

Phase 2 Community Engagement Summary

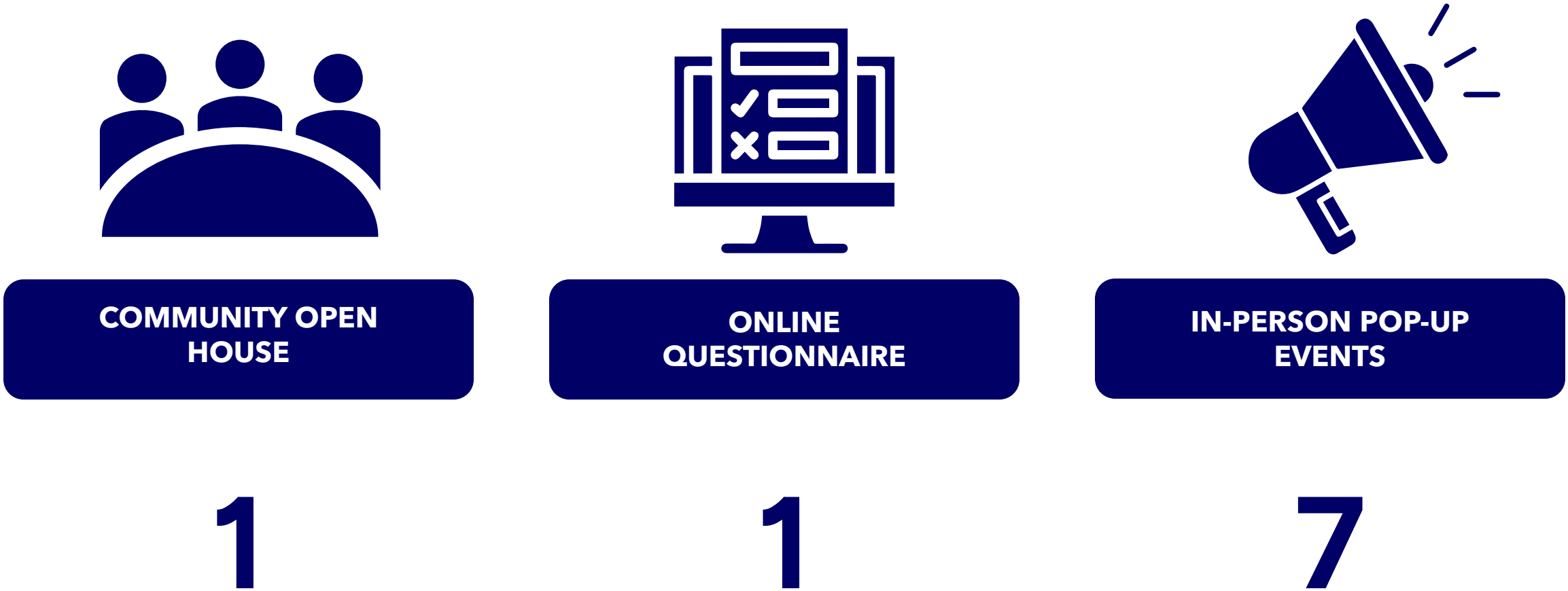
DIVISION STREET TOD

April 16, 2025



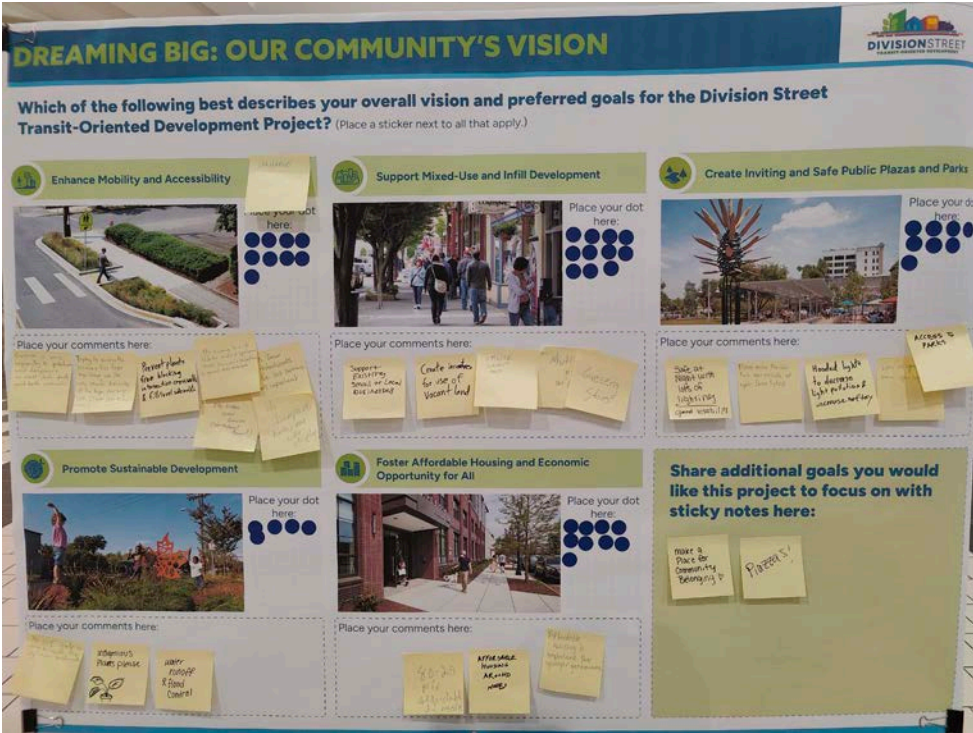
Engagement Events Overview

This engagement summary highlights the key takeaways from all community activities conducted from January through April of 2025. During this period, the engagement efforts included:



Community Open House

Location	Northtown Mall
Date of the Event	02/27/2025
Event Type	In person
Time	6:00 pm – 8:00 pm



Online Questionnaire

Online Survey Time Period	02/24/2025- 04/10/2025
Event Type	Online

Instructions

This survey has components that are map-based activities, and you will be asked to place pins on a map. To do so, click on the colored pin marker and click (or tap) to place a pin at a specific location. Once you place your pin, this window will automatically reappear.

