEMENT OF LOCALLY PREFERRED ALTERNATIVE)

RESOLUTION NO. 809-23

A RESOLUTION FOR THE PURPOSE OF ADOPTING A LOCALLY PREFERRED ALTERNATIVE FOR HIGH PERFORMANCE TRANSIT ALONG DIVISION STREET IN SPOKANE.

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area; and

WHEREAS, STA adopted *Connect Spokane, A Comprehensive Plan for Public Transportation* (*Connect Spokane*) by Resolution 665-10 in July 2010 and as subsequently amended; and

WHEREAS, *Connect Spokane* identifies the Division Street Corridor, generally from downtown Spokane north to an area directly south of the Little Spokane River, as a future High Performance Transit (HPT) corridor; and

WHEREAS, consistent with *STA Moving Forward* and *Connect Spokane,* STA and Spokane Regional Transportation Council (SRTC) completed a transportation and land use study of the Division Street Corridor; and

WHEREAS, STA Board of Directors, by Resolution 785-21, adopted the Locally Preferred Alternative (LPA) of fixed-guideway bus rapid transit (BRT) on Division Street with the preliminary alignment and station locations in Spring 2021, and recognized additional refinements to the LPA would result from further study and public consultation; and

WHEREAS, STA initiated the preliminary engineering and environmental scoping phase of Division Street BRT in Spring 2022 to further define the project in preparation of the Project Development phase of the project; and,

WHEREASE, STA, in partnership with regional partners, including SRTC, City of Spokane, Spokane County and the Washington State Department of Transportation (WSDOT), developed and evaluated refinements to the LPA, to include station locations, the termini in downtown Spokane and the Mead area, as well as the alignment to said termini; and,

WHEREAS, STA conducted public engagement activities throughout the evaluation process and conducted a public hearing before the STA Board of Directors on April 20, 2023; and

WHEREAS, the refined Locally Preferred Alternative is consistent with the policies of *Connect Spokane,* STA's comprehensive plan for public transportation; and

WHEREAS, STA continues preliminary engineering and environmental scoping activities related to Division Street BRT in order to prepare the project to seek entry in the Federal Transit Administration's Small Starts Program;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

Section 1. STA Board of Directors hereby adopts the refined Locally Preferred Alternative (LPA) of fixed-guideway bus rapid transit (BRT) on Division Street superseding the LPA adopted by Resolution No. 785-21, the alignment and general station locations depicted in Exhibit A, and the LPA elements as follows:

Provision	Element	Description
A	Mode	Fixed-guideway bus rapid transit (BRT) using zero-emission 60' buses
B	Service Level	Weekdays: 10-minute frequency or better Nights & Weekends: 15-minute frequency during most hours of the span
C	Northern Terminus	A new transit center in the vicinity of Farwell Road and Newport Highway
D	Southern Terminus	Downtown south of the STA Plaza in the vicinity of 2nd Avenue and Wall Street
E	Alignment	As depicted in Exhibit A, Page 2
F	Station Locations	As set forth in Exhibit A, Page 3
G	System Operations	Operating techniques for speed and reliability, such as Transit Signal Priority (TSP), all-door boarding and near-level platforms
H	Lane Configuration	Side-running, dedicated Business Access and Transit (BAT) lanes for a majority of the alignment, primarily between North River Drive and the North Division "Y" (Couplet and Mainline segments)
I	Other Multimodal Treatments	Protected bicycle facilities, including cycle tracks where practicable, along Ruby Street with pedestrian, ADA and bicycle improvements throughout the corridor.

Section 2. Staff is directed to forward the refined Locally Preferred Alternative as adopted herein to Spokane Regional Transportation Council for consideration and adoption into the Metropolitan Transportation Plan.

ADOPTED by STA at a regular meeting thereof held on the 18th day of May 2023.

ATTEST:

Dana Infalt

Dana Infalt
Clerk of the Authority

SPOKANE TRANSIT AUTHORITY

Lori Kinnear

Lori Kinnear
STA Board Chair

Approved as to form:

Megan Clark

Megan Clark
Legal Counsel

APPENDIX B
NORTHERN TERMINUS EVALUATION FINDINGS

Performance	Lower Performance	Moderate Performance	Higher Performance

Criteria	Transit Performance and User Benefit			Corridor Mobility					Equitable and Inclusive Access to Transit					Responsiveness to Community Needs					Implementation Feasibility					Capital and Operating Costs			Staffing Competitiveness		
	1a. Ridership Potential	1b. Transit Speed and Reliability Improvement	1c. Improves STA Network Connectivity	2a. Traffic/Corridor Mobility Impacts	2b. Bicycle and Pedestrian Impacts and Network Connectivity	2c. Freight/Business Access Impacts	2d. Safety Impacts	3a. Access to Housing	3b. Access to Employment	3c. Access to Healthcare, Education, and Social Services	3d. Access to Major Destinations	3e. Accessibility Improvements	4a. Feedback Received from the Survey	4b. Business Community Impacts/OSP Feedback	4c. Feedback from Low Income Populations (Respondents Who Have Annual Incomes of $49,999 or Less)	4d. Feedback from Minority Populations	4e. Current Bus Rider (Respondents Who Ride the Bus 1 or more Times a Week)	5a. Construction Feasibility	5b. Construction Impacts on Stakeholders	5c. Potential Environmental Impacts (NEPA/SEPA)	5d. Layover Location Viability/Feasibility	6a. Capital Cost for Transit Alternatives	6b. Annual Operations	6c. Deadhead time	7a. Meets Cost/Ridership Warrants for FTA 5309 Small Starts Funding	7b. Funding Competitiveness based on Small Starts Criteria	7c. Local Funding/Financial Impact on STA
Option 1	*Horizon 2045 Households: *Horizon buffer: 1,265 *Route buffer: 1,048 *Horizon 2045 employment: *Horizon buffer: 1,167 *Route buffer: 1,115	N/A	N/A	N/A	*Existing connecting facilities: *Bike: *Bike lanes on N Country Homes Blvd *Bike lanes at Hawthorne Rd (along portion of alternative) *Bike lanes at E Farwell Rd *Ped: *Ped out of 20 intersections have connecting sidewalks *Planned connecting facilities: *Bike: None *Ped: None *Gaps/Conflicts between nonmotorized crossings: *Maximum distance: 4,840 ft *Average distance: 2,205 ft	N/A	*Total crashes: 346 *Total or severe injury crashes: 5 (1% of crashes) *Total nonmotorized crashes: 9 (3% of crashes) *Total or severe injury nonmotorized crashes: 1 (11% of nonmotorized crashes) *Bicycle crashes: 4 *Pedestrian crashes: 2 *Potential conflicts at Division/Holland (both directions) *Not enough distance for bus to get into ITS after NB Division/Holland turning left *3 time changes required to access Mead TC in NB direction	*Spokane Housing Authority properties: No properties within ½ mile buffers *Population: *Station buffer: 2,747 *Route buffer: 4,975	Total Employment: 3,458 Accommodation/Food services: 696 Arts/Entertainment/Recreation: 1 Construction: 46 Educational services: 78 Finance/Insurance: 110 Healthcare/Social services: 424 Information: 50 Manufacturing: 3 Professional services: 94 Real Estate: 139 Public administration: 0 Retail trade: 1,325 Transportation/Warehousing: 4 Other services: 158 Wholesale trade: 4	*Destinations: *Education: K-8 Evergreen Elementary, Farwell Elementary, Northwood Middle, Whitworth University: *Health and Safety: 1 (Pine Station) *Parks/Recreation: 2 (Lancaster Park, Hill St Park) *Library Park: *Shopping Center: 1 (Heritage Village) *7.8% (station buffer) and 8% (route buffer) falls within Spokane County food desert	N/A	*Missing curb ramps: 6 curb ramps at 3 intersections *Length of sidewalk gaps: 2.76 miles *Distance between NB and SB stations: N/A	152 responses indicating top choice	N/A	50 responses indicating top choice	22 responses indicating top choice	30 responses indicating top choice	*Coordination with City of Spokane, Spokane County, WSDOT *Likely requires expansion of transit facilities on current period (WSDOT) *Utility impacts at stations: *Spokane storm sewer: 0 *Sanitary sewer: 1 *Spokane stormwater: 2 *Spokane county stormwater: 5	*Available roadway space at stations: *E lanes: 2 *W lanes: 2 *N lanes: 4 *Transit center: 1 *Stations replacing existing bus stops: 8 *Bike facility impacts at stations: 4	*No adjacent critical areas *No adjacent parks *No adjacent historic properties *No historic districts *Trees cleanup cities: 1 *Sites/facilities relocations: 29	*Requires ROW acquisition/use for new transit center (WSDOT) *New transit facilities would be built to fulfill service capacity *Bus comfort station would need to be constructed *Adjacent land use: Education, Single Family, Vacant	*Number of stations: 7 *Requires ROW acquisition/use for new transit center (WSDOT)	*Route length: 3.14 mi (one way) *Number of stations: 7	N/A	TBD	TBD	TBD
Option 2	*Horizon 2045 Households: *Horizon buffer: 1,125 *Route buffer: 1,045 *Horizon 2045 employment: *Horizon buffer: 1,118 *Route buffer: 1,152	N/A	N/A	N/A	*Existing connecting facilities: *Bike: *Bike lanes at N Country Homes Blvd *Bike lanes at Hawthorne Rd (along portion of alternative) *Bike lanes at E Hastings Rd *Shared use path at E Hastings Rd *Ped: *Ped out of 20 intersections have connecting sidewalks *Planned connecting facilities: *Bike: None *Ped: None *Gaps/Conflicts between nonmotorized crossings: *Maximum distance: 4,820 ft *Average distance: 2,205 ft	N/A	*Total crashes: 281 *Total or severe injury crashes: 4 (1% of crashes) *Total nonmotorized crashes: 9 (3% of crashes) *Total or severe injury nonmotorized crashes: 2 (22% of nonmotorized crashes) *Bicycle crashes: 4 *Pedestrian crashes: 4 *Potential conflict at Newport Hwy/Holland with WB and bus lane change *3 locations with 2 or more lane changes required	*Spokane Housing Authority properties: No properties within ½ mile buffers *Population: *Station buffer: 3,242 *Route buffer: 5,327	Total Employment: 5,142 Accommodation/Food services: 1,163 Arts/Entertainment/Recreation: 71 Construction: 46 Educational services: 0 Finance/Insurance: 154 Healthcare/Social services: 677 Information: 0 Manufacturing: 2 Professional services: 190 Real Estate: 139 Public administration: 0 Retail trade: 1,785 Transportation/Warehousing: 4 Other services: 158 Wholesale trade: 4	*Destinations: *Education: 3 (Evergreen Elementary, Mead High School, Whitworth University) *Health and Safety: 1 (Deaconess Medical Office) *Parks/Recreation: 1 (Hill St Park) *Shopping Center: 1 (Heritage Village) *7.8% (station buffer) and 8% (route buffer) falls within Spokane County food desert	N/A	*Missing curb ramps: 6 curb ramps at 3 intersections *Length of sidewalk gaps: 1.98 miles *Distance between NB and SB stations: N/A	138 responses indicating top choice	N/A	49 responses indicating top choice	19 responses indicating top choice	30 responses indicating top choice	*Coordination with City of Spokane, Spokane County, WSDOT *Likely requires expansion of transit facilities on current period (WSDOT) *Utility impacts at stations: *Spokane storm sewer: 0 *Sanitary sewer: 1 *Spokane stormwater: 2 *Spokane county stormwater: 5	*Available roadway space at stations: *E lanes: 2 *W lanes: 2 *N lanes: 4 *Transit center: 1 *Stations replacing existing bus stops: 8 *Bike facility impacts at stations: 4	*No adjacent critical areas *No adjacent parks *No adjacent historic properties *No historic districts *Trees cleanup cities: 1 *Sites/facilities relocations: 32	*Likely requires expansion of transit facilities on current period (WSDOT) *Bus comfort station would need to be expanded *Layover capacity *Existing comfort station *Adjacent land use: Retail, Service, Single Family, Multi Family, Wholesale	*Number of stations: 9 *Likely requires expansion of transit facilities on current period (WSDOT)	*Route length: 2.89 mi (one way) *Number of stations: 9	N/A	TBD	TBD	TBD
Option 4	*Horizon 2045 Households: *Horizon buffer: 1,152 *Route buffer: 1,065 *Horizon 2045 employment: *Horizon buffer: 1,167 *Route buffer: 1,042	N/A	N/A	N/A	*Existing connecting facilities: *Bike: *Bike lanes at N Country Homes Blvd *Bike lanes at Hawthorne Rd *Bike lanes at E Hastings Rd (along portion of alternative) *Shared use path at E Hastings Rd *Ped: *Ped out of 20 intersections have connecting sidewalks *Planned connecting facilities: *Bike: None *Ped: None *Gaps/Conflicts between nonmotorized crossings: *Maximum distance: 4,820 ft *Average distance: 2,205 ft	N/A	*Total crashes: 39 *Total or severe injury crashes: 1 (1% of crashes) *Total nonmotorized crashes: 7 (1% of crashes) *Total or severe injury nonmotorized crashes: 1 (14% of nonmotorized crashes) *Bicycle crashes: 0 *Pedestrian crashes: 1 *Potential conflict at Division/Holland (both directions)	*Spokane Housing Authority properties: No properties within ½ mile buffers *Population: *Station buffer: 2,427 *Route buffer: 4,809	Total Employment: 1,015 Accommodation/Food services: 685 Arts/Entertainment/Recreation: 26 Construction: 46 Educational services: 154 Finance/Insurance: 153 Healthcare/Social services: 392 Information: 0 Manufacturing: 3 Professional services: 81 Real Estate: 139 Public administration: 2 Retail trade: 1,148 Transportation/Warehousing: 4 Other services: 158 Wholesale trade: 4	*Destinations: *Education: 4 (Evergreen Elementary, Farwell Elementary, Northwood Middle, Whitworth University) *Health and Safety: 1 (Pine Station) *Parks/Recreation: 1 (Hill St Park) *Shopping Center: 1 (Heritage Village) *7.8% (station buffer) and 8% (route buffer) falls within Spokane County food desert	N/A	*Missing curb ramps: 2 curb ramps at 2 intersections *Length of sidewalk gaps: 0.39 miles *Distance between NB and SB stations: N/A	N/A	N/A	N/A	N/A	N/A	*Coordination with City of Spokane, Spokane County, WSDOT *Likely requires expansion of transit facilities on current period (WSDOT) *Utility impacts at stations: *Spokane storm sewer: 0 *Sanitary sewer: 0 *Spokane stormwater: 2 *Spokane county stormwater: 3	*Available roadway space at stations: *E lanes: 1 *W lanes: 1 *Transit center: 1 *Stations replacing existing bus stops: 1 *Bike facility impacts at stations: 1	*No adjacent critical areas *No adjacent parks *No adjacent historic properties *No historic districts *Trees cleanup cities: 2 *Sites/facilities relocations: 19	*Requires ROW acquisition/use for new transit center (WSDOT) *New transit facilities would be built to fulfill service capacity *Bus comfort station would need to be constructed *Adjacent land use: Education, Single Family, Vacant	*Number of stations: 7 *Requires ROW acquisition/use for new transit center (WSDOT)	*Route length: 3.30 mi (one way) *Number of stations: 7	N/A	TBD	TBD	TBD
Analysis Method	*Horizon 2045 households and employment within 1/4 mile station buffer and route buffer	*Approximation of 95th percentile to average transit travel time of available existing routes aligning with alternatives *Number of turning movements *Number of crosswalk interactions *Number of left turns	*Daily transfers at stops on the BRT route *Number of transfer points/routes *Connection to place (influence area + blocks from stops)	*Ratio of Average to Scheduled transit travel time on segments with transit operating data from Swiftly	*Existing connecting facilities *Planned connecting facilities *Distance between nonmotorized crossings along route	*Restrictions to freight access (turns/grade/cross) *Modifications to freight routing *Curb management impacts (including delivery impacts and parking impacts)	*Total crashes along route and 250 ft buffer around intersections (2017-2021) *Total and serious injury crashes along route and 250 ft buffer around intersections (2017-2021) *Total nonmotorized crashes along route and 250 ft buffer around intersections (2017-2021) *Total and serious injury nonmotorized crashes along route and 250 ft buffer around intersections (2017-2021) *Bicycle crashes *Pedestrian crashes *Potential/severe conflict stations *Bus movements	*Spokane Housing Authority properties within 1/4 mile station buffer and route buffer *Population within 1/4 mile station buffer and route buffer	*Employment by industry within 1/4 mile route buffer	*Number of education, government, health and safety, and shopping destinations within 1/4 mile route buffer *Food desert areas within 1/4 mile station buffer and route buffer	*Access to STA Plaza, Medical District, Riverpoint Campus, River Park Square, GU Courthouse, Convention Center, Riverfront Park, Intermodal Center	*Number of missing curb ramps along route *Length of sidewalk gaps along route *Distance between NB and SB stations (blocks)	*Community engagement results	*Community engagement results	*Community engagement results	*Community engagement results	*Community engagement results	*Partner agency coordination *ROW/property needs *Utility impacts at stations	*Available roadway space at stations *Stations replacing existing bus stops *Bike facility impacts at stations	*Adjacent critical areas *Adjacent parks *Adjacent historic properties *Historic districts *Adjacent basic cleanup program sites *Adjacent facility/site interactions	*Ease of acquiring use rights *Practical space capacity *Comfort stations access *Adjacent land use	*Number of stations *Acquisitions/project footprint	*Route length *Number of stations	*Deadhead time (Google Maps travel time on a weekday at 5pm - curb of 'D' Street and Boone Avenue to curb of 'D' Street and Boone Avenue at 5pm) *Deadhead time (Google Maps travel time on a weekday at 5pm - curb of 'D' Street and Boone Avenue to first NB stop travel time. Median travel time between stops rather than one trip/end stop option is available.)			
Data Source	*SRTC	*Swiftly *Google Earth	*STA *Google Maps	*Swiftly	*SRTC *Spokane County *City of Spokane	*WSDOT *City of Spokane	*WSDOT	*Spokane Housing Authority *US Census ACS 2015-2019	*QWI Business Analyst	*Destinations: *USDA *Spokane County *City of Spokane	*STA *City of Spokane	*Spokane County *City of Spokane	Survey (152 respondents answered, 49 skipped this question)	Survey	Survey (Based on respondents who have selected annual incomes of $49,999 or less)	*Survey (Based upon respondents that identify as one or more races other than white non-hispanic)	*Survey (Based upon respondents who ride the bus 1 or more times a week)	*Spokane County *City of Spokane	*SRTC *Spokane County *City of Spokane	*Trimble *WA DAHP *Pam DAR *WA Ecology *Spokane County *City of Spokane	*Spokane County *City of Spokane	*Project team	*Project team	*Google Maps			

APPENDIX C
SOUTHERN TERMINUS EVALUATION FINDINGS

Performance	Lower Performance	Moderate Performance	Higher Performance

Options	Transit Performance and User Benefit			Corridor Mobility				Equitable and Inclusive Access to Transit					Responsiveness to Economic Goals					Implementation Feasibility					Capital and Operating Costs			Funding Competitiveness		
	1a. Ridership Potential	1b. Transit Speed and Reliability Improvement	1c. Improves STA Network Connectivity	2a. Traffic/Corridor Mobility Impacts	2b. Bicycle and Pedestrian Impacts and Network Connectivity	2c. Freight/Business Access Impacts	2d. Safety Impacts	3a. Access to Housing	3b. Access to Employment	3c. Access to Healthcare, Education, and Social Services	3d. Access to Major Destinations	3e. Accessibility Improvements	4a. Feedback Received from Site Survey	4b. Business Community Impacts/DSP Feedback	4c. Feedback from Low Income Populations (Respondents Who Have Annual Incomes of $49,999 or Less)	4d. Feedback from Minority Populations	4e. Current Bus Rider (Respondents Who Ride the Bus 1 Day or More Times a Week)	5a. Construction Feasibility	5b. Construction Impacts on Stakeholders	5c. Potential Environmental Impacts (NEPA/SEPA)	5d. Layover Location Viability/Feasibility	6a. Capital Cost for Transit Alternative	6b. Annual Operations	6c. Deadhead Time	7b. Meets Cost/Ridership Warrants for FTA 5309 Small Starts Funding	7b. Funding Competitiveness based on Small Starts Criteria	7c. Local Funding/Financial Impact on STA
Option 1	N/A	*Travel time: 1.44 minutes *Number of turning movements: 7 *Number of crossroads intersections: 24 *Number of left turns: 5	*Daily transfers: 1,500 *Number of transfer points/routes: 22 *Route from STA Phase 3	Ratio of Average to Scheduled transit travel time: 2.21	*Existing connecting facilities: *Bike: *Bike lanes along W Spokane Falls Blvd (N Browne St to W Main Ave) *Bike lanes along W Riverside Ave (N Browne St to N Jefferson St) *Bike lanes along N Jefferson St (W Riverside Ave to W 1st Ave) *Bike lanes along W Riverside Ave (N Bernard St to N Division St) *Bike lanes along N Division St *Bike lanes at N Howard St *Shared use path at N Post St *Bike lanes at E Main Ave *Ped: *No intersections have connecting sidewalks *Planned connecting facilities: *Bike: *Bike lanes along W 1st Ave (N Jefferson St to Sprague Ave) *Shared use path at N Lincoln St *Bike lanes at Sprague Ave *Ped: *Distance between nonrelated crossings: *Maximum distance: 1,775 ft *Average distance: 455 ft	*Truck Freight Economic Corridors: N Division St (Drive Ave to W Riverside Ave/E Martin Luther King Jr Way) *Freight and Goods Transportation System: *T1: N/A *T2: N/A *T3: N Division St (E Drive Ave to W Riverside Ave/E Martin Luther King Jr Way) *T4: W Riverside Ave (N Browne St to N Division St) *T5: N/A *Curb management: *Options impacting parking: 1 *Options impacting loading zones: 2	*Total crashes: 379 *Total or severe injury crashes: 5 (1% of crashes) *Total nonrelated crashes: 57 (15% of crashes) *Total or severe injury nonrelated crashes: 4 (7% of nonrelated crashes) *Fatalities crashes: 2 *Bicycle crashes: 4 *Pedestrian crashes: 4 *Curb use station (Street with City Line), followed by right curb station (lane changes and bike interactions)	*Spokane Housing Authority properties: 3 properties within 1 mile buffer *Population: *Station buffer: 2,366 *Route buffer: 2,917	Total Employment: 14,766 Accommodation/Food services: 1,031 Arts/Entertainment/Recreation: 147 Construction: 1 Educational services: 1,282 Finance/Insurance: 1,239 Healthcare/Social services: 1,535 Information: 175 Manufacturing: 51 Professional services: 492 Real Estate: 242 Public administration: 5,577 Retail trade: 1,391 Transportation/Warehousing: 37 Other services: 49 Wholesale trade: 0 Waste management: 8	*Destinations: * Education: 0 * Government: 4 (Spokane City Hall, Spokane County Campus, Riverside Post Office, Spokane Public Library) * Health and Safety: 1 (Fire Station 1) * Parks/Recreation: 2 (Glover Field Park, Huntington Park) * Shopping Center: 0 * 1% station buffer/ and 25% (trade buffer) falls within Spokane County Food desert	*Major destinations: 7 (Jag Trails & Convention Center, River Park Square, Riverfront Park, Riverpoint Campus, Steinwald Center, STA Plaza, Thomas S Foley US Courthouse)	*Missing curb ramps: 0 curb ramps at 0 intersections *Length of sidewalk gaps: 0 miles *Distance between NB and SB stations: 0 - 3 blocks	104 responses indicating top choice		14 responses indicating top choice	20 responses indicating top choice	18 responses indicating top choice	*Coordination with City of Spokane, WSDOT * Layover space: *Greyhound facility: requires private parcel acquisition *Amtrak: in steerage tunnel: requires ROW acquisition/use (Spokane) *Bus: *A Street at NE corner of S Monroe St/W 3rd Ave: requires private parcel acquisition *Under I-90 between S Maple St and S Walnut St: requires ROW acquisition/use (WSDOT) *Utility impacts at stations: *Spokane Joint Base: 0 *Spokane Amtrak: 0 *Spokane county courthouse: 0	*Available roadway space at stations: *0 lanes: 4 *4 lanes: 1 *Stations requiring existing bus stops: 5 *City-line stations impacted: 1 *Bike facility impacts at stations: 3	*Rose: shoreline jurisdiction 200 ft buffer (Tier 1) *Historic properties: *National Register: 11 *Washington Heritage Register: 14 *Local Register: 28 *Historic districts: *Browne's Addition Historic District: 4 blocks *Riverside Ave Historic District: 3 blocks *Spokane Downtown Historic Transportation Corridor: 3 blocks *East Downtown Historic District: 7 blocks *Hits: change sites: 14 *Footfall/bike interactions: 84	*3 layover options: *Greyhound facility (private parcel) *Under I-90 between S Maple St and S Walnut St *A Street (NE corner of S Monroe St/W 3rd Ave) *Pros: stations at NE corner of S Monroe St/W 3rd Ave (private parcel) *Under I-90 between S Maple St and S Walnut St (WSDOT ROW) *New facilities would be built to fulfill service capacity *Further station options: *Greyhound Brief: requires ROW acquisition/use (Spokane) *Cons: Greyhound Brief: curb cutouting opportunities *A Street: requires private parcel acquisition *Pros: stations at NE corner of S Monroe St/W 3rd Ave: limited curbcutouting opportunities *Under I-90 between S Maple St and S Walnut St: limited curbcutouting opportunities *Adjacent land use: *Greyhound Brief: Communication, Multi Family, Parking *A Street: Retail, Transportation, Vacant *Under I-90 between S Maple St and S Walnut St: Retail, Service, Vacant	*Number of stations: 0 *City Line: 1 *Outside City: 0 *Greyhound Facility: requires private parcel acquisition *Amtrak: *In Cedar St station: lease: requires ROW acquisition/use (Spokane) *In Sprague Blvd: requires ROW acquisition/use (Spokane) *Location of station at NE corner of S Monroe St/W 3rd Ave: requires private parcel acquisition *Under I-90 between S Maple St and S Walnut St: requires ROW acquisition/use (WSDOT)	*Route length: 2.26 mi *Number of stations: 3	7 minutes	TBD	TBD	TBD
Option 2	N/A	*Travel time: 1.38 minutes *Number of turning movements: 6 *Number of crossroads intersections: 29 *Number of left turns: 4	*Daily transfers: 84,300 *Number of transfer points/routes: 25 *Route from STA Phase 3	Ratio of Average to Scheduled transit travel time: 2.55	*Existing connecting facilities: *Bike: *Bike lanes along W Riverside Ave (N Browne St to N Monroe St) *Bike lanes at W Spokane Falls Blvd *Bike lanes at N Post St *Bike lanes along W Riverside Ave (N Browne St to N Monroe St) *Bike lanes along W Riverside Ave (N Browne St to N Division St) *Bike lanes along N Division St *Bike lanes at E Main Ave *Ped: *No intersections have connecting sidewalks *Planned connecting facilities: *Bike: *Bike lanes at Sprague Ave *Bike lanes at W 1st Ave *Ped: *Distance between nonrelated crossings: *Maximum distance: 1,775 ft *Average distance: 639 ft	*Truck Freight Economic Corridors: N Division St (Drive Ave to W Riverside Ave/E Martin Luther King Jr Way), N Browne St (W Spokane Falls Blvd to W Riverside Ave) *Freight and Goods Transportation System: *T1: N/A *T2: N/A *T3: N Division St (E Drive Ave to W Riverside Ave/E Martin Luther King Jr Way), N Browne St (W Spokane Falls Blvd to W Riverside Ave) *T4: W Riverside Ave (N Browne St to W 3rd Ave), Under I-90 (W Riverside Ave to W 3rd Ave), W Riverside Ave (N Browne St to N Division St) *T5: N/A *Curb management: *Options impacting parking: 3 *Options impacting loading zones: 1	*Total crashes: 492 *Total or severe injury crashes: 8 (1% of crashes) *Total nonrelated crashes: 53 (11% of crashes) *Total or severe injury nonrelated crashes: 6 (11% of nonrelated crashes) *Fatalities crashes: 0 *Bicycle crashes: 6 *Pedestrian crashes: 4 *Potential sight distance/conflict issue for WB left-turn movement at Riverside/Monroe intersection *T2 facilities requiring lane change to turn left	*Spokane Housing Authority properties: 3 properties within 1 mile buffer *Population: *Station buffer: 1,904 *Route buffer: 2,835	Total Employment: 17,148 Accommodation/Food services: 1,033 Arts/Entertainment/Recreation: 218 Construction: 1 Educational services: 208 Finance/Insurance: 1,239 Healthcare/Social services: 2,241 Information: 175 Manufacturing: 51 Professional services: 492 Real Estate: 242 Public administration: 5,577 Retail trade: 1,141 Transportation/Warehousing: 37 Other services: 394 Wholesale trade: 0 Waste management: 8	*Destinations: * Education: 1 (Lewis and Clark High School) * Government: 3 (Spokane City Hall, Riverside Post Office, Spokane Public Library) * Health and Safety: 1 (Fire Station 1) * Parks/Recreation: 2 (Glover Field Park, Huntington Park) * Shopping Center: 0 * 1% station buffer/ and 25% (trade buffer) falls within Spokane County Food desert	*Major destinations: 9 (Jag Trails & Convention Center, Riverpoint Campus, Steinwald Center, River Park Square, Riverfront Park, Riverpoint Campus, Stevens Hospital, Steinwald Center, STA Plaza, Thomas S Foley US Courthouse)	*Missing curb ramps: 0 curb ramps at 0 intersections *Length of sidewalk gaps: 0 miles *Distance between NB and SB stations: 0 - 3 blocks	84 responses indicating top choice		16 responses indicating top choice	20 responses indicating top choice	18 responses indicating top choice	*Coordination with City of Spokane, WSDOT * layover space: *Greyhound facility: requires private parcel acquisition *Amtrak: in steerage tunnel: requires ROW acquisition/use (Spokane) *Bus: *A Street at NE corner of S Monroe St/W 3rd Ave: requires private parcel acquisition *Under I-90 between S Maple St and S Walnut St: requires ROW acquisition/use (WSDOT) *Utility impacts at stations: *Spokane Joint Base: 0 *Spokane Amtrak: 0 *Spokane county courthouse: 0	*Available roadway space at stations: *0 lanes: 2 *4 lanes: 3 *Stations requiring existing bus stops: 6 *City-line stations impacted: 1 *Bike facility impacts at stations: 3	*No adjacent critical areas *No adjacent parks *Historic properties: *National Register: 11 *Washington Heritage Register: 14 *Local Register: 28 *Historic districts: *Browne's Addition Historic District: 1 block *Spokane Downtown Historic Transportation Corridor: 3 blocks *East Downtown Historic District: 5 blocks *Hits: change sites: 14 *Footfall/bike interactions: 92	*3 layover options: *Greyhound Brief (Spokane RFTA) *Pros: stations at NE corner of S Monroe St/W 3rd Ave (private parcel) *Under I-90 between S Maple St and S Walnut St (WSDOT ROW) *New facilities would be built to fulfill service capacity *Further station options: *A Street: Brief: limited curbcutouting opportunities *Pros: stations at NE corner of S Monroe St/W 3rd Ave: limited curbcutouting opportunities *Under I-90 between S Maple St and S Walnut St: limited curbcutouting opportunities *Adjacent land use: *Greyhound Brief: Retail, Transportation, Vacant *A Street: Retail, Service, Vacant *Under I-90 between S Maple St and S Walnut St: Retail, Service, Vacant	*Number of stations: 0 *City Line: 0 *Outside City: 0 *Greyhound Facility: requires private parcel acquisition *Amtrak: *Location of station at NE corner of S Monroe St/W 3rd Ave: requires private parcel acquisition *Under I-90 between S Maple St and S Walnut St: requires ROW acquisition/use (WSDOT)	*Route length: 2.45 mi *Number of stations: 4	6 - 13 minutes	TBD	TBD	TBD
Option 3	N/A	*Travel time: 1.54 minutes *Number of turning movements: 6 *Number of crossroads intersections: 24 *Number of left turns: 2	*Daily transfers: 15,700 *Number of transfer points/routes: 26 *Route from STA Phase 3	Ratio of Average to Scheduled transit travel time: 1.84	*Existing connecting facilities: *Bike: *Bike lanes along W Spokane Falls Blvd (N Browne St to N Stevens St) *Bike lanes along Howard St (W Riverside Ave to N Sprague Ave) *Bike lanes along N Stevens St (W Spokane Falls Blvd to N Division St) *Shared use path at N Stevens St *Bike lanes at W Main Ave *Bike lanes at E Main Ave *Ped: *No intersections have connecting sidewalks *Planned connecting facilities: *Bike: *Bike lanes along S Stevens St (W 2nd Ave to I-90) *Bike lanes at Sprague Ave *Bike lanes at W 1st Ave *Ped: *Distance between nonrelated crossings: *Maximum distance: 1,775 ft *Average distance: 474 ft	*Truck Freight Economic Corridors: N Division St (Drive Ave to W Riverside Ave/E Martin Luther King Jr Way) *Freight and Goods Transportation System: *T1: N/A *T2: N/A *T3: N Division St (E Drive Ave to W Riverside Ave/E Martin Luther King Jr Way) *T4: W Riverside Ave (N Browne St to N Division St), Howard St (W Riverside Ave to W Sprague Ave), Stevens St (W Riverside Ave to N Division St) *T5: N/A *Curb management: *Options impacting parking: 2 *Options impacting loading zones: 1	*Total crashes: 380 *Total or severe injury crashes: 10 (1% of crashes) *Total nonrelated crashes: 60 (16% of crashes) *Total or severe injury nonrelated crashes: 8 (14% of nonrelated crashes) *Fatalities crashes: 1 *Bicycle crashes: 4 *T2 location requiring lane change to turn left	*Spokane Housing Authority properties: No properties within 1 mile buffer *Population: *Station buffer: 2,104 *Route buffer: 2,724	Total Employment: 17,098 Accommodation/Food services: 2,966 Arts/Entertainment/Recreation: 343 Construction: 1 Educational services: 208 Finance/Insurance: 1,239 Healthcare/Social services: 1,450 Information: 175 Manufacturing: 51 Professional services: 394 Real Estate: 242 Public administration: 1,460 Retail trade: 1,325 Transportation/Warehousing: 37 Other services: 394 Wholesale trade: 0 Waste management: 8	*Destinations: * Education: 0 * Government: 1 (Spokane City Hall, Riverside Post Office, Spokane Public Library) * Health and Safety: 1 (Fire Station 1) * Parks/Recreation: 1 (Huntington Park) * Shopping Center: 0 * 1% station buffer/ and 25% (trade buffer) falls within Spokane County Food desert	*Major destinations: 7 (Jag Trails & Convention Center, River Park Square, Riverfront Park, Riverpoint Campus, Steinwald Center, STA Plaza, Thomas S Foley US Courthouse)	*Missing curb ramps: 0 curb ramps at 0 intersections *Length of sidewalk gaps: 0 miles *Distance between NB and SB stations: 1 - 3 blocks	76 responses indicating top choice		15 responses indicating top choice	7 responses indicating top choice	16 responses indicating top choice	*Coordination with City of Spokane, WSDOT * layover space: *Greyhound facility: requires private parcel acquisition *Amtrak: in steerage tunnel: requires ROW acquisition/use (Spokane) *Bus: *Under I-90 between S Howard St and S Stevens St: requires ROW acquisition/use (WSDOT) *Utility impacts at stations: *Spokane Joint Base: 0 *Spokane Amtrak: 0 *Spokane stevens: 2 *Spokane county courthouse: 0	*Available roadway space at stations: *0 lanes: 2 *4 lanes: 3 *Stations requiring existing bus stops: 4 *City-line stations impacted: 1 *Bike facility impacts at stations: 4	*Rose: shoreline jurisdiction 200 ft buffer (Tier 1) *Historic properties: *National Register: 6 *Washington Heritage Register: 8 *Local Register: 28 *Historic districts: *Spokane Downtown Historic District: 3 blocks *Hits: change sites: 14 *Footfall/bike interactions: 80	*3 layover options: *Under I-90 between S Howard St and S Stevens St (WSDOT ROW) *New facilities would be built to fulfill service capacity *Further station options: *Under I-90 between S Howard St and S Stevens St: curbcutouting opportunities *Adjacent land use: *Under I-90 between S Howard St and S Stevens St: Retail, Education	*Number of stations: 7 *City Line: 0 *Outside City: 0 *Under I-90 between S Howard St and S Stevens St: requires ROW acquisition/use (WSDOT)	*Route length: 2.03 mi *Number of stations: 7	4 minutes	TBD	TBD	TBD
Option 4	N/A	*Travel time: 1.30 minutes *Number of turning movements: 6 *Number of crossroads intersections: 18 *Number of left turns: 4	*Daily transfers: 14,900 *Number of transfer points/routes: 28 *Route from STA Phase 3	Ratio of Average to Scheduled transit travel time: 2.21	*Existing connecting facilities: *Bike: *Bike lanes along W Spokane Falls Blvd (N Browne St to N Bernard St) *Bike lanes along W Riverside Ave (N Bernard St to N Division St) *Bike lanes at W Main Ave *Bike lanes at E Main Ave *Bike lanes at N Post St *Bike lanes at E Main Ave *Ped: *No intersections have connecting sidewalks *Planned connecting facilities: *Bike: *Bike lanes along Sprague Ave (N Bernard St to West St) *Bike lanes along W 1st Ave (S Wall St to Sprague Ave) *Ped: None *Distance between nonrelated crossings: *Maximum distance: 1,775 ft *Average distance: 474 ft	*Truck Freight Economic Corridors: N Division St (Drive Ave to W Riverside Ave/E Martin Luther King Jr Way) *Freight and Goods Transportation System: *T1: N/A *T2: N/A *T3: N Division St (E Drive Ave to W Riverside Ave/E Martin Luther King Jr Way) *T4: W Riverside Ave (N Browne St to N Division St) *T5: N/A *Curb management: *Options impacting parking: 2 *Options impacting loading zones: 1	*Total crashes: 394 *Total or severe injury crashes: 5 (1% of crashes) *Total nonrelated crashes: 56 (14% of crashes) *Total or severe injury nonrelated crashes: 2 (4% of nonrelated crashes) *Fatalities crashes: 2 *Bicycle crashes: 2 *T1 location requiring lane change to turn left	*Spokane Housing Authority properties: No properties within 1 mile buffer *Population: *Station buffer: 1,423 *Route buffer: 1,934	Total Employment: 13,775 Accommodation/Food services: 1,040 Arts/Entertainment/Recreation: 148 Construction: 1 Educational services: 1,282 Finance/Insurance: 1,482 Information: 175 Manufacturing: 51 Professional services: 395 Real Estate: 242 Public administration: 1,460 Retail trade: 1,245 Transportation/Warehousing: 37 Other services: 394 Wholesale trade: 0 Waste management: 8	*Destinations: * Education: 0 * Government: 1 (Spokane City Hall, Riverside Post Office, Spokane Public Library) * Health and Safety: 1 (Fire Station 1) * Parks/Recreation: 1 (Huntington Park) * Shopping Center: 0 * 1% station buffer/ and 25% (trade buffer) falls within Spokane County Food desert	*Major destinations: 7 (Jag Trails & Convention Center, River Park Square, Riverfront Park, Riverpoint Campus, Steinwald Center, STA Plaza, Thomas S Foley US Courthouse)	*Missing curb ramps: 0 curb ramps at 0 intersections *Length of sidewalk gaps: 0 miles *Distance between NB and SB stations: 1 - 4 blocks	57 responses indicating top choice		8 responses indicating top choice	4 responses indicating top choice	9 responses indicating top choice	*Coordination with City of Spokane, WSDOT * layover space: *Greyhound facility: requires private and public parcel acquisition *Amtrak: *Utility impacts at stations: *Spokane Joint Base: 0 *Spokane Amtrak: 0 *Spokane stevens: 2 *Spokane county courthouse: 0	*Available roadway space at stations: *0 lanes: 2 *4 lanes: 3 *Stations replacing existing bus stops: 3 *City-line stations impacted: 1 *Bike facility impacts at stations: 1	*No adjacent critical areas *No adjacent parks *Historic properties: *National Register: 6 *Washington Heritage Register: 7 *Local Register: 28 *Historic districts: *Spokane Downtown Historic District: 11 blocks *Hits: change sites: 14 *Footfall/bike interactions: 52	*1 layover option: *Intermodal Center (private and public parcels) *Greyhound facility: requires ROW acquisition/use (Spokane) *Pros: Greyhound Brief: curb cutouting opportunities *Cons: Greyhound Brief: curb cutouting opportunities *Adjacent land use: *Intermodal Center: Multi Family, Lodging, Retail, Service, Parking, Vacant, Museum	*Number of stations: 4 *City Line: 0 *Outside City: 0 *Intermodal Center: requires private and public parcel acquisition/use	*Route length: 1.63 mi *Number of stations: 4	4 - 5 minutes	TBD	TBD	TBD
Analysis Method	*Version 2045 households and employment within 1/4 mile station buffer and route buffer	*Approximation of 95th percentile to average transit travel time of available existing routes aligning with options *Number of turning movements *Number of crossroads intersections *Number of left turns	*Daily transfers at stops on the BRT route *Number of transfer points/routes *Connection to plaza (influence area + + blocks from plaza)	*Ratio of Average to Scheduled transit travel time on segments with transit operating data from Swiftly	*Existing connecting facilities *Planned connecting facilities *Distance between nonrelated crossings along route	*Restrictions to freight routes (turns/signalization) *Modifications to freight routing *Curb management impacts (including delivery impacts and parking impacts)	*Total crashes along route and 250 ft buffer around intersections (2017-2021) *Total severe crashes along route and 250 ft buffer around intersections (2017-2021) *Total nonrelated crashes along route and 250 ft buffer around intersections (2017-2021) *Total nonrelated severe crashes along route and 250 ft buffer around intersections (2017-2021) *Fatalities crashes *Bicycle crashes *Pedestrian crashes *Bus movements	*Spokane Housing Authority properties within 1/4 mile station buffer and route buffer *Population within 1/4 mile station buffer and route buffer	*Employment by industry within 1/4 mile route buffer	*Number of education, government, health and safety, recreation, and shopping destinations within 1/4 mile buffer *Disadvantaged areas within 1/4 mile station buffer and route buffer	*Access to STA Plaza, Medical District, Riverpoint Campus, River Park Square, US Courthouse, Convention Center, Riverfront Park, Intermodal Center	*Number of missing curb ramps along route *Length of sidewalk gaps along route *Distance between NB and SB stations (blocks)	*Community engagement results	*Community engagement results	*Community engagement results	*Community engagement results	*Community engagement results	*Partner agency coordination *ROW/property needs *Utility impacts at stations	*Available roadway space at stations *Stations replacing existing bus stops *Bike facility impacts at stations	*Adjacent critical areas *Adjacent parks *Adjacent historic properties *Historic districts *Adjacent hits: cleanup program sites *Adjacent facility/site interactions	*Size of acquiring use rights *Physical space capacity *Comfort station access *Adjacent land use	*Number of stations *Acquisitions/project footprint	*Route length *Number of stations	*Deadhead time (Google Maps travel time on a weekday at 5pm - curr of 38 min stop to layover and layover to first NB stop travel time. Median travel time selected if more than one layover options are available)			
Data Source	*SRTC	*Swiftly *Google Earth	*STA *Google Maps	*Swiftly	*SRTC *Spokane County *City of Spokane	*WSDOT *City of Spokane	*WSDOT	*Spokane Housing Authority *US Census ACS 2015-2019	*ESRI Business Analyst	*USDA *Spokane County *City of Spokane	*STA *City of Spokane	*Spokane County *City of Spokane	*Survey (250 respondents answered; 45 skipped this question)	*Survey	*Survey (Based on respondents who selected annual incomes of $49,999 or less)	*Survey (Based upon respondents that identify as one or more races other than white-non-Hispanic)	*Survey (Based upon respondents who ride the bus 1 or more times a week	*Spokane County *City of Spokane	*SRTC *Spokane County *City of Spokane	*Visio *Google Earth *Arc GIS *Park Ecology *Spokane County *City of Spokane	*Spokane County *City of Spokane	*Project team	*Project team	*Google Maps			

APPENDIX D
DIVISION STREET BRT PARTNER AGENCY, PUBLIC, AND STAKEHOLDER ENGAGEMENT REPORT

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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March 20, 2023

TABLE OF CONTENTS

1. INTRODUCTION 1-1

2. PARTNER AGENCY ENGAGEMENT 2-1

2.1 Advisory Committees 2-1

2.1.1 Steering Committee 2-1

2.1.2 Executive Committee 2-2

2.1.2 Technical Advisory Committee 2-2

3. PUBLIC AND STAKEHOLDER ENGAGEMENT 3-3

3.1 Outreach and Engagement Activities 3-3

3.1.1 Project Website 3-3

3.1.2 Survey 3-3

3.1.3 Project Description Folio 3-15

3.1.4 Community Events/Neighborhood Councils 3-15

3.1.5 Social Media 3-16

3.1.6 Email Campaigns 3-17

3.1.7 Property Owner Direct Mail Letter 3-17

3.1.8 Virtual Open House 3-18

3.1.9 Bus Stop Flyers 3-18

3.2 Agency Presentations 3-18

3.2.1 The City of Spokane Plan Commission Transportation Subcommittee 3-18

3.2.2 Downtown Spokane Partnership 3-19

FIGURES

Figure 2-1. Decision Making Framework Diagram 2-1

Figure 3-1. North Terminus Options 1 and 2 3-4

Figure 3-2. South Terminus Option 1: Big Loop 3-5

Figure 3-3. South Terminus Option 2: Riverside 3-5

Figure 3-4. South Terminus Option 3: Extended Route 25 3-6

Figure 3-5. South Terminus Option 4: Small Loop 3-6

Figure 3-6. LPA Route and Station Locations 3-7

Figure 3-7. Division Street BRT Priorities North of the Y 3-9

Figure 3-8. Preferred Division Street BRT Routing Option North of the Y 3-9

Figure 3-9. Preferred Division Street BRT Routing Options Downtown 3-11

Figure 3-10. Division Street BRT Priorities Downtown 3-12

TABLE OF CONTENTS

TABLES

Table 2-1. Community Events Attendance 3-15

ATTACHMENTS

A. Web-Based Survey Information
B. Survey Results
C. Hardcopy Survey
D. Project Description Folio
E. Neighborhood Meetings Notes
F. Social Media Comments
G. Email Comments
H. Property Owner Direct Mail Letter
I. Virtual Open House Meeting Notes
J. The City of Spokane Plan Commission Transportation Subcommittee Meeting Notes
K. Downtown Spokane Partnership Meeting Notes

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.