To zoom in and out use the +/- buttons on the upper left and use your mouse to move around the map. You can also search by address using the magnifying glass. When you are done, move to the next page by clicking the arrow at the bottom of the page. Let's begin!

Smartphone and Tablet Information ⓘ

Click here to view a legend of the map symbols. ⓘ

These initial questions will be used to help the project team understand how well the survey has reached the community and to identify key community destinations. If you live or work out of the area, feel free to zoom out and find your home and place of work.

Using the pins below, let us know where you live, work, go to school, play, or shop.

Place this pin near the place you live

Live 🏠

Place this pin near the place you work

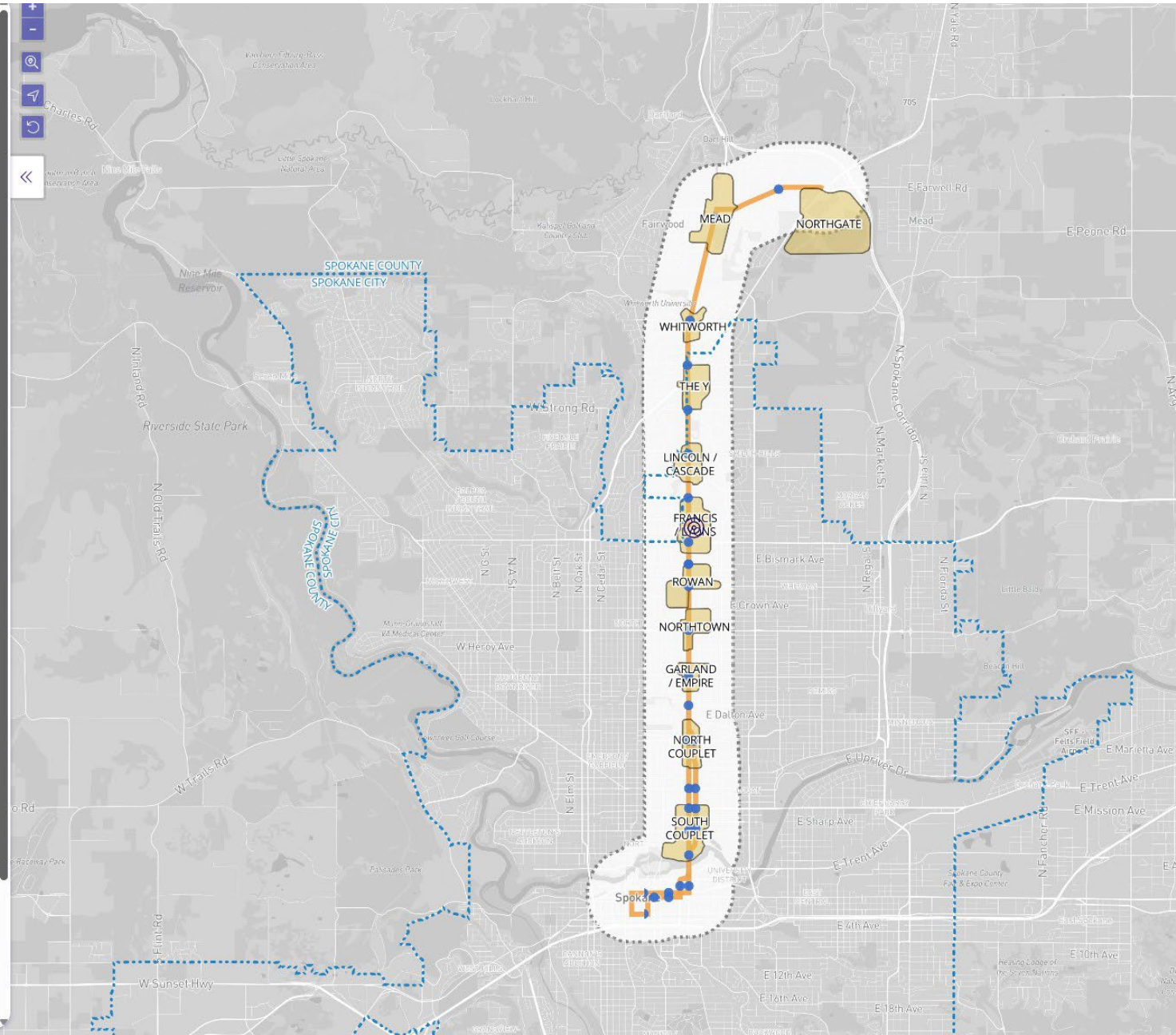
Work 💼

Place this pin near the place you or a family member go to school

School 🎒

Use as many pins as you need to identify the places you play or recreate

Play 🌳



Click here to read descriptions of the options below. ⓘ

Which of the following best describes your overall vision and preferred goals for the Division Street Transit-Oriented Development project? (Select all that apply)