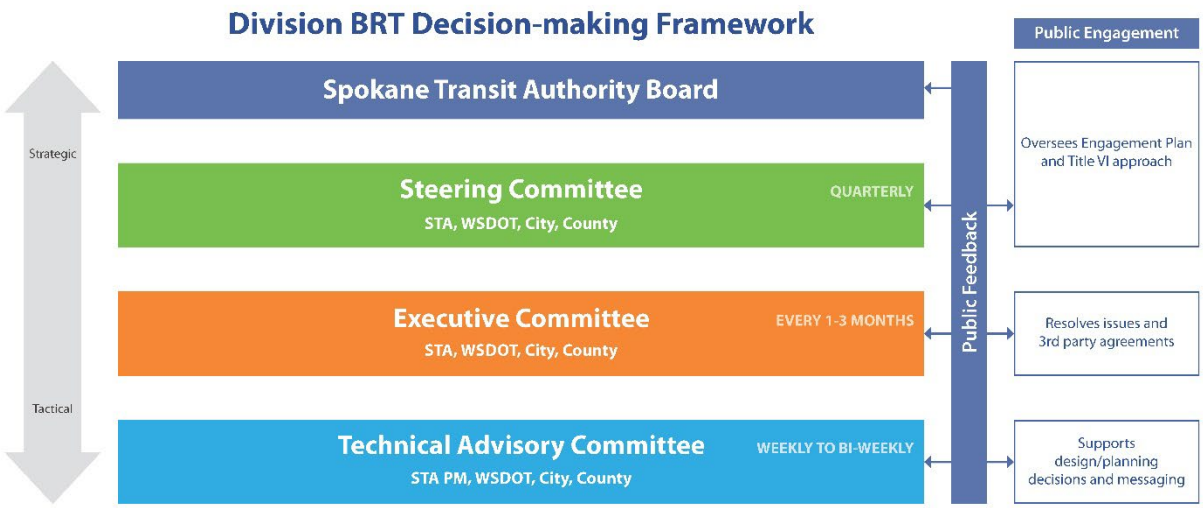


Figure 2-1. Decision-Making Framework Diagram

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 website[1] 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

3. 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

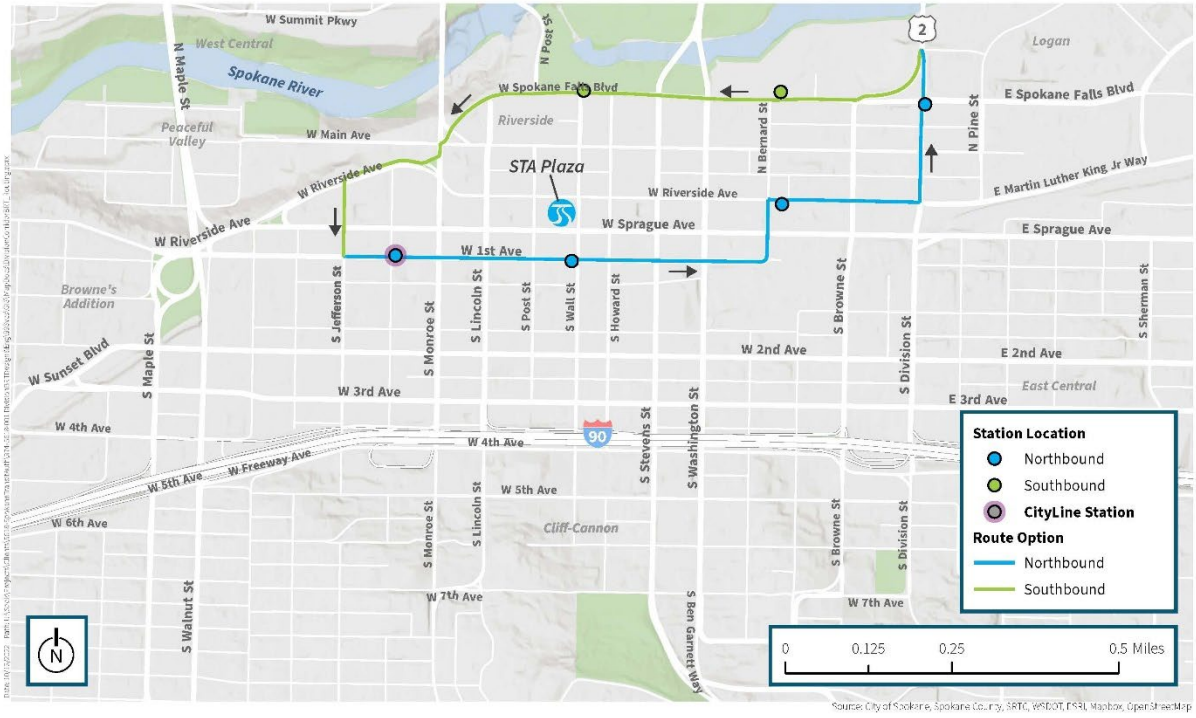


Figure 3-2. South Terminus Option 1: Big Loop

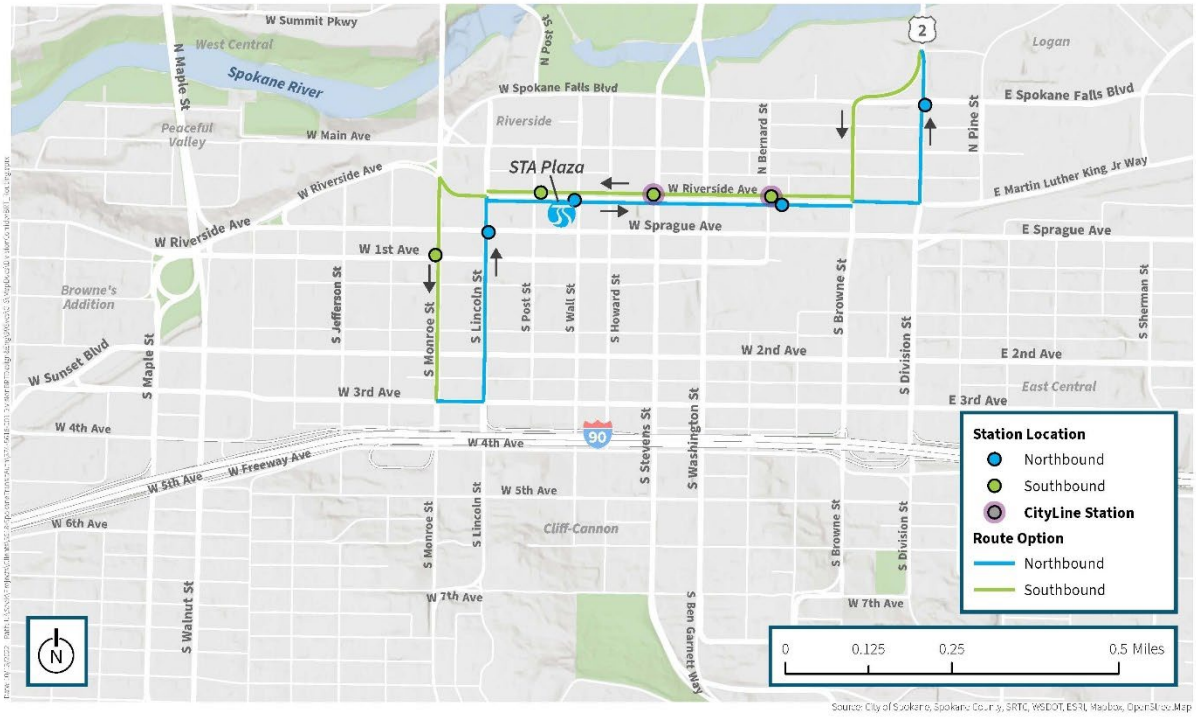


Figure 3-3. South Terminus Option 2: Riverside

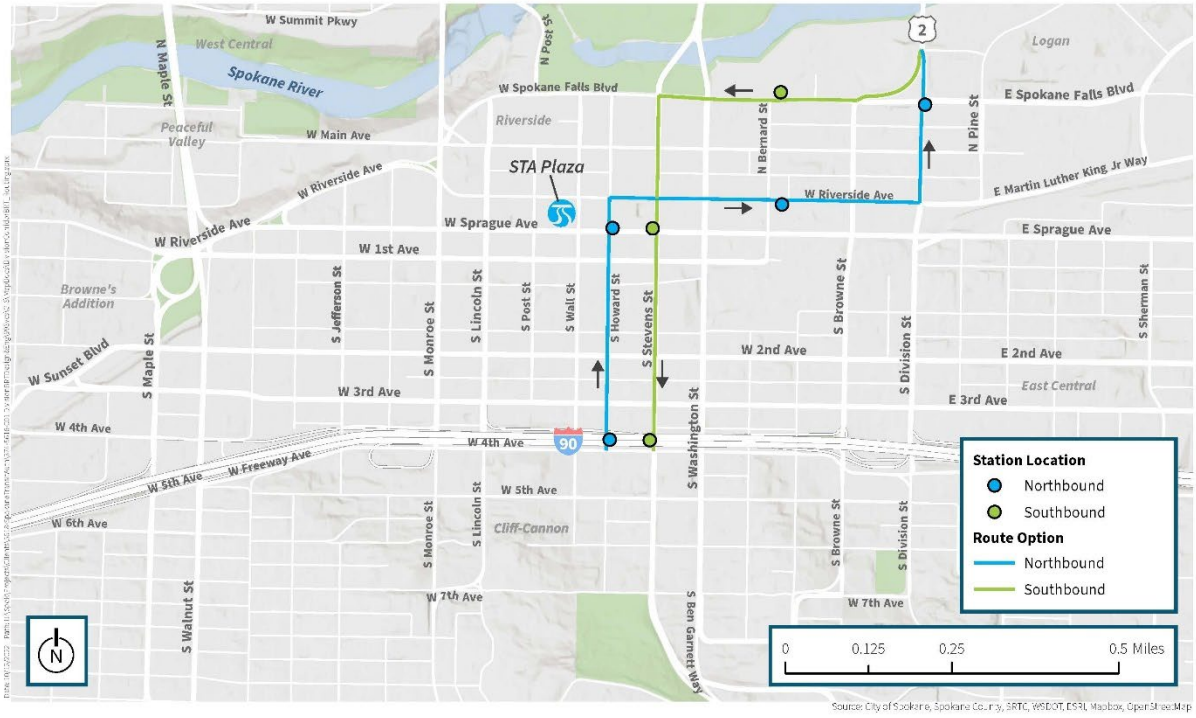


Figure 3-4. South Terminus Option 3: Extended Route 25

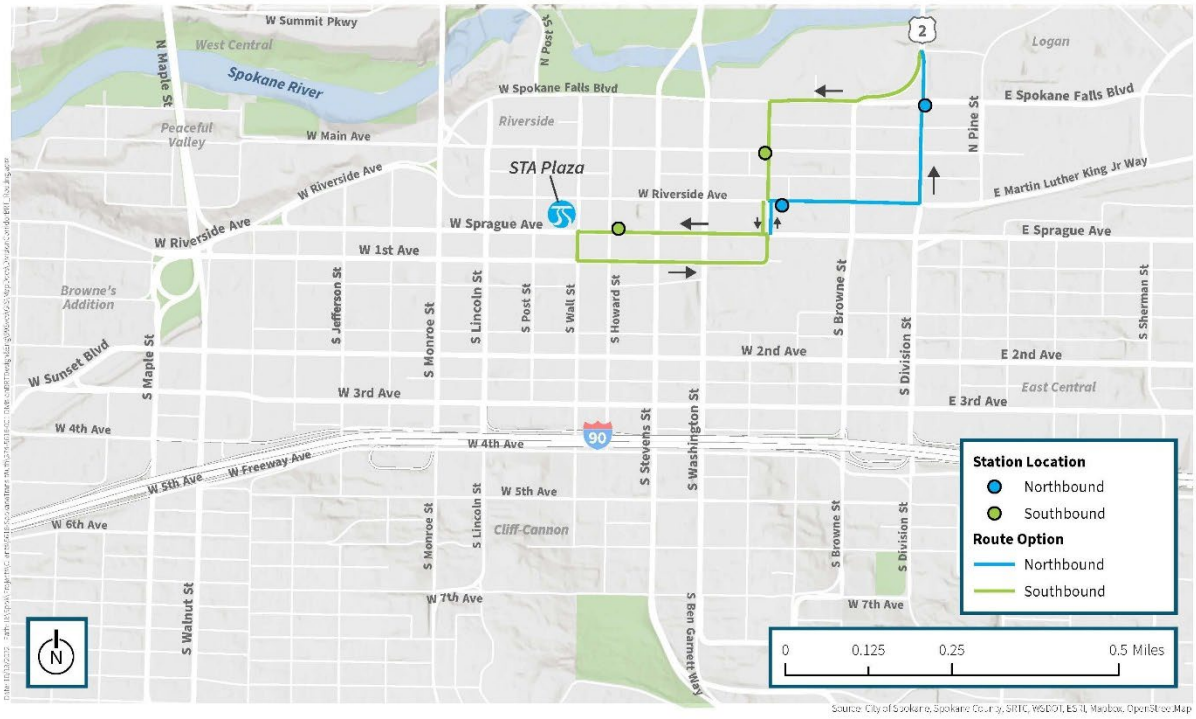


Figure 3-5. South Terminus Option 4: Small Loop

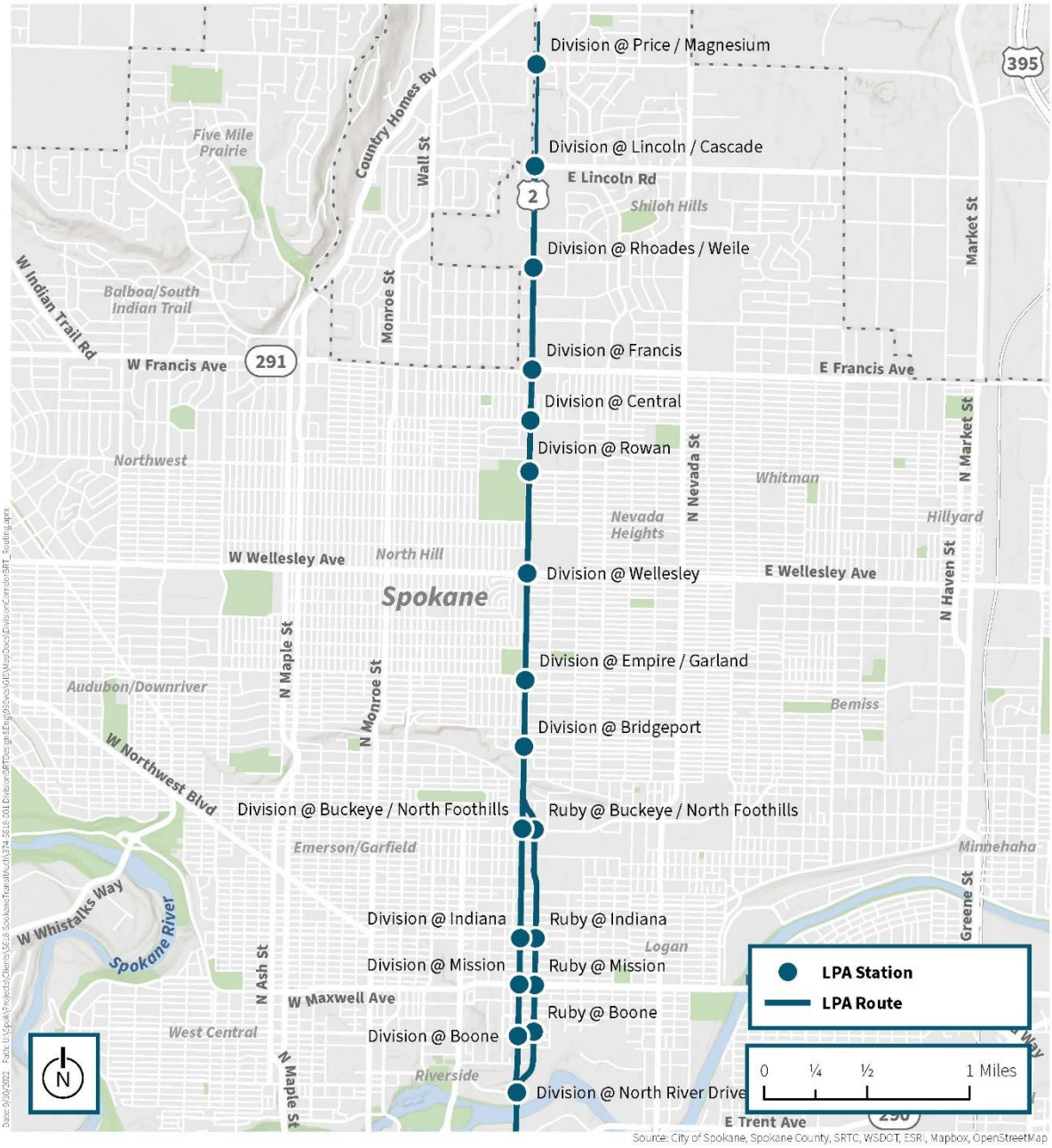


Figure 3-6. LPA Route and Station Locations

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.

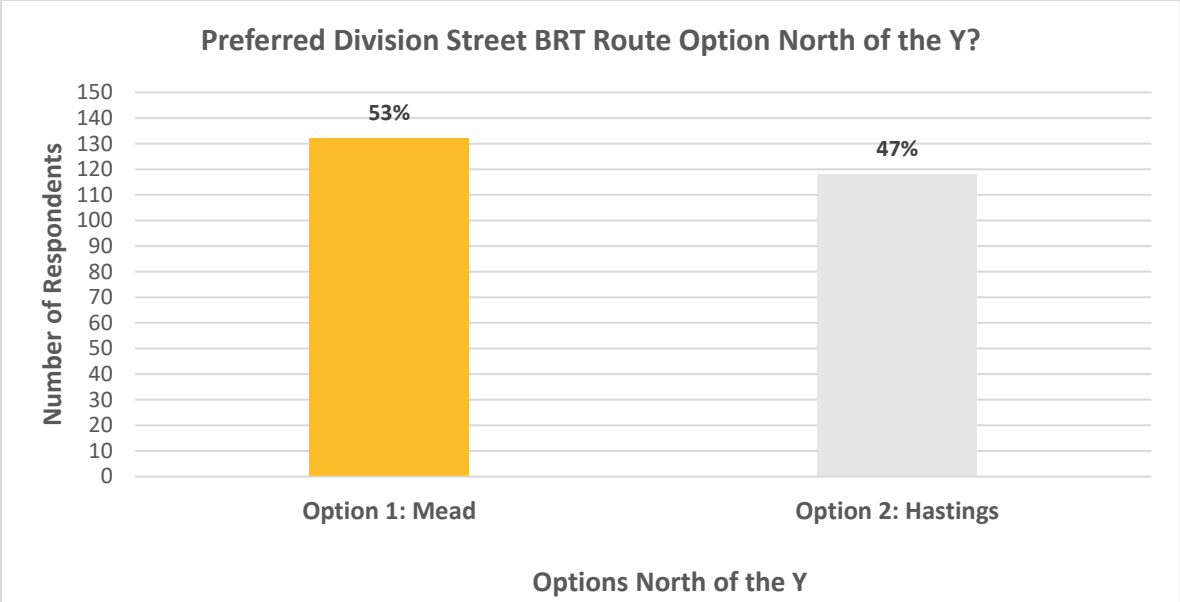


Figure 3-7. Preferred Division Street BRT Routing Option North of the Y

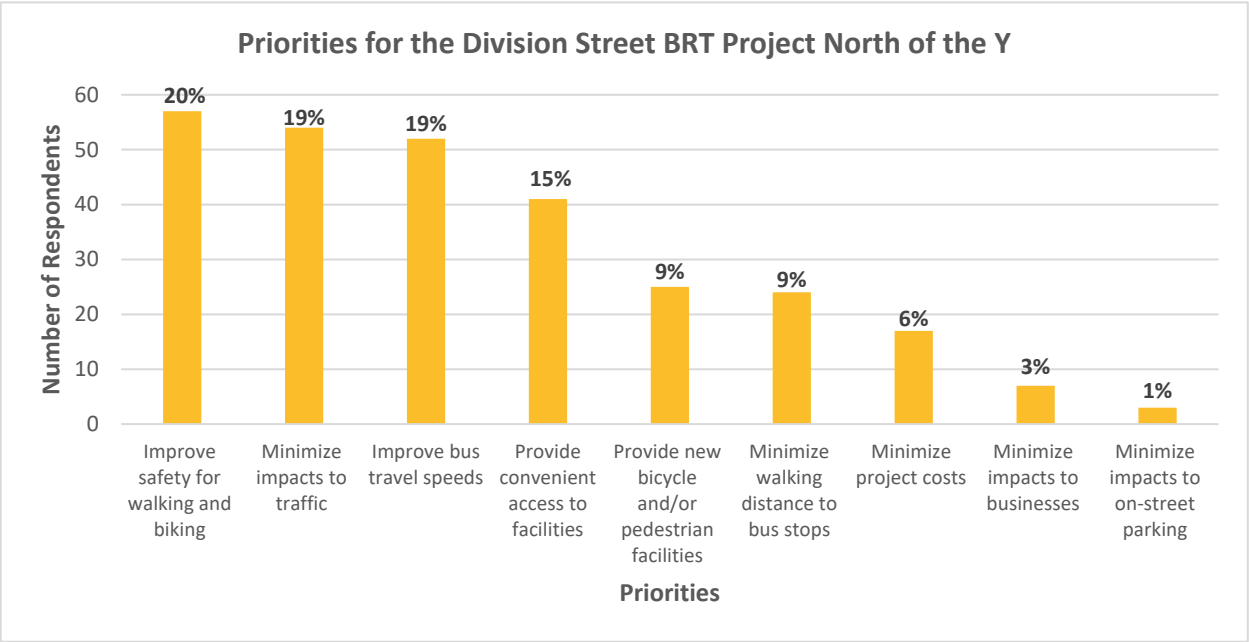


Figure 3-8. Division Street BRT Priorities North of the Y

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

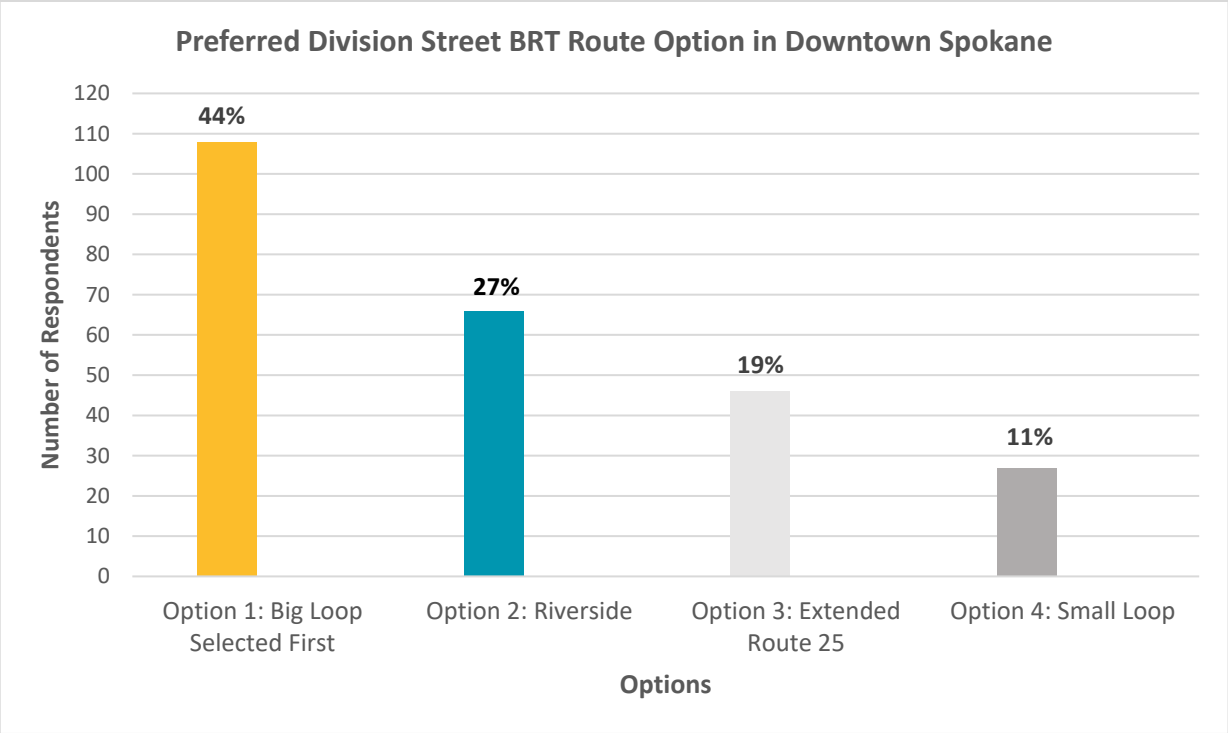


Figure 3-9. Preferred Division Street BRT Routing Options Downtown

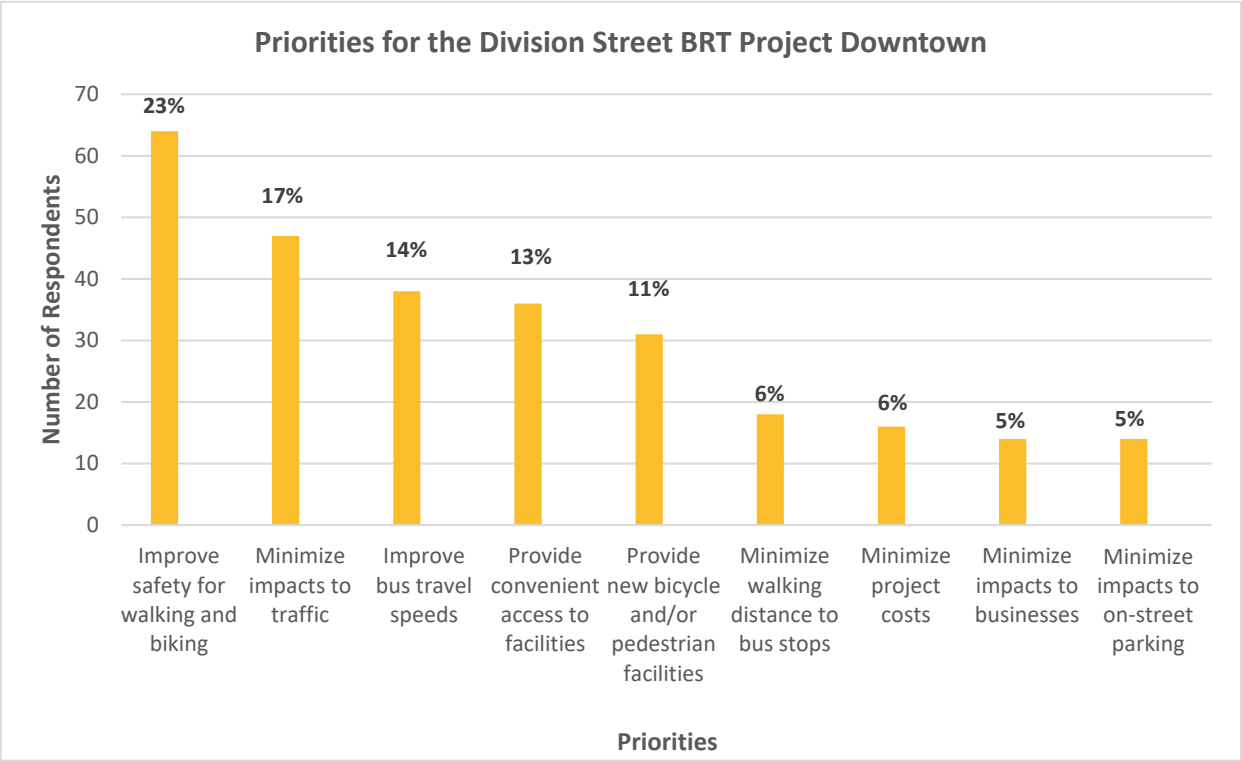


Figure 3-10. Division Street BRT Priorities Downtown

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

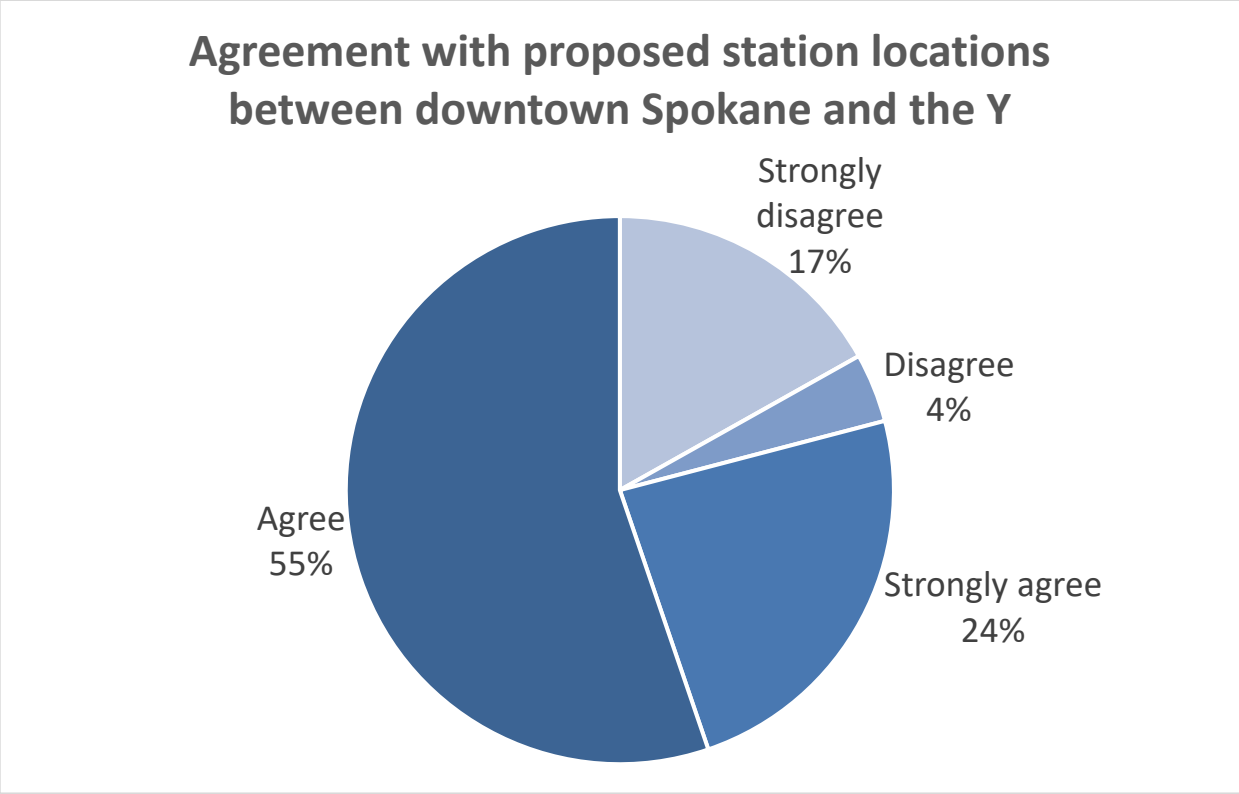


Figure 3-11. Division Street BRT Station Location Agreement

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).

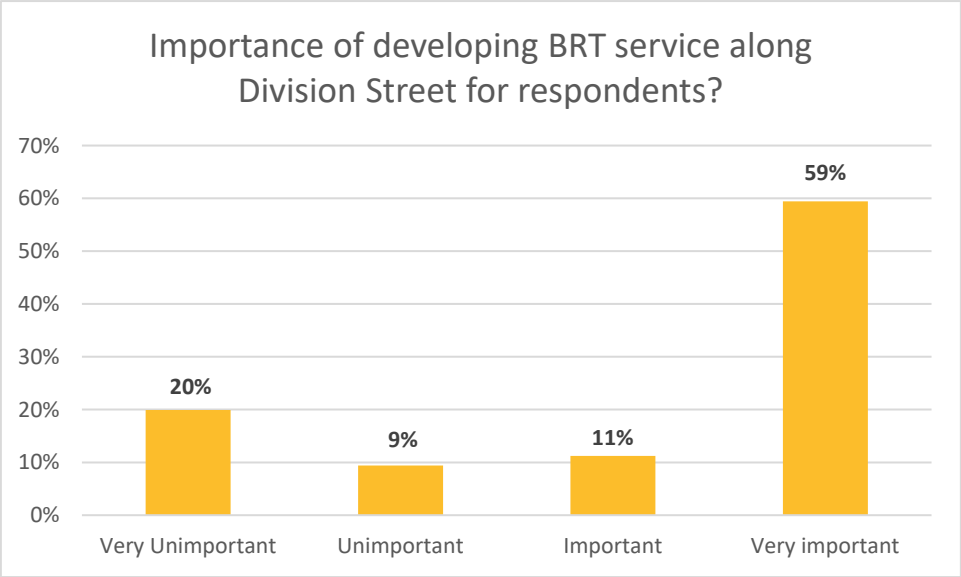


Figure 3-12. Importance of Developing Division Street BRT

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:

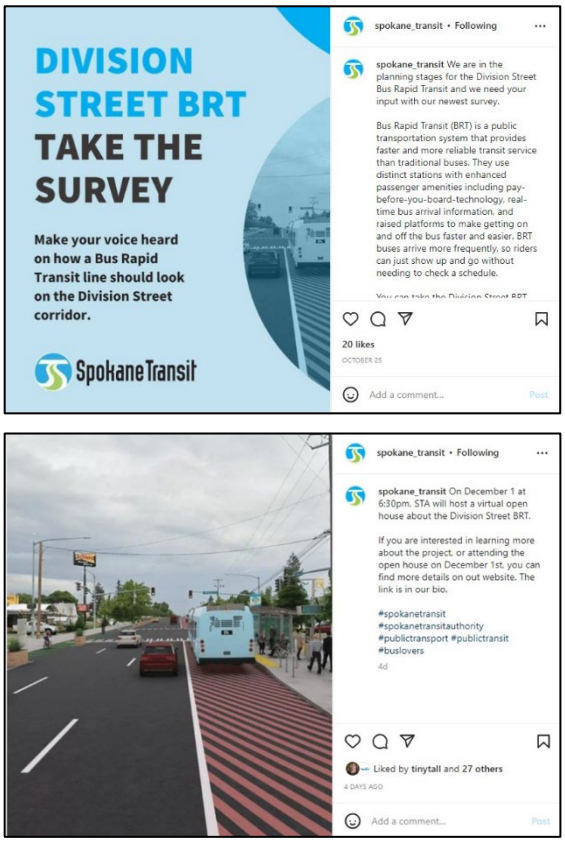
- Many participants had comments and questions about the northern and southern routing options, as well as specific stations along the Mainline/Couplet.
- Participants mentioned other community projects like Monroe and Sprague and what lane changes/adjustments will mean to corridor traffic, especially 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

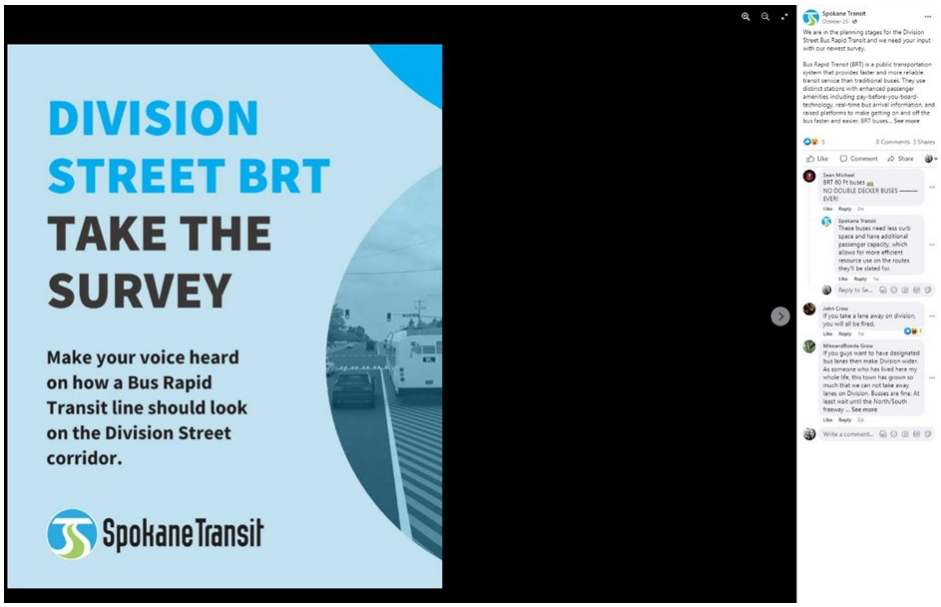
Two social media campaigns were launched during Phase 1. The survey, described in Section 3.1.2 , was promoted by STA and agency partners through their established social media outlets, including Twitter, Instagram, and Facebook. A post promoting the virtual open house, described in Section 3.1.8, was 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 house[2] 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**.

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)**.

DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

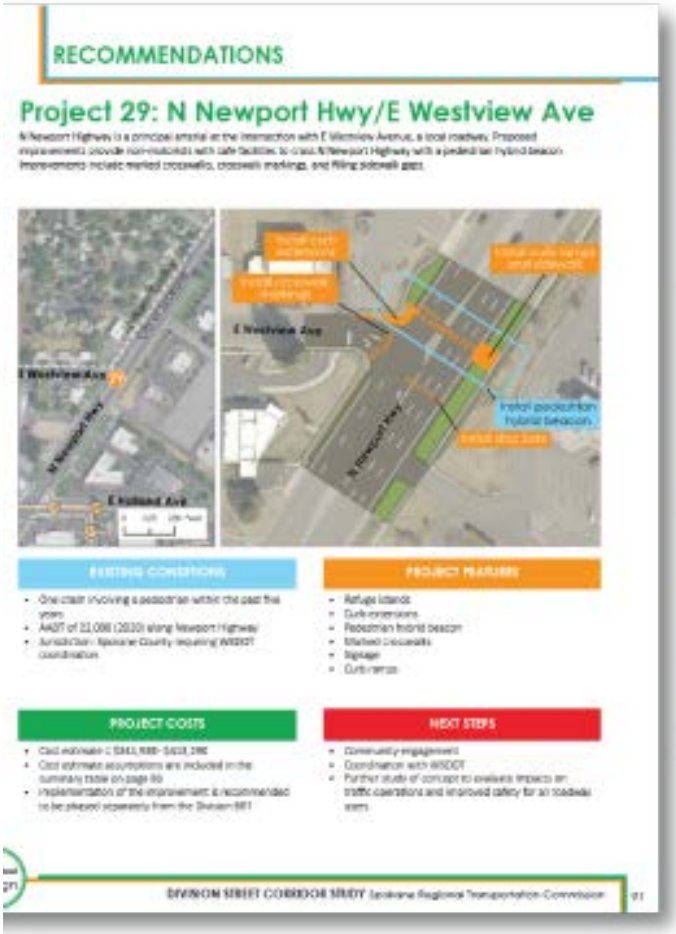
DivisionConnects Project Page

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!



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**.

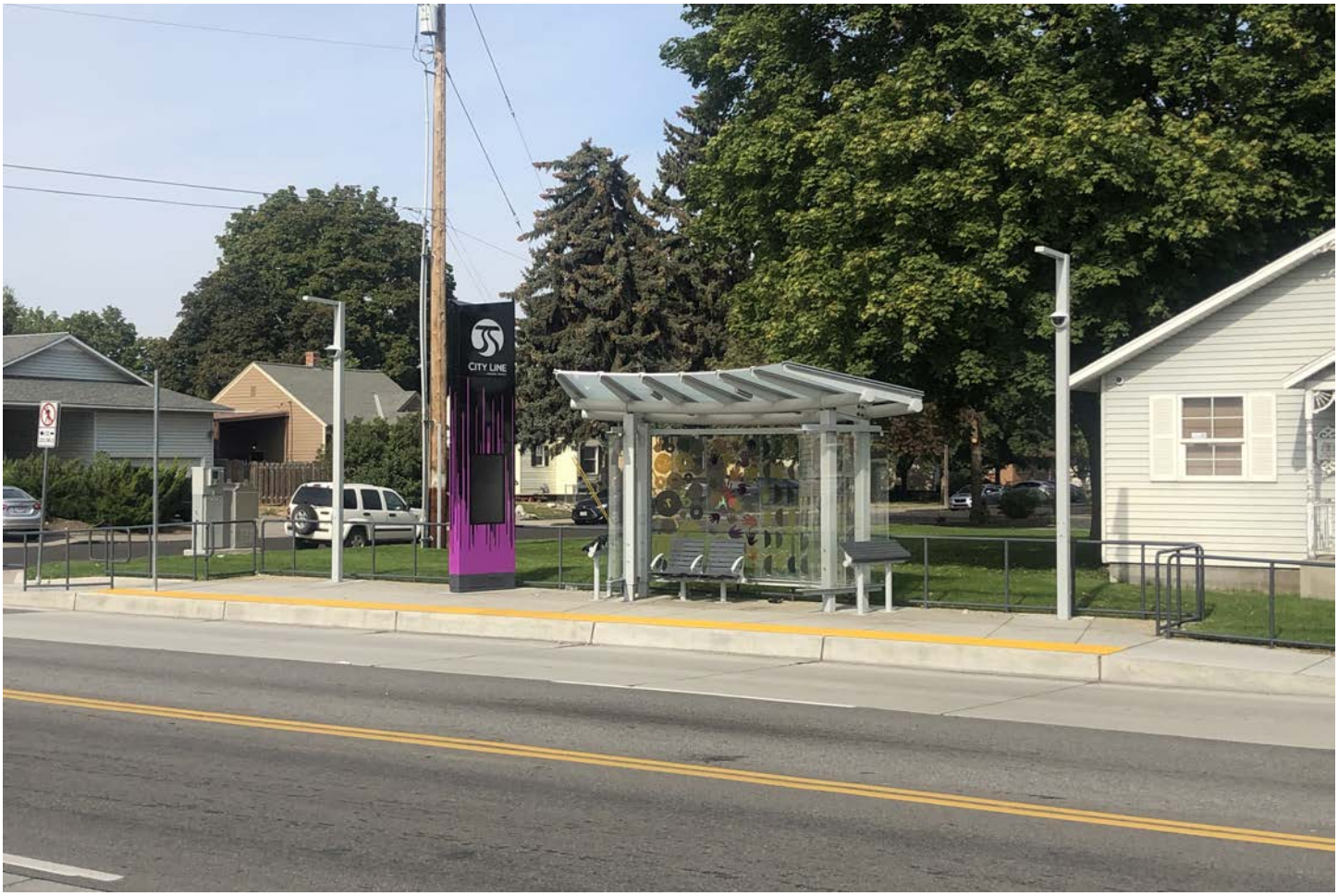
BRT buses **arrive more frequently**, so riders can just show up and go without needing to check a schedule. Zero-emission buses would help **improve air quality** and provide a **smoother ride**.

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**.

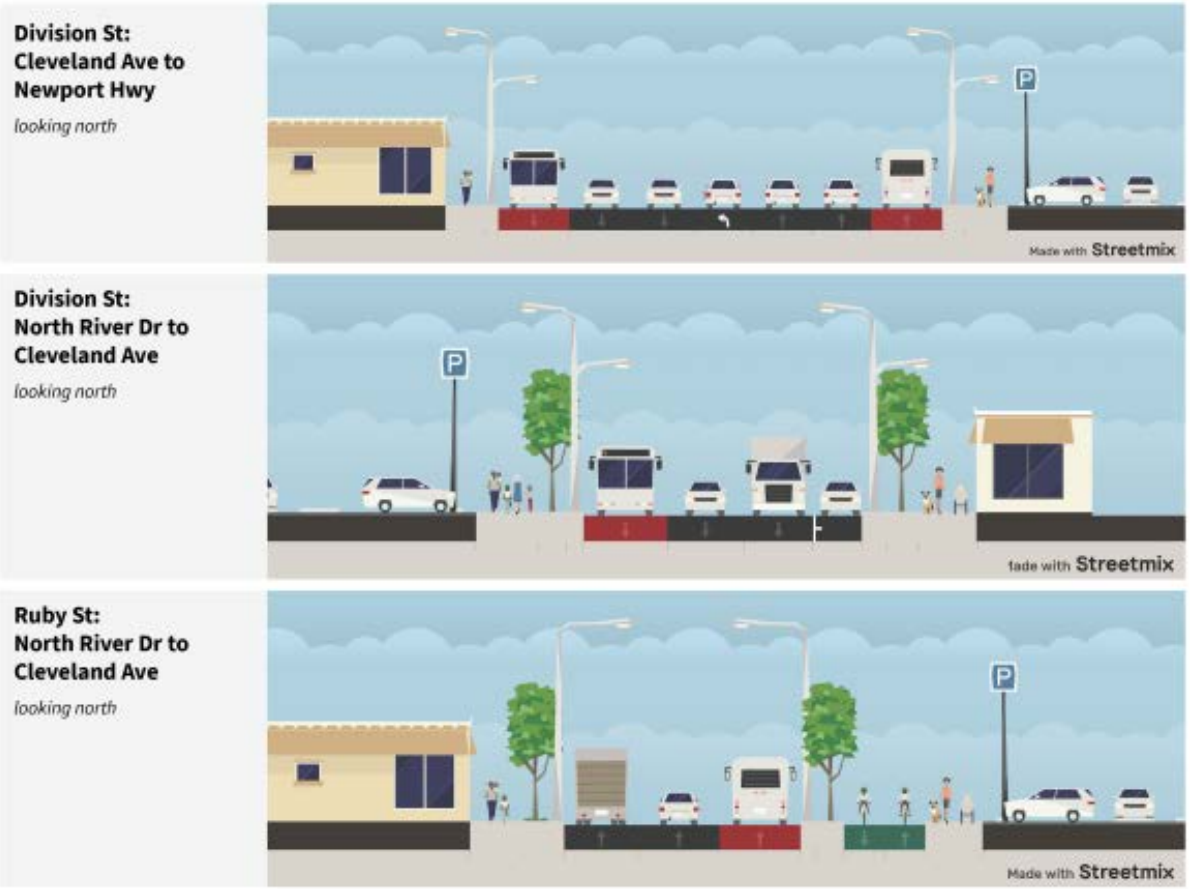
Located approximately 2.3 miles east of Division Street, it will become the **primary north-south route between north Spokane and I-90**. Regional travelers are expected to shift from Division Street to the NSC, **changing traffic patterns and improving access for local trips**.

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**.

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



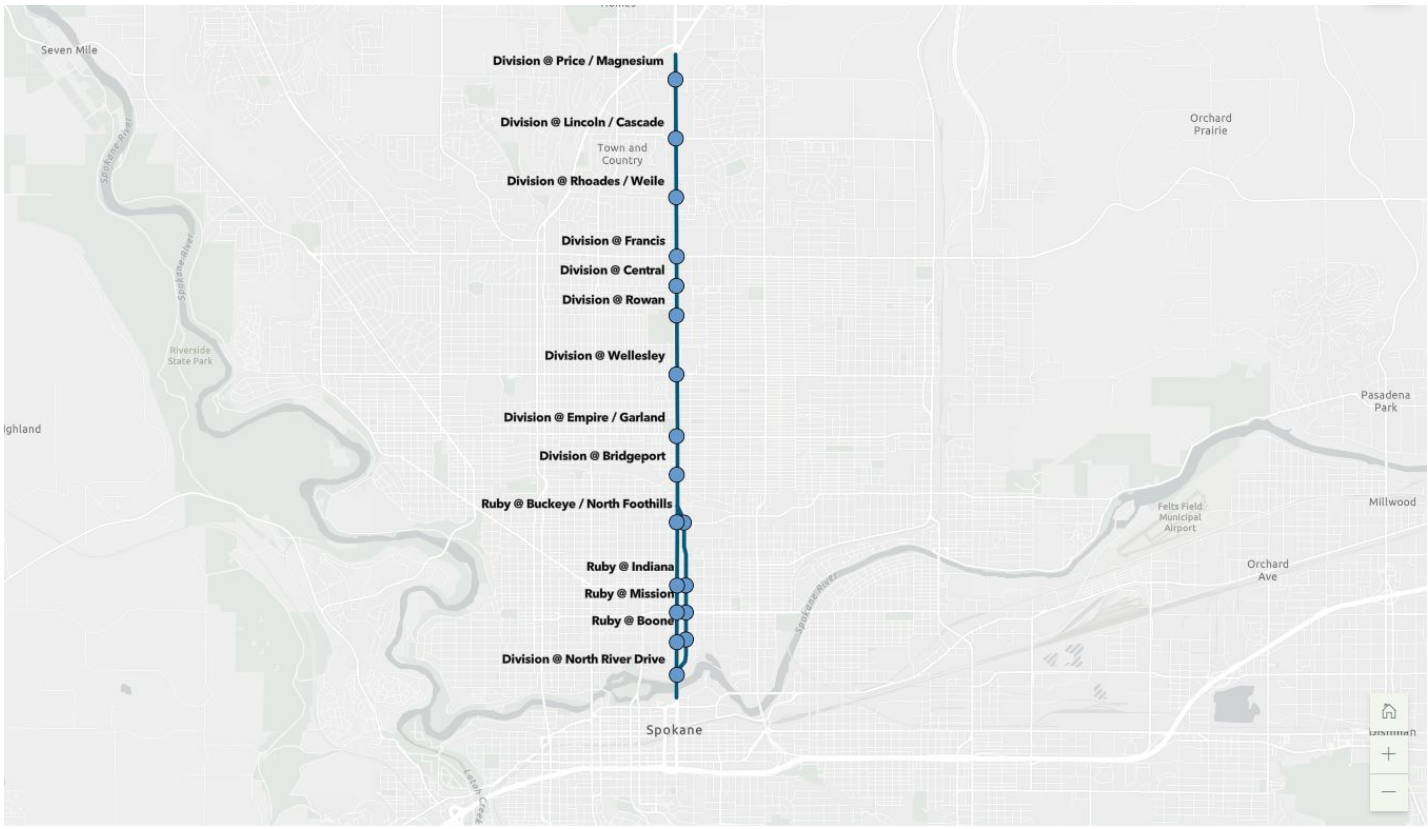
What is the LPA?

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.

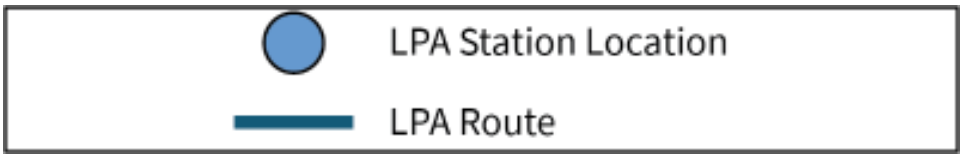
The LPA identified the **route for future BRT service**, with one end in downtown Spokane and the other in north Spokane, near the North Spokane Corridor (NSC).

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.



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.

Powered by Esri

Bus routes and station locations north of the Y

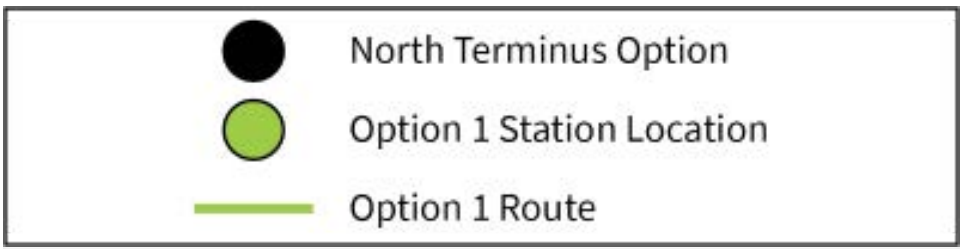
There are two bus route options north of the Y.

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

Powered by Esri

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

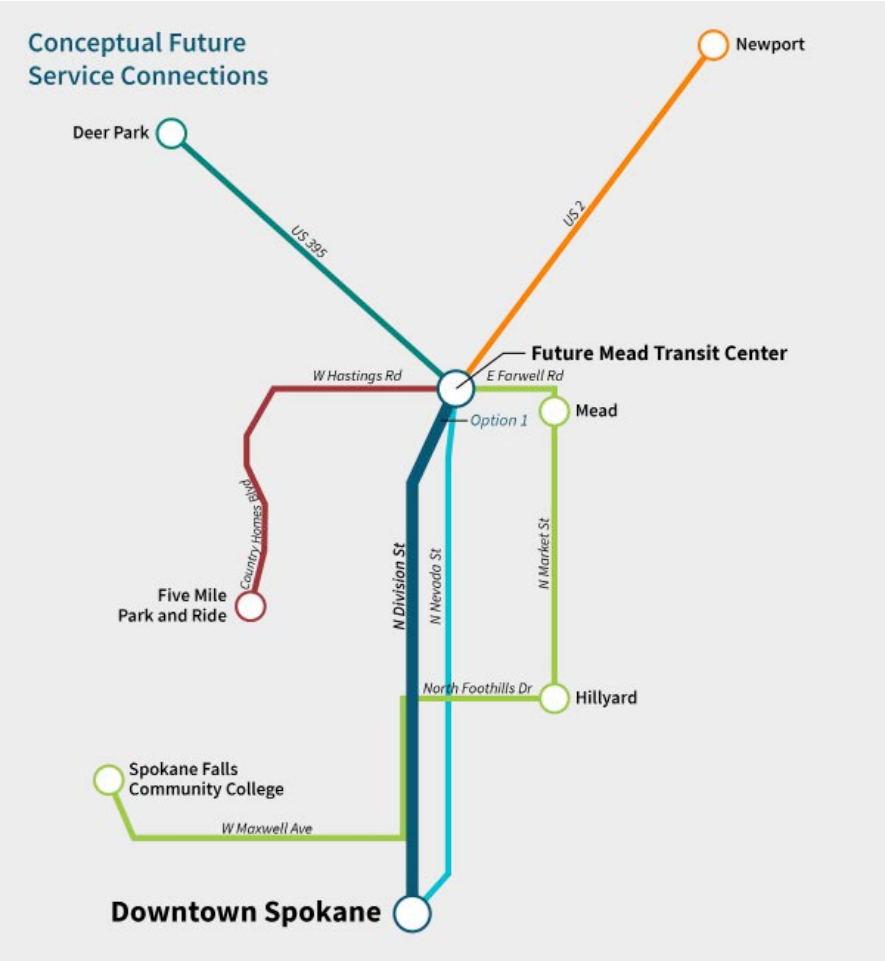
Note: a new **Mead Transit Center** would be built as part of this option



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.

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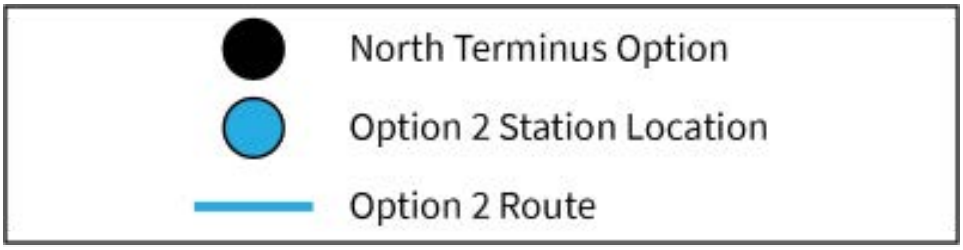
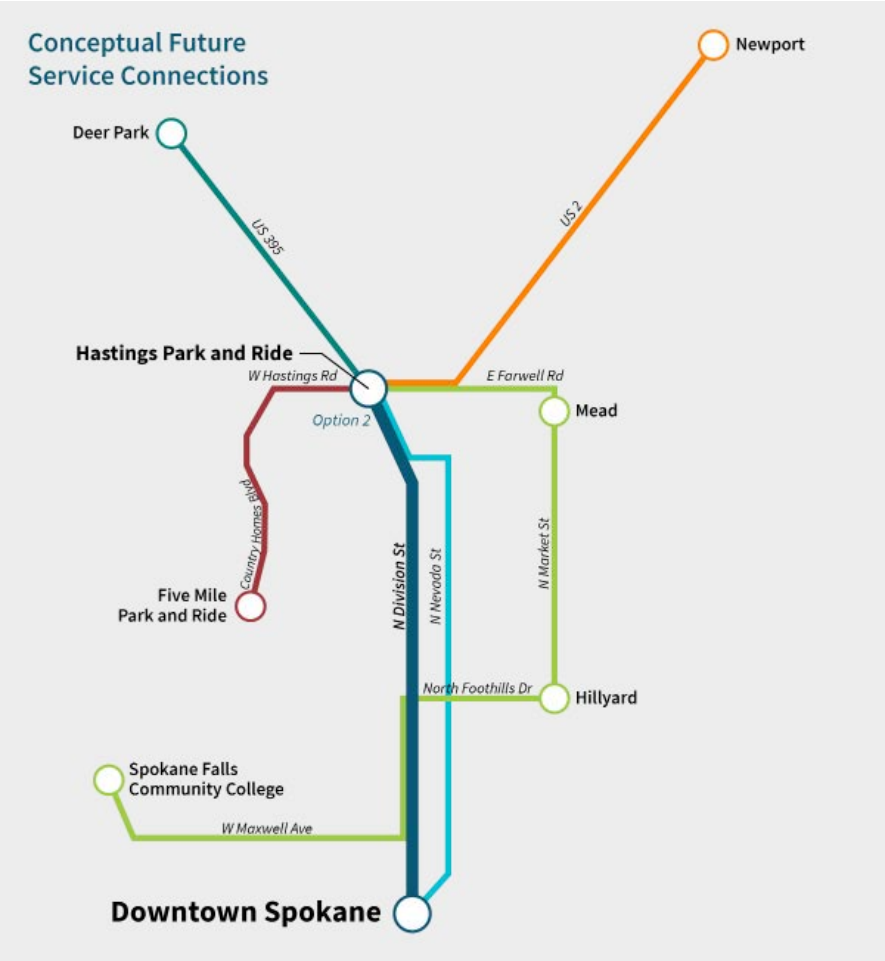
Option 2 would end at the Hastings Park & Ride



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.

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Bus routes and station locations through downtown Spokane

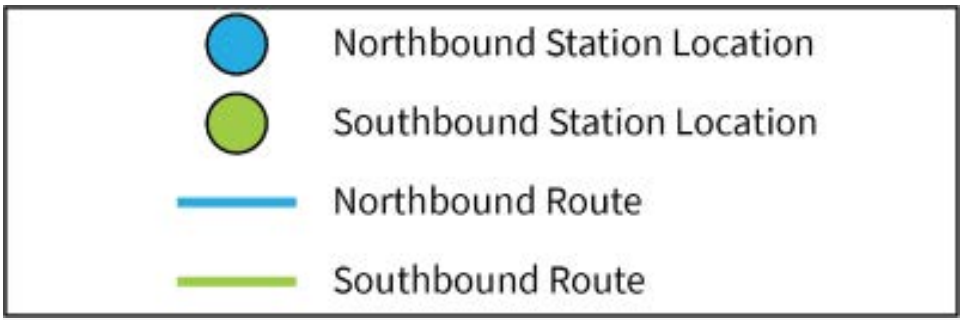
STA is considering four Division Street BRT route options in downtown Spokane. All downtown routing options begin south of the Spokane River.

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.

Powered by Esri

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.

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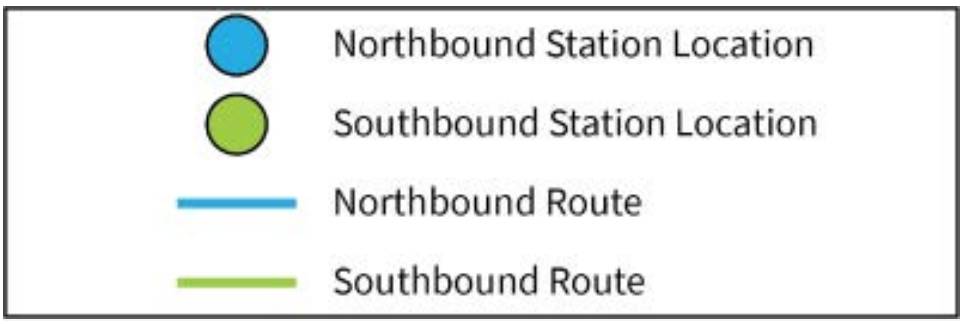
For **Option 2: Riverside,** southbound buses would travel through central downtown on Browne Street, Riverside Avenue, and Monroe Street, ending their route in southwest downtown near I-90. For southbound riders, the closest station to the STA Plaza would be at Post Street. Northbound buses would travel 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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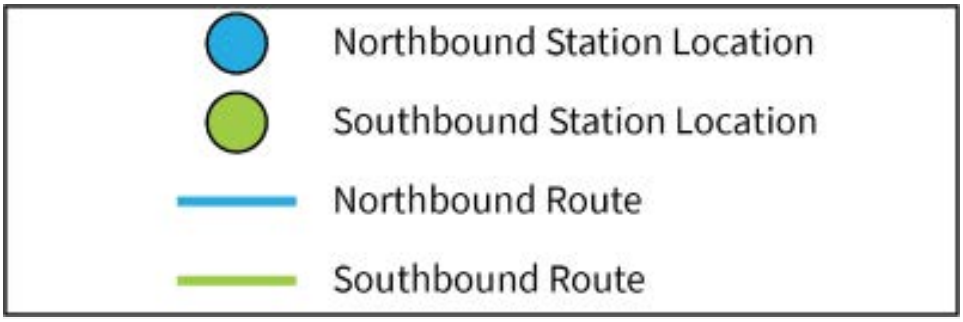
For **Option 3: Extended Route 25,** southbound buses would travel through north and central downtown on Spokane Falls Boulevard and Stevens Street, ending in south downtown near Lewis and Clark High School. The closest stations to the STA Plaza would be at Howard Street and Stevens Street. Northbound 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.

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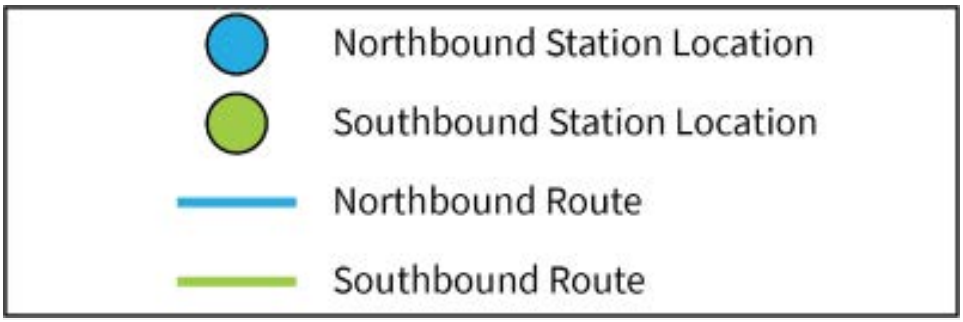
For **Option 4: Small Loop**, southbound buses would travel through central downtown on Spokane Falls Boulevard, Bernard Street, Sprague Avenue, Wall Street, and 1st Avenue ending at the Amtrak/Greyhound Intermodal Center. Northbound, buses would travel through east downtown on Bernard Street, Riverside 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.

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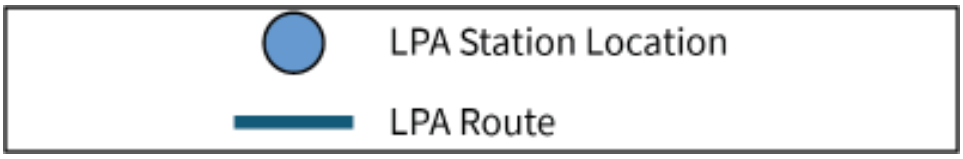
Decision 2: Station locations along Division Street and Ruby Street between downtown Spokane and the Y

The LPA includes 14 BRT stations in each direction.



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

Survey form

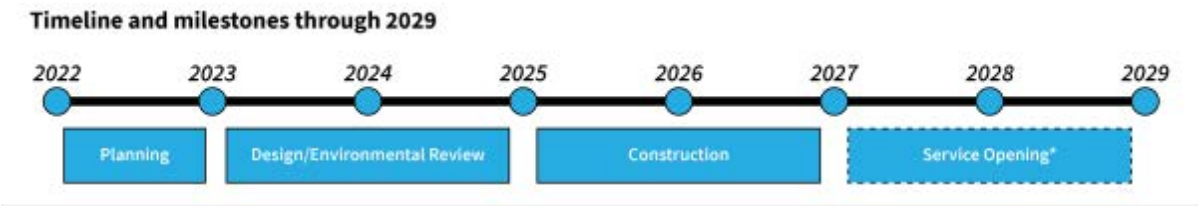
Use the **survey form** below to share any thoughts related to the Division Street BRT project (please know all questions are **voluntary and optional**).

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).



*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

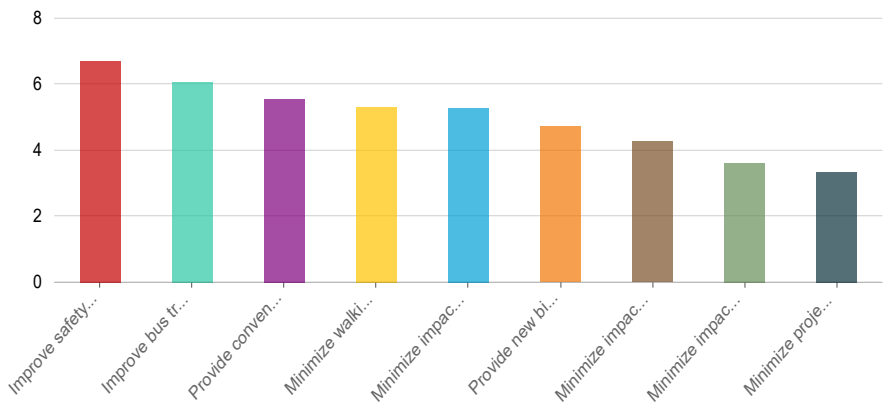
Questions or comments? Please email Hamid Hajjafari at hhajjafari@spokanetransit.com

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

ATTACHMENT B
SURVEY RESULTS

Division Street BRT - Alternatives Survey

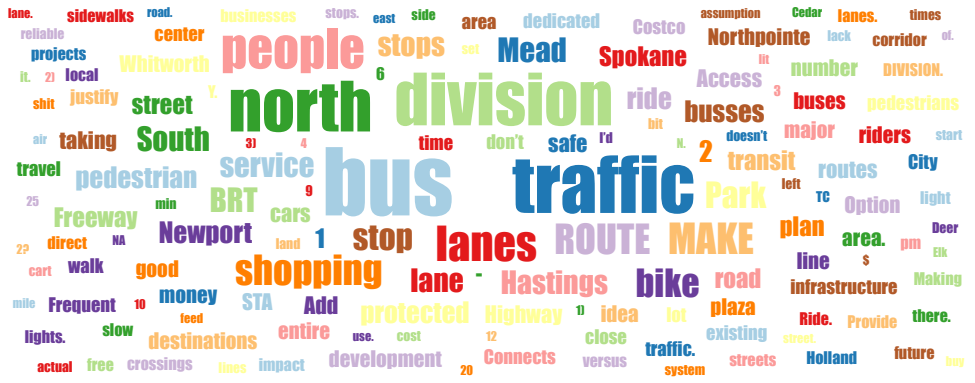
1. North of the Y, what are your priorities for the Division Street BRT project?



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

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 possibly 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 dont 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 peopl e. 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 o n 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 duri ng peak commute times. We often see busses on the division/ruby streets with 3 or 4 riders, making an entir e 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 Plaz 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-p riority 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 road way (which is probably Newport Highway), and then establish a local network of feeder bus routes and bikin g 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 a rea. 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 Ho me Depot and Hoerner (Chick-Fil-A). If there is no chance WSDOT will allow a pedestrian crosswalk in this l ocation, 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 tran sit 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 w alk button should IMMEDIATELY stop all motor vehicle traffic. Build physical barriers between cars and bike s. Minimize obstructions on sidewalks. Bike paths should be one both sides of the street and painted down t he middle to separate directions of travel along its entire length. Bikes and pedestrians must have priorty.	1
Improve walkability and destinations along the entire Division Street corridor. More resident accommodation s on Division, either 'high-rise' apartments or above businesses dwelling units. Have node destinations, incl uding 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 t his 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 trom there?	1
I’d really love to see the number of lanes cut down a bit to help make Division more pedestrian friendly—- w hile 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 mor e than 4" of paint on the ground.	1

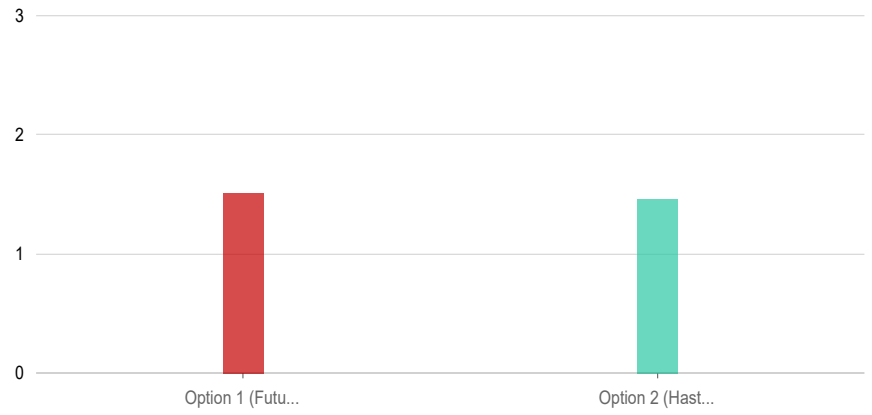
I think there is a lot of traffic as far north as Hastings on Division, it would seem to make sense to at least bring it that far. There appears to be sufficient room for a station up there as well. Reducing the traffic density along the hill south of Hastings would be a good thing. I do acknowledge 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 in 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 Divison 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 stopage	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

- The zigzag seems indirect and inefficient. - Little north of the Y seems to justify high-frequency transit. Lots of miles and operating cost for few riders. - Consider express/limited bus alternatives from a future Mead Park and Ride. - Consider alternating branches straight up both sides of the Y, versus picking one side or the 'zigzag.' This would improve service to Whitworth and balance service levels with the low-density development and number of riders north of the Y. - COnsider performance of existing STA P&R's before placing too much stock in a new P&R as a BRT destination.	1

Answered: 110 Skipped: 179

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



Rank	Answers	1	Average score
1	Option 1 (Future Mead Transit Center)	52.23% 129	46.96% 1.51 116
2	Option 2 (Hastings Park and Ride)	46.96% 116	1.46

Answered: 247 Skipped: 42

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

Response	Count
No	5
No.	2
You note that either option has the availability to expand service later. I don't think it makes sense to have the BRT go to the transit center that isn't even built yet when we know that Hastings is popular and well-used.	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

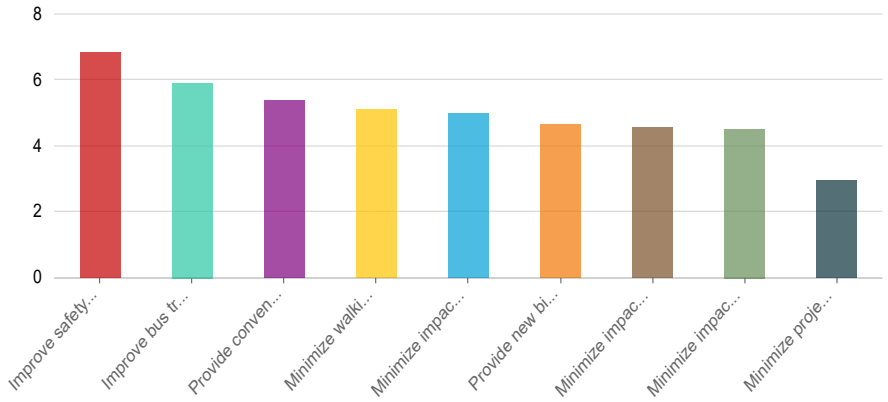
One major issue is if the bus continues down either Division or HWY 2 at the Y, one segment of road gets no service. Such as going down HWY 2 gives no service to the Division segment or vice versa. One proposal is to have 7.5 minute service for the Division route and similar to how the 20 alternates 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 sto 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 to 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, 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 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 option1is 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 surroundig 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 BUSES ……ever!	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% 62	28.83% 79	12.77% 35	13.14% 36	8.39% 23	5.84% 16	2.19% 6.846
2	Improve bus travel speeds/shorten bus trip times	17.15% 47	14.23% 39	12.04% 33	13.87% 38	15.69% 43	9.85% 27	5.92

3	Provide convenient access to shopping, health care, education, or social services	12.41% 34	9.85% 27	14.23% 39	11.68% 32	16.42% 45	6.57% 18	16.42% 45	5.41

Answered: 274 Skipped: 15

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

Response	Count
No	6
N/a	2
Yes, the fact that Sta is a privately owned company subsidized by the city already and now you want some of the roads dedicated for just the bus? How many of the bus tickets aren't even paid for by the people ridin g them?	1
Yes if an establishment owner has issue with the usual property responsibility of trash and snow removal or safety of riders due to poor lighting, or safety of neighbors due to STA not maintaining stop with same resou rces as the standard applied to the other stops and the neighbors organizing witch hunting campaigns targe ting stops as protest points and further mudding the pool of arguments with spite and riders doing active gu erilla media with chalk to anger the neighborhoods. So I guess I am saying pick your battles wisely, if a busi ness can profit from improved foot traffic then if riders can utilizes STA as a viable and full service replacem ent to P.O.V. the lines need one nNorth South 24 hour line and one East. West 24 hour service line. Even if t he 24/7 routes only operate once per hour from 11:30 p.m. to 5 a.m. the following Day	1
What do these “Minimize Impacts to businesses” options even mean? These lines would only ever help busi nesses, so like, in that sense, maximize those impacts!	1
Wait until the North South freeway is done before messing with division!!!!!	1
Traveling downtown gets congested with vehicles and pedistrians; a dedicated covered footpath would be g ood.	1
Too much traffic on division	1
The only east west one ways that make sense downtown is 2nd and 3rd	1
The old Greyhound station at Jefferson & Sprague would be a great place to charge buses out of the eleme nt. To prevent having to loop around on 1st, a contraflow lane could be built to allow layover access on Spra gue at Jefferson.	1
The fewer stops along the streets downtown the better. There's already so many buses that go through dow ntown and it already negatively impacts the area with the people who hang around the bus station. I don't fe el safe anymore.	1

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 within. 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

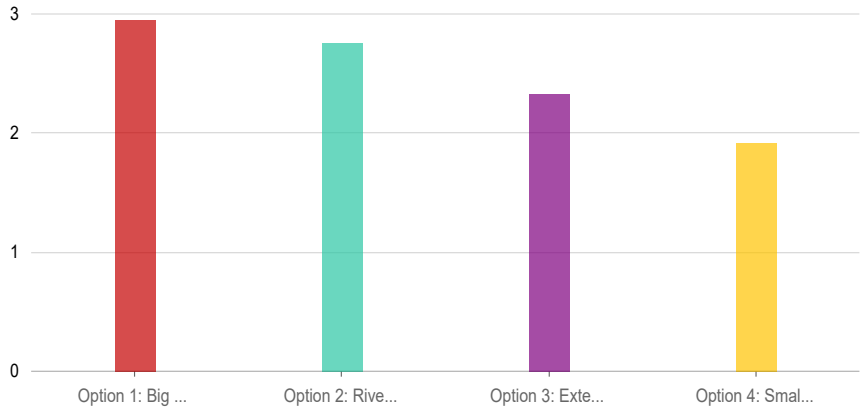
It would be great for better east-west connections (north of Spokane River) to the Division St corridor and the Nevada/Hamilton and Monroe lines.	1
It seems like service to the Western side of downtown could be improved, even as far West as Browne's - it feels like we can get around easily enough between 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 are 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 uopn 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 o ne 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 wi th 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 t he east/west corridors?	1

Answered: 95 Skipped: 194

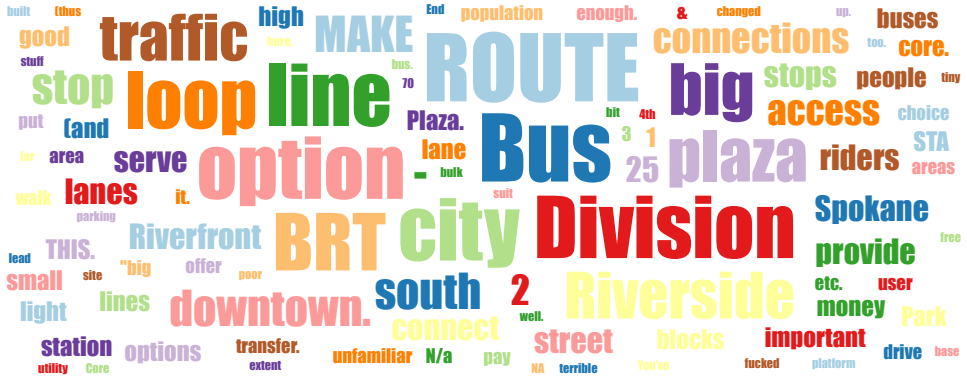
7. What is your preferred Division Street BRT route option in downtown Spokane?



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	25% 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?