☐ Enhance Mobility and Accessibility



☐ Support Mixed-Use and Infill Development



☐ Create Inviting and Safe Public Plazas and Parks



In-Person Pop-up Events

Location	STA Plaza Downtown
Date of the Event	01/28/2025
Time	2:00 pm – 6:00 pm

Location	Natural Grocers
Date of the Event	03/11/2025
Time	9:30 am – 12:30 pm

Location	Rosauer's Grocery Store
Date of the Event	03/14/2025
Time	9:00 am – 1:00 pm

Location	Riverfront Market
Date of the Event	04/09/2025
Time	12:00 pm – 6:00 pm

Location	Lilac City Live!
Date of the Event	04/17/2025
Time	8:00 pm – 10:00 pm

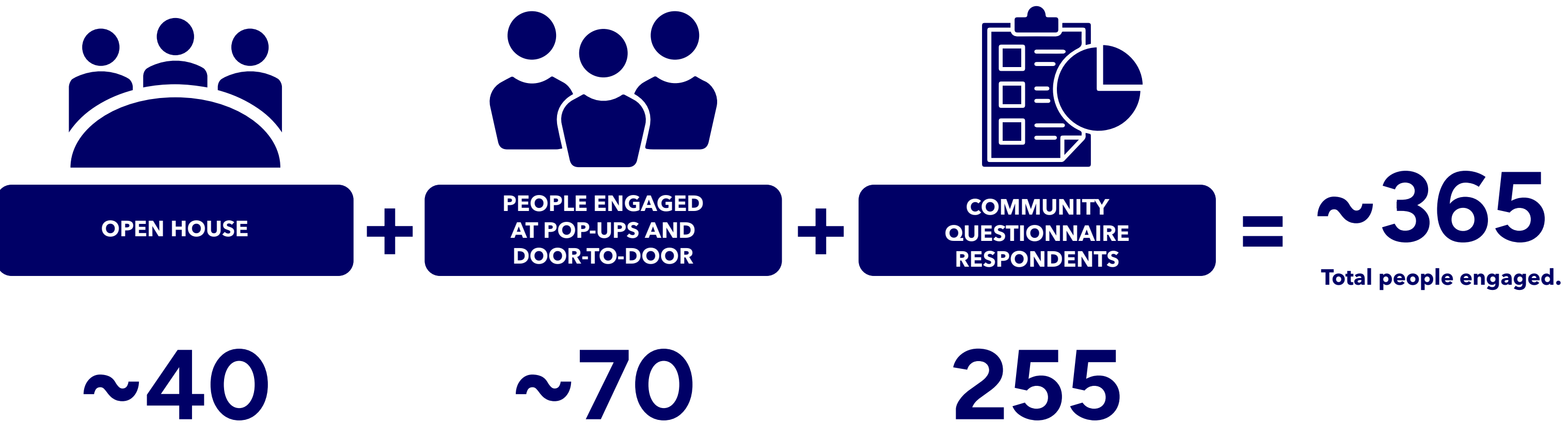
Door to Door Canvassing with Businesses

Location	Country Homes Blvd. to Elm Rd.
Date of the Event	03/14/2025
Event Type	Door-to-Door

Location	Gordon Ave. to Wellesley Ave.
Date of the Event	03/28/2025
Event Type	Door-to-Door



Our engagement efforts reached a wide audience along the corridor and in neighboring communities. In total, we were able to engage with the following numbers:



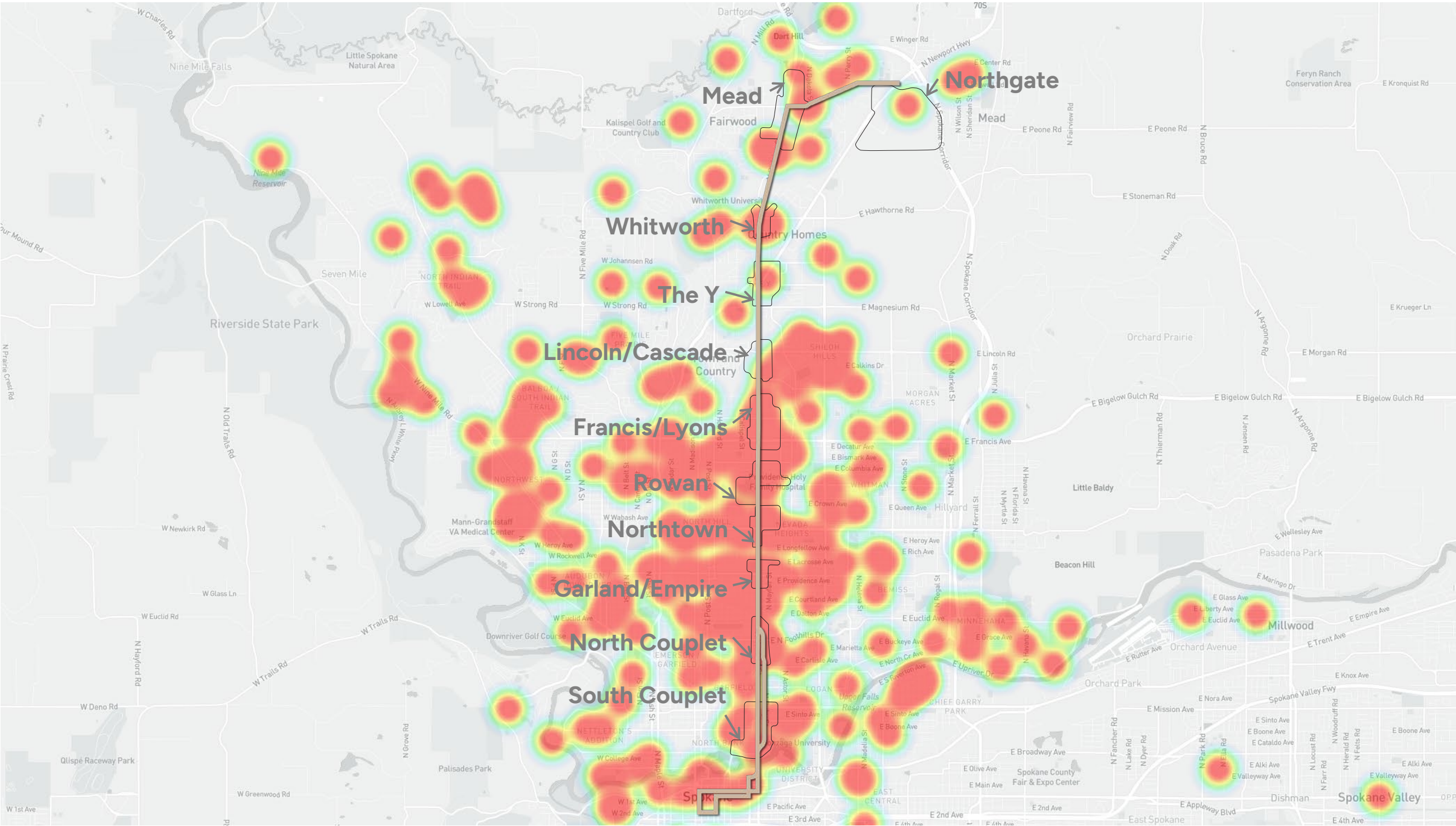
NOTE:
200 respondents fully completed the community questionnaire and clicked "Submit" at the end of the survey.
55 respondents answered at least one question in the community questionnaire but did not complete the survey and click "Submit" at the end.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

LIVE



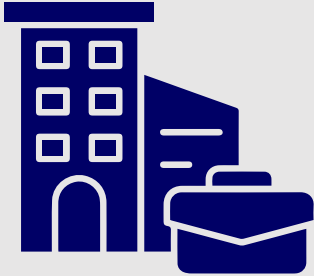
372



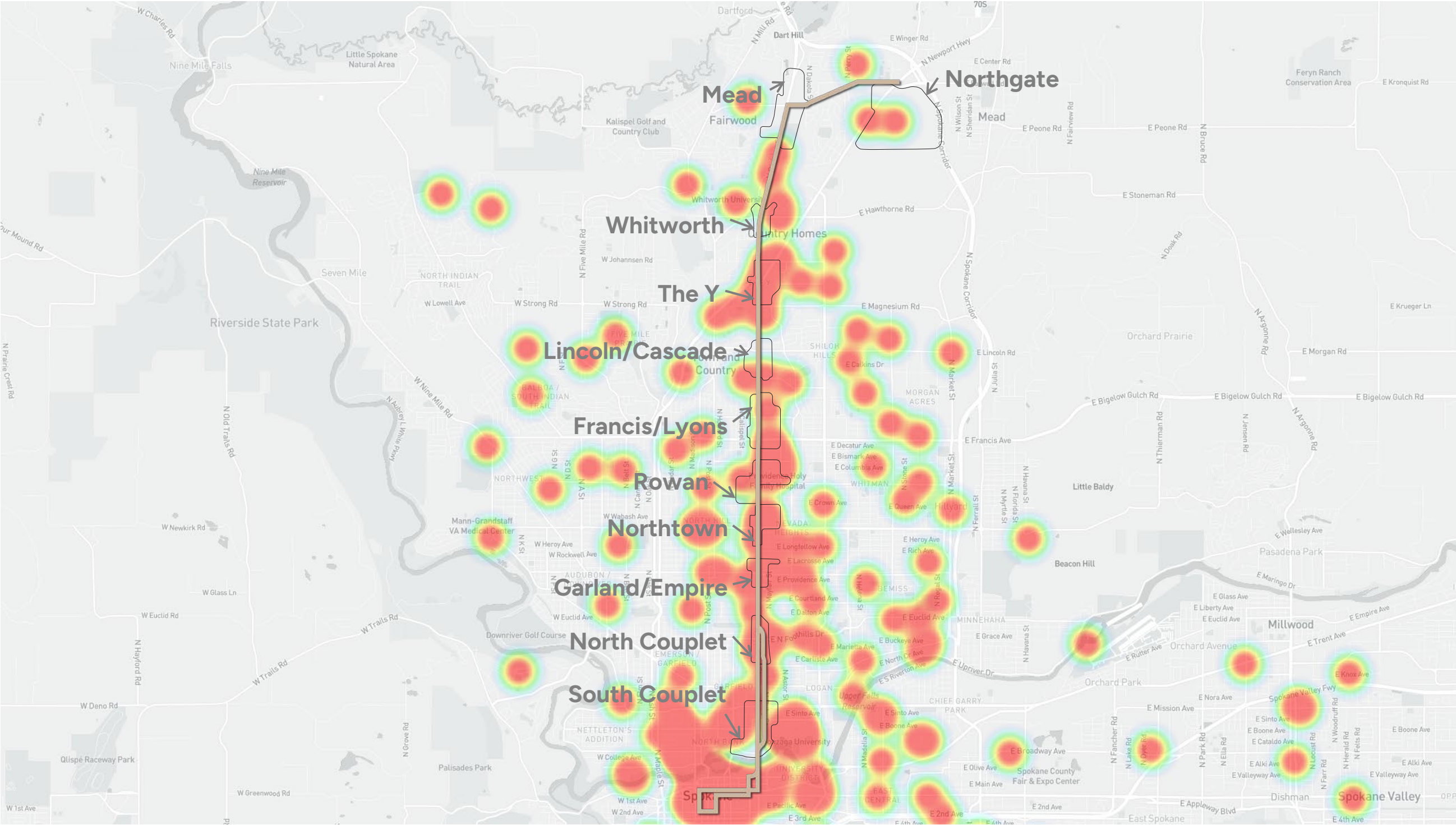
NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