Response	Count
No	5
N/a	2
You’ve already fucked up Riverside enough.	1
Yes, please don't take away a lane of traffic for this.	1
Yes this platform is a terrible user interface on mobile free government phone instruments. Which is the bulk population of your actual user base and they will not tolerate this difficult and unfamiliar navigation that does not offer confidence waypoints or the ability to comment in a simple manner.	1
Would better serve an area that has been underserved for years-option 3	1
This route absolutely must connect with others at the Plaza. Its utility diminishes significantly if someone ha s to walk a few blocks to transfer. For riders dependent on the bus, this is can be a heavy burden in poor we ather or for those with mobility disabilities (thus forcing more people onto Paratransit). For riders with the ch oice whether to take the bus or drive, like me, not being able to connect at the STA Plaza is a deal-breaker. I would just drive and pay for parking if I I'm going to have to walk several blocks to make my transfer. Also, y ou should connect Route 25 with the City Line to the extent possible. The convenience of the City Line, in c ombination with the frequency of Route 25 (and the anticipated additional amenities) should be leveraged b y both BRT lines for a result greater than the sum of its parts.	1
The best option offers connectivity with the other BRT line and also gets riders further south and west in the city center.	1
Testing the different features here.	1
Stop wasting my money on your pet projects which are unnecessary and only serve a tiny number of peopl e. Stop making things harder for drivers. We are the ones paying taxes.	1
Small loop seems perfunctory - barely connects to anything downtown. Also believe it's important to have g ood connections to the plaza to minimize transfer distance - especially for disabled, parents of young childre n, etc.	1
See above.	1
PLEASE, go for the big loop, it would be great to have a bus stop that gets you straight infront of Riverfront Park!	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

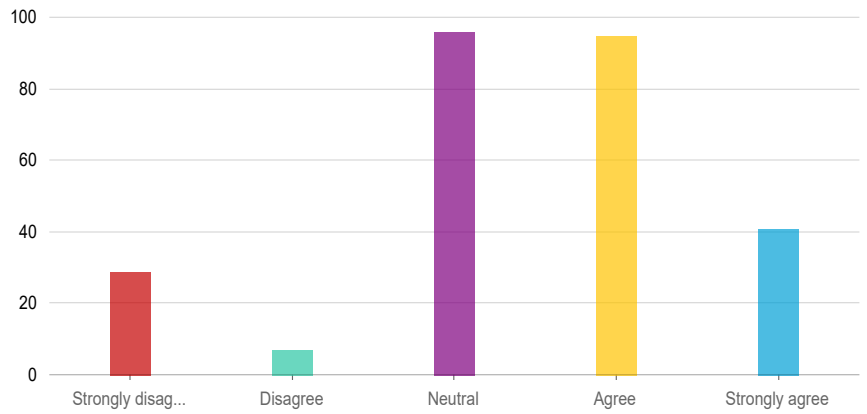
Option 2 is my favorite as it would presumably make use of several City Line BRT stops along Riverside to provide some higher combined frequencies through the Downtown Core. Additionally, Option 2 provides the most coverage through all three areas of Downtown (East End, Core, and West End). Perhaps Options 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/STA come 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…

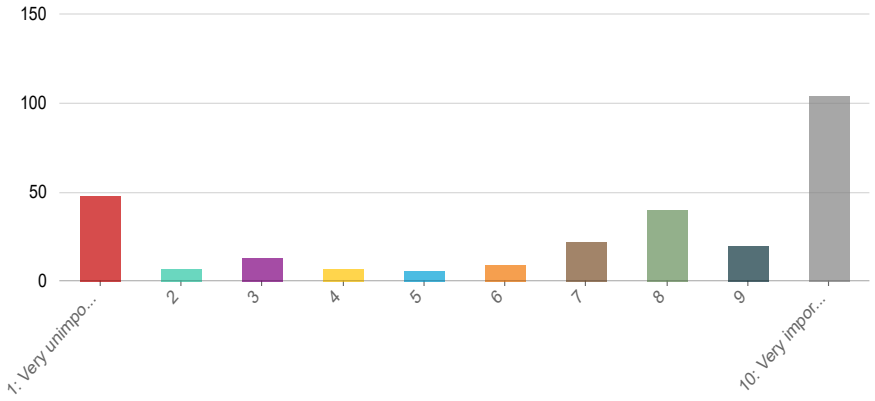
Response	Count
No	3
N/A	2
Would prefer more stops between Francis and the y	1
With the NSC bypass. the Division St BRT is very important for businesses and the community to use BRT instead of motor vehicles. This helps the economically disadvantaged and our environment.	1
Wait until the freeway is finished.	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 th 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 imminent 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…



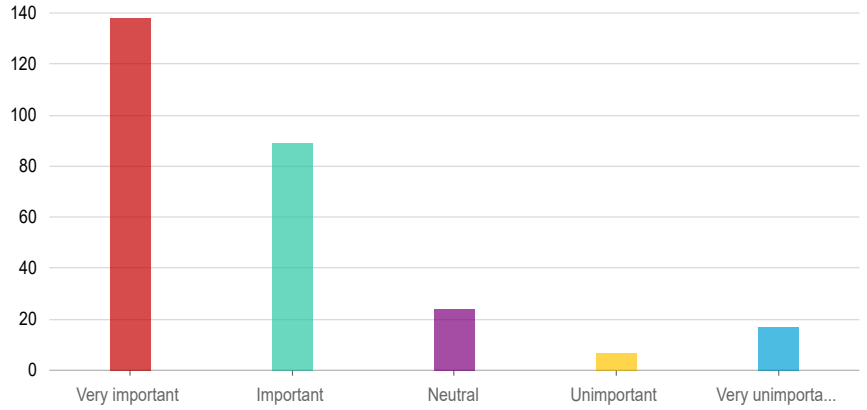
Answers	Count	Percentage
1: Very unimportant	48	16.61%
2	7	2.42%
3	13	4.5%
4	7	2.42%
5	6	2.08%
6	9	3.11%
7	22	7.61%
8	40	13.84%
9	20	6.92%

10: Very important	104	35.99%

Answered: 276 Skipped: 13

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

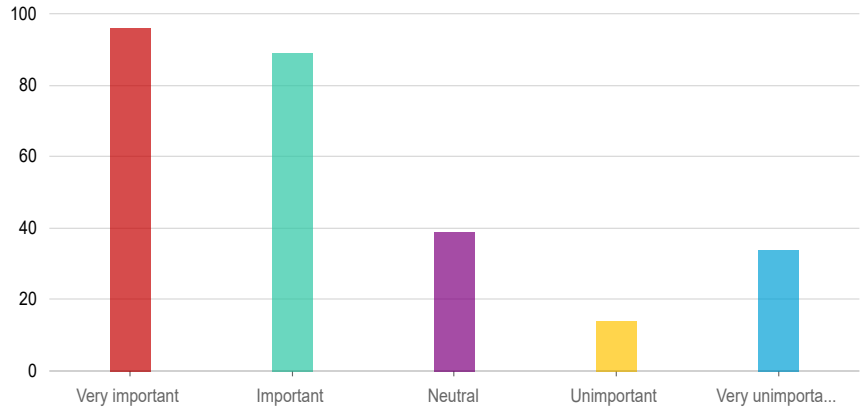
Real-time bus arrival information



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

Zero-emission buses (smoother riding)

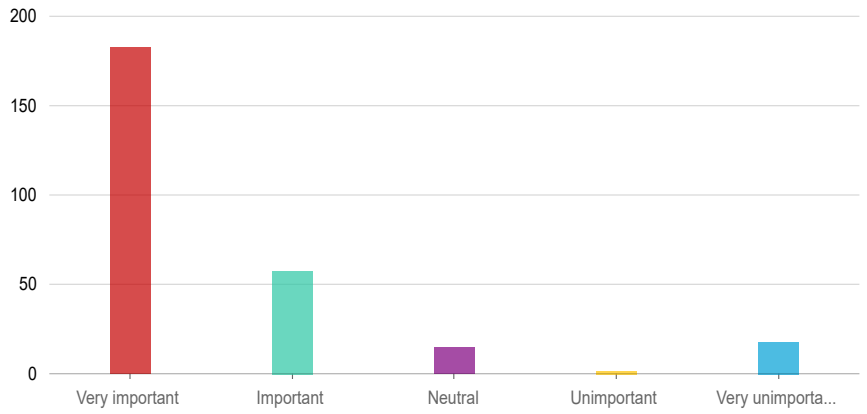


Answers	Count	Percentage
Very important	96	33.22%
Important	89	30.8%
Neutral	39	13.49%
Unimportant	14	4.84%

Very unimportant	34	11.76%

Answered: 272 Skipped: 17

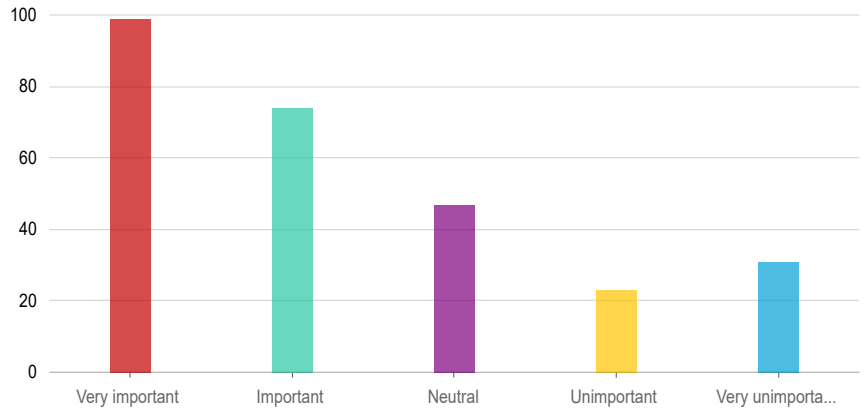
Frequent, on-time service



Answers	Count	Percentage
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

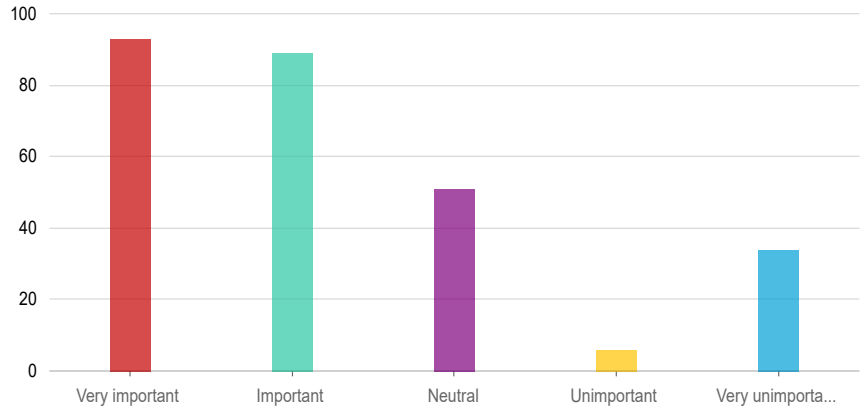
Signal priority for buses



Answers	Count	Percentage
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

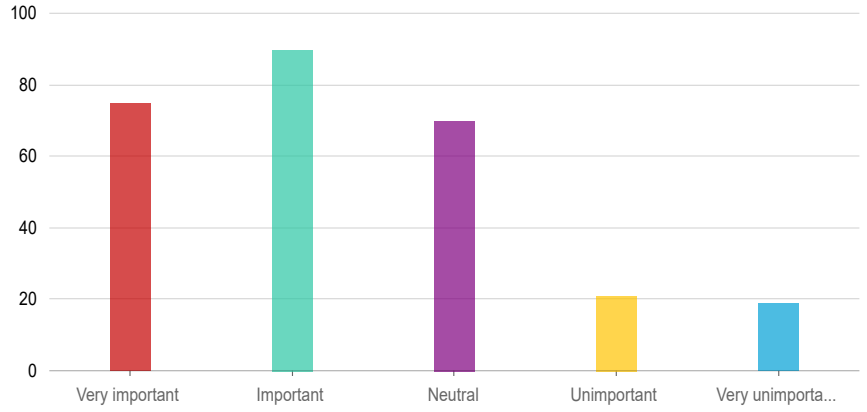
Business access and transit (BAT) lanes



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

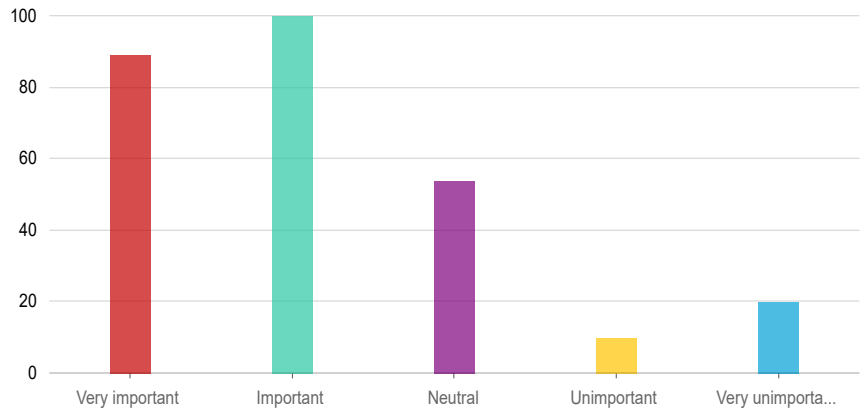
Fare payment before boarding the bus



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

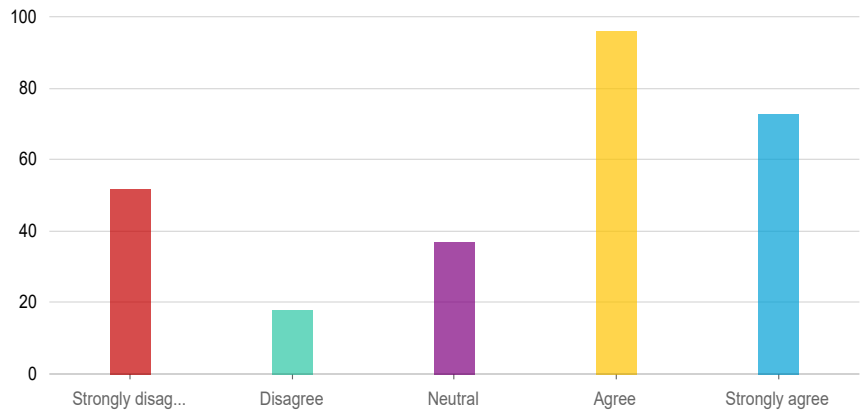
- **Fast boarding (elevated platforms, all-door boarding)**



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?

Response	Count
NA	2
N/A	2
Whether I use the Division Street route depends on connection to other routes and the relative cost of havin g a car	1
When I drive, I avoid Division as much as possible because of the traffic. Adding special bus lanes to Divisio n will make things worse. Leave the lanes alone. Find another route. I chose not to live in the city. You cann ot force everyone to use public transportation. Try it and me and the many others like me will take our tax m oney somewhere else. Then what will happen to all of those businesses along Division?	1
We call the 25 the yucky bus because it's full of smelly people who ride it for the climate control. Leave the m on it and run the 124 every 15 min for commuters and every half hour the rest of the day.	1
Waste of tax funding.	1
Waste of money by people trying to justify their jobs under an "authority" of public transit. Waste.	1
Unless the travel times were equal or very close to an express route, I would not be interested in this. I woul d be happy to be off the road, but it can't be a huge sacrifice of my time.	1
This project is a terrible idea. Yes, it will make bus routes faster, but it will create more traffic problems rathe r than alleviating them. Not enough people will choose public transport over their own cars, so taking away an entire lane on Division will make traffic worse throughout the entire city as more people seek alternate ro utes. The money for this project would be better put to use to fix the existing roads, which are in a truly horrif ic condition. It would also be far better to explore other ways of dealing with current traffic problems, like ne w roads or a freeway that runs through a part of town where it can be more useful than the current North-So uth corridor. Speaking as a disabled person, this project would make Spokane an extremely hostile place to live. I have enough difficulty getting around the city as it is. Being stuck in traffic for a long time would cause so much pain I would barely be able to leave my home, even for necessities like medical appointments.	1
This needs to be more visible in terms of the whole project to the public.	1
This is a waste of time and money.	1
This is a bandaid. The growth in this area requires lightrail. Reducing traffic lanes for the bus, no matter how much more efficient, will not take the place of my using my vehicle. I have lived in cities with lightrail and it's fantastic. A fairless square type of system in the downtown core would be helpful for larger events as well. T he weather in this area is not conducive to promoting bus transit on a mass scale.	1
Think through more about the the first/last mile. Pedestrian safety. Bike parking, accessibility to ebikes and accommodating fat tires.	1
These all need to be kept clean of the garbage that people leave behind. All types of clothing, shoes, food a nd haba type stuff. It's not that there are not garbage cans, lots of people are just lazy and really don't care. I can deal with some kid using crayons or markers on a bus bench but if I see a lot of garbage or a homeles s person sleeping on a bus bench, I likely will pass it by. I don;t know if I would be safe at that spot.	1

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 troly busses. 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 n 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

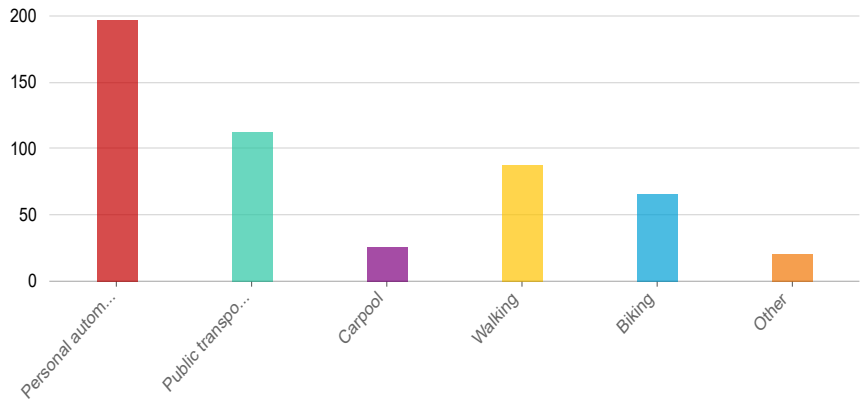
I haven't much else to say about Division BRT routes and stations. About Division St and transit, however, well. As I note elsewhere, Division St now is a hot (cold?) mess. As for transit, I came to Spokane County 2 1/2 years ago after thirty-some years in San Diego County. There MTD's trolley system - 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 Spokanites 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 wit h 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 ad ding 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 an d had to walk over half a mile to catch the bus, go all the way downtown, wait 20 minutes for a connection g oing 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 mi nute or less drive turned into 90 minute bus ride. Plus during inclement weather I was exposed to worse con ditions than I was getting my car ready to drive. Solve that problem and people will return to busses. Don't d o 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 hou rs 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 wi th 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, perhap s name the lines C1, C2, etc.	1

Answered: 101 Skipped: 188

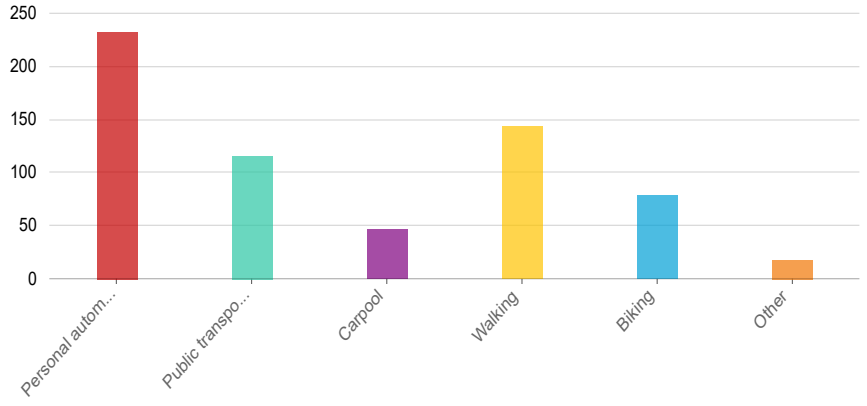
15. Which transportation modes do you use for commuting to work?



Answers	Count	Percentage
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

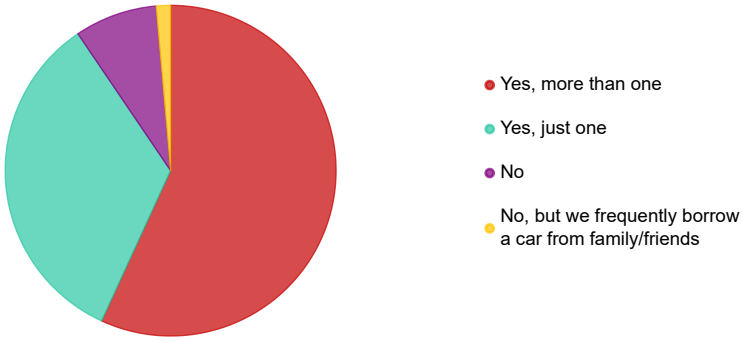
16. Which transportation modes do you use for daily life (purposes other than commuting to…



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

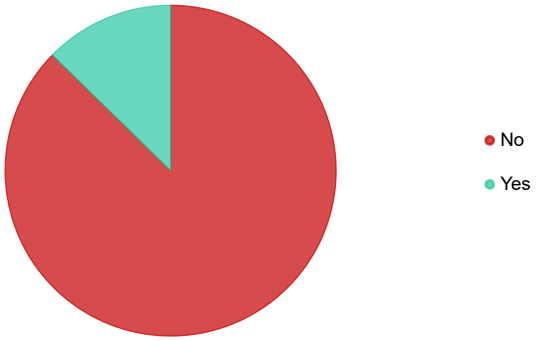
17. Does your household have a car?



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

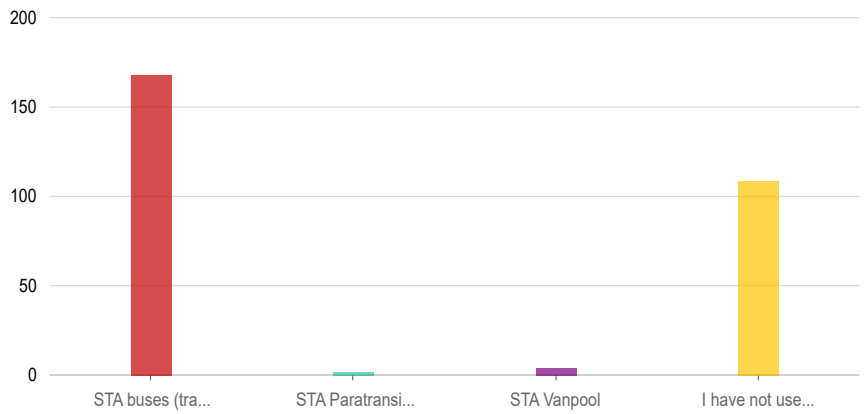
18. Do you have any physical or mental disabilities that seriously limit or prevent…



Answers	Count	Percentage
No	248	85.81%
Yes	36	12.46%

Answered: 284 Skipped: 5

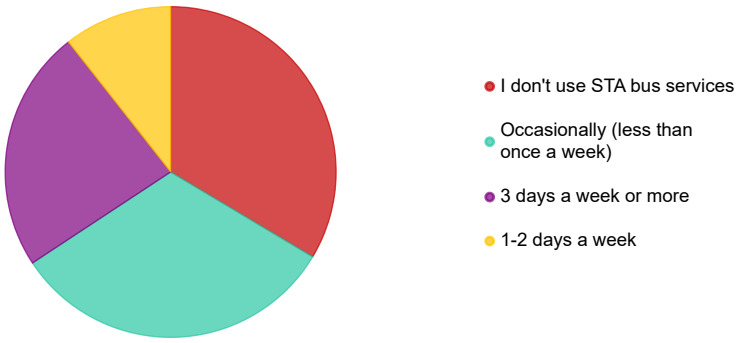
19. Please check any STA services you have used in the last six months.



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

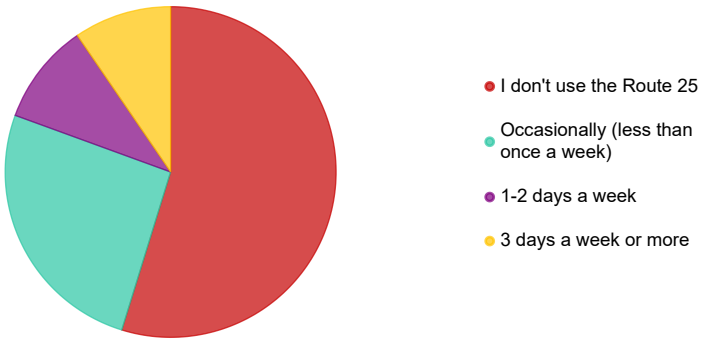
20. On average, how often do you ride an STA bus?



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

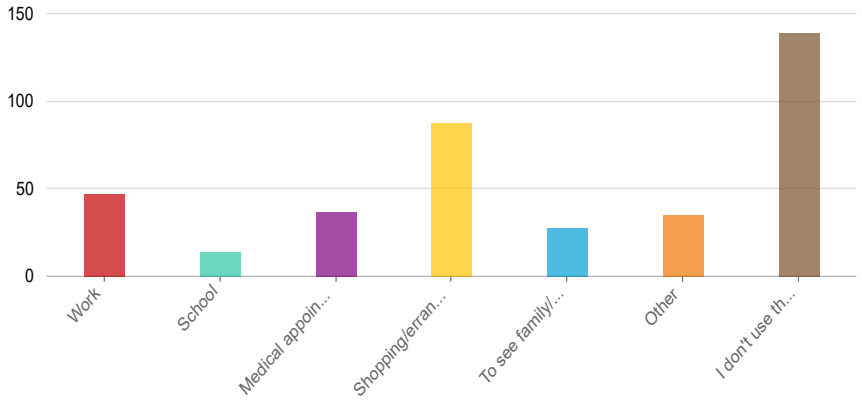
21. STA currently operates the Route 25 bus in the Division Street corridor. How…



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

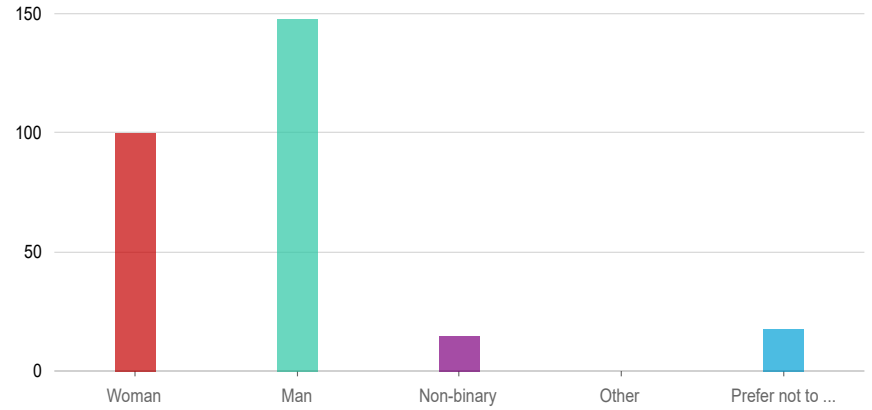
22. Where do you go when you are using the Route 25?



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

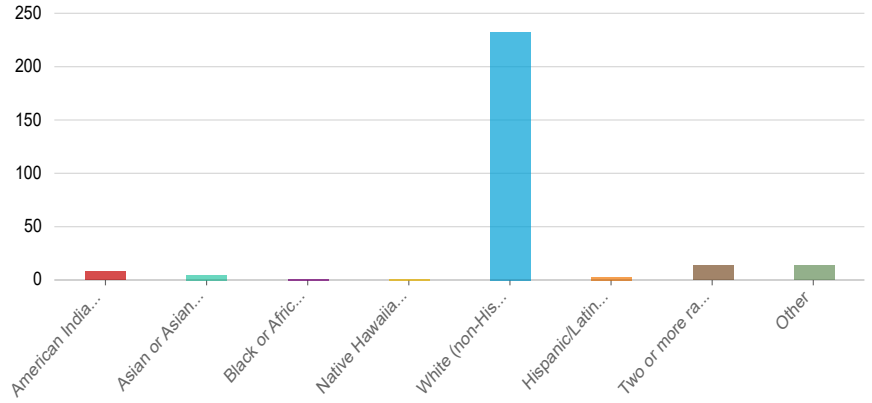
23. What gender do you identify with?



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?

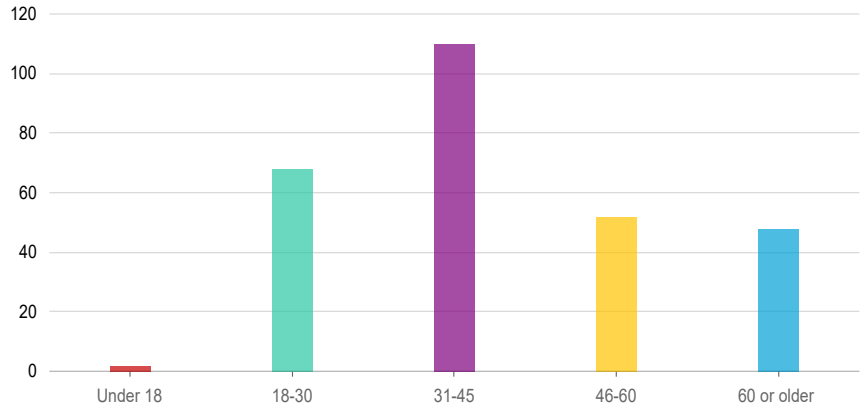


Answers	Count	Percentage
American Indian or Alaska Native	8	2.77%
Asian or Asian American	5	1.73%
Black or African American	1	0.35%
Native Hawaiian or Other Pacific Islander	1	0.35%
White (non-Hispanic)	233	80.62%
Hispanic/Latino	3	1.04%

Two or more races	14	4.84%
Other	14	4.84%

Answered: 273 Skipped: 16

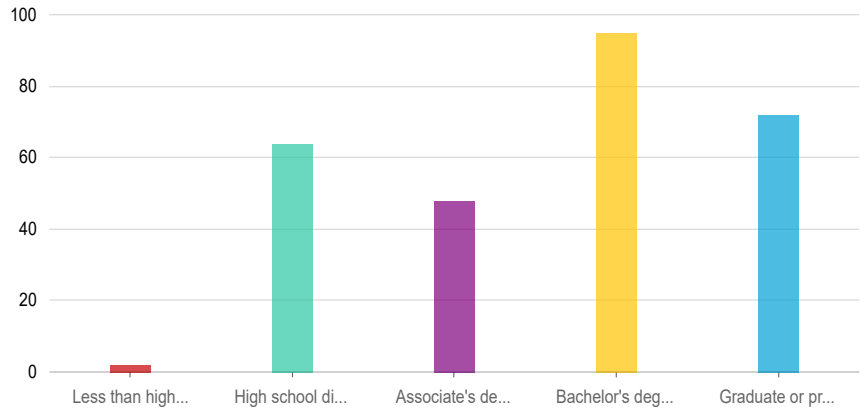
25. What is your age?



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?

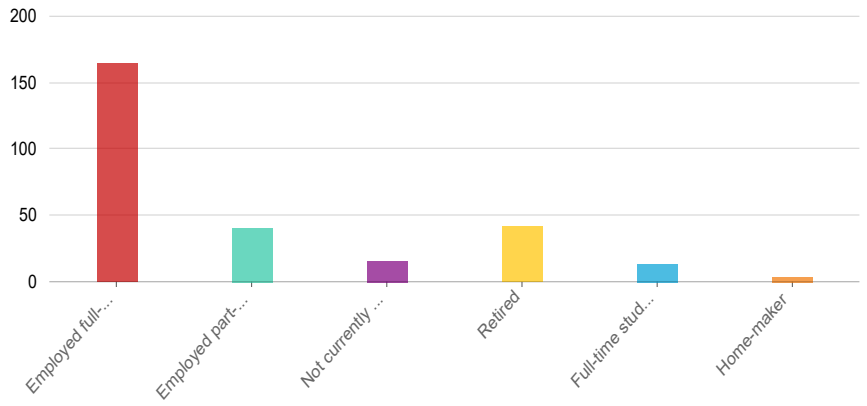


Answers	Count	Percentage
Less than high school	2	0.69%
High school diploma	64	22.15%
Associate's degree	48	16.61%
Bachelor's degree	95	32.87%

Graduate or professional degree (Master's/Ph.D. or equivalent)	72	24.91%

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

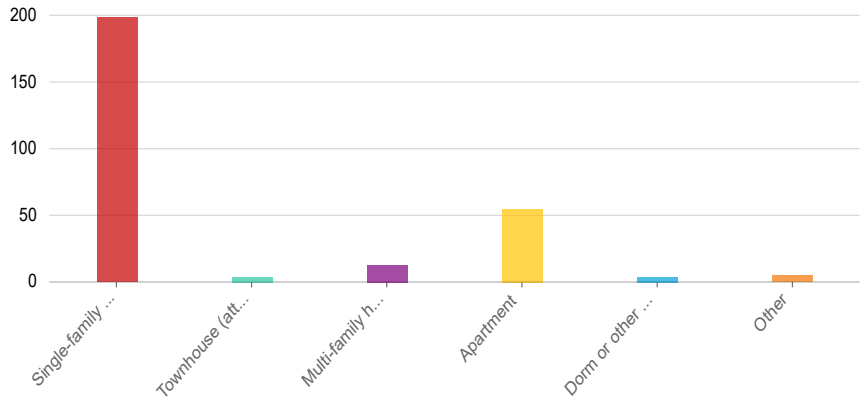
28. Please provide the zip code where you reside.

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%

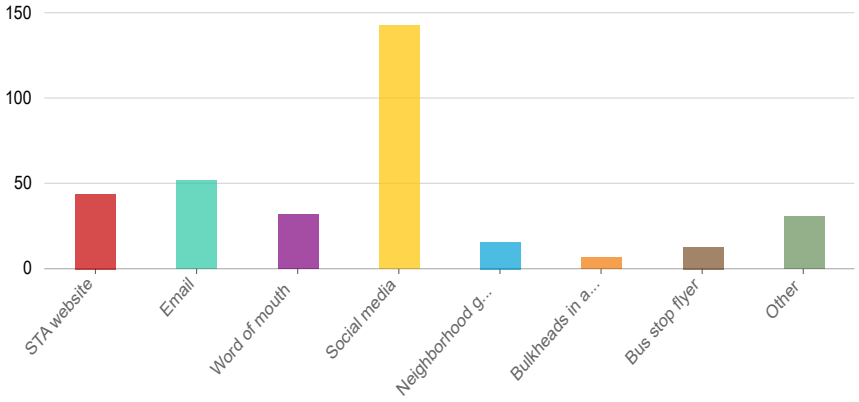
Answered: 280 Skipped: 9

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
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
Transit facility east of US 2 would allow access to mixed-use Greentsone 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.	I like that there are stops at each major intersection along Division.	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.
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.	I like that there are two stops near Holy Family. So many more employees would use this with dual access	Will users all be able to see other user comments? We should identify or instruct how to read multiple comments layered over eachother...
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.	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	The big loop options station will serve my destination need the most.
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.	Great location for a bus queue jump where all other traffic must turn right.	Improved bike lanes should be added on Howard Street similar to those on Riverside.
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).	Future infill station opportunity at Montgomery Ave.	Bike lane should be relocated between the station and curb just like the stations along Main and Riverside.
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?	Crossing enhancements needed here similar to the HAWK signal at Ruby @ Boone.	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.
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?		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"
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		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.
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.		Use the Old Greyhound station to charge the buses.
I do not prefer option 2		The turnaround route on the Riverside option seems under-utilized - what about adding a stop at 2nd Ave to serve the Steam Plant?
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.		
Stop adjacent to YMCA should also be considered.		
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...		
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.		
No major shops or destinations along Division Street north of Y. Newport Highway has many more destinations.		
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.		

GlobalID	CreationDate	1. North of the Y, what are your priorities for the Division Street BRT project?	2. Are there any other issues we should consider when making a decision for BRT routes/stations north of the Y?	3. What is your preferred Division Street BRT route option north of the Y?	4. Do you have any comments on Division Street BRT route options north of the Y?	5. In downtown, what are your priorities for the Division Street BRT project?	6. Are there any other issues we should consider when making a decision for BRT routes/stations in downtown?	7. What is your preferred Division Street BRT route option in downtown Spokane?	8. Do you have any comments on Division Street BRT route options in downtown Spokane?	9. How much do you agree or disagree with the Division Street BRT station locations between downtown Spokane and the Y.	10. Do you have any comments on Division Street BRT station locations between downtown Spokane and the Y?	11. On a scale of 1-10, what is your opinion about the importance of developing BRT service along the Division Street corridor?	12. What features of BRT would be important to you when using the system?	Real-time bus arrival information	Zero-emission buses (smoother rides)	Frequent, on-time service	Signal priority for buses	Business access and transit (BAT) lanes	Fare payment before boarding the bus	Fast boarding (elevated platforms, all-door boarding)	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."	14. Anything else?	15. Which transportation modes do you use for commuting to work?	16. Which transportation modes do you use for daily life (purposes other than commuting to work)?	17. Does your household have a car?	18. Do you have any physical or mental disabilities that seriously limit or prevent your travel?	19. Please check any STA services you have used in the last six months.	20. On average, how often do you ride an STA bus?	21. STA currently operates the Route 25 bus in the Division Street corridor. How often do you use the Route 25?	22. Where do you go when you are using the Route 25?	23. What gender do you identify with?	24. With which racial groups do you identify?	25. What is your age?	26. What is the highest level of education you have completed?	27. What is your current level of employment?	28. Please provide the zip code where you reside.	29. What kind of residence do you live in?	30. Please indicate your estimated annual household income.	31. If you would like to receive updates on the Division Street BRT project, please enter your email below.	32. How did you hear about this survey?
cac7ba36-5cb8-4afe-8333-2bce4bc795d6s	10/11/2022 15:42	Improve_bus_travel_speeds;Short,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu;Improve_safety;Provide_new_bicycle_and/or_pede,Minimize_impacts_to_parking;Improve_bus_travel_speeds;Short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs		Option_1;Option_2	I think option1is a great option.			Big_Loop_Option,Extended_Route_25_Option,Riverside_Option,Small_Loop_Option	No		Not at this time.												Personal_automobile,Walking-Walking,Biking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	1-2 days a week	3 days a week or more	Work	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99201	Single family house (no shared	Under $25,000		
e9626a2f5-f243-4029-8b3c-1de25cefbcdab	10/12/2022 16:52	Minimize_impacts_to_businesses;Improve_safety;Minimize_impacts_to_traffic_and,Minimize_impacts_to_parking;Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1;Option_1	2603 W. Walton Ave	Minimize_impacts_to_traffic_and,Improve_safety,Minimize_impacts_to_parking,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_Riverside,Option_1_Big_Loop,Option_1_Extended_Route_25,Option_4_Small_Loop	Testing the different features here																Personal_automobile,Walking_Other	Personal_automobile	Yes, more than one	No	STA_Vanpool	I don't use STA bus services		School	Man	White_(non-Hispanic)	60 or older	Graduate or professional degree	Full-time student	99205	Single family house (no shared	Under $25,000	mobileranager@gmail.com	Email
df7afa40-ee2d-45c6-8075-15022798e6f3	10/20/2022 19:58	Improve_bus_travel_speeds;Short,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs		Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C		Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs		Option_1_Extended_Route_25,Option_2_Riverside,Option_3_Big_Loop,Option_4_Small_Loop		Strongly agree	10: Very important	Very important	Very important	Very important	Important	Very important	Important	Important	Agree	23023 E Wellesly	Public_transportation,Walking	Public_transportation,Walking	Yes, more than one	Yes	STA_buses_;travelling_on_the_d_r	1-2 days a week	1-2 days a week	Shopping/errands;To_see_family/friends,Other	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Retired	99027	Single family house (no shared	Under $25,000	caswallowwilkins@gmail.com	Word_of_mouth
1ef5850b-9eef-41c5-8538-a4bab10f9bfb	10/21/2022 18:30	Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs	discussion 2-5. They are totally ridiculous on a highway which N. Division technically is			DON'T DO IT.			For several years, our bus service has been SO HORRIBLE. Improve that and send your drivers to driving school. Spend the money wasted on new mirrors or things we don't need. From a 70 year old Spokane Bus rider	Strongly disagree	DON'T DO IT!	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	Other	Other	No	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	3 days a week or more	Other	Woman	White_(non-Hispanic)	60 or older	Bachelor's degree	Retired	99207	Single family house (no shared	Under $25,000		Social_media
ec81b317-631e-421d-8702-2071db43621e	10/21/2022 22:33	Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs	Zoning and land use. Nobody is going to want to use this system if they have to walk 10 minutes through an empty parking lot to bus what they need. Parking structures should be lowered since transit trips should be expected to park in the long term!	Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C	Honestly both look good. Can't really pick one over the other.	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds;Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p	Bus lanes downtown. Sprague is three lanes wide and during peak times, it is very difficult to turn left. I 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.	Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	No preference, they are all goods loops	Neutral	I wish there were more options for bike lanes. Things that reside in between stops looks like it might be tough for some people.																											
82b1c468-bae3-42c3-8636-de7b8bb05212	10/21/2022 22:40	Provide_convenient_access_to_sh,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Secure bike storage	Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Provide_convenient_access_to_sh,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Secure bike storage	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	R should provide access to Riverfront Park and shopping at the Y. Should have secure bike storage. Forward thinking would also provide access to greyhound/amtrak as those services are improved.	Agree	8	Important	Neutral	Very important	Very important	Important	Important	Neutral	Agree		Personal_automobile,Biking	Personal_automobile,Public_Transportation,Walking,Biking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99208	Single family house (no shared	Between $100,000 and $150,000	ZwidmerJ@gmail.com	Social_media
de390e06-3638-4575-8a40-7504741aac60	10/22/2022 0:49	Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses	N/a	Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C	N/a			Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	N/a	Strongly disagree	N/a	8											Public_transportation,Carpool	Public_transportation,Carpool	No	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	3 days a week or more	Work,Shopping/errands	Woman	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99207	Single family house (no shared	Between $25,000 and $49,999	tahkaida@gmail.com	Social_media
acba84d1-92cf-47a2-8db2-b7676ff51a60	10/22/2022 2:07	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs		Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Agree	10: Very important	Very important	Very important	Very important	Important	Very important	Important	Very important	Strongly agree		Public_transportation,Walking	Public_transportation,Walking	Yes, just one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	1-2 days a week	Shopping/errands	Man	White_(non-Hispanic)	46-60	Associate's degree	Employed full-time	99201	Single family house (no shared	Between $25,000 and $49,999	rkebrun71@gmail.com	Social_media
bcafd8ba-f422-4d81-8b73-76813767f078	10/22/2022 2:10	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds;Short,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu	Close to major shopping and business	Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_project_costs	No	Option_2_Riverside,Option_4_Small_Loop,Option_1_Big_Loop,Option_3_Extended_Route_25	No	Strongly agree	No	8	Very important	Important	Important	Very important	Very important	Very important	Very important	Neutral	Agree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99026	Single family house (no shared	Between $100,000 and $150,000		Social_media
b8f5592f-6ee6-4d4c-8d0e-dd5bc771c478	10/22/2022 5:03			Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C	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 part bigger?	Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Improve_bus_travel_speeds;Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh		Option_1_Big_Loop,Option_2_Extended_Route_25,Option_3_Riverside,Option_4_Small_Loop		Agree	8	Important	Neutral	Important	Neutral	Important	Neutral	Important	Agree	These all need to be kept clean of the garbage that people leave behind. All shelters need to be like Wood and Faiba bye-shelf. It's not that there are not garbage cans, lots of people are just lazy and really don't care. I can deal with some fell using a garbage can but a park bench but if I see a lot of garbage or a homeless person sleeping on a bus bench, I likely will pass it by. I don;t know if I would be safe at that spot.	Public_transportation,Walking	Public_transportation,Walking		No	STA_buses_;travelling_on_the_d_r	3 days a week or more	1-2 days a week	Shopping/errands	Woman	White_(non-Hispanic)	46-60	High school diploma	Employed full-time	99212	Single family house (no shared	Between $50,000 and $74,999		Social_media
e4a4e6e4-123F-4482-885c-d7d25389f5fd	10/22/2022 15:32	Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_project_costs,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p		Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C		Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_2_Extended_Route_25,Option_3_Riverside,Option_4_Small_Loop		Agree	8	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Agree		Public_transportation,Biking	Public_transportation,Biking	Yes, just one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	3 days a week or more	Other	Man	White_(non-Hispanic)	18-30	High school diploma	Employed full-time	99205	Single family house (no shared	Between $50,000 and $74,999		Social_media
6a8a2e7c-2855-4ff2-8bae-0b1266eac0de	10/22/2022 15:40	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu		Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_project_costs		Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25		Neutral	4	Important	Important	Important	Important	Important	Important	Important	Agree	12507 E Aunnic Ln	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	High school diploma	Employed full-time	99206	Single family house (no shared	Between $50,000 and $74,999		Social_media
695e2845-f3b3-4587-8e74-05c9e1ad216e	10/22/2022 17:23	Improve_safety_for_people_walk,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C		Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Agree	7	Important	Important	Important	Neutral	Unimportant	Neutral	Neutral	Neutral		Public_transportation	Personal_automobile	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	Occasionally (less than once a	Work	Man	White_(non-Hispanic)	60 or older	Bachelor's degree	Retired	99118	Single family house (no shared	Over $150,000		Social_media
d0325a1-9743-4c8d-8baf-7c2ae1734f9b	10/22/2022 9:37	Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs	No	Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25		Neutral	5	Very important	Neutral	Very important	Neutral	Neutral	Neutral	Neutral	Disagree		Personal_automobile,Public_Transportation,Carpool,Walking-Walking,Biking	Personal_automobile,Public_Transportation,Carpool,Walking-Walking,Biking	Yes, just one	No	STA_buses_;travelling_on_the_d_r_STA_Paratransit_provided_Bus-I	3 days a week or more	3 days a week or more	Work,School,Medical_appointments,Shopping/errands,To_see_family/friends,Other	Woman	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99207	Single family house (no shared	Between $25,000 and $49,999	cotepharm67@yahoo.com	Social_media,Other
a63dfcb4-f6b2-456c-85db-47d93935df8b	10/23/2022 3:32	Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_businesses;Improve_safety_for_people_walk;Provide_convenient_access_to_sh,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short		Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Agree	7	Very important	Very important	Very important	Very important	Neutral	Very important	Very important	Strongly agree		Personal_automobile,Public_Transportation,Walking	Personal_automobile	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	Occasionally (less than once a	Other	Man	White_(non-Hispanic)	18-30	High school diploma	Full-time student	99223	Single family house (no shared	Between $100,000 and $150,000		STA_website,Social_media
385adbc1a-3a27-485d-8b0a-07f29bc39daf	10/23/2022 17:24	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Provide_convenient_access_to_sh	As a partially disabled individual I am partial to the Newport Hwy/Grave Road stops, I personally feel retaining current stops there would be important to me for accessibility	Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C	Removing current stops to replace them with one or two south of where they are (specifically the Graves Road stop) would make riding the bus more difficult for me or people like me	Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25		Neutral	Stopping at the Y and not having service north to Graves would be horrible for me	Important	Neutral	Important	Neutral	Neutral	Neutral	Neutral	Disagree	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	Public_transportation	Public_transportation	No	Yes	STA_buses_;travelling_on_the_d_r	3 days a week or more	3 days a week or more	Work,Medical_appointments,Shopping/errands,To_see_family/friends	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99218	Apartment	Under $25,000		Social_media
28675271-0c37-4139-8e41-49f4893b0e66	10/23/2022 19:04	Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p		Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C		Provide_convenient_access_to_sh,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p		Option_1_Big_Loop,Option_3_Extended_Route_25,Option_2_Riverside,Option_4_Small_Loop		Agree	7	Very important	Important	Very important	Very important	Important	Important	Important	Agree		Public_transportation	Public_transportation,Walking-Biking	No	Yes	STA_buses_;travelling_on_the_d_r	3 days a week or more	Occasionally (less than once a	Medical_appointments,Shopping/errands	Non-binary	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99201	Apartment	Under $25,000	chanderson98@gmail.com	Social_media
9288a6ba-c7ec-4b38-8a4f-9a8e9fe5441a	10/23/2022 19:23	Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk;Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Provide_new_bicycle_and/or_pede	Don't do it. You don't have enough riders to justify it. If you want to subsidize rides for the aint you wouldn't have to steal money from tax payers.		Don't bother. Get more riders first. Stop stealing/wasting tax payer money.	Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Provide_new_bicycle_and/or_pede		Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Don't do it.	Strongly disagree	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: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	This is a waste of time and money.	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	98208	Townhouse (attached house)	Between $50,000 and $74,999		Social_media
20470151-680F-4e83-8177-9a275151a41a	10/24/2022 3:55	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses;Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C		Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs				Strongly disagree	1: Very unimportant	Important	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree		Personal_automobile	Personal_automobile	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	Occasionally (less than once a	Other											
ea38eec9-364e-4904-8cda-8421745bff1d	10/24/2022 22:18	Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses;Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_new_bicycle_and/or_pede		Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C		Improve_bus_travel_speeds;Short,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_3_Extended_Route_25,Option_4_Small_Loop,Option_2_Riverside,Option_1_Big_Loop		Strongly agree	10: Very important	Very unimportant	Neutral	Very unimportant	Neutral	Neutral	Neutral	Neutral	Strongly agree		Personal_automobile,Public_Transportation	Personal_automobile	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	3 days a week or more	Work	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99218	Apartment	Between $25,000 and $49,999	rivelasquez@wsbuct.com	STA_website
14e1790d-9477-4551-8ffb-a25eb7d35d18	10/24/2022 23:29	Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk;Provide_convenient_access_to_sh,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds;Short,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	The only east west one ways. 2nd and 3rd	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Neutral	10: Very important	Very important	Very important	Very important	Important	Unimportant	Neutral	Agree		Personal_automobile,Public_Transportation,Walking,Biking	Personal_automobile,Public_Transportation,Walking,Biking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands	Man	American_Indian_or_Alaska_Native	46-60	Bachelor's degree	Employed part-time	99117	Multi-family house	Between $25,000 and $49,999		Social_media
09e1f3a1-8743-4c8d-8baf-7c2ae1734f9b	10/25/2022 0:37	Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Improve_bus_travel_speeds;Short,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop		Agree	need one near Holy Family for sure	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree	5923 N Ruby St Apt 7	Other	Other	No	No	STA_buses_;travelling_on_the_d_r_STA_Vanpool	3 days a week or more	3 days a week or more	Work,Medical_appointments,Shopping/errands	Man	White_(non-Hispanic)	60 or older	High school diploma	Employed full-time	99208	Apartment	Between $25,000 and $49,999	johnlawson1308@gmail.com	Social_media
c47425c7-10b8-4363-80a2-c84ff84f8e30	10/25/2022 1:43	Improve_bus_travel_speeds;Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C		Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_2_Extended_Route_25,Option_3_Riverside,Option_4_Small_Loop		Neutral	3	Very important	Neutral	Very important	Neutral	Neutral	Neutral	Neutral	Neutral		Public_transportation	Personal_automobile	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	1-2 days a week	Work	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99208	Single family house (no shared	Between $25,000 and $49,999		STA_website
b8ab849c-2a30-46d8-8797-9c9cc7786ae2	10/25/2022 12:52	Improve_bus_travel_speeds;Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Future_Metro_Transit_C,Option_2_Hastings_Park_and_Rid		Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds;Short,Minimize_project_costs		Option_1_Big_Loop,Option_2_Extended_Route_25,Option_3_Riverside,Option_4_Small_Loop		Agree	8	Very important	Important	Very important	Important	Neutral	Neutral	Important	Agree		Personal_automobile	Personal_automobile	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	Occasionally (less than once a	Medical_appointments,Shopping/errands	Woman	White_(non-Hispanic)	18-30	High school diploma	Employed full-time	99205	Single family house (no shared	Between $50,000 and $74,999		Social_media
7eb23e36-d961-4be5-845b-834467410bcb	10/25/2022 14:56	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Make this as successful as possible so we can have more bri n Spokane. One way to do this is to view transit and biking/walking as one mode.	Option_2_Hastings_Park_and_Rid,Option_1_Future_Metro_Transit_C	Why not do both?	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	Consider bicycling and transit as one mode. More safe bikeways and better bike parking would encourage people to ride between longer distance transit trips.	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25