WORK



278



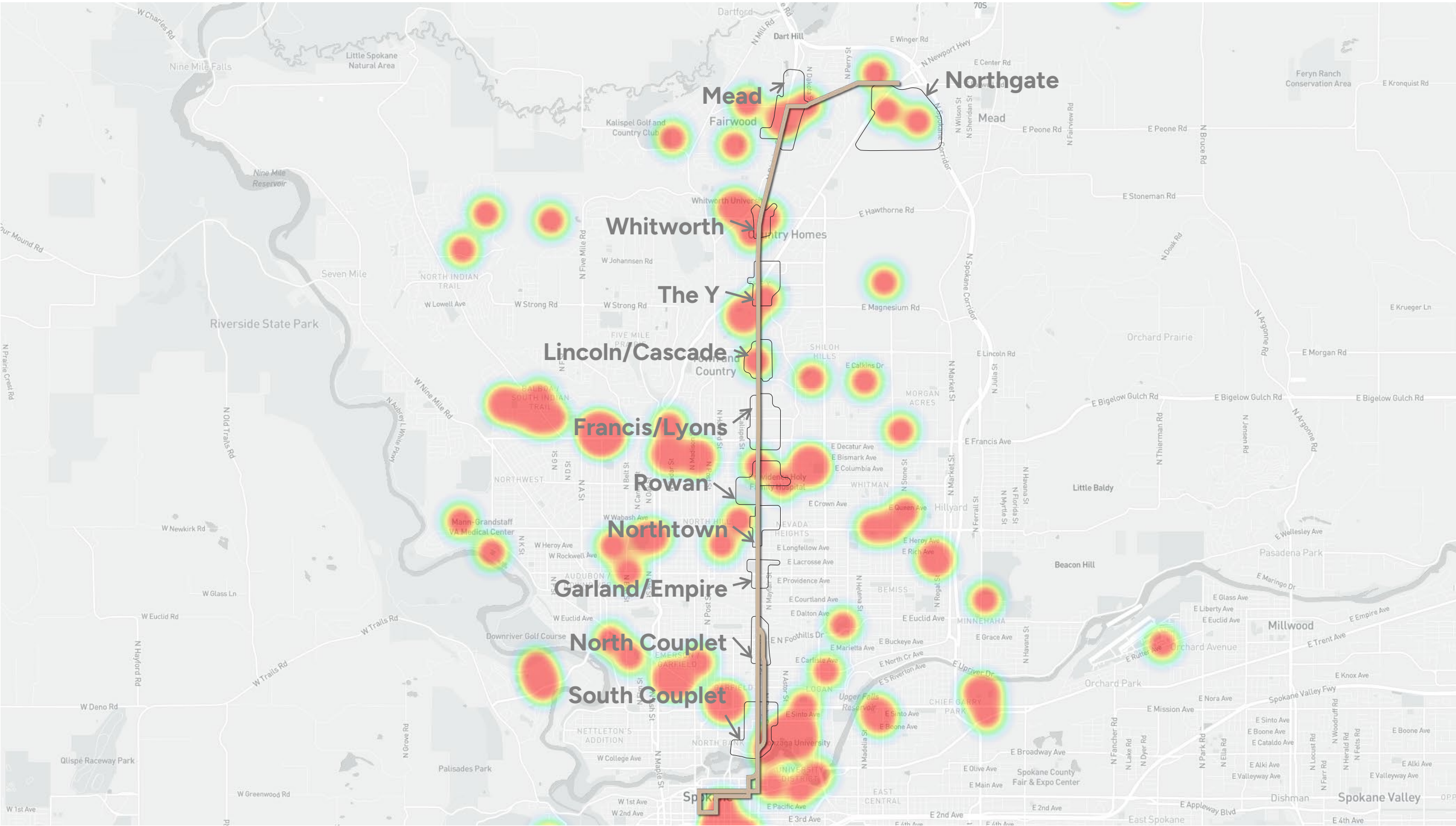
NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

SCHOOL

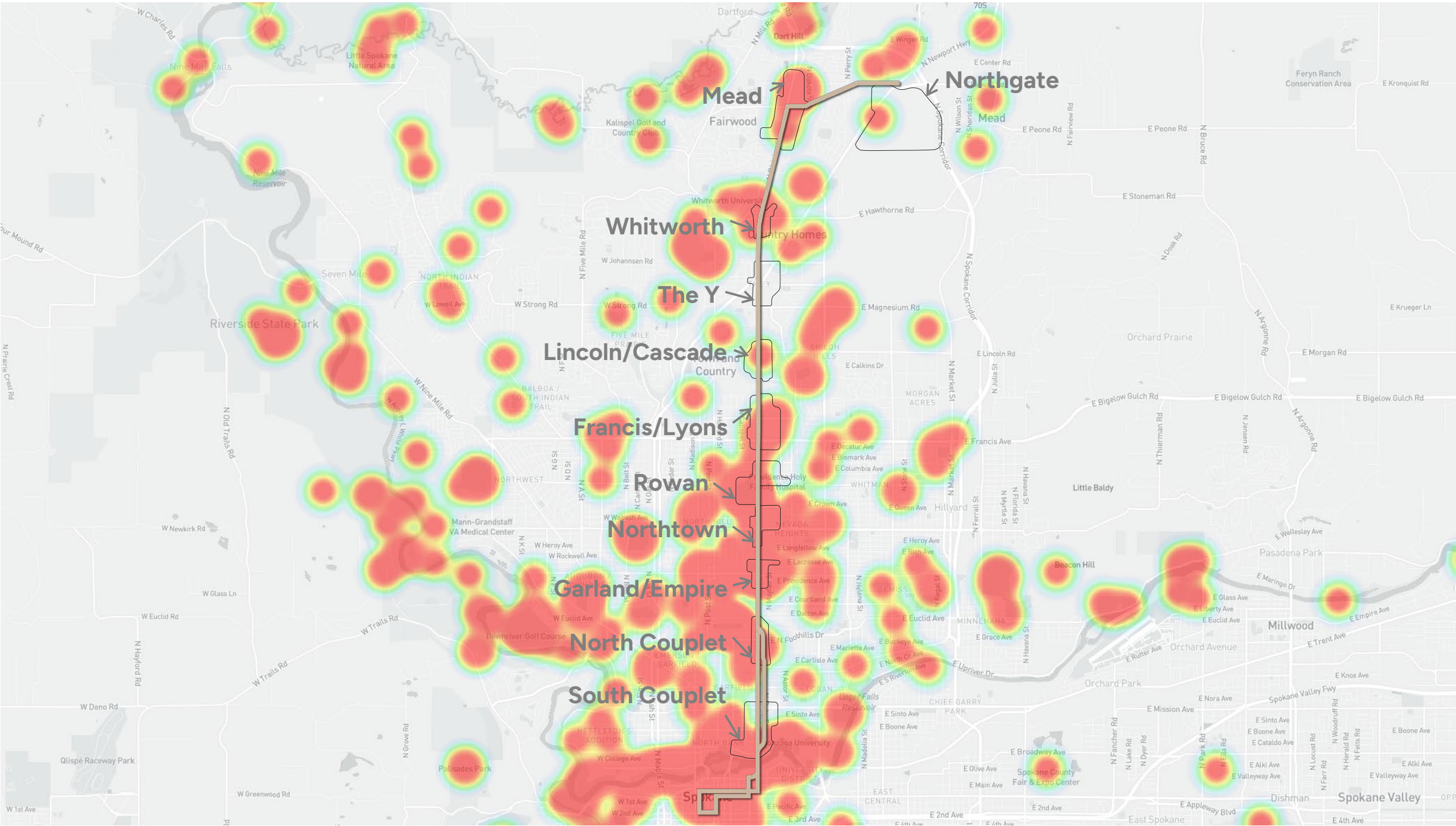
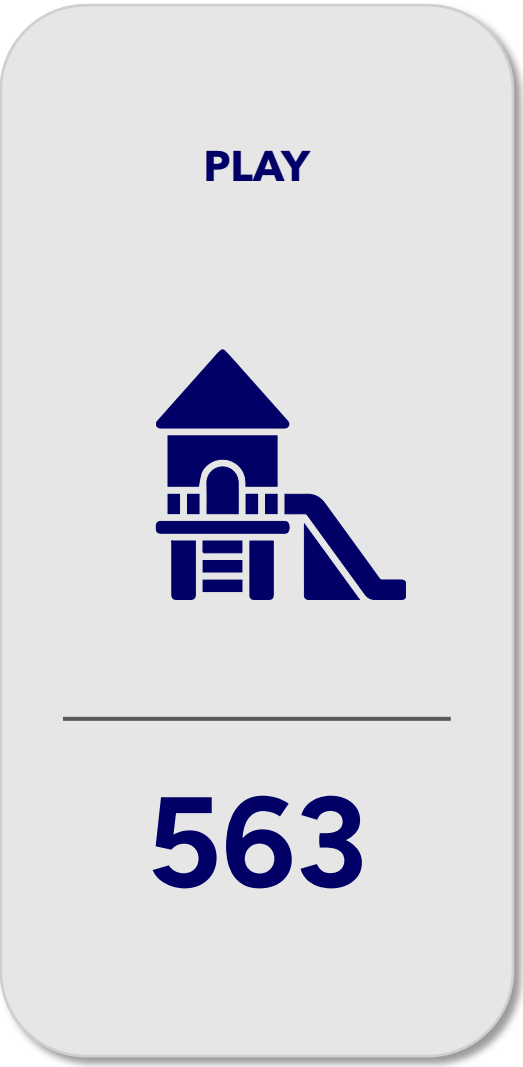


121



NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?