9c059e8b-e524-49ac-8969-d557474db069	10/25/2022 17:24	Provide_convenient_access_to_sh,Improve_bus_travel_speeds!Short,Improve_safety_for_people_walk!Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Tra nsit_C,Option_2_(Hastings_Park_and_Rid		Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds!Short,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop	Connection to other major routes and the plaza should be high priority	Agree	10: Very important	Very important	Very important	Very important	Important	Very important	Important	Very important	Strongly agree	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 branded stations and it's fun. I love the monolith with the STA branding. Brings attention and reminds me to take the bus more often. Also Spokane Transit transit development plans! Division is so dangerous for pedestrians right now.	Personal_automobile,Public_transportation	Personal_automobile	Yes, more than one	No	STA_buses_(traveling_on_the_r	1-2 days a week	Occasionally (less than once a	Work,Medical_appointments	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Full-time student	99027	Single family house (no shared	Under $25,000	jrramsays@outlook.com	STA_website,Social_media
f6f3cc99-2b6b-4a09-8c61-ee846135c19	10/25/2022 17:42	Improve_bus_travel_speeds!Short,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and	many people utcize the Division corridor to access shopping in the Northpointe area. The existing stops along Newport Highway between Holland and Division (Walmart, Hastings and Home Depot) do not have a safe crossing for pedestrians but their proximity to Walmart encourages people to cross anyway. 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 crossing in this location, the stops south of Holland should be removed immediately and relocated to Holland where a traffic light exists and there is a large shopping cart collection site. All bus stops should be considered on-demand	Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Mead_Transit_C	-rte newport highway alignment should be considered part of 1, but the final destination of either Mead or Hastings should be based on existing development and possible future development. Hastings has plenty of existing development in the vicinity, but the park and ride itself likely cannot be relocated. Conversely, 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 recommended at the Costco site, which is adjacent to a new mixed-use development planned by Greenstone (Kendall Yards). This is a residential-only mixed-use development with a mix of land uses and housing densities. Just if it is not	Improve_bus_travel_speeds!Short,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and	It makes sense to share stations between BRT lines, but delays to the Central City Line should be considered in the stations shared by both lines. Many people still use the Division route to connect to other routes at the Plaza, and the Central City Line Plaza should be minimized and wayfinding should be used. Stacking of buses at boarding Zone 6 at the Plaza cause delays currently, requiring people to board in the middle of intersections in some cases. If multiple high frequency lines (Division, Sprague, and Monroe) will use the same zone, there should be better service planning and real time delays must be provided to drivers they can avoid causing an obstruction.	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop	Having BRT lines share stations is an effective way to reduce the cost of adding additional infrastructure and maintenance for the existing high quality facilities. The bike and pedestrian improvements that have been implemented on Division have replicated on intersecting and adjacent streets throughout Downtown. The Riverside route requires the least amount of new BRT stops to be built and also provides direct access to the Plaza. However, if the Plaza boarding zones cannot accommodate another route, then the big loop should be used to provide the majority of destinations covered by this single line, while still providing a straight and direct walking route to the Plaza.	Strongly agree	10: Very important	Very important	Neutral	Very important	Very important	Very important	Agree	Division Street has the potential to become a transit preential corridor with high density development, especially once the NSC is completed. STA should be working with developers, nonprofits, WSDOT, and the City to acquire property along the corridor for high density and mixed use development, with reduced or no parking requirements and requirements that provide a level of low-income housing.	Personal_automobile,Public_transportation,Biking	Personal_automobile,Public_transportation,Biking	Yes, more than one	No	STA_buses_(traveling_on_the_r	3 days a week or more	Occasionally (less than once a	Shopping!errands	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99202	Apartment	Between $100,000 and $150,000	levbasanger820@gmail.com	STA_website
0ee18a87-0615-4f7e-8d72-dc0b26b5c53b	10/25/2022 20:47	Improve_bus_travel_speeds!Short,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p		Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Mead_Transit_C	Hastings Park and Ride looks like a much better place to terminate the line because it is surrounded by existing housing walking distance from that site. There is much less in the Mead area.	Improve_bus_travel_speeds!Short,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop	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.	Neutral	10: Very important	Very important	Neutral	Important	Very important	Very important	Very important	Very important	Agree	1) Make sure there are bus lanes and queue jumps at intersections and congestion. 2) Make sure there is off board and all door payment from the start. 3) Consider making "Cruise" the brand name for the C-Line. Perhaps name the lines C1, C2, etc.	Personal_automobile,Public_transportation,Walking,Biking	Personal_automobile,Public_transportation,Walking,Biking	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25		Man	Other	31-45	Bachelor's degree	Not currently employed	99118	Multi-family house	Under $25,000	nhmachida@gmail.com	Social_media
6f4f02e74-8c70-4793-8956-0571847f5087	10/25/2022 20:55			Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	Option 2 of Hastings Park and Lent stop. I would suggest use 1/4 all-day service (Non-Peak hours) to try bis-line way first via Newport Hwy (northbound) to see what happens	Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds!Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs	Create the bus lane	Option_2_:Extended_Route_25,Option_1_:Big_Loop,Option_3_:Riverside,Option_4_:Small_Loop	No stop before Northtown Mall	9	Very important	Neutral	Very important	Neutral	Very important	Unimportant	Unimportant	Agree		Public_transportation,Biking	Public_transportation	No	STA_buses_(traveling_on_the_r	3 days a week or more	1-2 days a week	Shopping!errands	Man	Asian_or_Asian_American	18-30	Associate's degree	Employed part-time		Apartment	Under $25,000	andrewtuttle8734@gmail.com	STA_website,Word_of_mouth,Social_media
7aa81794-a990-4921-86b0-6d67900d4eb2	10/25/2022 21:24	Minimize_project_costs,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_sh,Improve_bus_travel_speeds!Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	If option is Mead transit center please have a stop by Costco	Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds!Short,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop	N/A	Agree	N/A	5	Very important	Important	Important	Very important	Very important	Neutral	N/A	Public_transportation	Public_transportation,Walking,Other	Yes, just one	No	STA_buses_(traveling_on_the_r	3 days a week or more	Occasionally (less than once a	Medical_appointments,Shopping!errands,Other	Man	White_(non-Hispanic)	18-30	High school diploma	Not currently employed	99216	Apartment	Between $25,000 and $49,999	Latimerad96@gmail.com	STA_website
363a0b35-1da0-45ea-80eb-f5b6296f93fc	10/26/2022 0:05	Improve_bus_travel_speeds!Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Improve_bus_travel_speeds!Short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs	Option_1_:Big_Loop,Option_4_:Extended_Route_25,Option_2_:Riverside		Agree		9	Very important	Very important	Very unimportant	Very important	Very important	Very important	Very unimportant	Very important	Strongly disagree	Public_transportation	Public_transportation	Yes, just one	No	STA_buses_(traveling_on_the_r	3 days a week or more	Occasionally (less than once a	Shopping!errands	Woman	White_(non-Hispanic)	46-60	High school diploma	Employed part-time	99207	Multi-family house	Under $25,000		Social_media
e9fb5ac1-a1a0-4e86-8820-b082ceb4d87	10/26/2022 0:30	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds!Short,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs	-Just keep it the way it is everyday life for people to get downtown in a timely manner.	Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Mead_Transit_C	Keep it the same. I need to bus and the stic I have is perfect.	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds!Short,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_1_:Big_Loop,Option_4_:Extended_Route_25,Option_2_:Riverside	I need this bus. Don't change it.	Neutral	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Agree		Walking	Public_transportation,Walking	No	No	STA_buses_(traveling_on_the_r	1-2 days a week	1-2 days a week	Work,Shopping!errands,To_see_family/friends	Woman	American_Indian_or_Alaska_Native,White_(non-Hispanic)	46-60	Associate's degree	Employed full-time	99118	Apartment	Between $25,000 and $49,999	arlettepotsky@aol.com	STA_website,Email,Social_media
1a9055e0-9ff5-408b-8d85-f47daa117f2a	10/26/2022 1:25	Provide_convenient_access_to_sh,Improve_bus_travel_speeds!Short,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds!Short,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop		Agree		10: Very important	Very important	Very important	Very important	Important	Important	Important	Agree		Other	Personal_automobile	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	Occasionally (less than once a	Shopping!errands	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99203	Single family house (no shared	Between $100,000 and $150,000		Social_media
c013b928-9bec-464f-88a7-d06a84634ee	10/26/2022 2:16	Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds!Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds!Short,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop		Agree		6	Very important	Neutral	Very important	Very important	Very important	Neutral	Neutral	Neutral	Non stop until Northtown Mall. Have a stop in Mead Costco.	Public_transportation	Public_transportation	No	No	STA_buses_(traveling_on_the_r	3 days a week or more	1-2 days a week	Shopping!errands,Other	Man	Asian_or_Asian_American	18-30	Associate's degree	Employed part-time	99004	Apartment	Under $25,000	andrewtuttle8734@gmail.com	Word_of_mouth,Social_media
ffc5c141a-3c80-4ebc-84f1-c3090e91558d	10/26/2022 7:34			Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds!Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop	PLEASE, go for the big loop, it would be great to have a stop that gets you straight into infront of Riverfront Park!	Agree	10: Very important	Very important	Important	Very important	Very important	Very important	Very important	Very important	Strongly agree	If you are considering to make this BRT route zero emission, then please, I strongly urge you to use trolley busses. They are SO much more efficient than battery electric busses.	Personal_automobile,Public_transportation,Biking	Personal_automobile,Public_transportation,Biking	Yes, more than one	No	STA_buses_(traveling_on_the_r	3 days a week or more	1-2 days a week	Work,Other	Man	White_(non-Hispanic)	18-30	High school diploma	Employed part-time	99118	Single family house (no shared	Between $75,000 and $99,999	iamschumacher645@gmail.com	Social_media
aadec968-e35c-4e72-8aac-56809fd6a7df	10/26/2022 14:23	Improve_bus_travel_speeds!Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Improve_bus_travel_speeds!Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop		Agree		7	Neutral	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Agree		Personal_automobile	Personal_automobile	Yes, more than one	No	STA_buses_(traveling_on_the_r	3 days a week or more	1-2 days a week	Work	Man	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99206	Apartment	Between $50,000 and $74,999		Social_media
9a6f31a3-b831-4869-8856-a5947e42e01c	10/27/2022 22:04	Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds!Short	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.	Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	Don't bother with any of it. Widen the road for more cars.	Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds!Short	Option_2_:Riverside,Option_3_:Extended_Route_25,Option_4_:Small_Loop,Option_1_:Big_Loop	Expand the toads instead.	Strongly disagree	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very important	Very important	Very unimportant	Strongly disagree	Stop wasting tax payers money. You know you tax people out of their homes for this garbage. You are evil. Cruel. Mean people	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25		Man	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time		Single family house (no shared	Between $75,000 and $99,999		Email

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c57d95d7-5d9c-410e-89bd-10317553955	11/3/2022 20:43	Minimize_impacts_to_traffic_and,Minimize_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_project_costs,Provide_new_bicycle_and/or_ped/Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C	Improve_bus_travel_speeds/short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs/Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p	I'm not sure how a bus would make that turn on the Riverside option.	Strongly agree	8	Important	Very important	Important	Very important	Very important	Important	Neutral	Agree	Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	White_(non-Hispanic)	46-60	High school diploma	Employed full-time	99206	Single family house (no shared	Between $10,000 and $74,999	Social_media
7d38915-c63e-4c0c-85c6-ddaf6a174487	11/3/2022 20:56		Don't do it, routes to North Spokane are traffic jams now. Don't block lanes.	Don't block traffic, your one lane projects are causing traffic congestion already	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk/Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	Division is the only North South street that flows traffic with as little impact on driver congestion. Please don't ruin that.	Leave Division alone	Strongly disagree	Traffic in Spokane does not flow now. Quit blocking traffic flow	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	Do Not mess up traffic flow, you'll be doing Spokane a great disservice	Personal_automobile,Other	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	Other	60 or older	High school diploma	Retired	99208	Single family house (no shared	Between $25,000 and $49,999	STA_website
6ee409b8-ce09-4938-8D5F-52ec153e26db	11/3/2022 21:47	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Provide_convenient_access_to_sh,Improve_safety_/or_people_walk,Provide_new_bicycle_and/or_ped&,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p	Option_1_(Future_Mega_Transit_C,Option_2_(Hastings_Park_and_Ride	Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_ped&,Minimize_walking_distance_to_bu	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Disagree	3	Neutral	Unimportant	Very important	Important	Neutral	Important	Important	Neutral	Agree	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99205	Single family house (no shared	Between $50,000 and $74,999	Social_media
d248f15d-9429-4fc2-8b35-e4985a67fc9d	11/3/2022 22:08	Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_project_costs,Provide_new_bicycle_and/or_ped&,Provide_convenient_access_to_sh,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and	Pedestrian infrastructure at proposed stops. Make sure there is a safe stop at Whitworth	I don't know how much traffic will be reduced on 2 with the rus, but having more buses on Division, the Division seems like it would mess the timetables more	Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Agree	Looking at the foothills/Bridgeport stops, it would be nice to consider a Whitworth stop to where the road comes together again	10: Very important	Important	Important	Very important	Important	Neutral	Important	Important	Strongly agree	I look forward to being able to use BRT for my commute in the future.	Personal_automobile	Personal_automobile,Carpooling	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99205	Single family house (no shared	Between $50,000 and $74,999	Other
24c7b67b-df6a-4f49-85a5-5a4f96a1a13fc	11/3/2022 22:49	Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk/Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	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 good use out of the folks using public transit.	Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	If the goal is to make division more bike/pedestrian friendly it might be worth throwing in a couple more stops along the bulk of the road.	10: Very important	Very important	Very important	Very important	Very important	Unimportant	Unimportant	Agree	I'm greatly in support of getting more bike/pedestrian transit/pedestrian friendly projects in the future. I'd love to see some bike infrastructure thrown in there as well.	Personal_automobile,Walking	Personal_automobile,Walking	Yes, just one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Associate's degree	Employed part-time	99201	Apartment	Under $25,000	Bongesthompson2000@gmail.com	Word_of_mouth
7d5d3f92-a674-4044-84f2-ba3b333f20bc	11/4/2022 1:12	Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk/Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_businesses	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C	Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Agree	8	Very important	Very important	Important	Neutral	Important	Neutral	Neutral	Agree	Public_transportation,Carpooling,Biking	Public_transportation,Carpooling,Biking	Yes, more than one	No	STA_buses_/travelling_on_the_z_	1-2 days a week	1-2 days a week	Work,Shopping/errands	Man	Other	18-30	High school diploma	Employed full-time	99205	Single family house (no shared	Between $25,000 and $49,999	Bus_stop_flyer
a81418a0-0481-4413-852b-31ba09c4d6f1	11/4/2022 1:23							Strongly disagree		1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	Other	31-45	Associate's degree	Employed full-time							
21647c07-37bf-4c71-8368-9014ca9e0fb8	11/4/2022 7:56	Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Provide_new_bicycle_and/or_ped&,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C	Is there a possibility of alternating between options 1 & 2 so that both areas have bus service?	Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Neutral	8	Important	Very important	Very important	Important	Neutral	Neutral	Neutral	Agree	Public_transportation,Walking	Personal_automobile,Public_transportation,Walking	No, but we frequently borrow a	No	STA_buses_/travelling_on_the_z_	3 days a week or more	Occasionally (less than once a	Medical_appointments,Shopping/errands,To_see_family/friends,Other	Non-binary	White_(non-Hispanic)	31-45	Bachelor's degree	Employed part-time	99204	Apartment	Under $25,000	STA_website
d97be927-b2d3-4eb2-85b7-8019b43e41ef	11/4/2022 14:13	Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Improve_bus_travel_speeds/short	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C	Yes, stop with the nonsense	Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_ped&,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh	Yes, the fact that Sia is a privately owned company subsidized by the city already makes it unfair to make the roads dedicated for just the bus? How many of the bus tickets aren't even paid for by the people riding them?	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Yes, please don't take away a lane of traffic for this.	Strongly disagree	Don't use imminent domain to gather property.	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Important	Important	Important	Strongly disagree	I think my above comments show how I feel.	Personal_automobile,Biking,Other	Personal_automobile,Carpooling,Biking,Other	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99216	Single family house (no shared	Between $75,000 and $99,999	Social_media
89b071c1-0702-4224-8be5-c8ce57e20f56	11/4/2022 17:54	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs	Option_1_(Future_Mega_Transit_C,Option_2_(Hastings_Park_and_Ride	Try to use an alternate route than Holland. It is already a major traffic bottleneck	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	10: Very important	Very important	Important	Important	Important	Very important	Very important	Very important	Strongly agree	Personal_automobile,Public_transportation,Walking	Personal_automobile,Public_transportation,Walking	Yes, just one	No	STA_buses_/travelling_on_the_z_	3 days a week or more	Occasionally (less than once a	Work	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99208	Single family house (no shared	Between $25,000 and $49,999	ljwanson@gmail.com	STA_website,Email,Social_media
2526d5e2-55d3-4698-872e-f52f0ea3df70	11/4/2022 18:25	Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C	Bus can connect with 124 and 25	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	Too much traffic on division	Option_3_Extended_Route_25,Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop	Have the bus go till 12:00 a.m.	Strongly agree	How about near the wonderland area thank you	1: Very unimportant	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree	Nothing else to say	Public_transportation	Public_transportation	No	Yes	STA_buses_/travelling_on_the_z_	3 days a week or more	1-2 days a week	Shopping/errands	Man	White_(non-Hispanic)	31-45	High school diploma	Not currently employed	99216	Other	toddharland1010@gmail.com	Bus_stop_flyer
ba0bce349-6a0b-43f3-89b9-0c9d8d75de84	11/4/2022 19:37	Improve_bus_travel_speeds/short,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_impacts_to_on-street_p,Minimize_project_costs	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 know it's supposed to be express, but, if I didn't, recreander that portion	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C	Same as above.	Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	Option_3_Extended_Route_25,Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop	Agree	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree	Personal_automobile,Public_transportation	Personal_automobile	Yes, just one	Yes	STA_buses_/travelling_on_the_z_	1-2 days a week	1-2 days a week	Work	Non-binary	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99218	Apartment	Between $50,000 and $74,999	Social_media
4542409b6-c526-49b2-8668-6e8cd88018b7	11/5/2022 6:22	Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_project_costs	Option_1_(Future_Mega_Transit_C,Option_2_(Hastings_Park_and_Ride	There is a lot of growth north of the Y on both near Newport highway and near Hastings. It's getting more congested everyday	Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_project_costs,Provide_new_bicycle_and/or_ped&,Minimize_impacts_to_on-street_p	Option_3_Extended_Route_25,Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop	Agree	9	Important	Very important	Very important	Neutral	Important	Important	Neutral	Agree	Personal_automobile	Personal_automobile,Public_transportation,Walking	Yes, just one	Yes	STA_buses_/travelling_on_the_z_	Occasionally (less than once a	Occasionally (less than once a	Work,Shopping/errands,Other	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed part-time	99218	Apartment	Under $25,000	spokanephoenix@gmail.com	Social_media
7152d87f-ccce-4a6d-8f1d-d325706ef726	11/5/2022 9:45	Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_ped&,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs	Option_1_(Future_Mega_Transit_C,Option_2_(Hastings_Park_and_Ride	Not serving a Costco that has open land around it is ridiculous. that's gd to be a commercial/high-density residential/transit customer. Extending service north to Newport is a prospect, going with Option 1 to begin with is probably wiser, and Whitworth/Newport Highway could be handled as a one-way or two-way shuttle loop connecting with the BRT.	Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_5_Neutral	Neutral	10: Very important	Important	Very important	Very important	Important	Important	Very important	Very important	Agree	Personal_automobile,Walking	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	60 or older	Graduate or professional degree	Retired	99207	Single family house (no shared	Between $25,000 and $49,999	Other
6dce32d9-827b-4344-8083-e75e7bf89b72	11/5/2022 16:46	Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs	Option_1_(Future_Mega_Transit_C,Option_2_(Hastings_Park_and_Ride	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 Division, one would have 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 Ash, have the Division route alternate Division and HWY 2 at the fork in the road.	Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Strongly agree	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree	2410 N Cherry St Apt. 210	Personal_automobile,Public_transportation,Walking	Personal_automobile,Public_transportation,Walking	Yes, just one	No	STA_buses_/travelling_on_the_z_	3 days a week or more	Occasionally (less than once a	Shopping/errands,Other	Man	White_(non-Hispanic)	18-30	Associate's degree	Employed part-time	99216	Apartment	Between $25,000 and $49,999	dobsagbd1811@outlook.com	STA_website
836ae9e2-6e6d-4362-80af-2d694c2fd357	11/5/2022 2:37	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_ped&,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs	Division seems busy anyways why impact it more.	Just keep it the same, some people may not have access to technology, and or this information until it's too late.	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_ped&,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_project_costs,Minimize_impacts_to_businesses	I don't care I like it as it is.	Agree		1: Very unimportant	Important	Important	Important	Unimportant	Very unimportant	Unimportant	Very important	Disagree	Personal_automobile,Carpooling	Personal_automobile,Public_transportation,Carpooling	Yes, just one	No	STA_buses_/travelling_on_the_z_	Occasionally (less than once a	Occasionally (less than once a	School,Medical_appointments,Shopping/errands,Other	Woman	White_(non-Hispanic)	18-30	Associate's degree	Full-time student	99218	Dorm or other institutional hou	Under $25,000	Social_media
a6c230ffb-cff7-4a86-8a05-c12e27e1d442	11/5/2022 18:13	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_ped&	Consider the percentage of Spokane residents who currently ride the bus versus drive personal vehicles, and perform pro/FUB/Grant cost/benefit analysis.		Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_project_costs,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_ped&		Strongly disagree		1: Very unimportant	Very important	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	High school diploma	Employed part-time	99224	Single family house (no shared	Over $150,000	Other
d6437f70-91d3-4112-8f33-81909b2b1ef	11/5/2022 18:22	Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk/Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_ped&,Minimize_project_costs		Agree	7	Very important	Very important	Very important	Important	Important	Important	Very important	Neutral	Personal_automobile	Personal_automobile,Carpooling	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Non-binary	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99217	Single family house (no shared	Between $50,000 and $74,999	Social_media
c353ee45-ca2d-4d89-816e-ac38a7f9b4f9	11/5/2022 19:33	Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Directly serving both park and rides would be my preference. Using Hastings as the terminal would allow single-mode transit users to access the Hastings service centers near Hastings without penalizing mixed-mode commuters using the Mead facility. Transportation projects like Division Connects are currently one of the best ways to fund pedestrian improvements on existing arterial roadway corridors and tragically insufficient approach and puts neighborhoods in direct competition for basic safety amenities. N Division, N Newport Highway, and Francis are major barriers to bicyclists and pedestrians with relatively high-speed traffic.	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 Francis and Wellesley would dramatically improve access from the area bounded by N Division/Country Homes/Hawthorne to the business center right across the street.	Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_ped&,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	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 Riverside or Sprague is an unpleasant compared to taking the bus. busy N-S connection streets. BRT-specific stops serving Riverside should be placed near non-BRT stations would be helpful. Where adding a BRT station means bringing a portion of the Division Connects Streets standard please require physical barriers between motorized vehicles and bikeways. The recent renovations on Riverfront Ave, where the bike lane is separated from vehicle parking and the curb, only defined the bike lane by painted lines and as of November 2022 cars have	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 mash well with the I-90/Valley Transit Center. Putting a station south of I-90 expands the population served by BRT substantially and adds flexibility for connections between the 2 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.	Proposal tactics are reasonable and useful. Please include protected pedestrian crossings with human-scale lighting and illuminated beacons. Painted crossings are insufficient. Places such as the current Gaza Ave crosswalk and Longfellow Ave crosswalks, feel unsafe to use and the painted lines are often obscured by road grit and glare.	Strongly agree	10: Very important	Important	Important	Important	Important	Important	Neutral	Important	Strongly agree	Personal_automobile,Public_transportation,Walking,Biking	Personal_automobile,Public_transportation,Walking,Biking	Yes, just one	No	STA_buses_/travelling_on_the_z_	1-2 days a week	1-2 days a week	Work	Man	White_(non-Hispanic)	31-45	High school diploma	Not currently employed	99207	Single family house (no shared	Between $100,000 and $150,000	Email,Social_media,Neighborhood_group
1ff8d1e0-3ff8-4f26-8486-11d0553dd83c	11/5/2022 19:33	Minimize_impacts_to_businesses,Improve_safety_for_people_walk/Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	To few people use buses and bike routes to justify slowing traffic by taking dedicated lanes of traffic for other uses.	Use side streets for bicycles and not existing street arterials.	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_project_costs	As a community we must prioritize based actual numbers of citizen usage and not based super wokes.		Disagree	Again completely disagree with plan.	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	BRT is a total waste of public money.	Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Associate's degree	Retired	99217	Single family house (no shared	Between $25,000 and $49,999	Other
b80e675a-9d0-45b1-8246-2bca1a1f08ff	11/6/2022 19:40	Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mega_Transit_C		Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_ped&,Minimize_impacts_to_businesses,Minimize_project_costs	Downtown Spokane is in desperate need of better bike parking. With the rise of ebiking, for one my main transportation through 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 parking initiative with these bus travel improvements.	Option_3_Extended_Route_25,Option_2_Riverside,Option_1_Big_Loop	It seems like the big loop might extend wait times for some, however it could improve walkability in some cases.	Strongly agree		1: Very unimportant	Important	Important	Important	Important	Important	Important	Important	Agree	Personal_automobile,Biking	Personal_automobile,Public_transportation,Carpool,Walkin g,Biking	Yes, just one	No	STA_buses_/travelling_on_the_z_	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99205	Single family house (no shared	Between $50,000 and $74,999	Social_media
3044124f-605d-416b-8a4f-0205f5d9e3e	11/6/2022 20:08	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&	All of the plans on your site require me to drive 10 min to get to the Y. Why would I drive out of the high school 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.		Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_ped&	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Strongly disagree	Just run the 124 more often and we'd be fine.	1: Very unimportant	Very important	Very important	Very important	Neutral	Neutral	Very important	Very important	Strongly disagree	We call the 25 the yucky bus because it is full of people who ride it for the climate control. Leave them on it and run the 124 every 15 min for commuters and every half hour the rest of the day.	Personal_automobile,Public_transportation	Personal_automobile	Yes, more than one	No	STA_buses_/travelling_on_the_z_	3 days a week or more	Occasionally (less than once a	Work	Woman	White_(non-Hispanic)	46-60	Bachelor's degree	Employed full-time	99021	Single family house (no shared	Social_media
0b299f8e-7735-4834-83c3-a8e42de3f11a	11/6/2022 20:45	Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Provide_new_bicycle_and/or_ped&,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_1_(Future_Mega_Transit_C,Option_2_(Hastings_Park_and_Ride		Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_ped&,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_new_bicycle_and/or_ped&,Minimize_walking_distance_to_bu,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	8	Important	Very important	Important	Important	Important	Important	Important	Important	Strongly agree	Personal_automobile,Walking	Personal_automobile,Public_transportation,Walking	Yes, more than one	Yes	STA_buses_/travelling_on_the_z_	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	High school diploma	Retired	99202	Multi-family house	Between $50,000 and $74,999	Social_media
1720de2c-b939-43d8-8e1a-7d85b6fa359	11/6/2022 22:48	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_ped&	Option_1_(Future_Mega_Transit_C,Option_2_(Hastings_Park_and_Ride	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_ped&,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk	Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Strongly disagree	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	Personal_automobile,Walking,Biking,Other	Personal_automobile,Walking,Biking,Other	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	Other	46-60	Graduate or professional degree	Employed full-time	99217	Single family house (no shared	Over $150,000

2f2e9d8b-5981-4f18-8e76-74d11293e596	11/6/2022 23:53	Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p	Option_1_(Future_Mead_Trim_Corridor_2_(Hastings_Park_and_Rid	Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_impacts_to_businesses;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Neutral	10: Very important	Important	Unimportant	Very important	Very important	Very important	Important	Neutral	Agree		Personal_automobile,Carpool	Personal_automobile,Public_transportation,Biking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic),Hispanic,Latino,Two_or_more_races	18-30	High school diploma	Employed full-time	99207	Single family house (no shared	Between $50,000 and $74,999	davidalexsumner@gmail.com	STA_website;Email;Social_media
2e1ae6e1-2271-4a64-8d0e-582a2927fe02c	11/7/2022 0:31	Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	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. Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	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. Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	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. Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Neutral	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.	3	Important	Very unimportant	Very important	Unimportant	Very unimportant	Neutral	Important	Strongly disagree	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.	Personal_automobile,Walking	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed part-time	99207	Single family house (no shared	Between $50,000 and $74,999		Social_media
1e205407-e42a-49dd-8e00-f9f1a82c1b15	11/7/2022 3:56	Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_project_costs	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p;Minimize_project_costs	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Agree	9	Important	Very important	Important	Important	Important	Neutral	Neutral	Agree		Public_transportation	Personal_automobile,Walking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Bachelor's degree	Employed full-time	99203	Single family house (no shared	Between $75,000 and $99,999		Word_of_mouth
31e61934-7135-45bd-8bde-9e065dbeb3fe	11/7/2022 4:07	Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_walking_distance_to_b	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Minimize_project_costs;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25	Strongly agree	4	Important	Unimportant	Very important	Unimportant	Very important	Very important	Very important	Agree		Personal_automobile	Personal_automobile,Carpool	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	Occasionally (less than once a	School	Woman	White_(non-Hispanic)	18-30	High school diploma	Employed full-time	99217	Apartment	Between $25,000 and $49,999		Social_media
e990ea4c-2ede-479e-8dec-1774ff525599	11/7/2022 4:23	Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Minimize_project_costs	None I can think of	Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	Minimize_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Minimize_project_costs	Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Agree	7	Important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly disagree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	American_Indian_or_Alaska_Native	31-45	Associate's degree	Employed full-time	99212	Single family house (no shared	Between $50,000 and $74,999		Word_of_mouth
c62497dc-d8d2-48d6-8ce7-d7f97c6d9d0d0	11/7/2022 16:53	Provide_convenient_access_to_sh;Minimize_project_costs;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_businesses	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_impacts_to_business;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Minimize_impacts_to_on-street_p	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25	Neutral	1: Very unimportant	Neutral	Neutral	Important	Important	Neutral	Neutral	Agree	I don't believe the traffic on Division Street is bad enough to justify designated bus lanes. I would bus to work, but it would increase my commute by 3 times	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	Other	31-45	Graduate or professional degree	Employed part-time	99205	Single family house (no shared	Between $50,000 and $74,999		Social_media
d098acc1-b14b-4413-8eca-f3bef5a06f94	11/7/2022 18:31	Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_project_costs;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable. Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable. Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Minimize_project_costs;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable. Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Neutral	Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable.	6	Very important	Very unimportant	Very important	Neutral	Neutral	Important	Important	Disagree	Any major adjustments to Division Traffic, even the temporary should wait until the North South Freeway is usable.	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	Other	60 or older	Bachelor's degree	Retired	99208	Single family house (no shared	Between $100,000 and $150,000	wrhoward@msn.com	Word_of_mouth
b7ff539c-890b-4ae0-80c1-fdf787fc6ac9	11/7/2022 19:00	Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short		Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	Do not reduce traffic lanes until North South Freeway is open! Do not reduce traffic lanes until North South Freeway is open!	Strongly disagree	1: Very unimportant									Strongly disagree	Stop wasting taxpayer money on these non-solutions that only benefit a few at the expense of already poorly designed and maintained road system	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	Two_or_more_races	60 or older	Bachelor's degree	Retired	99224	Single family house (no shared			Social_media
b8B2c30D-6ded-4822-89d2-4c992d9d37b3	11/7/2022 20:49	Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Provide_new_bicycle_and/or_pede;Minimize_project_costs	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_impacts_to_traffic_and;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Minimize_project_costs	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Agree	8	Very important	Neutral	Very important	Important	Important	Very important	Agree		Personal_automobile	Personal_automobile,Carpool,Walking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	Two_or_more_races	31-45	High school diploma	Employed full-time	99205	Single family house (no shared	Between $75,000 and $99,999		STA_website;Email;Word_of_mouth;Social_media;Other
49ee5569-d8b3-42a3-846b-c1fa781c8369	11/7/2022 23:10	Minimize_impacts_to_traffic_and;Minimize_project_costs;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_on-street_p	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Minimize_project_costs;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_on-street_p;Minimize_impacts_to_business	Option_4_Small_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_1_Big_Loop	Neutral	5	Very important	Very unimportant	Important	Neutral	Very unimportant	Important	Neutral	Neutral		Walking,Biking	Personal_automobile,Walking,Biking	Yes, just one	Yes	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99208	Single family house (no shared	Between $50,000 and $74,999		Word_of_mouth
f88b62d-75b8-467c-8116-ec19e65a483e	11/8/2022 3:31	Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p	Using the North South remote_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_impacts_to_business;Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_p Corridor would send people from Park-or-Newport and it is not on the map of choices. Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Minimize_project_costs	Option_3_Extended_Route_25;Option_4_Small_Loop;Option_1_Big_Loop	Agree	8	Very important	Very important	Very important	Neutral	Neutral	Neutral	Neutral	Agree		Personal_automobile,Public_transportation,Carpool,Biking	Personal_automobile	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	Occasionally (less than once a	Other	Woman	White_(non-Hispanic)	60 or older	Bachelor's degree	Employed full-time	99207	Single family house (no shared	Between $75,000 and $99,999		Social_media
b6B2de39-a5fb-46c0-8256-51389bca5437	11/8/2022 3:36	Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Minimize_project_costs	Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Minimize_project_costs	Option_2_Riverside;Option_3_Extended_Route_25;Option_1_Big_Loop	Agree	10: Very important	Very important	Very important	Very important	Important	Important	Neutral	Agree		Personal_automobile,Public_transportation,Carpool	Personal_automobile,Public_transportation,Walking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99223	Single family house (no shared	Between $75,000 and $99,999		Social_media
1ca27901-56e3-43e2-8b32-27a27dde9d60	11/8/2022 4:04	Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Minimize_project_costs;Improve_safety_for_people_walk	Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Minimize_project_costs;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk	Option_2_Riverside;Option_3_Extended_Route_25;Option_1_Big_Loop;Option_4_Small_Loop	Neutral	6	Very important	Unimportant	Important	Important	Important	Neutral	Neutral	222 East Astor Drive	Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	Two_or_more_races	60 or older	Graduate or professional degree	Retired	99208	Single family house (no shared	Between $25,000 and $49,999	eberkenon@hotmail.com	Social_media
397ad934-9804-42d0-89f2-735429743c2c	11/8/2022 4:16	Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Provide_new_bicycle_and/or_pede	Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Agree	10: Very important	Very important	Neutral	Important	Important	Important	Important	Neutral		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time		Apartment			Social_media
a64a99ae-a569-4320-8b59-80bb72bc5d8	11/8/2022 15:24	Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_business;Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_p	Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Minimize_impacts_to_on-street_p	I like adding steps such as the Plaza in a pedestrian area, but also having the access from the Plaza is needed as most rides and there and it would be harder for those with disabilities to travel out to the other steps. If it doesn't stop at the Plaza	Agree	9	Important	Important	Important	Important	Important	Neutral	Very important	Important	Strongly disagree		Public_transportation	Public_transportation	Yes, just one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	1-2 days a week	Work,Medical_appointments,Shopping/errands,To_see_family/friends	Woman	White_(non-Hispanic)	18-30	High school diploma	Not currently employed	99217	Apartment	Under $25,000		Social_media
a237b94c-1129-4590-8530-4fbce5657703	11/8/2022 16:02	Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Minimize_project_costs;Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede	Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	Minimize_project_costs;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	Option_2_Riverside;Option_3_Extended_Route_25;Option_1_Big_Loop	Neutral	5	Very important	Neutral	Very important	Neutral	Neutral	Unimportant	Unimportant	Neutral		Personal_automobile,Public_transportation	Personal_automobile,Walking,Biking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time		Single family house (no shared	Between $75,000 and $99,999		Bus_stop_flyer
67221be9-a517-4f03-8c10-ecc0445345c7	11/8/2022 3:04	Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Minimize_project_costs Easy access speed bus bike racks electric hybrid buses Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	Speed safety for bikes as well	Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Minimize_project_costs Evening scary downtown bus station need safety	Option_4_Small_Loop;Option_2_Riverside;Option_3_Extended_Route_25	Strongly agree	Safety in evenings	9	Important	Important	Very important	Very important	Very important	Very important	Important	Agree		Public_transportation,Walking,Biking	Personal_automobile,Walking,Biking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	Occasionally (less than once a	Medical_appointments,Shopping/errands	Woman	White_(non-Hispanic)	60 or older	Graduate or professional degree	Employed part-time	99201	Single family house (no shared	Over $150,000		Email;Other
b747d4d5-7a2b-4583-88e5-ffe66b05ac44	11/8/2022 3:07	Minimize_impacts_to_businesses;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Minimize_project_costs no Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	The Hasting park and ride is in a terrible location.	Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_impacts_to_business;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_project_costs no	Option_2_Riverside;Option_3_Extended_Route_25;Option_1_Big_Loop;Option_4_Small_Loop	don't mess with traffic flow	Don't mess with traffic flow	3	Important	Important	Very important	Very important	Unimportant	Unimportant	Important	Strongly disagree	1824 E Columbia Ave	Personal_automobile	Personal_automobile	Yes, more than one	Yes	I_have_not_used_any_STA_service	I don't use STA bus services	3 days a week or more	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Bachelor's degree	Employed part-time	99208	Single family house (no shared	Between $50,000 and $74,999	grypsweyder@comcast.net	Email
7210f562-6ef4-46dc-8bee-caae6cdb3693	11/8/2022 4:50	Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_project_costs;Minimize_impacts_to_business;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C		Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Improve_bus_travel_speeds;Short;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p	Option_4_Small_Loop;Option_2_Riverside;Option_1_Big_Loop;Option_3_Extended_Route_25	Agree	8	Important	Very important	Very important	Important	Neutral	Neutral	Neutral	Strongly agree		Walking,Biking	Personal_automobile,Public_transportation,Walking,Biking	Yes, just one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	I don't use the Route 25	Shopping/errands	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99201	Multi-family house	Between $25,000 and $49,999		Email
a8373fcd-c52e-4394-8463-21807efb6e25	11/9/2022 6:46	Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_project_costs;Minimize_impacts_to_on-street_p Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C		Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p;Minimize_project_costs	Option_2_Riverside;Option_3_Extended_Route_25;Option_1_Big_Loop;Option_4_Small_Loop	Agree	8	Important	Important	Very important	Very important	Very important	Important	Agree		Personal_automobile	Personal_automobile,Public_transportation,Carpool	Yes, just one	Yes	I_have_not_used_any_STA_service	Occasionally (less than once a	Occasionally (less than once a	School	Woman	White_(non-Hispanic)	46-60	Graduate or professional degree	Retired	99202	Apartment	Under $25,000		Email
0308fc1d-d84b-42af-8c42-d2d289a2e7f1	11/9/2022 14:56	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Minimize_project_costs;Minimize_impacts_to_business;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Neutral	3	Very important	Neutral	Very important	Important	Neutral	Important	Neutral	Neutral		Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	Other	60 or older	Bachelor's degree	Employed full-time	99212	Townhouse (attached house)	Between $25,000 and $49,999		Email
e47b7480-3f99-4657-8d2a-8086da6d9608	11/9/2022 16:17	Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Minimize_project_costs;Minimize_impacts_to_on-street_p Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C		Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_impacts_to_business;Minimize_project_costs;Minimize_impacts_to_on-street_p	Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop;Option_1_Big_Loop	Neutral	10: Very important	Important	Neutral	Very important	Very important	Very important	Unimportant	Very important	Strongly agree		Public_transportation	Personal_automobile,Public_transportation,Walking	Yes, more than one	No	STA_buses_;travelling_on_the_d_r	3 days a week or more	3 days a week or more	Work,Medical_appointments,Shopping/errands	Woman	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed full-time	99207	Single family house (no shared	Between $75,000 and $99,999	rmarisbradley@gmail.com	Bus_stop_flyer
09627b6b-41a9-4258-8224-c39f4b80412	11/9/2022 16:40	Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Minimize_project_costs Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C		Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Provide_new_bicycle_and/or_pede;Minimize_project_costs	Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Agree	8	Very important	Important	Very important	Neutral	Very important	Very important	Very important	Strongly agree		Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99205	Single family house (no shared	Between $50,000 and $74,999		Email
ec02da63-8be3-493a-8e9f-8d327f9e214	11/9/2022 17:06	Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Improve_bus_travel_speeds;Short;Minimize_impacts_to_on-street_p;Provide_new_bicycle_and/or_pede Traffic Flow and time to health facilities and restaurants Option_2_(Hastings_Park_and_Rid;Option_3_(Future_Mead_Transit_C	It concentrates too much traffic on a traffic corridor that is already at its limit	Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_impacts_to_business;Improve_safety_for_people_walk;Minimize_project_costs;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede	Option_2_Riverside;Option_3_Extended_Route_25;Option_1_Big_Loop;Option_4_Small_Loop	Strongly disagree	2	Important	Very unimportant	Very important	Unimportant		Neutral	Neutral	Disagree		Personal_automobile	Personal_automobile	Yes, just one	No	STA_;Vanpool	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	White_(non-Hispanic)	60 or older	Associate's degree	Employed full-time	99037	Single family house (no shared	Between $50,000 and $74,999		Email
2e1e9f3c-1116-4abc-819c-a3d44e33708	11/9/2022 18:18	Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p;Minimize_project_costs;Improve_safety_for_people_walk	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Rid	Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh	Option_4_Small_Loop;Option_2_Riverside;Option_1_Big_Loop;Option_3_Extended_Route_25;Option_3_Riverside	Neutral	8	Very important		Important	Unimportant	Neutral	Neutral	Important	Neutral		Personal_automobile,Carpool	Personal_automobile,Public_transportation,Carpool,Walking,Other	Yes, just one	No	STA_buses_;travelling_on_the_d_r	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99124	Apartment	Between $50,000 and $74,999		STA_website;Email;Word_of_mouth

1bf25bf9-191a-4088-83e4-2a8802116ZFL	11/5/2022 18:54	Minimize_project_costs,Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Minimize_impacts_t	11/5/2022 18:54	Option_2_(Hastings_Park_and_Ride),Option_2_(Future_Metro_Transit_C	You note that either option has the availability to expand service later. I don't think it makes sense to have the BRT go to the transit center that is far from the street where people that ride it would know that Hastings is popular and well used.	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_project_costs	Accessibility to more of downtown.	Option_1_Big_Loop,Option_2_Riverside,Option_A_Small_Loop,Option_3_Extended_Route_25	I'm not sure the "big loop" is big enough. Ideally there would be a route that accesses more areas of the downtown core. I know there are big constraints with traffic and streets.	Agree	7	Important	Very important	Important	Unimportant	Important	Important	Important	Disagree	1411 West Maxwell Avenue	Public_transportation,Carpool	Personal_automobile	Yes, more than one	No	STA_buses_,Traveling_on_foot	1-2 days a week	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99201	Single family house (no shared	Between $75,000 and $99,999	brawk17@gmail.com	Email
a8d0fce599-9bc9-45a1-8408-fbcd06173d8e	11/5/2022 19:06	Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede	Well lit, weatherproof bus shelters with benches	Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride	Seems more consistent with future growth in the area	Provide_convenient_access_to_ch,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Improve_safety_for_people_walks,Minimize_impacts_t o_on-street_p,Provide_new_bicycle_and/or_pede	Better bus shelters, weatherproof, benches, lighting	Option_3_Extended_Route,Option_2_Riverside,Option_1_Big_Loop,Option_A_Small_Loop	Would better serve an area that has been underserved for years option 3	Disagree	Would prefer more stops between Francis and the y	7	Important	Neutral	Very important	Important	Important	Important	Important	Agree	Whether I use the Division Street route depends on connection to other routes and the relative cost of having a car	Personal_automobile	Yes, just one	Yes	STA_buses_,Traveling_on_foot	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands,Other	Woman	White_(non-Hispanic)	60 or older	Bachelor's degree	Retired	99205	Single family house (no shared	Under $25,000	mjstakstrom@gmail.com	Other
2bae88cf-8669-4664-8ac1-35b642350c6d	11/5/2022 22:02	Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Provide_convenient_access_to_ch,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds,Short,Provide_new_bicycle_and/or_pede	Your assumption about how many people will use the Division Street route 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.	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds,Short,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	3	Neutral	Unimportant	Unimportant	Very unimportant	Unimportant	Neutral	Neutral	Strongly disagree		Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Graduate or professional degree	Retired	99118	Single family house (no shared	dfcallbreath@gmail.com	Social_media,Other
e48fcf6d-9a47-412f-8518-3034ad56deff	11/5/2022 23:38	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs		Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop		Neutral	8	Very important	Important	Very important	Neutral	Neutral	Important	Important	Neutral		Personal_automobile,Public_transportation	Personal_automobile,Public_transportation	Yes, more than one	Yes	STA_buses_,Traveling_on_foot	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	High school diploma	Home-maker	99205	Single family house (no shared	Between $50,000 and $74,999		Social_media
08fbe460-0c99-48d8-84f5-bdce9453ca65	11/15/2022 0:13	Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Improve_safety_for_people_walks,Minimize_impacts_to_businesses,Improve_bus_travel_speeds,Short,Minimize_impacts_to_business,Minimize_project_costs	I think there is a lot of traffic so 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 the business around now the proposed Mead center at this time might be more useful to riders (Target, clothing, electronics, groceries) but I think the Hastings intersection does have fewer household necessities other than Fred Meyer.	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Metro_Transit_C	Placed on map.	Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds,Short,Minimize_project_costs	It seems like service to the Western side of downtown could be improved, even as it is now, there are big fields like we can get around easily enough between Division and Cedar but any trip West of there feels like a major undertaking. I do not live over there but I'm certain that the businesses over there would appreciate easier access to customers throughout downtown.	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	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'm a big fan of the advantage of light rail when visiting cities that have invested in it.	Agree	7	Important	Very important	Very important	Neutral	Very important	Important	Very important	Agree	Other	Personal_automobile,Walking,Biking	Yes, more than one	No	STA_buses_,Traveling_on_foot	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99205	Single family house (no shared	Between $75,000 and $99,999		Social_media
c57145fb-b664-4d44-8d24-7b49cd39fb7cc	11/15/2022 0:45	Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop		Neutral	8	Very important	Important	Very important	Unimportant	Important	Important	Important	Agree	Personal_automobile,Biking	Personal_automobile,Walking,Biking	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99201	Single family house (no shared	Between $25,000 and $49,999		Email
b93bca6c-c39f-4752-80e3-c4f9c2713a6d	11/15/2022 2:56	Improve_bus_travel_speeds,Short,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_business,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Minimize_impacts_to_traffic_and,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_3_Extended_Route_25,Option_2_Riverside,Option_4_Small_Loop		Agree	10	Very important	Very important	Very important	Very important	Very important	Very important	Neutral	Important	Strongly agree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Associate's degree	Employed full-time	99203	Single family house (no shared	Over $150,000		Neighborhood_group
b12ff325-d948-422a-8661-e62261a63ff0	11/10/2022 6:45	Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_impacts_to_business,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Metro_Transit_C		Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_project_costs		Option_3_Extended_Route_25,Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop		Agree	8	Very important	Very important	Very important	Very important	Very important	Important	Important	Important	Strongly disagree	1724 West Knox Avenue	Personal_automobile	Personal_automobile,Carpool,Walking	Yes, more than one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99205	Single family house (no shared	Between $75,000 and $99,999	rs.fernwehs@aol.com	STA_website,Word_of_mouth,Bus_stop_flyer
68b10ce4-46e8-4f82-8c5e-4c5421ecc892	11/10/2022 9:48	Minimize_project_costs,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	Just don't. Waste of $			Minimize_project_costs,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	Just don't.			Strongly disagree	1	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	Just kill the plan.	Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Associate's degree	Employed full-time	99123	Single family house (no shared	Between $100,000 and $150,000		Social_media
92beac8a-8b7d-470b-89ac-46c148674375	11/10/2022 17:30	Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs,Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Metro_Transit_C	Have alternating final destinations to be able to still service Hastings Park and Ride and include the future Mead Transit Center that way on-street parking near Hastings Park and Ride can keep their service since this one has been established for i think 10yrs or more.	Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs,Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	For what I can understand about the various options is you are keeping service in the are of Spokane Falls Blvd, Riverside, and Bernard area in downtown core and option 2/3 is some home when i am in the north parts of the city and i can use it still going north in this same area. Option 2 is good for me i'm going to my church which bus 38 pals me right at my church on e east side at Post and Spofford and bus 4 is nearby to us it also is going to church by bus. I use a wheelchair so i appreciated like the service these bus routes do for my needs.	All four are still coming near my place of work meaning at Riverside and Bernard leaving downtown or down at Spokane Falls Blvd and Bernard coming into downtown.	Strongly agree	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.	10	Very important	Very important	Very important	Very important	Very important	Very important	Neutral	Neutral	Neutral		Public_transportation	Public_transportation	No	Yes	STA_buses_,Traveling_on_foot	3 days a week or more	3 days a week or more	Shopping/errands,To_see_family/friends	Man	White_(non-Hispanic)	46-60	High school diploma	Retired	99201	Apartment	Under $25,000	64ccs53@gmail.com	STA_website,BusNeads_in_a_bus
94fc252e-f939-407f-8c25-d0fba2ee2145	11/10/2022 23:20	Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds,Short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Access for apartments, senior complexes, schools, grocery stores	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Metro_Transit_C	Hastings offers more direct access for major growth centers like deer park and loon lake	Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Ease of access to hospitals and the arena complex	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Strongly agree	Do anything to slow down cars speeding on division and make pedestrian safety a priority.	3	Important	Important	Important	Neutral	Neutral	Very important	Very important	Important	Agree	As a Spokane resident I have a Seattle orca card. We should make it valuable for out of towners: to have a non expiring card that have valuable 4 c is have. Heck, tell Spokanites how valuable it is to have 2e half price senior rates, no downtown parking prices, ease of money added to card. non expiring monee on card, scan to pay—go to senior centers, universities, high schools, vet centers)	Personal_automobile	Personal_automobile,Walking,Biking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	Asian_or_Asian_American	60 or older	Graduate or professional degree	Retired	99205	Single family house (no shared	Between $100,000 and $150,000		Neighborhood_group,Other
161be45d-ace4-46d5-8955-215d03f67d8c	11/10/2022 23:36	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_t o_on-street_p		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Metro_Transit_C		Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds,Short,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_project_costs		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_2_Riverside		Neutral	10	Very important	Important	Important	Very important	Very important	Neutral	Neutral	Important	Strongly agree		Personal_automobile,Public_transportation,Walking,Biking	Personal_automobile,Public_transportation,Biking	Yes, just one	No	STA_buses_,Traveling_on_foot	1-2 days a week	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99201	Apartment	Between $50,000 and $74,999		Other
35f3aeed-a471-498c-8032-75050abe8992	11/10/2022 23:39	Provide_convenient_access_to_ch,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs	Plan to allow the easiest future conversion to light rail/streetcar style infrastructure on the route.	Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs		Option_2_Riverside,Option_4_Small_Loop,Option_1_Big_Loop,Option_3_Extended_Route_25		Agree	10	Very important	Very important	Very important	Very important	Very important	Very important	Neutral	Important	Agree		Personal_automobile,Walking	Personal_automobile,Walking	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99202	Apartment	Between $75,000 and $99,999		Social_media
e897d872-d951-4f10-89c6-c43892d0be55	11/11/2022 0:04	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_t o_on-street_p		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p		Option_2_Riverside,Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop		Agree	10	Very important	Important	Very important	Very important	Very important	Very important	Neutral	Very important	Strongly agree		Personal_automobile,Public_transportation,Walking,Biking	Personal_automobile,Walking,Biking	Yes, just one	No	STA_buses_,Traveling_on_foot	Occasionally (less than once a	I don't use the Route 25		Woman	White_(non-Hispanic)	18-30	Bachelor's degree	Not currently employed		Single family house (no shared	Between $100,000 and $150,000		Email
358039e2-66a5-4e2e-8265-af20f9fe78a2	11/11/2022 0:12			Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Provide_convenient_access_to_ch,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds,Short,Minimize_impacts_to_businesses,Improve_bus_travel_speeds,Short,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Neutral	7	Important	Neutral	Important	Important	Important	Neutral	Important	Neutral		Personal_automobile,Biking	Personal_automobile,Walking,Biking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Bachelor's degree	Retired	99205	Single family house (no shared	Over $150,000	Karl.boldt@gmail.com	Neighborhood_group
15814f1f-18e7-4ffB-B073-03ba94796079	11/11/2022 0:41	Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds,Short,Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_t o_on-street_p	Install three raised crosswalks between every stoplight, protected bike-activated crossings. Pressing walk button should IMMEDIATELY stop all motor vehicle traffic. Build physical barriers between cars and bikes. Minimize obstructions on sidewalks. Sidewalks should be one both sides of the street and painted down the middle to separate directions of travel along its length. Bikes and pedestrians must have priority.	Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride	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.	Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_t o_on-street_p	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 so the bicycle lanes would be protected by curbs so cars don't intrude. Bike lane need to be painted green with a yellow line down the middle.	Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop	Build large weather-resistant shelters.	Neutral	10	Very important								Strongly agree	Bikes, pedestrians, and buses MUST have priority over cars...	Public_transportation,Biking	Public_transportation,Biking	Yes, more than one	No	STA_buses_,Traveling_on_foot	3 days a week or more	3 days a week or more	Work,Medical_appointments,Shopping/errands,To_see_family/friends,Other	Non-binary	Native_Hawaiian_or_Other_Pacific	18-30	High school diploma	Employed part-time	99207	Multi-family house	Between $25,000 and $49,999	tarainagucer@gmail.com	STA_website,Social_media
1337c149-5d8c-4794-8d61-42c74e55967b	11/11/2022 0:48	Provide_convenient_access_to_ch,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_t o_on-street_p	There should for sure be a route within close walking distance to Wandermere Shopping Center. There are 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.	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Metro_Transit_C	If there was a way to get the routing south of Hawthorne for option, a stop by Whitworth, and the terminus at the Mead transit center, that would be dead. I obviously don't know the routing options but if it is a northbound/southbound loop similar to the downtown options which splits off at Hawthorne or Magnesium ave,sidee?	Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Neutral	9	Very important	Important	Very important	Neutral	Very important	Important	Very important	Strongly agree		Personal_automobile	Personal_automobile,Walking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	High school diploma	Employed part-time	99208	Apartment	Between $50,000 and $74,999	rfogel420@gmail.com	Social_media
e9bc867e-d30e-43e8-86a7-9f52a4e91d82	11/11/2022 0:48	Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds,Short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Agree	10	Very important	Very important	Important	Very important	Very important	Neutral	Neutral	Important	Agree		Personal_automobile	Personal_automobile,Public_transportation,Walking	Yes, more than one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed part-time	99208	Single family house (no shared	Between $75,000 and $99,999		Other
c9385ce-66cc-452b-87e4-6d705a36d256	11/11/2022 1:45	Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_t o_on-street_p		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Improve_bus_travel_speeds,Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_t o_on-street_p		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Strongly agree	10	Very important	Neutral	Very important	Important	Very important	Neutral	Important	Strongly agree		Personal_automobile,Carpool,Biking	Personal_automobile,Public_transportation,Carpool,Walking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99124	Single family house (no shared	Between $100,000 and $150,000		Social_media
a202fe9d-d940-44f0-8475-2e3ec95ee6e8	11/11/2022 3:16	Minimize_impacts_to_traffic_and,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Improve_bus_travel_speeds,Short,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p	For the love of God! Make and use turn-outs for all bus stops!!!		For the love of God! Make and use turn-outs for all bus stops!!!	Improve_bus_travel_speeds,Short,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Improve_safety_for_people_walks,Minimize_impacts_to_businesses,Minimize_project_costs,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p	For the love of God! Make and use turn-outs for all bus stops!!!	For the love of God! Make and use turn-outs for all bus stops!!!	For the love of God! Make and use turn-outs for all bus stops!!!	For the love of God! Make and use turn-outs for all bus stops!!!											For the love of God! Make and use turn-outs for all bus stops!!!	Personal_automobile	Personal_automobile	Yes, more than one	No	STA_buses_,Traveling_on_foot	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time		Single family house (no shared	Between $75,000 and $99,999		Other
94a82728-2ece-4203-8226-ca5b94b4a460	11/11/2022 4:07	Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_3_Extended_Route_25,Option_2_Riverside,Option_4_Small_Loop,Option_1_Big_Loop				Important	Very important	Very important	Very important	Very important	Very important	Neutral	Neutral	Neutral		Public_transportation,Biking	Public_transportation,Carpool,Walking	No, but we frequently borrow a	Yes	STA_buses_,Traveling_on_foot	3 days a week or more	Occasionally (less than once a	Shopping/errands	Woman	White_(non-Hispanic)	31-45	Associate's degree	Employed part-time	99124	Apartment	Under $25,000		Social_media,Bus_stop_flyer
a6bf6d2ed-6d77-4aed-8880-e6d1d9621c65	11/11/2022 4:46	Improve_safety_for_people_walks,Improve_bus_travel_speeds,Short,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_business,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Metro_Transit_C	Why would anyone want option 1? Option 2 means it goes along Cedar, Ash, Division, Ft. G, Lancaster, Maine Depot, Cobblestone, Best Buy, and Target. Option 1 stops along... Cedar Cross? If you want people using this expensive BRT, it has to stop by places people want to go to.	Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Improve_bus_travel_speeds,Short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	What do these "Minimize Impacts to businesses" options even mean? These stance_to_bu,Improve_bus_travel_speeds,Short,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and	lines would only even help businesses, so like, in that sense, maximize those impacts!	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Agree	10	Very important	Important	Very important	Very important	Very important	Very important	Neutral	Very important	Agree		Public_transportation,Walking	Public_transportation,Carpool,Walking	No, but we frequently borrow a	Yes	STA_buses_,Traveling_on_foot	Occasionally (less than once a	Occasionally (less than once a	Work,School,Shopping/errands	Man	White_(non-Hispanic)	18-30	Associate's degree	Employed part-time	99201	Apartment	Under $25,000	Closua.ross@gmail.com	Social_media
9ed87867-f9e0-407e-8816-1bdf9a5c4ac	11/11/2022 6:01	Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds,Short,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_t o_on-street_p		Option_1_(Future_Mead_Transit_C),Option_2_(Hastings_Park_and_Ride		Provide_convenient_access_to_ch,Improve_bus_travel_speeds,Short,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_2_Riverside,Option_3_Big_Loop,Option_1_Small_Loop,Option_4_Extended_Route_25		Neutral	10	Very important	Very important	Important	Very important	Neutral	Very unimportant	Very important	Strongly disagree		Personal_automobile,Public_transportation,Walking,Biking	Personal_automobile,Walking,Biking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99204	Apartment	Between $100,000 and $150,000		Social_media

2e59e844-c96c-475D-888a-97df90e9a5a2	11/11/2022 6:25	Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds(Short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_1_Big_Loop,Option_2_Extended_Route_25,Option_3_Riverside,Option_4_Small_Loop	Strongly agree	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree	602 E. Bridgeport Ave.	Personal_automobile	Personal_automobile,Walking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands	Man	White_(non-Hispanic)	31-45	High school diploma	Not currently employed	99207	Single family house (no shared	Between $25,000 and $49,999	Battleforsaneedy@gmail.com	Social_media
6843b4c0-329f-4e77-85e7-e257110444df	11/11/2022 9:01	Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_business,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_1_Big_Loop,Option_2_Extended_Route_25,Option_3_Riverside,Option_4_Small_Loop	Strongly agree	10: Very important	Very important	Very important	Very important	Very important	Neutral	Very important	Strongly agree		Personal_automobile,Walking,Biking	Personal_automobile,Walking,Biking	Yes, more than one	No		1-2 days a week		Prefer not to answer		18-30	Bachelor's degree	Employed full-time	99208	Single family house (no shared	Over $150,000	STA_website	
a65e5373F-0839-4d1b-8c76-1be72385715f	11/11/2022 10:29	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p	A new Division with less Lars should't just become a bus centric road instead. Making streets walkable and adding dedicated, protected bike and bike/scooter lanes especially on the bridge. Better pedestrian options for bridge & north river areas as well.	Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_business,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Option_2_Riverside,Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	7	Very important	Very important	Important	Very important	Very important	Very important	Neutral	Agree		Personal_automobile,Walking,Biking,Other	Personal_automobile,Walking,Biking,Other	Yes, more than one	No	I_have_not_used_any_STA_Tr	I don't use STA bus services	I don't use the Route 25		Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99203	Single family house (no shared	Over $150,000	Social_media	
c83fc655-0924-4266-B84F-9B9d9666ee46	11/11/2022 14:16	Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	I would really like to see dedicated, protected bike lanes and/or shared use lanes that are protected by more than 4" of paint on the ground.	Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds(Short,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	10: Very important	Very important	Important	Very important	Very important	Important	Important	Important	Agree	Personal_automobile	Personal_automobile,Walking,Biking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	1-2 days a week	Work,Shopping/errands	Man	White_(non-Hispanic)	18-30	High school diploma	Employed full-time	99205	Single family house (no shared	Between $100,000 and $150,000	srthomas2218@gmail.com	Neighborhood_group
79b85f2ef-44de-415e-8540-347036efb9ee	11/11/2022 14:41	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Minimize_project_costs	Protected bike lanes. Elevated pedestrian crossings.	Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	10: Very important	Very important	Very important	Very important	Important	Very important	Important	Strongly disagree	2618 E. Sinto	Personal_automobile,Public_transportation,Biking	Personal_automobile,Public_transportation,Biking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands	Man	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed full-time	99202	Single family house (no shared	Between $75,000 and $99,999	jacs2076@gmail.com	Social_media
59c24e1b-a3b2-41a6-8F20-6e70b71fbc33	11/11/2022 15:10	Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and		Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Improve_bus_travel_speeds(Short,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	10: Very important	Very important	Important	Very important	Very important	Neutral	Neutral	Important	Strongly agree		Personal_automobile	Personal_automobile	Yes, just one	Yes	I_have_not_used_any_STA_Tr	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Non-binary	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99201	Multi-family house	Between $25,000 and $49,999	bbacott8@yahoo.com	Social_media
e131c2bbe-01a7-4b6d-8f4a-0e5e1d9f47a4	11/11/2022 17:44	Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Embark/Islandbank from bus stop at a safe distance from road traffic and pollution with bus stops positioned in further from moving traffic	Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop	Strongly agree	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree		Public_transportation,Walking,Biking	Public_transportation,Carpool,Walking,Biking	No	No	STA_buses_(traveling_on_fixed_r	3 days a week or more	1-2 days a week	Work,School,Medical_appointments,Shopping/errands,To_visit_family/friends		White_(non-Hispanic)	46-60	Graduate or professional degree	Retired	99205	Single family house (no shared	Between $25,000 and $49,999	dbeta@rmac.com	Neighborhood_group
16294ffc0-3c4f-496c-8224-b913c6711ee9	11/11/2022 19:16	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Strongly agree	10: Very important	Important	Neutral	Very important	Very important	Important	Important	Important	Strongly agree		Public_transportation,Walking,Biking	Personal_automobile,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99206	Single family house (no shared	Between $100,000 and $150,000		Social_media
8b66c886-2b23-4178-80f9-c771147fcc8c	11/11/2022 19:45	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Agree	8	Very important	Important	Very important	Neutral	Important	Neutral	Very important	Agree		Personal_automobile,Public_transportation	Personal_automobile,Walking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	3 days a week or more	Occasionally (less than once a	Shopping/errands	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99206	Multi-family house	Between $100,000 and $150,000		Social_media
982ace221-a613-4d55-8016-57401a70fb18	11/11/2022 20:00	Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs	We need transportation further north, at least to Hatch Rd.	Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_project_costs	Option_2_Riverside,Option_4_Small_Loop,Option_3_Extended_Route_25,Option_1_Big_Loop	Strongly agree	10: Very important	Important	Important	Very important	Important	Neutral	Neutral	Neutral	Agree		Public_transportation,Walking,Biking	Public_transportation,Walking,Biking	No	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	1-2 days a week	Shopping/errands	Man	White_(non-Hispanic)	60 or older	High school diploma	Retired	99207	Apartment	Under $25,000	STA_website	
12bd2746-0feb-43e9-8df8-57c1e72c882a	11/11/2022 20:16	Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede	does the ridership warrant this?	does the ridership warrant this?	Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Provide_new_bicycle_and/or_pede	Option_1_Big_Loop,Option_2_Extended_Route_25,Option_4_Small_Loop,Option_2_Riverside	Strongly disagree	does the ridership warrant this?	1: Very unimportant	Unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very important	Very important	Strongly disagree		Personal_automobile,Carpool,Walking,Biking	Personal_automobile,Carpool,Walking,Biking,Other	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Bachelor's degree	Employed full-time	99203	Single family house (no shared	Over $150,000	Other	
4c248657-e3d9-4616-8596-65f41c1e12f5	11/11/2022 22:09	Provide_convenient_access_to_sh,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede		Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede	Option_4_Small_Loop,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_2_Riverside	Disagree	3	Important	Very important	Important	Unimportant	Very unimportant	Neutral	Neutral	Disagree		Personal_automobile	Personal_automobile,Carpool,Walking	Yes, more than one	No	I_have_not_used_any_STA_Tr	Occasionally (less than once a	Occasionally (less than once a	Work,School	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed part-time	99203	Single family house (no shared	Between $25,000 and $49,999	Email	
7b2f24a6-3e10-4c93-8f1F-2730158777e9	11/11/2022 22:56	Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs	No	Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs	Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Riverside	Neutral	No	1: Very unimportant	Very important	Very important	Very important	Very important	Very important	Very important	Neutral	No	Public_transportation	Public_transportation	No	No	STA_buses_(traveling_on_fixed_r	3 days a week or more	3 days a week or more	Work	Man	White_(non-Hispanic)	46-60	Associate's degree	Employed full-time	99218	Apartment	Under $25,000	glenn.bar.1@gmail.com	Bulkheads_in_n_bus,Bus_stop_Pyon
7eda1317-9839-4663-B697-751d557f1148	11/11/2022 23:21	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds(Short,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs	We need transportation further north, at least to Hatch Rd.	Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Minimize_project_costs	Option_3_Extended_Route_25,Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop	Neutral	7	Very important	Very important	Important	Neutral	Important	Very important	Important	Neutral		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_Tr	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99208	Single family house (no shared	Over $150,000		Neighborhood_group
536bdcae-78ba-4e95-85ae-71c3178095f5	11/12/2022 1:30	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds(Short,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	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.	Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Option_1_Big_Loop,Option_3_Extended_Route_25,Option_2_Riverside,Option_4_Small_Loop	Agree	10: Very important	Important	Important	Very important	Unimportant	Very important	Very important	Very important	Strongly agree		Public_transportation,Carpool,Biking	Personal_automobile,Public_transportation,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	Occasionally (less than once a	Medical_appointments,Shopping/errands	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99202	Single family house (no shared	Under $25,000	jackielenart@gmail.com	Social_media
96bb76d3-5b35-46ae-8f41-d0b37295ac4	11/12/2022 3:26	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Please add protected bike lanes and pedestrian bridges - raised crossings connected to sidewalks will keep pedestrians safer and slow cars down before lights.	Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_business,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and	Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_2_Riverside	Agree	3	Important	Important	Very important	Very important	Very important	Very important	Important	Strongly agree	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 equipped with bike racks, no stairs or ramps of possible. Pedestrians should never have to change elevation, or be on the same level as cars.	Public_transportation,Walking,Biking	Public_transportation,Walking,Biking	Yes, more than one	Yes	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	Occasionally (less than once a	Work,Shopping/errands	Non-binary	White_(non-Hispanic)	18-30	High school diploma	Employed part-time	99009	Single family house (no shared	Between $25,000 and $49,999		Social_media
16d63de5-a984-44ab-8d7f-f3ec3b220e3	11/12/2022 4:14	Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Eventual long-term conversion to light rail.		Improve_bus_travel_speeds(Short,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Extended_Route_25	Strongly agree	10: Very important	Important	Important	Very important	Very important	Very important	Very important	Strongly agree		Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_Tr	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	High school diploma	Employed full-time	99206	Apartment	Between $75,000 and $99,999	colinkimdre87@gmail.com	Social_media
0c04c47c-4e0e-4e26-8dce-07ffb6584bea	11/12/2022 4:50	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede	Add a lane both northbound and southbound. Traffic is already bad.	Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Minimize_impacts_to_traffic_and,Minimize_impacts_to_business,Minimize_project_costs,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	Stops only at major intersections and rebuild pullouts. Do not delay traffic.	1: Very unimportant	Neutral	Very unimportant	Neutral	Very unimportant	Neutral	Neutral	Neutral	Neutral	Keep traffic moving. Don't slow it down or take away lanes.	Personal_automobile,Walking	Personal_automobile,Walking	Yes, more than one	No	I_have_not_used_any_STA_Tr	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	Two_or_more_races	31-45	High school diploma	Employed full-time	99208	Single family house (no shared	Between $50,000 and $74,999		Social_media
cfc7b699-8214-4c56-8c21-0ed0e02d7c06	11/12/2022 5:23	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_convenient_access_to_sh,Minimize_project_costs,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede	Option_3_Extended_Route_25,Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop	Neutral	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly disagree	Options to still pay for boarding with cash.	Personal_automobile,Public_transportation,Carpool,Walking	Personal_automobile,Public_transportation,Carpool,Walking,Biking	Yes, more than one	Yes	STA_buses_(traveling_on_fixed_r	3 days a week or more	3 days a week or more	Work,Medical_appointments,Shopping/errands	Woman	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99208	Single family house (no shared	Between $50,000 and $74,999	Email	
7e0d09c2-d27b-4a4c-84e6-d9f3989707a4	11/12/2022 8:36	Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	8	Important	Very important	Very important	Very important	Very important	Very important	Very important	Agree		Personal_automobile	Personal_automobile,Walking	Yes, more than one	No	I_have_not_used_any_STA_Tr	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	60 or older	Graduate or professional degree	Retired	99205	Single family house (no shared	Between $50,000 and $74,999	Chahagen@gmail.com	Email
f9b55e0d-b234-46bd-87c0-5394c813d9fb	11/12/2022 19:23	Minimize_impacts_to_business,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede	No buses north of the Y	Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	No buses north of the Y	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Strongly disagree	It's a bad idea all around	10: Very important	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly agree	Big bad idea	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_Tr	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	American_Indian_or_Alaska_Native	46-60	Bachelor's degree	Employed full-time	99208	Single family house (no shared	Over $150,000	Other	
e6f5a63b-a889-43d4-8281-c30247553089	11/13/2022 2:07				Minimize_impacts_to_business,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_bus_travel_speeds(Short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_walking_distance_to_bu												I was wondering if the bus would run later than it does now.	Public_transportation	Public_transportation	No	Yes	STA_buses_(traveling_on_fixed_r	3 days a week or more	Occasionally (less than once a	Medical_appointments,Other	Man	White_(non-Hispanic)	31-45	Associate's degree	Not currently employed	99205	Apartment	Under $25,000	rich.duff.richard@out.com	Social_media
cc8f3f69-e681-42ab-8995-291d5e1e247c	11/13/2022 6:25	Improve_bus_travel_speeds(Short,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_business,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_2_(Hostings_Park_and_Ride,Option_1_(Future_Mead_Trend_C	Improve_bus_travel_speeds(Short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_business,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	6	Unimportant	Important	Very important	Very important	Neutral	Neutral	Neutral	Neutral		Public_transportation	Public_transportation	No	No	STA_buses_(traveling_on_fixed_r	3 days a week or more	Occasionally (less than once a	Medical_appointments,Shopping/errands	Man	Two_or_more_races	31-45	Bachelor's degree	Employed full-time	99206	Single family house (no shared	Between $25,000 and $49,999	STA_website	
71afc7ec-8c0b-4517-8cfd-d95e0d53cb19	11/13/2022 7:15	Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Improve_bus_travel_speeds(Short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_1_(Future_Mead_Trend_C,Option_2_(Hostings_Park_and_Ride	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Improve_bus_travel_speeds(Short,Minimize_project_costs	Option_1_Big_Loop,Option_3_Extended_Route_25,Option_2_Riverside,Option_4_Small_Loop	Agree	8	Important	Important	Important	Important	Important	Important	Important	Neutral		Walking	Personal_automobile,Public_transportation	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Bachelor's degree	Employed part-time	99207	Single family house (no shared	Under $25,000	charles_hansen@prodigy.net	Email,Social_media,Neighborhood_group

d58026ddc-a523-4974-88d1-3928295da6	11/13/2022 18:26	Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C		Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p	Option_2_Riverside,Option_2_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop	Agree	9	Important	Very important	Very important	Neutral	Important	Neutral	Important	Agree		Public_transportation,Carpool,Walking	Public_transportation,Carpool,Walking	Yes, just one	No	STA_buses_(traveling_on_fixed_r_	3 days a week or more	Occasionally (less than once a	Medical_appointments,Shopping/errands	Man	Hispanic/Latino	31-45	Graduate or professional degree	Employed full-time	99206	Apartment	Between $50,000 and $74,999	Social_media
7731afc5-2bc7-440b-862e-39d5ad79b167	11/13/2022 22:15	Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_project_costs		Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_project_costs	Option_2_Big_Loop,Option_2_Riverside,Option_2_Extended_Route_25,Option_4_Small_Loop	Strongly disagree	6	Unimportant	Unimportant	Unimportant	Very unimportant	Important	Important	Important	Disagree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99212	Single family house (no shared	Between $50,000 and $74,999	Social_media
8cd8efce-a4ff-49b2-8e07-0dc57d0f787c	11/13/2022 22:16	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Improve_bus_travel_speeds/short	Division becomes backed up due to the cars trying to U-turn. Taking a lane away is a horrible idea that will have a significant negative impact on 90% of the population.	Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Strongly disagree	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	Waste of tax funding.	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99205	Single family house (no shared	Between $75,000 and $99,999	Social_media
7f61557e-2055-4c00-8112-4518060b9222	11/13/2022 22:28	Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short	The amount of people utilizing STA services is so low. Stop cramming this shit down our throats.	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C	The amount of people utilizing STA services does not make this worthwhile. If STA is a private co. they are responsible they wouldn't survive. Just gets bailed out by federal dollars.	Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	Option_4_Small_Loop,Option_2_Big_Loop,Option_2_Extended_Route_25,Option_2_Riverside	Strongly disagree	1: Very unimportant	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Strongly disagree	Waste of money by people trying to justify their jobs under an "authority" of public transit. Waste.	Personal_automobile,Other	Personal_automobile,Other	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99223	Single family house (no shared	Between $100,000 and $150,000	Social_media
83eb35bf-6244-49dc-80f7-6ffa8d82875	11/13/2022 22:32	Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C		Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_businesses	Option_2_Riverside,Option_2_Extended_Route_25,Option_1_Big_Loop	Agree	10: Very important	Very important	Very important	Very important	Very important	Important	Neutral	Important	Agree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99205	Single family house (no shared	Between $50,000 and $74,999	Social_media
a6014de5-009c-47be-830c-5f77338c9b0c	11/13/2022 22:47	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_2_Extended_Route_25,Option_4_Small_Loop	Neutral	7	Important	Important	Important	Unimportant	Very important	Very important	Unimportant	Neutral		Personal_automobile	Personal_automobile	Yes, just one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	46-60	Bachelor's degree	Employed full-time		Single family house (no shared	Between $25,000 and $49,999	Social_media
16021b8c-bb69-45e2-8614-77f39c9b3697	11/13/2022 22:48	Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch		Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop,Option_3_Extended_Route_25	Neutral	7	Important	Very unimportant	Very important	Very important	Unimportant	Important	Important	Agree		Personal_automobile,Walking,Biking	Personal_automobile,Walking,Biking	Yes, more than one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time	99019	Single family house (no shared	Over $150,000	Social_media
7617bbc8-111a-47df-8a59-647a22512fc0	11/14/2022 1:18	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Provide_convenient_access_to_ch,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs	Option_2_Riverside,Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	1: Very unimportant	Very important	Very important	Very important	Very important	Important	Very important	Strongly agree	2131 W. MEDGEWOOD AVE 24	Personal_automobile	Personal_automobile	Yes, just one	Yes	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	60 or older	High school diploma	Retired	99208	Single family house (no shared	Under $25,000	rosbowstatement@gmail.com	Social_media
be47cbae-72ff-4260-855e-f0d1b9bf0ae5	11/14/2022 6:43	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	First and foremost, sidewalk improvements from local roads/neighborhood streets to the arterial are a must. Frequently, neighborhoods are cut off from 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 than a bus. The, for example, was a great draw to take cars off the road. Similar amenities I believe are important for the success of this project.	Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride	I think both options are important. I would like to see connection to and pedestrian-oriented improvement of the commercial strip along U.S. 12 in Dayton. I know that I 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.	Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	I chose the Big Loop option because I believe this will have the best coverage with the least amount of stops.	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.	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Agree	Thank you for your work to improve this city for everyone.	Public_transportation,Walking	Public_transportation,Carpool,Walking	Yes, just one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Non-binary	White_(non-Hispanic)	18-30	High school diploma	Employed full-time	99207	Single family house (no shared	Between $25,000 and $49,999	ericbwarnick@protonmail.com	Social_media
df35e3c2-96d9-4f94-80fb-28be6e13bfd4	11/14/2022 8:46	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C		Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	3	Very important	Very important	Very important	Very important	Neutral	Neutral	Neutral	Agree	Forget doing busses and just go all the way and make a light rail system!	Walking,Biking	Personal_automobile,Carpool	Yes, just one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	Occasionally (less than once a	Other	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed part-time	99223	Single family house (no shared	Between $25,000 and $49,999	Social_media
0de7779-8a04-4c47-88c5-28f6ba555f99	11/14/2022 9:11	Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs				Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_project_costs		Neutral	10: Very important	Very important	Very important	Very important	Important	Important	Neutral	Very important	Strongly agree		Personal_automobile,Public_transportation,Carpool,Walking,Biking	Personal_automobile,Public_transportation,Carpool,Walking,Biking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed part-time	99204	Single family house (no shared	Over $150,000	Email
12298087-c736-4607-8152-d6d9a07096fd	11/14/2022 14:17	Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede				Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede	Reduce taxes by becoming self sufficient	Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop,Option_3_Extended_Route_25	Strongly disagree	1: Very unimportant	Very unimportant	Very unimportant	Very unimportant	Very important	Neutral	Very important	Very unimportant	Strongly disagree	Charge all users all the time and when it doesn't pay for itself, shut it down	Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	Other	60 or older	Bachelor's degree	Retired	99223	Single family house (no shared	Between $50,000 and $74,999	Email
e05ec01c-14bf-4781-8b89-ec11a1ce7777	11/14/2022 18:31	Improve_safety_for_people_walk,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walk,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_on-street_p	Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop,Option_3_Extended_Route_25	Strongly agree	10: Very important	Very important	Very important	Very important	Very important	Important	Very important	Strongly agree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	18-30	Associate's degree	Employed full-time	99201	Single family house (no shared	Between $50,000 and $74,999	Word_of_mouth,Social_media
5ffbe2fc-21c1-46d8-8a41-8fca801ac137	11/14/2022 19:06	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Improve_safety_for_people_walk,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Improve walkability and destinations along the entire Division Street corridor. More resident accommodations on Division, either 'high-rise' apartments or mixed-use businesses dwelling units. Have node destinations, including parks, things to do and walk-able shopping nodes. (more like upper or shopping nodes, not the lower shopping malls, shopping areas) Get the City of Spokane planning department involved to improve development on this corridor instead of the ALL Transit Oriented Development area.	Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride	It would be good to include the North YMCA to be connected with the other transit options. It is too far to walk from Hastings (B) 2 blocks (B) to the YMCA and other businesses on Highway 2 just north of Hastings.	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses	It would be great for better connection to the commercial strip of Spokane River) to the Division St corridor and the Nevada/Hamilton and Monroe lines.	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	With the NSC bypass, the Division St BRT is very important to businesses and the community to use BRT instead of motor vehicles. This helps the economically disadvantaged and our environment.		1310 E Cissa Dr Apt 213	Personal_automobile,Public_transportation	Personal_automobile,Public_transportation	Yes, more than one	Yes	STA_buses_(traveling_on_fixed_r_	5-2 days a week	I don't use the Route 25	I_don't_use_the_Route_25	Man	Hispanic/Latino	60 or older	Graduate or professional degree	Retired	99208	Apartment	c_wings@yahoo.com	Neighborhood_group
39216b3b-7b25-44ab-8416-689b05f12fd8	11/14/2022 20:55	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and		Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Option_2_Riverside,Option_4_Small_Loop,Option_2_Extended_Route_25,Option_1_Big_Loop	Strongly agree	1: Very unimportant	Neutral	Neutral	Very important	Very important	Very important	Very important	Very important	Strongly agree		Personal_automobile,Walking	Public_transportation,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands	Man	American_Indian_or_Alaska_Native	31-45	Graduate or professional degree	Employed full-time	99205	Multi-family house	Between $100,000 and $150,000	Social_media
ad847e73-0137-4913-8413-e03167e4e9d2	11/14/2022 22:26	Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C		Improve_safety_for_people_walk,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs	Option_2_Riverside,Option_2_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop	Strongly agree	8	Important	Very important	Important	Neutral	Very important	Important	Important	Strongly agree		Personal_automobile	Personal_automobile,Public_transportation,Walking,Biking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands,To_see_family/friends	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99205	Single family house (no shared	Between $75,000 and $99,999	Other
18d92434-633f-4e5e-8308-4e71264bf6e1d	11/15/2022 0:10	Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	- The zigzag seems indirect and inefficient - Little north of the Y seems to justify high-frequency service, and the operating cost for few riders - Consider express/limited bus alternatives from a future Mead Park and Ride - Consider whether branches straight up both sides of the S. versus picking one side or the 'zigzag.' This would improve service to Whitworth and balance service levels with the Division corridor given the number of riders north of the Y. - Consider performance of existing STA P&R's before adding a fourth stick in a new P&R as a BRT destination.	Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and	1.) Create a spine downtown where several BRT/High Performance Transit lines connect and share 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. The new turn onto Olive by Pine street would allow a shared station with the City Line On Pine Street. And/or, an east end connection with HP/I could be considered.	My opinions have not changed since question #6 two lines up.	Improvements to walking and biking connections will make or break these locations. Currently, Division is a very unwelcoming place to walk, roll, bike, walk, bike, or cross the street.	1.) Create a spine downtown where several BRT/High Performance Transit lines connect and share 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. The new turn onto Olive by Pine street would allow a shared station with the City Line On Pine Street. And/or, an east end connection with HP/I could be considered.	4	Important	Very important	Important	Important	Unimportant	Important	Important	Agree		Personal_automobile,Public_transportation,Biking	Personal_automobile,Public_transportation,Walking,Biking,Other	Yes, more than one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time	99201	Single family house (no shared	Between $75,000 and $99,999	Social_media
a6854321-e5c9-48a7-8554-7f4fa628a25f	11/15/2022 0:47	Improve_safety_for_people_walk,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs	The better an all street bike path the more it would be used	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C	North of the Y is growing to 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	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	10: Very important	Important	Unimportant	Important	Neutral	Neutral	Important	Neutral	Agree		Walking	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	1-2 days a week	Medical_appointments,Shopping/errands	Woman		46-60	Bachelor's degree	Employed full-time	99205	Single family house (no shared		Word_of_mouth
b3732fb2-2c64-49d1-826a-ed8c8ed5269c	11/15/2022 16:20	Minimize_project_costs,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	No double decker buses	Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride	60 foot buses No DOUBLE DECKER BUSES .....ever!	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs	No double decker buses	Option_3_Extended_Route_25,Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside	No double decker buses	Neutral	Stops Every 4 Blocks Needed on Route 90	10: Very important	Very important	Neutral	Neutral	Neutral	Very important	Neutral	Strongly agree	Light rail from Airport to Valley Mall along I - 90. BRT On Sprague	Public_transportation	Public_transportation	Yes, just one	Yes	STA_buses_(traveling_on_fixed_r_	3 days a week or more	3 days a week or more	Medical_appointments	Man	Other	46-60	Graduate or professional degree	Employed full-time	99207	Townhouse (attached house)	Over $150,000	Social_media
09ee94e8-2cbb-46ba-839f-09eec5f28488	11/15/2022 17:50	Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C		Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	10: Very important	Very important	Very important	Very important	Important	Neutral	Unimportant	Important	Strongly agree		Personal_automobile,Public_transportation	Personal_automobile,Public_transportation,Walking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	Occasionally (less than once a	Other	Woman	White_(non-Hispanic)	60 or older	Graduate or professional degree	Retired	99202	Apartment	Between $25,000 and $49,999	Social_media
90d8f381-dc33-424d-8d0e-29e4172a1c8d	11/15/2022 18:02	Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede		Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C		Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede	Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Riverside	Strongly disagree	1: Very unimportant	Important	Neutral	Very important	Very important	Very important	Very important	Very important	Strongly disagree		Carpool	Personal_automobile,Carpool	Yes, just one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Associate's degree	Employed full-time	99208	Single family house (no shared	Over $150,000	Email
09e9b8df-70ec-4a51-8c59-cacab05fd161	11/15/2022 18:39	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_new_bicycle_and/or_pede	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 to Costco anyway, so adding a travel there. Option 2 which is existing, traffic backs up on Hawthorne.	Option_1_(Future_Mixed_Transit_C),Option_2_(Hastings_Park_and_Ride	Good luck!!!!	Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_convenient_access_to_ch,Minimize_project_costs,Provide_new_bicycle_and/or_pede	I think you will have push back by not serving the Plaza but like options that don't by for people walk,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_project_costs	A bit tricky with the ending of routes. Don't like that Big Loop because it doesn't serve the core.	Option_2_Riverside,Option_4_Small_Loop,Option_1_Big_Loop	Agree	Can you put some local routes on Division where key stops go away?	9	Very important	Very important	Very important	Very important	Important	Important	Neutral	Very important	Strongly agree		Personal_automobile,Public_transportation,Walking	Personal_automobile,Walking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r_	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Bachelor's degree	Employed full-time	99205	Single family house (no shared	Between $100,000 and $150,000	Word_of_mouth
37759d00-74ad-4827-815c-d61554c10653	11/15/2022 20:14	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_project_costs	Do not Do this! we have very low rider numbers for STA services. Do not further slow down traffic by taking up two lanes	Option_2_(Hastings_Park_and_Ride),Option_1_(Future_Mixed_Transit_C	None	Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	Do not do anything to further impact vehicle traffic. STA riders remains low do not create issues for a	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	none	Neutral		1: Very unimportant	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Disagree	none	Personal_automobile,Walking	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	Other	18-30	High school diploma	Employed full-time	99201	Apartment	Between $100,000 and $150,000	Word_of_mouth