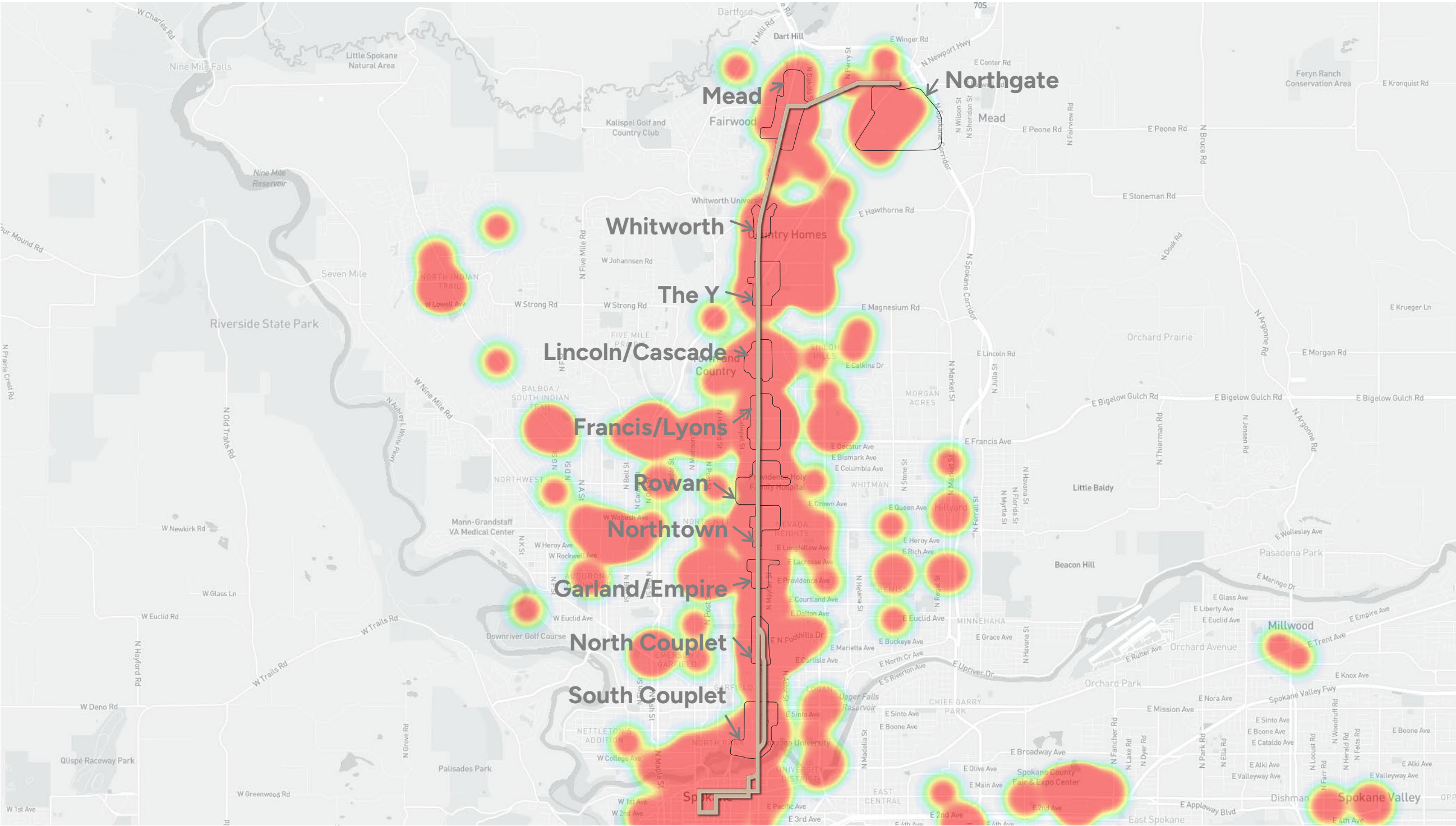
NOTE:
Respondents were able to place more than one pin.

How would you describe your connection to the Division Street TOD corridor or the surrounding area?