9a2f6b8f-e19e-4b83-80a1-c27687782e4c	11/15/2022 20:35	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	This lane should be used for carpooling instead of a	Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Minimize_project_costs,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede	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.	Option_1_Big_Loop,Option_2_Extended_Route_25,Option_3_Riverside,Option_4_Small_Loop	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.	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: Very unimportant	Neutral	Neutral	Neutral	Very unimportant	Very unimportant	Very unimportant	Very unimportant	Strongly disagree	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.	Personal_automobile,Carpool	Personal_automobile,Carpool	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	American_Indian_or_Alaska_Nativ	18-30	Associate's degree	Employed full-time	99021	Single-family house (no shared	Between $100,000 and $150,000	sheaton@sneakeladgroup.com	Word_of_mouth
2de9b43b-714b-4968-8175-1d1b261f9916	11/15/2022 21:15	Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch	neighborhood beautification	Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride	Wait until North/South freeway is complete.	Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walks,Minimize_project_costs,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede	SAFETY at stations and inside the bus. Create a system where people feel safe enough to use, and feel safe within. Also, monitor stations and surrounding areas so pedestrians feel comfortable walking by them.	Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside	How about a shuttle downtown between Podium, Downtown Stadium and other shopping/tourism arts.	Neutral	2	Unimportant	Unimportant	Neutral	Important	Very unimportant	Important	Important	Strongly disagree	Safety, safety, safety	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99003	Single-family house (no shared	Between $100,000 and $150,000		Word_of_mouth
90f75b32-d3f9-4856-8a65-56e64f13c247	11/16/2022 4:42	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_project_costs	SAFETY! How safe the stops are (i.e. lighting) year round.	Option_3_Extended_Route_25,Option_2_Riverside,Option_1_Big_Loop,Option_4_Small_Loop		Disagree	3	Very important	Very important	Important	Neutral	Neutral	Very important	Important	Very important	Personal_automobile,Walking	Personal_automobile,Walking	Yes, just one	Yes	STA_buses_(traveling_on_the_r	Occasionally (less than once a	Occasionally (less than once a	Work,Medical_appointments	Woman	Two_or_more_races	31-45	Bachelor's degree	Employed part-time	99208	Single-family house (no shared	Between $50,000 and $74,999		Social_media
6f1ae04a-7814-4e59-8398-7789ee3811ca	11/16/2022 20:01	Provide_convenient_access_to_ch,Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and		Option_3_Extended_Route_25,Option_2_Riverside,Option_1_Big_Loop,Option_4_Small_Loop		Important	Important	Important	Very important	Important	Very important	Important	Very important	Public_transportation	Personal_automobile,Public_transportation,Walking	Yes, just one	No	STA_buses_(traveling_on_the_r	3 days a week or more	Occasionally (less than once a	Medical_appointments,Shopping/errands	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99202	Apartment	Between $100,000 and $150,000		STA_website
13bf57b6-99e1-4f9d-8fb5-6dbd45105506	11/16/2022 20:47	Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop		Neutral	10: Very important	Important	Important	Important	Important	Unimportant	Important	Agree		Personal_automobile,Walking,Biking	Personal_automobile,Public_transportation,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99201	Single-family house (no shared	Between $50,000 and $74,999		Word_of_mouth,Social_media
1a339dc7-dd79-487c-8777-38ffc1161740	11/16/2022 21:51	Minimize_impacts_to_traffic_and,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede		Option_3_Extended_Route_25,Option_2_Riverside,Option_1_Big_Loop,Option_4_Small_Loop		Neutral	1: Very unimportant	Unimportant	Very unimportant	Neutral	Very unimportant	Neutral	Neutral	Strongly disagree	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time	99207	Single-family house (no shared	Between $25,000 and $49,999		Social_media
7b0e0987-495d-4307-8318-1da04e13f4c	11/16/2022 22:37	Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs		Option_1_Big_Loop,Option_2_Riverside,Option_4_Small_Loop,Option_3_Extended_Route_25		Neutral	10: Very important	Very important	Unimportant	Very important	Neutral	Very important	Neutral	Neutral	Agree	Personal_automobile	Public_transportation,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_the_r	1-2 days a week	1-2 days a week	Shopping/errands,Other	Man	White_(non-Hispanic)	60 or older	Bachelor's degree	Retired	99208	Single-family house (no shared	Between $25,000 and $49,999		STA_website
0eae7121-7984-40b3-80e0-bef48ca0d0ad	11/17/2022 8:16	Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_3_Extended_Route_25,Option_2_Riverside,Option_1_Big_Loop,Option_4_Small_Loop		Neutral	7	Very important	Neutral	Very important	Important	Important	Important	Important	Agree	Personal_automobile	Personal_automobile	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	Occasionally (less than once a	Other	Woman	White_(non-Hispanic)	46-60	Bachelor's degree	Employed part-time	99208	Single-family house (no shared		Email
c8fd4446-7613-46c3-8443-0dcc0a28cf76	11/17/2022 8:47	Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_project_costs		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_project_costs		Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Riverside,Option_3_Extended_Route_25		Agree	10: Very important	Important	Important	Very important	Important	Very important	Important	Important	Strongly agree	Walking,Biking	Personal_automobile,Carpool	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands,Other	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Full-time student	99118	Single-family house (no shared	Under $25,000		Word_of_mouth
374bdf1e-3155-4934-8dae-30f7827fc99d	11/17/2022 22:27	Minimize_impacts_to_traffic_and,Provide_convenient_access_to_ch,Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Minimize_impacts_to_on-street_p,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch		Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Riverside		Neutral	8	Very important	Important	Important	Neutral	Important	Very important	Important	Very important	Agree	Personal_automobile	Personal_automobile,Public_transportation,Walking	Yes, just one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed part-time	99155	Single-family house (no shared	Between $25,000 and $49,999		STA_website
c7a4e56f-8d8d-4556-87cb-98508b4bdacc	11/18/2022 4:06	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_2_Riverside		Agree	6	Very important	Important	Very important	Neutral	Important	Neutral	Neutral	Agree	Personal_automobile	Personal_automobile,Walking	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	Occasionally (less than once a	Work,Shopping/errands	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99207	Single-family house (no shared	Between $25,000 and $49,999		Social_media
1cc37d0e-6794-4223-8ca6-69ef9a2d5eb3	11/18/2022 20:11			Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C						Neutral	7	Neutral	Important	Important	Important	Important	Important	Important	Important	Agree	I like to commute on my bike, so just keep trying to incorporate bike lanes wherever possible! Thanks!	Personal_automobile,Biking	Personal_automobile,Biking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99208	Single-family house (no shared	Between $75,000 and $99,999		Social_media
68fb663e-d8e8-48bd-8918-01231f58206b	11/18/2022 23:09	Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_ch,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_ch,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses		Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop		Strongly agree	8	Neutral	Neutral	Important	Important	Very important	Neutral	Neutral	Agree	Personal_automobile	Personal_automobile,Biking	Yes, more than one	No		I don't use STA bus services	I don't use the Route 25	Other	Man	White_(non-Hispanic)	18-30	High school diploma	Full-time student	99005	Dorm or other institutional hou	Between $100,000 and $150,000		Social_media
f5ef5b7f-4d2c-4130-86ae-f1ec1e8a4be2	11/19/2022 1:04	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs		Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_1_Big_Loop		Neutral	10: Very important	Very important	Important	Very important	Very important	Very important	Important	Very important	Agree	Carpool	Personal_automobile,Public_transportation	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time	99207	Single-family house (no shared	Between $50,000 and $74,999	crystalbrooke8@hotmail.com	Social_media
cac6a11e-8abd-4089-83cb-04e7156d0f58	11/19/2022 2:15	Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_traffic_and		Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_1_Big_Loop		Strongly agree	10: Very important	Very important	Important	Very important	Very important	Very important	Important	Important	Strongly agree	Personal_automobile	Personal_automobile,Public_transportation,Carpool,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99118	Single-family house (no shared	Over $150,000		Social_media
dad72486-82BF-4c07-8ba2-61061956488D	11/19/2022 18:53	Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses		Option_4_Small_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop		Neutral	2	Very important	Important	Very important	Important	Neutral	Very important	Important	Agree	Personal_automobile	Walking	Yes, more than one	No	STA_buses_(traveling_on_the_r	3 days a week or more	1-2 days a week	Medical_appointments,Shopping/errands,Other	Woman	Two_or_more_races	46-60	Associate's degree	Employed full-time	99292	Single-family house (no shared	Under $25,000		Word_of_mouth
a604c2f61-e4b6-47bf-8941-a459a3464023	11/20/2022 5:38	Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs	It would be fun if the buses were a different color from the usual STA colors and City Line	Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs	It would be great if you had a stop at the Pace	Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop		Neutral	7	Neutral	Very unimportant	Very important	Very important	Important	Neutral	Important	Strongly disagree	Public_transportation,Carpool	Public_transportation,Carpool,Walking,Biking	Yes, more than one	No	STA_buses_(traveling_on_the_r	3 days a week or more	Occasionally (less than once a	To_see_family/friends	Prefer not to answer	White_(non-Hispanic)	Under 18	Less than high school	Full-time student	99224	Single-family house (no shared	hoodfawn4@gmail.com		STA_website
197f6939-7373-47a4-8880-b40556b2c9e	11/21/2022 0:11	Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p	Currently, Costco does not have any bus stations anymore nearby.	Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_1_Big_Loop			10: Very important	Very important	Important	Important	Unimportant	Neutral	Very unimportant	Neutral	Neutral	Public_transportation,Walking	Public_transportation,Carpool,Walking	No, but we frequently borrow a	No	STA_buses_(traveling_on_the_r	1-2 days a week	1-2 days a week	Work,School	Non-binary	White_(non-Hispanic)	18-30	High school diploma	Full-time student	99251	Dorm or other institutional hou	Under $25,000	rob.greenup@gmail.com	BulkNeads_in_a_bus
1359f863-89e2-48c9-8641-a15a61268466	11/21/2022 3:15	Minimize_impacts_to_traffic_and,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop		Neutral	7	Very important	Important	Important	Important	Important	Important	Important	Agree	Personal_automobile	Personal_automobile,Walking,Other	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Associate's degree	Employed full-time	99207	Single-family house (no shared	Between $25,000 and $49,999	SkeinKid@gmail.com	Social_media
429B1f3b-4a76-4c74-8621-fb7d46bad05f	11/21/2022 4:04	Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_business,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Minimize_walking_distance_to_bu,Improve_safety_for_people_walks,Minimize_impacts_to_traffic_and,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch		Option_2_Riverside,Option_4_Small_Loop,Option_1_Big_Loop,Option_3_Extended_Route_25		Agree	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Neutral	Disagree	Personal_automobile	Personal_automobile	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	Two_or_more_races	31-45	Bachelor's degree	Employed full-time	99207	Apartment	Over $150,000	Ally3sfamily@gmail.com	STA_website,Social_media
ceaa2fa8-60ba-41d6-8fc3-a1398c4b74f	11/21/2022 22:24	Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Riverside,Option_3_Extended_Route_25		Neutral	8	Very important	Important	Very important	Very important	Very important	Very important	Very important	Agree	Personal_automobile,Public_transportation,Carpool	Personal_automobile,Carpool	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	Occasionally (less than once a	Work	Woman	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99208	Single-family house (no shared	Between $100,000 and $150,000		Other
54e1f9d0-0897-4fee-8778-275d3d13b585	11/21/2022 22:58	Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Minimize_project_costs,Minimize_walking_distance_to_bu,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C	Hastings seems see 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 underused, parking lots with TOD for multiple types of housing and commercial spaces. Speeds are also much lower through here than they are on the freeway which which lends itself to be a much friendlier pedestrian environment. Mead transit center is just north of Costco and Costco is not a very ped/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 improvements to pedestrian traffic calming, etc. all of which would be less critical at the Hastings site. Don't do it	Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses	Making it easy to access without having to walk very far. Right now Spokane isn't 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.	Option_2_Riverside,Option_4_Small_Loop,Option_1_Big_Loop,Option_3_Extended_Route_25	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 transfers and it would be 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 projects.	Agree	10: Very important	Important	Important	Very important	Very important	Very important	Neutral	Important	Agree	Personal_automobile,Public_transportation,Walking,Biking	Personal_automobile,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_the_r	3 days a week or more	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99203	Single-family house (no shared	Between $100,000 and $150,000		Other
9151cafb-176d-4f1b-8af9-9d99ce3d2e2	11/22/2022 16:29																																	
2ae3a2c0-b03f-4fb8-80c0-8234069f0566	11/22/2022 17:22	Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Minimize_project_costs	I support the improvements to bus service, especially more frequent service. I would love to see it extended beyond the Hastings location	Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C	Do you have plans to extend the Hastings line north along the City corridor. Perhaps to Costco area and North along I95 perhaps to Gleneaden to service the many new apartment buildings in the area?	Improve_safety_for_people_walks,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_ch,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs		Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Riverside,Option_3_Extended_Route_25		Neutral	10: Very important	Important	Important	Very important	Important	Important	Important	Very important	Strongly agree		Personal_automobile	Yes, more than one	Yes	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	60 or older	Associate's degree	Retired	99118	Single-family house (no shared	Over $150,000	tonjanee@gmail.com	Other
18bf63ed-c1c2-4292-8ded-d28354b1272	11/23/2022 20:38	Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Minimize_project_costs,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_2_(Hastings_Park_and_Ride,Option_1_(Future_Mead_Trail_C		Improve_bus_travel_speeds/short,Improve_safety_for_people_walks,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Minimize_project_costs		Option_3_Extended_Route_25,Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside		Strongly disagree	1: Very unimportant	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly disagree	Other	Personal_automobile	No	No	I_have_not_used_any_STA_service	Occasionally (less than once a	Occasionally (less than once a	Medical_appointments,Shopping/errands	Woman	White_(non-Hispanic)	46-60	High school diploma	Retired	99201	Apartment	Under $25,000		Social_media
67537A40-dba7-4bcc-8496-32f0b791c151	11/23/2022 21:31	Improve_safety_for_people_walks,Provide_convenient_access_to_ch,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p	Potential stop at Costco off Highway 27	Option_1_(Future_Mead_Trail_C,Option_2_(Hastings_Park_and_Ride		Provide_convenient_access_to_ch,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walks,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p	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 - it has a massive positive for business. Also Spokane has just a ludicrously massive surplus of parking downtown - should not even be a concern whatsoever.	Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_1_Big_Loop	Small loop seems perfunctory and inconvenient for downtown. Also believe it's important to have good connections to the plaza to minimize transfer distance - especially for disabled, parents of young children, etc.	Seems pretty reasonable to me.	Agree	10: Very important	Important	Important	Very important	Very important	Very important	Very important	Very important	Strongly agree	Beyond excited for signal priority & dedicated lanes.	Personal_automobile,Public_transportation,Walking,Biking	Personal_automobile,Public_transportation,Walking,Biking	Yes, just one	No	STA_buses_(traveling_on_the_r	1-2

0F27ac24-b36d-4335-8a9b-4d4d7f01f1ad	11/23/2022 0:45	Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_project_costs	Option_1_(Future_Mead_Trunst_C;Option_2_(Hastings_Park_and_Ride	Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Improve_bus_travel_speeds;Short;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_traffic_and	Keep the skywalk system: so it doesn't cost a lot to the taxpayer and surrounding businesses. Improve connectivity of skywalk system to mall & professional buildings.	Option_4_Small_Loop;Option_3_Extended_Route_25;Option_2_Riverside;Option_1_Big_Loop	Strongly agree	10: Very important	Important	Very important	Very important	Important	Very important	Very important	Important	Strongly agree	Personal_automobile;Public_transportation;Biking	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	Occasionally (less than once a	Work;Shopping;Errands	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Not currently employed	99208	Single-family house (no shared	Between $75,000 and $99,999	solson19@my.whitworth.edu	Social_media
f0b93b3d-8b07-4550-8ea6-1c01423b8998	11/23/2022 2:49	Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Minimize_project_costs;Minimize_impacts_to_businesses	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and		Option_4_Small_Loop;Option_3_Extended_Route_25;Option_2_Riverside	8	Very important	Very important	Very important	Important	Important	Very important	Important	Very important	Strongly agree	Other;Personal_automobile;Walking	Personal_automobile;Carpool	Yes, just one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25		Woman	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time	99202	Apartment	Between $75,000 and $99,999		Social_media
ae3b42da-c7f9-43c1-854e-48f9f9c7f456	11/23/2022 2:58	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_project_costs;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede				Option_4_Small_Loop;Option_3_Extended_Route_25;Option_2_Riverside	Strongly agree	1: Very unimportant	Neutral	Very unimportant	Neutral	Very unimportant	Very important	Important	Important	Strongly disagree	Division st is a federal route or State? If Federal how do you plan on taking away a lane? Will it cause a much more congested traffic by reducing a lane? We already see how that worked on Mission St poorly. Then who will pay for a dedicated bus lane? Lane a bus stop by me and no one dos anything to it. Who's going to clen up the grabage that gets left?	Other	Personal_automobile;Carpool;Biking;Walking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	3 days a week or more	Work;Medical_appointments;Shopping;Errands	Prefer not to answer	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99208	Single-family house (no shared		tburtonsen@gmail.com	Neighborhood_group
08ce850b-1688-482e-82d3-17c386392cde	11/23/2022 3:01	Minimize_project_costs;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Ride	Minimize_project_costs;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_traffic_and;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede		Option_1_Big_Loop;Option_2_Riverside;Option_4_Small_Loop;Option_3_Extended_Route_25	Neutral	1: Very unimportant	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly disagree	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Non-binary	Two_or_more_races	18-30	Graduate or professional degree	Employed full-time	99221	Single-family house (no shared	Over $150,000		Email
d27c6c31-0506-44c3-8d3d-aa8dddd9ac61	11/23/2022 3:10	Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and		Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Neutral	8	Very important	Very important	Important	Very important	Very important	Very important	Very important	Strongly disagree	Biking;Walking;Personal_automobile	Walking;Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25		Woman	White_(non-Hispanic)	46-60	Associate's degree	Home-maker	99205	Single-family house (no shared	Between $50,000 and $74,999		Email
bf02c9e5-5843-4a31-882e-a80b27c2bc9e	11/23/2022 3:19	Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	It should be elevated			Neutral	1: Very unimportant	Very important	Very important	Very important	Neutral	Very important	Neutral	Neutral	Strongly disagree	Personal_automobile;Other	Personal_automobile	Yes, more than one	Yes	STA_buses_(traveling_on_the_r	1-2 days a week	Occasionally (less than once a	Work;Shopping;Errands	Non-binary	Asian_or_Asian_American;Two_or_more_races	18-30	Bachelor's degree	Employed part-time	99204	Multi-family house	Between $25,000 and $49,999		Other
e23c4c7c-e3be-4fcf-8a72-0735c4f1245f	11/23/2022 3:26	Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Improve_bus_travel_speeds;Short;Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Minimize_project_costs		Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_project_costs		Option_1_Big_Loop;Option_2_Riverside;Option_4_Small_Loop;Option_3_Extended_Route_25	Neutral	8	Important	Very important	Important	Neutral	Neutral	Important	Important	Agree	Other	Personal_automobile;Walking	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	46-60	Bachelor's degree	Employed part-time	99202	Single-family house (no shared	Between $100,000 and $150,000		Email
8a661ed6-a3d3-4f0e-8e8e-5ac22383d7ff	11/23/2022 3:30	Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_project_costs	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_businesses;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_project_costs		Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Neutral	10: Very important	Very important	Important	Very important	Important	Important	Unimportant	Important	Agree	Personal_automobile	Walking	Yes, more than one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	60 or older	Associate's degree	Retired	99223	Single-family house (no shared	Between $50,000 and $74,999		Email
bd4d2547-2f4a-4e64-871a-73aac484c988	11/23/2022 4:21	Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short	Traffic impact and actual use of bus system	Option_4_Small_Loop;Option_3_Extended_Route_25;Option_2_Riverside;Option_1_Big_Loop	Neutral	1: Very unimportant	Important	Very unimportant	Important	Very unimportant	Very important	Very important	Neutral	Disagree	Walking;Personal_automobile	Carpool;Personal_automobile;Biking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99223	Single-family house (no shared	Between $100,000 and $150,000		Email
aec5fa98-59fb-48cb-8c50-59d127e20841	11/23/2022 4:22	Improve_safety_for_people_walk;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_project_costs;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Provide_new_bicycle_and/or_pede	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Please consider not decreasing traffic lanes.	I have concerns about safety and lighting in these areas.	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_project_costs;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Provide_new_bicycle_and/or_pede	Please do not minimize traffic or lanes or add bike lanes on Division.	Option_1_Big_Loop;Option_4_Small_Loop;Option_2_Riverside	Neutral	3	Very important	Neutral	Very important	Neutral	Unimportant	Important	Important	Strongly disagree	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99205	Single-family house (no shared	Between $75,000 and $99,999		Email
e85831c0b-72ce-47cd-8943-47a6ef70a72	11/23/2022 4:35	Minimize_impacts_to_on-street_p;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C			Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short		Neutral	2	Neutral	Important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly disagree	Walking;Personal_automobile	Walking;Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time		Single-family house (no shared	Over $150,000		Email
cace0882-43d5-4d8d-8395-191d67f413ee	11/23/2022 4:57			Removing one lane from the street for the entire day seems excessive when the bit is only really useful during peak commute times. We have a number of divided/only-streets with 3 or 4 riders, making an entire wasted lane ridiculous.	Bike riders should be guided to other north/ south streets. Seriously, how many riders are there and at what times of the day?		Please stop thinking that making driving more difficult will force people to take the bus. It won't.	Again, stop making us all miserable for a quick trip downtown.	Neutral	1: Very unimportant	Important	Important	Important	Neutral	Important	Unimportant	Important	Disagree	301 w Sumner ave	Walking	Personal_automobile;Walking	Yes, more than one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	60 or older	Bachelor's degree	Retired	99204	Single-family house (no shared	Between $100,000 and $150,000		Other
4ab7c1e7-b745-4d06-8595-5c2d9853bff0	11/23/2022 5:16	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Provide_convenient_access_to_sh;Minimize_project_costs;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede				Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_project_costs;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede			Strongly disagree	1: Very unimportant	Very important	Unimportant	Important	Unimportant	Very important	Very important	Neutral	Strongly disagree	Spending millions to squeeze down already crowded car lanes. We are not Portland or Seattle and never will be. Then 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 not. Adding more cars and add more pressure on the lanes we already have. The NOC is not going to be your silver bullet for congestion.	Personal_automobile	Personal_automobile	Yes, more than one	No		I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Associate's degree	Employed full-time	99208	Single-family house (no shared	Between $50,000 and $74,999		Social_media
65c39e52-c1e8-44d6-8486-f229a6d2cfb4	11/23/2022 6:12	Minimize_project_costs;Minimize_impacts_to_traffic_and;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Ride	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_project_costs;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede		Option_1_Big_Loop;Option_2_Riverside;Option_4_Small_Loop;Option_3_Extended_Route_25	Neutral	3	Important	Very important	Very important	Neutral	Important	Neutral	Important	Strongly disagree		Personal_automobile	Personal_automobile;Walking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	High school diploma	Employed full-time	99201	Single-family house (no shared	Between $100,000 and $150,000		Email
95a36ce2-59b6-48e7-8c77-0a6036bef330	11/23/2022 12:50	Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Make a fare free commerce zone		Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and	Make a fare free zone	Option_2_Riverside;Option_4_Small_Loop;Option_3_Extended_Route_25	Neutral	2	Neutral	Neutral	Neutral	Very unimportant	Unimportant	Neutral	Very unimportant	Strongly disagree	I believe all of this has been already decided and this input is a formality. The central line is a big show for the wrong people.	Personal_automobile;Walking;Biking	Biking;Walking;Personal_automobile	Yes, more than one	No	STA_buses_(traveling_on_the_r	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	60 or older	Bachelor's degree	Employed full-time	99212	Multi-family house	Between $25,000 and $49,999		Email
f5ed83fe-b7d1-4a63-8c3f-e39c18d75f0	11/23/2022 16:00	Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p;Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_walking_distance_to_bu	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Please make it convenient for Whitworth and Rockwood at Whitworth travelers.		Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Improve_bus_travel_speeds;Short;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Minimize_project_costs;Minimize_walking_distance_to_bu		Option_2_Riverside;Option_4_Small_Loop;Option_3_Extended_Route_25;Option_1_Big_Loop	Agree	10: Very important	Very important	Very important	Very important	Very important	Very important	Important	Important	Strongly agree	Biking;Public_transportation;Personal_automobile	Biking;Personal_automobile;Walkable_transportation;Walking	Yes, just one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	Occasionally (less than once a	Work	Woman	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99204	Single-family house (no shared	Between $100,000 and $150,000		Email
64fe1440-7a2d-45f3-8336-10509cafabab	11/23/2022 16:07	Minimize_impacts_to_businesses;Minimize_walking_distance_to_bu;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Improve_safety_for_people_walk		Bus turn ins to prevent traffic stoppage		Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Improve_bus_travel_speeds;Short;Minimize_project_costs;Minimize_impacts_to_on-street_p		Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop;Option_1_Big_Loop	Agree	3	Important		Important		Important	Important	Important	Disagree	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Associate's degree	Retired	99208	Single-family house (no shared	Between $75,000 and $99,999		Email
3b1695cf-e88e-40ba-9e79-350429703:1ee	11/23/2022 16:09	Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Ride	Frequent bus service is key to success because bus route connections must have minimal wait times.		Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_project_costs	Consider a bus, bike, pedestrian only street west of Division. Mud connect to the bus plaza	Option_1_Big_Loop;Option_2_Riverside;Option_4_Small_Loop;Option_3_Extended_Route_25	Strongly agree	9	Important	Important	Important	Important	Important	Important	Important	Agree	Biking;Personal_automobile	Walking;Personal_automobile;Biking	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Bachelor's degree	Employed part-time	99123	Single-family house (no shared	Between $100,000 and $150,000	CKtgerald1572@msn.com	Social_media
1024a2ab-9a0d-475d-83cf-cbdef7d9f633	11/23/2022 18:06	Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short				Minimize_project_costs;Minimize_impacts_to_businesses;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu		Option_3_Extended_Route_25;Option_4_Small_Loop;Option_1_Big_Loop;Option_2_Riverside	Neutral	1: Very unimportant	Very important	Important	Important	Important	Important	Important	Important	Strongly disagree	Other;Personal_automobile;Walking	Other;Walking;Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	18-30	High school diploma	Full-time student	99204	Multi-family house	Between $25,000 and $49,999		Email
e79931f9-eeec-4e48-8c5a-7424ee39f57B	11/23/2022 19:41	Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_project_costs;Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C	Don't block east-west access to the many store fronts north of the Y		Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_project_costs;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu	Don't block or slow North-South arterial east-west. There are only two ways and fast ways to get North-South in downtown and across the river.	Option_4_Small_Loop;Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25	Neutral	1: Very unimportant	Important	Important	Important	Unimportant	Neutral	Very unimportant	Very important	Neutral	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25					Graduate or professional degree	Employed full-time	99207	Single-family house (no shared			
dc4657f0-3be8-424f-8aaf-4c9ac5b42bc	11/24/2022 4:15	Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_project_costs;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Provide_new_bicycle_and/or_pede	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C			Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Minimize_walking_distance_to_bu;Minimize_project_costs;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Provide_new_bicycle_and/or_pede	Get the project done in a reasonable time frame. The north/south corridor where we have been dealing with construction for decades.	Option_1_Big_Loop;Option_4_Small_Loop;Option_2_Riverside;Option_3_Extended_Route_25	Neutral	6	Very important	Important	Important	Important	Important	Very important	Very important	Agree		Walking;Carpool;Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	I don't use STA bus services	1-2 days a week	Medical_appointments;Shopping;Errands;To_see_family/friends	Woman	White_(non-Hispanic)	60 or older	Associate's degree	Retired	99207	Other	Between $25,000 and $49,999		Social_media
03ea69ee-d62d-471a-8b29-42cc2a35cc1f	11/24/2022 6:36	Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_impacts_to_businesses;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_p;Minimize_project_costs	Option_1_(Future_Mead_Transit_C;Option_2_(Hastings_Park_and_Ride			Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_project_costs;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_businesses;Improve_bus_travel_speeds;Short		Option_1_Big_Loop;Option_4_Small_Loop;Option_3_Extended_Route_25;Option_2_Riverside	Agree	6	Unimportant	Important	Important	Important	Important	Very important	Unimportant	Strongly agree		Personal_automobile	Personal_automobile;Walking	Yes, just one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man		31-45	Graduate or professional degree	Employed full-time	99202	Single-family house (no shared	Between $50,000 and $74,999		Social_media
e41432c7-7bd9-4a70-84ed-9ed8ae91585b	11/24/2022 9:37	Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_on-street_p	Option_2_(Hastings_Park_and_Ride;Option_1_(Future_Mead_Transit_C			Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_project_costs;Minimize_impacts_to_on-street_p		Option_1_Big_Loop;Option_2_Riverside;Option_3_Extended_Route_25;Option_4_Small_Loop	Strongly agree	10: Very important	Important	Important	Very important	Very important	Very important	Very important	Very important	Strongly agree	5906 N Moore St	Public_transportation;Carpool	Public_transportation;Walking;Carpool	Yes, more than one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	High school diploma	Not currently employed	99205	Single-family house (no shared	Between $25,000 and $49,999	kasonjoesbd@gmail.com	Social_media
0948b4f6-39fc-4c92-8674-764d19b46438	11/24/2022 20:34	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_project_costs;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short		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 is a big mistake for 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. PLEASE DO NOT MAKE a big with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	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 is a big mistake for 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. PLEASE DO NOT MAKE a big with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_p;Minimize_impacts_to_businesses;Provide_convenient_access_to_sh;Minimize_project_costs;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short	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 is a big mistake for 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. PLEASE DO NOT MAKE a big with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	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 is a big mistake for 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. PLEASE DO NOT MAKE a big with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	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 is a big mistake for 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. PLEASE DO NOT MAKE a big with. as a daily driver on division, PLEASE DO NOT MAKE A BRT ROUTE ON DIVISION.	Strongly disagree	1: Very unimportant	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly disagree		Public_transportation;Personal_automobile;Walking;Carpool	Public_transportation;Personal_automobile;Public_transportation	Yes, just one	No	STA_buses_(traveling_on_the_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Non-binary	American_Indian_or_Alaska_Native;Black_or_African_American;White_(non-Hispanic)	18-30	High school diploma	Employed full-time	99205	Single-family house (no shared	Between $75,000 and $99,999		Social_media

90d9cd08-5725-4d86-8634-81231f4b356a	11/25/2022 8:07	Minimize_project_costs,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and	Minimal changes spend less money on projects and more money on security at the plaza.	Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Max_Transit_C	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 businesses on division then you suddenly want to double buses that was a fiasco and a waste of money.	Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Strongly agree	1: Very unimportant	Important	Very unimportant	Important	Neutral	Neutral	Very unimportant	Disagree	Biking,Personal_automobile	Biking,Public_transportation	Yes, just one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands,To_see_family/friends	Man	White_(non-Hispanic)	46-60	Bachelor's degree	Retired	Apartment	Between $25,000 and $49,999	Social_media
f5df3316-cbda-46b2-860f-7e1347066e90	11/25/2022 8:29	Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Improve_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses		Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Max_Transit_C	Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and	Option_3_Extended_Route_25,Option_4_Small_Loop,Option_2_Riverside	Neutral	8	Unimportant	Unimportant	Neutral	Important	Important	Unimportant	Important	Agree	Public_transportation,Walking,Personal_automobile	Personal_automobile,Public_transportation,Walking	Yes, more than one	Yes	STA_buses_(traveling_on_fixed_r	1-2 days a week	Occasionally (less than once a	Shopping/errands	Woman	White_(non-Hispanic)	46-60	High school diploma	Employed full-time	99212	Single-family house (no shared	Between $50,000 and $74,999	Social_media
fab7231c-23cf-464c-8fe6-7c38e54ab140	11/25/2022 20:20	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and	Make sure that transfer to other routes is convenient for pedestrians/bicyclists.	Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Max_Transit_C	Hastings Park and Ride is already familiar, and seems a better location for bus riders.	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses	Make transferring to other routes convenient for people with disabilities, young children, etc.	Option_2_Riverside,Option_4_Small_Loop,Option_1_Big_Loop,Option_3_Extended_Route_25	Neutral	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree	Walking,Personal_automobile,Biking	Biking,Walking,Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25			Woman	White_(non-Hispanic)	60 or older	Bachelor's degree	Employed part-time	99201	Single-family house (no shared	Between $50,000 and $74,999	jessie.pre88@gmail.com	Neighborhood_group
203e009c-c213-4eed-85e6-314847de790	11/25/2022 22:05	Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_project_costs,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Option_2_Riverside,Option_4_Small_Loop,Option_3_Extended_Route_25,Option_1_Big_Loop	Strongly agree	10: Very important	Important	Important	Very important	Important		Unimportant	Unimportant	Strongly agree	Biking,Personal_automobile,Public_transportation	Biking,Personal_automobile,Walking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	1-2 days a week	Work	Woman	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99205	Single-family house (no shared	Between $100,000 and $150,000	STA_website
99c5ea2c-28bd-43ff-8d75-30f90c814585	11/26/2022 6:14	Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short	1) Why should buses 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 time turning into a speeding lane has only been increasing the likelihood of traffic accidents. 3) Will there be matching 10min buses on the east/west corridor?			Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short	1) Why should buses 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 time turning into a speeding lane has only been increasing the likelihood of traffic accidents. 3) Will there be matching 10min buses on the east/west corridor?			1: Very unimportant								Strongly disagree		A single option that goes rapid transit on a narrow corridor does not solve any of the problems of the adding ridership. Bus service not only needs to reach places of business and employment but needs to be convenient enough to 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 the bus stop, ride the bus way downtown, wait 20 minutes for a connection going back the way I came from and then walk a 1/8 mile from the bus stop to get to work. What was a 20-minute drive became a almost only 90 minute bus ride. Plus during inclement weather I was exposed to worse conditions than I was getting in my car. I know for a fact that problem and people will return to bussing. That's an	Personal_automobile	Public_transportation,Biking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services													
b0d9baaf-264e-4008-8bf5-9be0f89e75f1	11/27/2022 5:10	Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh	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	Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Max_Transit_C	No.																													
e4a4e76c-e70f-4dce-81e0-6870f88a9b0e	11/27/2022 5:14	Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu				Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Disagree	1: Very unimportant	Important	Neutral	Unimportant	Very unimportant	Neutral	Neutral	Disagree		Personal_automobile	Walking,Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Bachelor's degree	Employed full-time	99207	Single-family house (no shared	Between $100,000 and $150,000	Social_media
1f5c0b74-acdf-466a-8840-e15d56642fb8	11/27/2022 20:15	Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p	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).	Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Max_Transit_C	I'm torn. There are pros and cons to both routes and I'd be happy with either.	Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Once again, I'm torn. I see the benefit of more frequent downtown stops and more coverage with a single line to avoid inbound passengers. I'm having to switch buses. Hopefully this 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.	Option_4_Small_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop	Agree	As long as the proposed LPA stations are included, I think the balance between stops and speed (both of which affect convenience) is sound.	10: Very important	Very important	Very important	Very important	Neutral	Important	Important	Very important	Agree	Biking,Public_transportation,Personal_automobile	Biking,Walking,Public_transportation,Personal_automobile	Yes, just one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time	99205	Single-family house (no shared	Between $100,000 and $150,000	Neighborhood_group
19178600-0093-4d3d-81a4-6c8e39128688	11/27/2022 23:21	Minimize_impacts_to_traffic_and,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_on-street_p,Improve_bus_travel_speeds/short		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	1: Very unimportant	Neutral	Very unimportant	Very unimportant	Very unimportant	Neutral		Strongly disagree	Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	1-2 days a week	Shopping/errands	Prefer not to answer	Other	46-60	Graduate or professional degree	Employed full-time	99124	Single-family house (no shared	Between $75,000 and $99,999	Social_media
45dc4a7c-0a88-4935-8b17-035b93728117	11/28/2022 15:56	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_project_costs,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p	Being thoughtful when choosing the number of lanes. Division north to south of Hawthorne and Stevens is a bottleneck. There is a big entry Staying on Newport all the way to Mead TC is a more direct route better serving the commercial areas north of the Y.	Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	Planning for parking, please make sure to have enough of the option to build a structure.	Minimize_impacts_to_businesses,Improve_bus_travel_speeds/short,Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses	Stops closer to the major employers should be a priority	Option_4_Small_Loop,Option_1_Big_Loop	Neutral	5	Very important	Important	Very important	Very important	Very important	Important	Important	Important	Strongly disagree		I don't use STA bus services	Occasionally (less than once a	Work	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99118	Single-family house (no shared	Over $150,000	STA_website
b77b3c7d-69a5-410b-8ff2-0b64af287687	11/28/2022 21:04	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_5_Riverside	Agree	9	Important	Important	Very important	Very important	Very important	Unimportant	Unimportant	Neutral	Agree	Biking,Public_transportation	Personal_automobile,Public_transportation,Walking,Biking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	3 days a week or more	Occasionally (less than once a	To_see_family/friends	Woman	White_(non-Hispanic)	46-60	Bachelor's degree	Employed full-time	99205	Single-family house (no shared	Between $25,000 and $49,999	karinkay@gmail.com	Email
da79e760-f58-4d99-8230-da7bb65a581d	11/28/2022 23:08	Minimize_project_costs,Minimize_impacts_to_businesses,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_on-street_p,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_traffic_and	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Agree	10: Very important	Important	Very important	Important	Unimportant	Very important	Neutral	Neutral	Agree	Biking,Public_transportation	Personal_automobile,Public_transportation,Walking,Biking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Prefer not to answer	Two_or_more_races	46-60	Bachelor's degree	Employed full-time	99201	Single-family house (no shared	Over $150,000	Email
1c088209c-85a0-4a86-88df-c15d4f2acaad	11/29/2022 1:17	Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses,Minimize_project_costs	Must provide FULL weekend service.	Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	Must provide FULL weekend service.	Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Minimize_project_costs	Must provide FULL weekend service.	Option_2_Riverside,Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop	Neutral	Must provide FULL weekend service.	10: Very important	Important	Very important	Very important	Very important	Important	Important	Important	Agree	Must provide FULL weekend service. The cost of this is that along with implementing this.	Public_transportation	Public_transportation,Walking	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	Occasionally (less than once a	Shopping/errands	Man	White_(non-Hispanic)	60 or older	Bachelor's degree	Not currently employed	99201	Apartment	Between $25,000 and $49,999	Email
c7518094-dd1d-443b-8bf3-9d6857762c30	11/29/2022 8:17	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p	I think the new Mead TC is an excellent option, but diverting off of Newport Hwy south of Hawthorne and Stevens is a bottleneck. There is a big entry Staying on Newport all the way to Mead TC is a more direct route better serving the commercial areas north of the Y.	Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	I think the new Mead TC is an excellent option, but diverting off of Newport Hwy south of Hawthorne and Stevens is a bottleneck. There is a big entry Staying on Newport all the way to Mead TC is a more direct route better serving the commercial areas north of the Y.	Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Convenient Plaza access, easy to understand routing and future City Line connections are the most important considerations. Minimizing unnecessary 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.	Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop	Convenient Plaza access, easy to understand routing and future City Line connections are the most important considerations. Minimizing unnecessary 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.	Agree	10: Very important	Very important	Important	Very important	Very important	Important	Important	Important	Strongly agree	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 regardless of how nicer buses and stations are and how low dwell time gets.	Personal_automobile,Public_transportation	Walking,Public_transportation,Personal_automobile	Yes, just one	No	STA_buses_(traveling_on_fixed_r	3 days a week or more	1-2 days a week	Shopping/errands,To_see_family/friends		White_(non-Hispanic)	18-30	Graduate or professional degree	Full-time student	99201	Multi-family house	Between $25,000 and $49,999	STA_website
5098670f-6ba0-4fc5-8f51-0e8891099492	11/29/2022 14:54	Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_project_costs,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_walking_distance_to_bu,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_impacts_to_businesses,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Minimize_project_costs,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and	Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop	Strongly agree	10: Very important	Important	Important	Very important	Very important	Very important	Very important	Very important	Agree	Public_transportation,Personal_automobile,Walking	Walking,Biking,Public_transportation,Personal_automobile	Yes, just one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	Occasionally (less than once a	Other	Man	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed full-time	99205	Single-family house (no shared	Between $75,000 and $99,999	the3rdmehemala@gmail.com	Social_media
19e5e510-89ee-49c1-8b9e-cbc4c413287b	11/29/2022 21:35	Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_sh,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and	Provide protected bike lanes and sidewalks that are ADA compliant. More frequent, reliable stops.	Option_2_(Hastings_Park_and_Rid,Option_1_(Future_Max_Transit_C		Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and	Option_2_Riverside,Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop	More frequent, reliable stops.	Agree	10: Very important	Very important	Very important	Very important	Very important				Agree	Think through more about the the Bus/Ped exits. Pedestrian safety. Bike parking, accessibility to ebikes and accommodating fat tires.	Walking,Biking,Public_transportation	Personal_automobile,Biking,Walking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	I don't use the Route 25	I_don't_use_the_Route_25	Woman	Asian_or_Asian_American	31-45	Bachelor's degree	Employed part-time	99223	Single-family house (no shared	Between $100,000 and $150,000	claire.beagle@gmail.com	BusMeets_in_a_bus,Bus_stop,Bypn,Social_media
d8f74898-5250-44a4-87fc-665eb53d3653	11/29/2022 23:03	Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Option_2_Riverside,Option_3_Extended_Route_25,Option_4_Small_Loop,Option_1_Big_Loop	Agree	8	Very important	Important	Important	Important	Neutral	Neutral	Important	Agree	Public_transportation,Personal_automobile,Biking	Biking,Carpool,Personal_automobile,Public_transportation,Walking	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Bachelor's degree	Employed full-time	99223	Single-family house (no shared	Over $150,000	Email
9e92f9f3-6abd-4e5c-85ed-65c3d08d7d5f	11/30/2022 2:59	Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_project_costs,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_impacts_to_businesses	Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop,Option_2_Riverside	Agree	8	Very important	Neutral	Very important	Important	Important	Neutral	Neutral	Neutral		Walking,Public_transportation	Public_transportation,Walking	No	No	STA_buses_(traveling_on_fixed_r	3 days a week or more	1-2 days a week	Shopping/errands,To_see_family/friends	Woman	White_(non-Hispanic)	46-60	High school diploma	Not currently employed	99202	Other	Under $25,000	Social_media
888a1439-8739-44ed-8e4b-ad328b94903	11/30/2022 7:51	Improve_bus_travel_speeds/short,Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_new_bicycle_and/or_pede	Consider taking the line down division and US 2 because as the Valley grows and buses go that for north and there is a lot of area for growth there but people without cars can't live up there.	Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Minimize_impacts_to_on-street_p,Minimize_impacts_to_traffic_and,Improve_safety_for_people_walk,Minimize_impacts_to_businesses,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_project_costs	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.	Option_2_Riverside,Option_3_Extended_Route_25,Option_1_Big_Loop,Option_4_Small_Loop	Help the traffic. Downtown is confusing and stupid. Ask anyone	Strongly agree	Nope. They seem good to me	10: Very important	Very important	Very important	Very important	Very important	Neutral	Important	Important	Strongly agree	Personal_automobile	Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	Occasionally (less than once a	Medical_appointments,Shopping/errands,Other	Woman	White_(non-Hispanic)	31-45	High school diploma	Employed part-time	99206	Single-family house (no shared	Under $25,000	Email
c1e0d039-9dad-4714-89ff8-dfa66688707f	12/1/2022 2:27	Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_traffic_and,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede,Minimize_impacts_to_on-street_p,Improve_safety_for_people_walk,Minimize_impacts_to	None that I can think of.	Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	No	Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p,Minimize_project_costs,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk	No	No	Agree	My concern is the impact to nearby businesses.	8	Important	Important	Important	Important	Neutral	Important	Important	Disagree	Personal_automobile,Other	Personal_automobile	Yes, just one	No	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	Occasionally (less than once a	Other	Man	White_(non-Hispanic)	46-60	Graduate or professional degree	Retired	99208	Townhouse (attached house)	Between $50,000 and $74,999	finman1966@yahoo.com	Email
2e8c4b61-a574-414d-8c04-95ff4f5e7f8d	12/1/2022 3:23	Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_impacts_to_on-street_p	Frequent, late night, and weekend service!			Improve_bus_travel_speeds/short,Provide_new_bicycle_and/or_pede,Provide_convenient_access_to_sh,Minimize_walking_distance_to_bu,Improve_safety_for_people_walk,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Frequent, late night, and weekend service!	Option_2_Riverside,Option_1_Big_Loop,Option_3_Extended_Route_25,Option_4_Small_Loop	Connection to the City Line/Plaza/Sprague line. More walking between stops is harder for ADA and more confusing	Agree		10: Very important	Very important	Very important	Very important	Very important	Important	Important	Important	Strongly agree	Personal_automobile,Public_transportation	Public_transportation,Personal_automobile,Carpool	Yes, more than one	No	STA_buses_(traveling_on_fixed_r	1-2 days a week	Occasionally (less than once a	Work,School,Medical_appointments	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Full-time student	99037	Single-family house (no shared	Under $25,000	jtramsey2@outlook.com	Social_media,STA_website,Email,Word_of_mouth
1212e7c0-4824-4314-8f76-52ca5ea22453	12/2/2022 15:57	Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_project_costs,Minimize_impacts_to_on-street_p		Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid		Provide_new_bicycle_and/or_pede,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Improve_bus_travel_speeds/short,Minimize_walking_distance_to_bu,Minimize_impacts_to_businesses,Minimize_impacts_to_traffic_and,Minimize_impacts_to_on-street_p	Option_4_Small_Loop,Option_1_Big_Loop,Option_2_Riverside,Option_3_Extended_Route_25	Agree	10: Very important	Important	Very important	Important	Important	Important	Important	Important	Strongly agree	Personal_automobile,Biking	Biking,Personal_automobile,Walking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	31-45	Graduate or professional degree	Employed full-time	99207	Single-family house (no shared	Between $100,000 and $150,000	tylermclane@gmail.com	Email
98139279-38f4-4260-8717-b2ae74210b76	12/3/2022 2:35	Provide_convenient_access_to_sh,Improve_safety_for_people_walk,Provide_new_bicycle_and/or_pede,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Minimize_impacts_to_traffic_and,Minimize_impacts_to_businesses,Minimize_project_costs,Minimize_impacts_to_on-street_p	Yes, you need to add the smaller towns out in Spokane Valley. Provide reliable bus service in Deer Park, Riverside, Elk, Chattaroy, Mead, Colbert, and all the other small unrepresented areas. Provide reliable bus lines 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, and 9 pm. These times would allow for work, school, medical, and shopping especially if they ended at the Park and Ride.	Option_1_(Future_Mead_Transit_C,Option_2_(Hastings_Park_and_Rid	I like the Mead transit idea best. I live in Chattaroy and fill out these surveys all the time.	Minimize_impacts_to_on-street_p,Minimize_walking_distance_to_bu,Improve_bus_travel_speeds/short,Improve_safety_for_people_walk,Provide_convenient_access_to_sh,Minimize_impacts_to_traffic_and,Minimize_project_costs,Improve_bus_travel_speeds/short,Minimize_impacts_to_businesses	Already answered this.	Option_3_Extended_Route_25,Option_2_Riverside,Option_1_Big_Loop,Option_4_Small_Loop		Strongly agree	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Very important		3132 D Chattaroy Rd 79-24 79-24	Personal_automobile	Personal_automobile	Yes, just one	Yes	STA_buses_(traveling_on_fixed_r	Occasionally (less than once a	Occasionally (less than once a	Shopping/errands,To_see_family/friends,Other	Woman	White_(non-Hispanic)	46-60	Bachelor's degree	Home-maker	99003	Other	Under $25,000	suzzieber62@yahoo.com	Other,STA_website,Email

c6893514-6bf2-4d37-82ce-8e995419b821	12/4/2022 4:44	Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_g;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_project_costs				Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_g;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_traffic_and	Option_2_Big_Loop;Option_4_Small_Loop;Option_2_Riverside;Option_3_Extended_Route_25	Strongly agree	10: Very important	Important	Neutral	Very important	Very important	Neutral	Important	Very important	Strongly agree		Personal_automobile;Biking;Public_transportation;Walking	Walking;Personal_automobile;Public_transportation;Biking	Yes, more than one	No	STA_buses_;Traveling_on_foot_;	3 days a week or more	Occasionally (less than once a	Shopping/errands,To_see_family/friends	Man	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed full-time	99202	Single-family house (no shared	Between $100,000 and $150,000	Social_media
211119e-b424-4010-8951-db343c1f570e	12/4/2022 23:01	Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_g;Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Improve_bus_travel_speeds;Short;Minimize_project_costs					People north of the Y need bus service too.	I like having a bus service on Division street	Strongly agree	It is a good idea.	10: Very important	Important	Neutral	Very important	Very important	Neutral	Important	Very important	Strongly agree	The better bus service Spokane has, the more people will use it.	Carpool;Public_transportation	Personal_automobile;Walking	Yes, just one	No	STA_buses_;Traveling_on_foot_;	3 days a week or more	3 days a week or more	Work	Woman	White_(non-Hispanic)	60 or older	Bachelor's degree	Employed full-time		Single-family house (no shared	Between $100,000 and $150,000	Email
36dc8615-e4a2-4424-8467-0e52cf0f46c2	12/4/2022 23:11	Minimize_project_costs;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_g;Minimize_impacts_to_businesses;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_traffic_and		Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C					Agree	8	Important	Very important	Very important	Important	Important	Unimportant	Neutral	Agree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	60 or older	Graduate or professional degree	Retired	99218	Single-family house (no shared	Between $75,000 and $99,999	Word_of_mouth
a628840-6414-46ff-87b4-e4ba7481e0e0	12/4/2022 23:42	Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_g;Minimize_impacts_to_businesses		Option_1_(Future_Mead_Transit_C);Option_2_(Hostings_Park_and_Ride)	You could always have a large loop connecting it future Mead Transit Station with the Hastings Park and Ride, using Farwell and Hastings.	Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_impacts_to_on-street_g;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_project_costs	Option_3_Extended_Route_25;Option_2_Riverside;Option_4_Small_Loop;Option_1_Big_Loop	Neutral	10: Very important	Neutral	Very important	Very important	Very important	Neutral	Very important	Very important	Neutral	I live in unincorporated Spokane County (Chattaroy). I have no opportunity to use STA services without driving into town, and once there I still have to drive to my destination. I think we need to look into even more public transport connectivity with the smaller communities surrounding Greater Spokane. I am interested in having a light passenger rail or a bus rapid transit system connecting everything from Colville to Newport to Moses Lake, Coffee and Pullman. If these trains could make run twice or three times a day, they would greatly enhance the mobility from our rural to suburban areas. Also, the Greyhound bus stop services are disappearing from our rural communities,	Personal_automobile	Personal_automobile;Other	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	46-60	Associate's degree	Retired	99003	Single-family house (no shared	Between $75,000 and $99,999	Neighborhood_group;Word_of_mouth
c9dd5538-1cf9-444b-8746-812495158e394	12/5/2022 2:17	Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_g;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_on-street_g		Option_1_(Future_Mead_Transit_C);Option_2_(Hostings_Park_and_Ride)		Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_g	Option_1_Big_Loop;Option_4_Small_Loop;Option_3_Extended_Route_25;Option_2_Riverside	Agree	8	Important	Very important	Very important	Very important	Important	Important	Very important	Strongly agree		Walking;Carpool;Public_transportation	Carpool;Public_transportation;Walking;Personal_automobile;Other	Yes, just one	Yes	I_have_not_used_any_STA_service	3 days a week or more	3 days a week or more	School,To_see_family/friends	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Not currently employed	99003	Single-family house (no shared	Under $25,000	archangel-fox@hotmail.com	Neighborhood_group;Social_media;Word_of_mouth
9c9ca756-3bd8-49b4-81e5-0c0d095a4566	12/5/2022 7:11	Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_g;Minimize_impacts_to_traffic_and		Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C		Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_on-street_g;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_project_costs	Option_3_Extended_Route_25;Option_2_Riverside;Option_1_Big_Loop;Option_4_Small_Loop	Strongly agree	10: Very important	Very important	Very important	Very important	Very important	Important	Important	Very important	Strongly agree		Carpool;Biking	Walking;Personal_automobile;Biking	Yes, just one	Yes	STA_buses_;Traveling_on_foot_;	3 days a week or more	3 days a week or more	Work,Medical_appointments,Shopping/errands,To_see_family/friends	Non-binary	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed part-time	99003	Single-family house (no shared	Under $25,000	Social_media
7561525d-e630-4ad1-82ef-64205de8d482	12/5/2022 17:38	Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_g;Minimize_impacts_to_traffic_and;Provide_convenient_access_to_sh;Minimize_project_costs;Improve_safety_for_people_walk	Would rather see better bus service north of Cedar and 14th it doesn't look like this area gets served at all	Option_1_(Future_Mead_Transit_C);Option_2_(Hostings_Park_and_Ride)		Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_walking_distance_to_bu;Improve_safety_for_people_walk;Minimize_impacts_to_businesses;Minimize_project_costs;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_g;Minimize_impacts_to_traffic_and	Consider some sort of Xpress bus maybe would hit Northtown Mall Wandermere then head north	Option_3_Extended_Route_25;Option_2_Riverside;Option_4_Small_Loop;Option_1_Big_Loop	Neutral	10: Very important	Very important	Very unimportant	Very important	Neutral	Neutral	Very important	Very important	Strongly disagree	There are other areas to consider. Perhaps storage flats? Perhaps south hill north of 14th and Cedar	Public_transportation	Public_transportation	Yes, just one	No	STA_buses_;Traveling_on_foot_;	3 days a week or more	1-2 days a week	Shopping/errands,To_see_family/friends	Man	White_(non-Hispanic)	60 or older	Associate's degree	Retired	99204	Other	Between $50,000 and $74,999	Wineexpress@yahoo.com	STA_website
01dec7e9-14fd-481f-875e-37a40bba01b0	12/5/2022 17:59	Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_impacts_to_on-street_g;Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_businesses		Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C		Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses	Option_3_Extended_Route_25;Option_2_Riverside;Option_4_Small_Loop;Option_1_Big_Loop	Agree	10: Very important	Very important	Important	Very important	Very important	Neutral	Neutral	Agree		Personal_automobile	Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Woman	American_Indian_or_Alaska_Native	18-30	Graduate or professional degree	Employed full-time	99117	Single-family house (no shared	Between $50,000 and $74,999	Social_media
d809b613-e4d8-4266-8f98-948bf35e9a44	12/6/2022 1:31	Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_project_costs;Minimize_impacts_to_on-street_g		Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C		Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Minimize_impacts_to_businesses;Minimize_project_costs;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_g	Option_2_Riverside;Option_1_Big_Loop;Option_3_Extended_Route_25;Option_4_Small_Loop	Agree	9	Very important	Important	Very important	Very important	Important	Important	Very important	Strongly agree		Public_transportation	Public_transportation;Personal_automobile;Walking	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Bachelor's degree	Employed full-time		Apartment	Between $25,000 and $49,999	Word_of_mouth
a7727c93-ba23-4872-8d7a-8cca4a39929a	12/6/2022 14:05	Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_project_costs;Improve_bus_travel_speeds;Short	Night time visibility for stops not near a shopping center	Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C	I cannot place any info on the map and the button order is not functioning with a result of my order priority.	Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_g;Improve_bus_travel_speeds;Short	Getting around downtown is easy	Option_3_Extended_Route_25;Option_2_Riverside;Option_4_Small_Loop;Option_1_Big_Loop	No	No	3	Very important	Neutral	Very important	Very important	Very important	Very important	Very important	Agree	Na	Public_transportation;Walking;Biking	Walking;Public_transportation;Biking;Other	No	Yes	STA_buses_;Traveling_on_foot_;	3 days a week or more	Occasionally (less than once a	Medical_appointments,Shopping/errands	Woman	Other	31-45	Bachelor's degree	Employed full-time	98116	Apartment	Between $25,000 and $49,999	STA_website
1eae261e-c90e-4056-8dc3-825df21c6d8d	12/6/2022 16:06	Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_on-street_g;Minimize_impacts_to_businesses;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_project_costs;Improve_safety_for_people_walk		Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C		Provide_convenient_access_to_sh;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Improve_safety_for_people_walk;Minimize_impacts_to_on-street_g;Minimize_project_costs;Minimize_walking_distance_to_bu;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_g	Option_3_Extended_Route_25;Option_2_Riverside;Option_4_Small_Loop;Option_1_Big_Loop	Neutral	10: Very important	Very important	Very important	Very important	Very important	Very important	Very important	Very important	Strongly agree	173 south Adams st Apt 10a	Walking;Public_transportation	Public_transportation;Walking	No	Yes	STA_buses_;Traveling_on_foot_;	3 days a week or more	3 days a week or more	Shopping/errands	Man	White_(non-Hispanic)	31-45	High school diploma	Retired	99201	Apartment	Under $25,000	jackblingsley@gmail.com	STA_website
2a480e35-b180-4a8c-8142-91818fc58288	12/6/2022 16:29	Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Improve_bus_travel_speeds;Short;Minimize_impacts_to_on-street_g;Minimize_project_costs	More bike lanes!	Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C		Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_impacts_to_businesses;Improve_bus_travel_speeds;Short;Minimize_impacts_to_on-street_g;Minimize_impacts_to_traffic_and;Minimize_walking_distance_to_bu;Minimize_project_costs	Option_2_Riverside;Option_1_Big_Loop;Option_3_Extended_Route_25;Option_4_Small_Loop	More for bike travel!	Neutral	10: Very important	Important	Very important	Very important	Important	Important	Neutral	Very important	Strongly agree		Personal_automobile;Walking;Biking	Walking;Biking;Personal_automobile	Yes, more than one	No	I_have_not_used_any_STA_service	I don't use STA bus services	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time	99207	Single-family house (no shared	Over $150,000	Email
58c6c706-cd00-43fb-8028-2cfdb3468522a	12/6/2022 20:32	Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_g		Option_2_(Hostings_Park_and_Ride);Option_1_(Future_Mead_Transit_C		Provide_new_bicycle_and/or_pede;Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Minimize_walking_distance_to_bu;Minimize_project_costs;Minimize_impacts_to_businesses;Minimize_impacts_to_traffic_and;Minimize_impacts_to_on-street_g	Option_1_Big_Loop;Option_4_Small_Loop;Option_3_Extended_Route_25;Option_2_Riverside		No	9	Important	Important	Very important	Very important	Important	Neutral	Very important	Agree		Public_transportation;Walking	Personal_automobile;Public_transportation;Walking	Yes, just one	No	STA_buses_;Traveling_on_foot_;	1-2 days a week	I don't use the Route 25	I_don't_use_the_Route_25	Man	White_(non-Hispanic)	18-30	Graduate or professional degree	Full-time student	99202	Single-family house (no shared	Between $75,000 and $99,999	Word_of_mouth
f16bb945-a1c8-4916-8b32-66bba6954414	12/7/2022 2:37	Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Minimize_impacts_to_traffic_and;Provide_new_bicycle_and/or_pede;Minimize_project_costs;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses	The first question has unresponsive position management buttons and does not reflect my actual choice tree in the order of my chosen priorities.	Option_1_(Future_Mead_Transit_C);Option_2_(Hostings_Park_and_Ride)		Yes! Yes! Yes!

a9f9fd6b-a6a5-41f7-8b76-501e48faf9f1	12/19/2022 4:20	Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs			Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs			Neutral	Important	Very Important	Very Important	Important	Important	Neutral	Important	Agree		Personal_automobile;Walking	Walking;Carpool;Public_transportation;Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed full-time	99201	Apartment	Between $50,000 and $74,999	Word_of_mouth
d2f7f5c0-de0d-488B-B29F-d8b93b22c1e	12/19/2022 4:20	Improve_safety_for_people_walk;Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs			Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Provide_convenient_access_to_sh;Minimize_walking_distance_to_bu;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_impacts_to_traffic_and;Minimize_project_costs			Neutral	Important	Very Important	Very Important	Important	Important	Neutral	Important	Agree		Personal_automobile;Walking	Walking;Carpool;Public_transportation;Personal_automobile	Yes, just one	No	I_have_not_used_any_STA_service	Occasionally (less than once a	I don't use the Route 25	I_don't_use_the_Route_25	Woman	White_(non-Hispanic)	18-30	Graduate or professional degree	Employed full-time	99201	Apartment	Between $50,000 and $74,999	Word_of_mouth
79622fbd-be1e-40ca-8041-bwee4054ze94	12/19/2022 22:12	Provide_new_bicycle_and/or_pede;Provide_convenient_access_to_sh;Improve_safety_for_people_walk;Improve_bus_travel_speeds;Short;Minimize_impacts_to_businesses;Minimize_walking_distance_to_bu;Minimize_impacts_to_on-street_p;Minimize_project_costs;Minimize_impacts_to_traffic_and		Option_2_(Hastings_Park_and_Ride);Option_1_(Future_Metro_Transit_C	Improve_bus_travel_speeds;Short;Provide_convenient_access_to_sh;Provide_new_bicycle_and/or_pede;Improve_safety_for_people_walk;Minimize_impacts_to_businesses;Minimize_impacts_to_on-street_p;Minimize_walking_distance_to_bu;Minimize_project_costs;Minimize_impacts_to_traffic_and		Option_3_(Extended_Route_25);Option_2_(Riverside_Express_Small_Loop);Option_1_(Big_Loop	Neutral	4	Important	Important	Important	Very important	Neutral	Very important	Neutral	Agree		Walking;Personal_automobile	Walking;Personal_automobile	Yes, more than one	No	STA_buses_(traveling_on_the_road)	Occasionally (less than once a	I don't use the Route 25		Man	White_(non-Hispanic)	46-60	Graduate or professional degree	Employed full-time	99208	Single family house (no shared	Over $150,000	Other
Paper Survey	11/9/2022 0:00	Improve safety for people walking and biking (2) Minimize impacts to on-street parking (8) Minimize impacts to traffic and/or freight movement (7) Improve bus travel speeds/shorten bus trip times (6) Minimize walking distance to bus stops (3) Minimize impacts to businesses (3) Provide convenient access to shopping, health care, education, or social services (1) Provide new bicycle and/or pedestrian facilities (1) Minimize project costs (4)	The speed changes have a negative effect on our ability to merge into traffic (might be useful to have BAT lanes).	Option 1_(Option 2_(	Sometimes the articulated buses get stuck getting into traffic from the Hastings R&R (that turnoff lane doesn't get enough time to get into the flow) so if Walnut has a better chance of leaving the station being slammered by transit or inclement weather that would be great.	Improve safety for people walking and biking (1) Minimize impacts to on-street parking (3) Minimize impacts to traffic and/or freight movement (2) Improve bus travel speeds/shorten bus trip times (4) Minimize walking distance to bus stops (1) Minimize impacts to businesses (1) Provide convenient access to shopping, health care, education, or social services (8) Provide new bicycle and/or pedestrian facilities (6) Minimize project costs (7)	How are lanes of traffic going to be maintained? People the drive through Hastings from downtown, so two lanes would be ideal in addition to the BAT lane.	Option 1_(Big Loop (1) Option 2_(Riverside (2) Option 3_(Extended Route 25 (2) Option 4_(Small Loop (4)	Please don't use articulated buses.	Strongly disagree Disagree Neutral (X) Agree Strongly agree	Don't have stops too close to speed limit changes	1: Very unimportant 2 3 4 5 6 7 (X) 8 9 10: Very important	Important	Neutral	Important	very important	Important	Neutral	Very important	Neutral	I live away from that (8875) I'll see if Covid is a thing of the past by then	Personal automobile Walking	Personal automobile, Walking	Yes, just one	No	STA_buses_(traveling_on_the_road)	Occasionally (less than once a week)	I don't use route 25	I don't use route 25	Woman	Black or African American	31-45	Graduate or professional degree	Employed full-time	99204	Apt	Between $25,000-$49,000	Deseure.deberra@gmail.com	neighborhood group
Paper Survey	11/17/2022 0:00	Improve safety for people walking and biking (7) Minimize impacts to on-street parking (8) Minimize impacts to traffic and/or freight movement (4) Improve bus travel speeds/shorten bus trip times (3) Minimize walking distance to bus stops (2) Minimize impacts to businesses (2) Provide convenient access to shopping, health care, education, or social services (1) Provide new bicycle and/or pedestrian facilities (8) Minimize project costs (2)	No response to this question	Option 1_(Option 2_(	No response to this question	Improve safety for people walking and biking (2) Minimize impacts to on-street parking (8) Minimize impacts to traffic and/or freight movement (7) Improve bus travel speeds/shorten bus trip times (6) Minimize walking distance to bus stops (8) Minimize impacts to businesses (1) Provide convenient access to shopping, health care, education, or social services (1) Provide new bicycle and/or pedestrian facilities (4) Minimize project costs (5)	No response to this question	Option 1_(Big Loop (1) Option 2_(Riverside (2) Option 3_(Extended Route 25 (2) Option 4_(Small Loop (4)	No response to this question	Strongly disagree Disagree Neutral Agree(X) Strongly agree	No response to this question	1: Very unimportant 2 3 4 5 6 (X) 7 8 9 10: Very important	Important	Neutral	very important	Very important	Very important	Neutral	Important	Neutral	No response	Retired	Personal automobile, Public Transportation, Walking	Yes, more than one	No	STA_buses_(traveling_on_the_road)	Occasionally (less than once a week)	Occasionally (less than once a week)	Shopping/errands	Woman	White (non-hispanic)	60 or older	Bachelors degree	Retired	99208	Single family house	Between $25,000-$49,000	No response	neighborhood group
Paper Survey	11/17/2022 0:00	Improve safety for people walking and biking (1) Minimize impacts to on-street parking (6) Minimize impacts to traffic and/or freight movement (4) Improve bus travel speeds/shorten bus trip times (3) Minimize walking distance to bus stops (2) Minimize impacts to businesses (2) Provide convenient access to shopping, health care, education, or social services (2) Provide new bicycle and/or pedestrian facilities (7) Minimize project costs (9) 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 (4) Minimize walking distance to bus stops Minimize impacts to businesses (X) Provide convenient access to shopping, health care, education, or social services Provide new bicycle and/or pedestrian facilities Minimize project costs Improve safety for people walking and biking (1) Minimize impacts to on-street parking (8) Minimize impacts to traffic and/or freight movement (7) Improve bus travel speeds/shorten bus trip times (4 Minimize walking distance to bus stops (9 Minimize impacts to businesses (3 Provide convenient access to shopping, health care, education, or social services (2 Provide new bicycle and/or pedestrian facilities (2 Minimize project costs (2 Improve safety for people walking and biking (8 Minimize impacts to on-street parking (9 Minimize impacts to traffic and/or freight movement (5 Improve bus travel speeds/shorten bus trip times (1 Minimize walking distance to bus stops (2 Minimize impacts to businesses (4 Provide convenient access to shopping, health care, education, or social services (8 Provide new bicycle and/or pedestrian facilities (7 Minimize project costs (2	No response to this question	Option 1_(Option 2_(Option 3_X	No response to this question	Improve safety for people walking and biking (1) Minimize impacts to on-street parking (6) Minimize impacts to traffic and/or freight movement (4) 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 Improve safety for people walking and biking (1) Minimize impacts to on-street parking (8) Minimize impacts to traffic and/or freight movement (8 Improve bus travel speeds/shorten bus trip times (7 Minimize walking distance to bus stops (9 Minimize impacts to businesses (3 Provide convenient access to shopping, health care, education, or social services (2 Provide new bicycle and/or pedestrian facilities (2 Minimize project costs (3 Improve safety for people walking and biking (2 Minimize impacts to on-street parking (5 Minimize impacts to traffic and/or freight movement (3 Improve bus travel speeds/shorten bus trip times (5 Minimize walking distance to bus stops (8 Minimize impacts to businesses (4 Provide convenient access to shopping, health care, education, or social services (8 Provide new bicycle and/or pedestrian facilities (9 Minimize project costs (7	No response to this question	Option 1_(Big Loop (1) Option 2_(Riverside (2) Option 3_(Extended Route 25 (4 Option 4_(Small Loop (3	No response to this question	Strongly disagree Disagree Neutral (X) Agree Strongly agree	No response to this question	1: Very unimportant 2 3 4 5 6 (X) 7 8 9 10: Very important	Important	Neutral	Important	neutral	neutral	Important	neutral	Neutral	I really like having trash bins at stations that are regularly emptied.	Personal auto, carpool, biking, other (uber)	Personal automobile, walking, public transit, Walking, biking	yes, more than one	no	I have not used any STA services in the last 6 months	no response	I don't use route 25	medical, shopping	Prefer not to answer	two or more races, other	31-45	Associates degree	Employed full-time	99208	Single family house	Between $25,000-$49,001	savagechristopher@yahoo.com	neighborhood group

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	☐	☐	☐	☐	☐
Fast boarding (elevated platforms, all-door boarding)	☐	☐	☐	☐	☐
Real-time bus arrival information	☐	☐	☐	☐	☐
Zero-emission buses (smoother riding)	☐	☐	☐	☐	☐
Frequent, on-time service	☐	☐	☐	☐	☐
Signal priority for buses	☐	☐	☐	☐	☐
Business access and transit (BAT) lanes	☐	☐	☐	☐	☐

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 tat 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

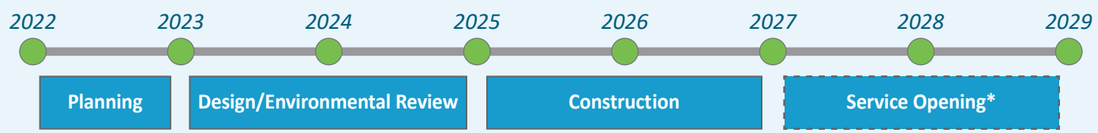
ATTACHMENT D
PROJECT DESCRIPTION FOLIO

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

Timeline and milestones through 2029



* 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

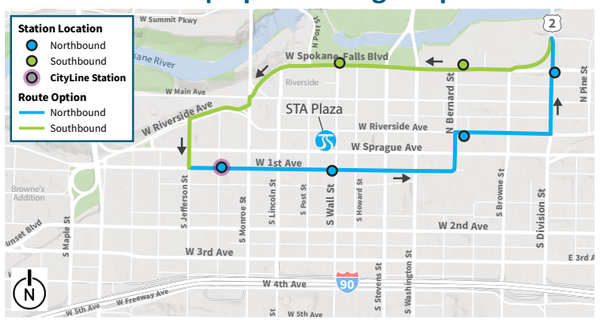
We want to hear from you!

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

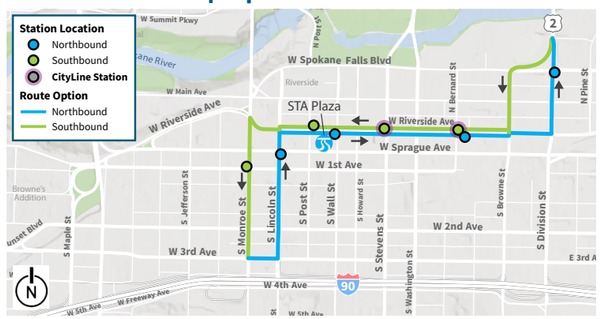
South Terminus | Option 1: Big Loop



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

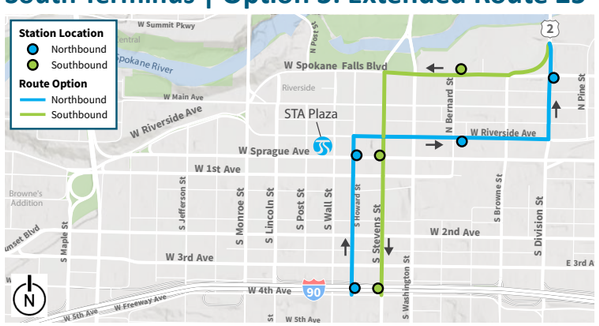
South Terminus | Option 2: Riverside



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

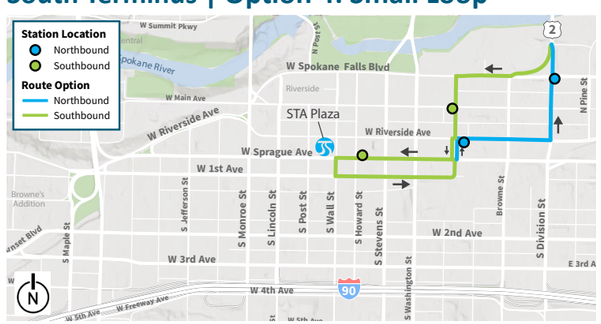
South Terminus | Option 3: Extended Route 25



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



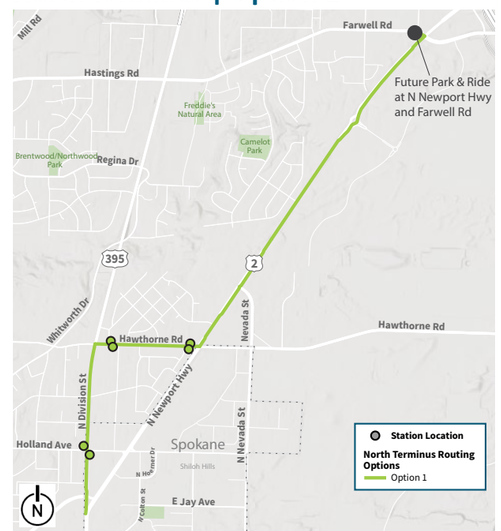
Southbound stations:
Bernard Street/Main Avenue
Sprague Avenue/Howard Street (360 feet from STA Plaza)

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

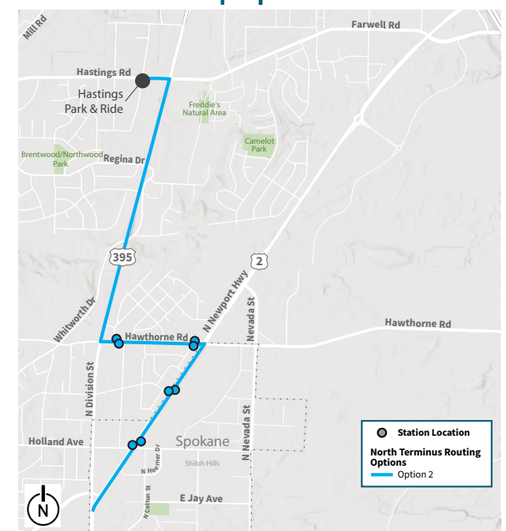
Bus routes and station locations north of the Y - two options

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 Steet BRT
Fall 2022 Public Outreach

Neighborhood Meetings

Topic: Survey Promotion and Routing Alternatives

Table of Contents

Logan Neighborhood Council 2
West Central Neighborhood Council 6
Emerson/Garfield Neighborhood Council 8
North Hill Neighborhood Council 12
East Central Neighborhood Council 14
Shiloh Hills Neighborhood Council 17
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.

<u>Questions and Answers:</u>

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
    - 1 Nevada Heights resident in attendance to hear STA's presentation – great questions
- Office of Neighborhood Services (ONS)
    - Annie and Amber
    - Amber is new liaison for council meetings with all neighborhood council meetings on Thursdays
    - 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
    - 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
    - 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 Troudeau

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?
    - Cars with cars and cars with pedestrians on the Corridor
    - 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?
    - Come back to this question at the end
- What about the NSC timeline news? How will this impact this project? – 2 people asked
    - Schedule has been built in close coordination with WSDOT and other partners
    - Will continue to be in close coordination with this news
- Will this project move forward no matter what happens with the Corridor?
    - 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?
    - 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?
    - 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
    - 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.
    - 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	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 out website. The link is in our bio. #spokanetransit #spokanetransitauthority #publictransport #publictransit #buslovers	28	N/A	0	0
https://www.instagram.com/p/CkJOGnSs_tg/?igshid=YmMyMTA2M2Y%3D		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. 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. #spokanetransit #spokanetransitauthority #publictransport #publictransit #buslovers	20	N/A	1	roberts_railroading Please retain drivers first.

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/photo?fbid=899738601243271&set=a.716015332948933	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 out 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/photo/?fbid=871982244018907&set=a.716015332948933		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) MikeandRonda 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. Busses are fine. At least wait 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 slated 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	Scott Kusel: STA is a bully and a liar. Seriously, they should be disbanded. Amy Willcox Khosravi: 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. 😳😳 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 Wellesley 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 your 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 Albi 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 yes you to your face, and talk about you behind closed doors. These are the kind of folks that are running our city straight into the ground!! It's vile scummy behavior and unbecoming 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 gerrymandered 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. 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 biked 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! #livelocalinw 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 2019 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 "unsited" (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 lit $81 million in tax dollars on fire in this boondoggle. Ryan Benzie: Tim Hilliard "I don't take the bus therefore it doesn't benefit anyone" Jace Witcher: So they plan to spend a Quarter Billion dollars, everyone knows any govt project doubles in cost, in the end to remove car lanes and benefits less than 10 percent of Spokane counties residents. Also how does it make sense since the buses already run this route? Damn STA wasting our tax money once again. Brad Kisela: Keep adding people to the city and then reducing traffic flow on Division? Must be nuts! You can't even finish the North South freeway. Who is making these ridiculous ideas? The only benefit in this idea would be to the city bus transportation and is just selfish to everyone else. Why don't you put the money into the freeway system that clogs the freeways up every day. Won't be long before 90 is a friggin parking lot. Paul Cramer: Be a great place for the homeless tents that are multiplying thanks to the State and gutless city Kesha Rosencrans: Bus lanes have been repeatedly shown to make traffic worse and not improve commute times. There have been 100s of them removed in the UK because they didn't work and just pissed people off. Also, "bus rapid transit" is a bullshit name for an express bus line because you won't petition the state for funding on a rail line even though if they approved it for Seattle they'd approve it for Spokane and a line from Spokane to CDA would see HEAVY usage. Dan Thompson: Spokane planning department needs some serious help. Just scrap everything and start over with new people that have lived a real life and worked a real job. Rick Royer: All this to just justify their jobs, and grab the federal dollars to match with no consideration. Dedicated signals ? @#$%^&*()!!!!!!! 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 there's 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. Love 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 slown 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 Rg Roduner: 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 busses. Just like now, they take our tax dollars for what, big dreams that end up failing. Give our tax dollars back to us. 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 bloviation 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 Dufrasnes: 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 text that says 'How to turn a STROAD STREET ← into a Purpose: Building community wealth Building.communitywealthwithin within successful place. →→ ROAD Purpose: Moving people goods quickly between two successful places. STROAD OAD 1 Slow traffic. Put people bicyclists and ransit first, not cars. Focus buding filling gaps and expanding existing structures. Limit access. Seek close existing accesses. Embrace complexity. Stay adaptable. Keep people and bikes away from cars separat safe place. Don't build anything. CULTIVATE! Simplify. Move vehicles quickly. Period. CULTIVATECOLLABORATIVE' Stacy Garry: It shouldn't. Waste of money, but the city council will not listen to the ones paying for it.	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=SwgbDRTXeRiao5vtpR-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	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.	Dear Ethan, 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. Sincerely, Dustin Hall Communications Specialist
Christina Lafferty	11-Nov	2:30AM	christinaferretti@gmail.com	I just wanted to say a couple things: 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. 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. 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. We wouldnt have half the problems with traffic if there wasnt all thus construction. 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. This whole conversation is irrelevant. You'll do what ever your 20 year plan is regardless of any surveys or comments. Personally, I think the bus service in Spokane is great. The only thing I'd like to see are	Hi Christina, 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. I also forwarded your comments about air fresheners and hand sanitizer to our Operation.

ATTACHMENT H
PROPERTY OWNER DIRECT MAIL LETTER

Spokane Transit

[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**

1230 W Boone Ave
Spokane, WA 99201
spokanetransit.com

T (509) 325-6000
F (509) 325-6036
WA Relay 711

How a great city moves.™

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), 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 hhajjafri@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,

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 McMenamy – 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 hey 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

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

STA Presentation Q&A

- Cleveland isn't marked on the stops – can you orient?
    - Cleveland is north of foothills road
- How do you define LPA? Is that stakeholders, prop owners, WSDOT?
    - 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
    - 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?
    - 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:
    - Would these stops be like City Line? Take up space?
        - Yes. At that location we would consume those parking areas
    - 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.
    - 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
    - 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
    - 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 form 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
    - City Line, Plaza, and these options to brainstorm

DSP Public Policy Meeting 1.18.23

- Karl Presentation
    - Brought up $50m allocation & NSC coverage recently
    - Previous feedback shared – agreement from the group that this reflects what was shared at December's meeting
    - South Terminus survey feedback
        - Option 1 ranked the highest – randomized later to prevent selection issues
        - Transit riders like loops traditionally
    - Division BRT is not an investment in itself; it is intended to invest in other areas of the community – connectivity
    - 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
    - Hybrid Alternative C Map
        - New options based on December walking tour
        - Looks to broaden connectivity options
- **Q&A based on hybrid alternatives**
    - 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
    - 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
    - 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 is 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