SHOP

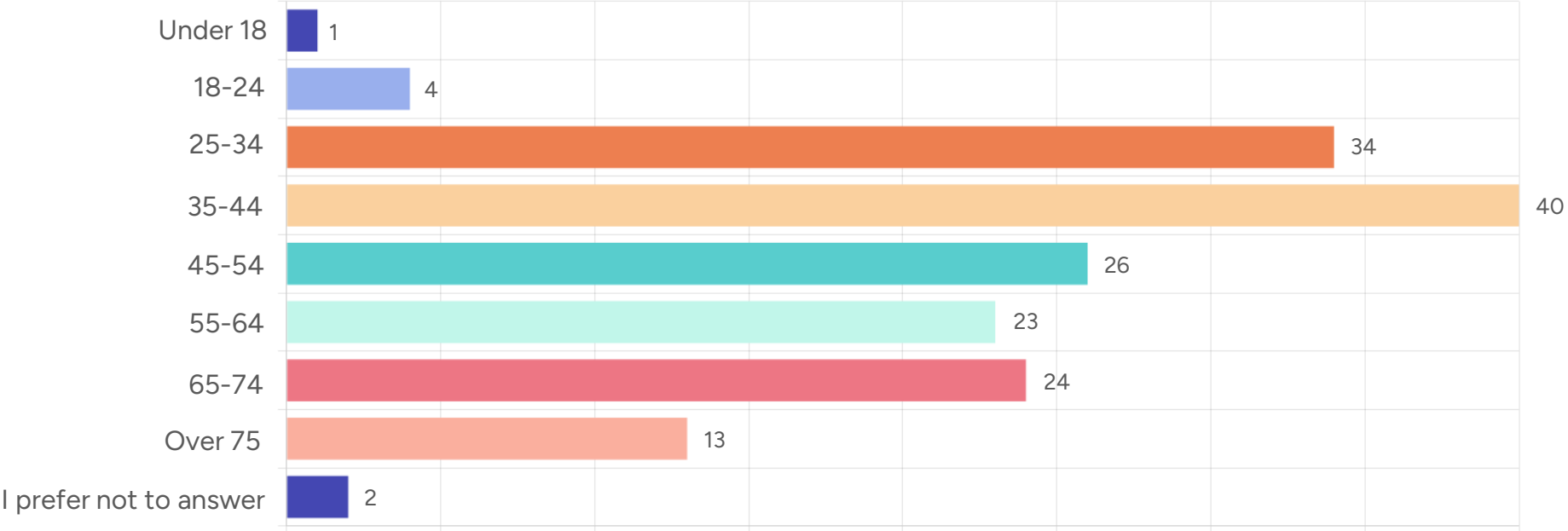


952

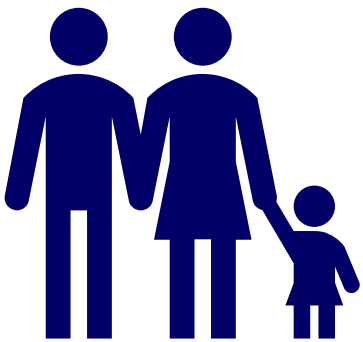


NOTE:
Respondents were able to place more than one pin.

My age is:



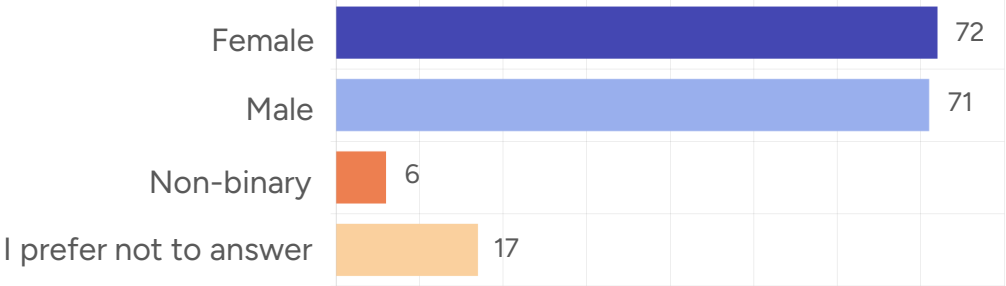
Submitted respondents: 165
Total respondents: 167



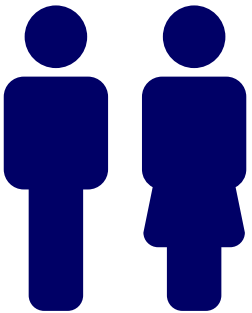
Approximately half of respondents were age

25-44

My gender identity is:



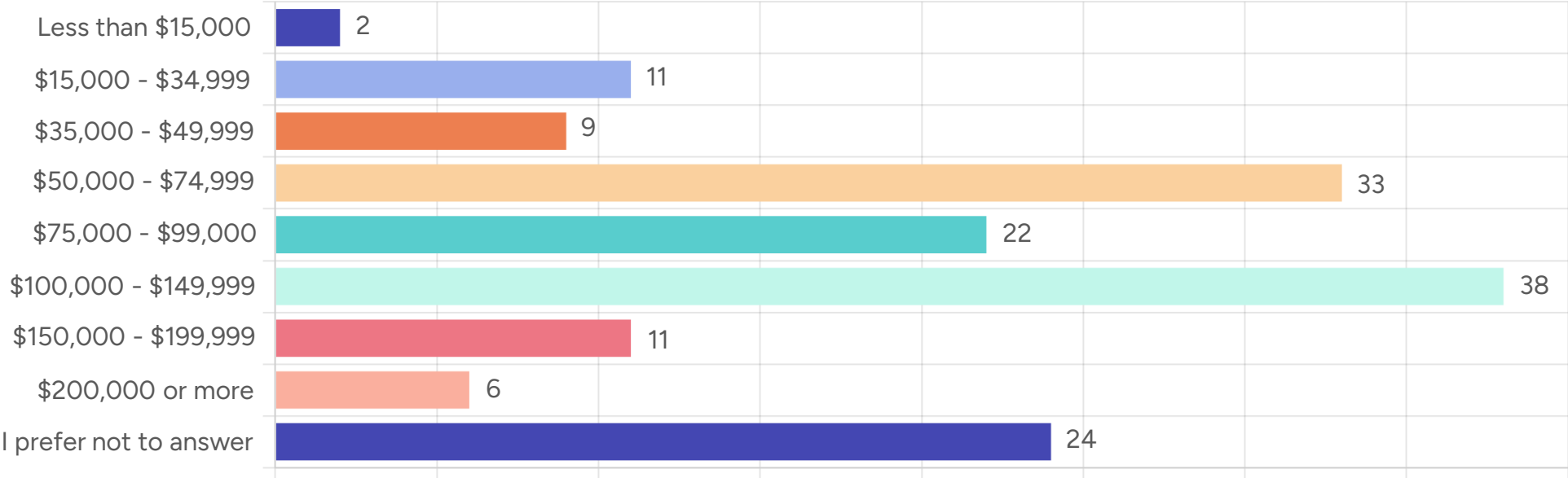
Submitted respondents: 166
Total respondents: 167



The respondents were fairly evenly split between males and females

NOTE:
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

My yearly household income is:

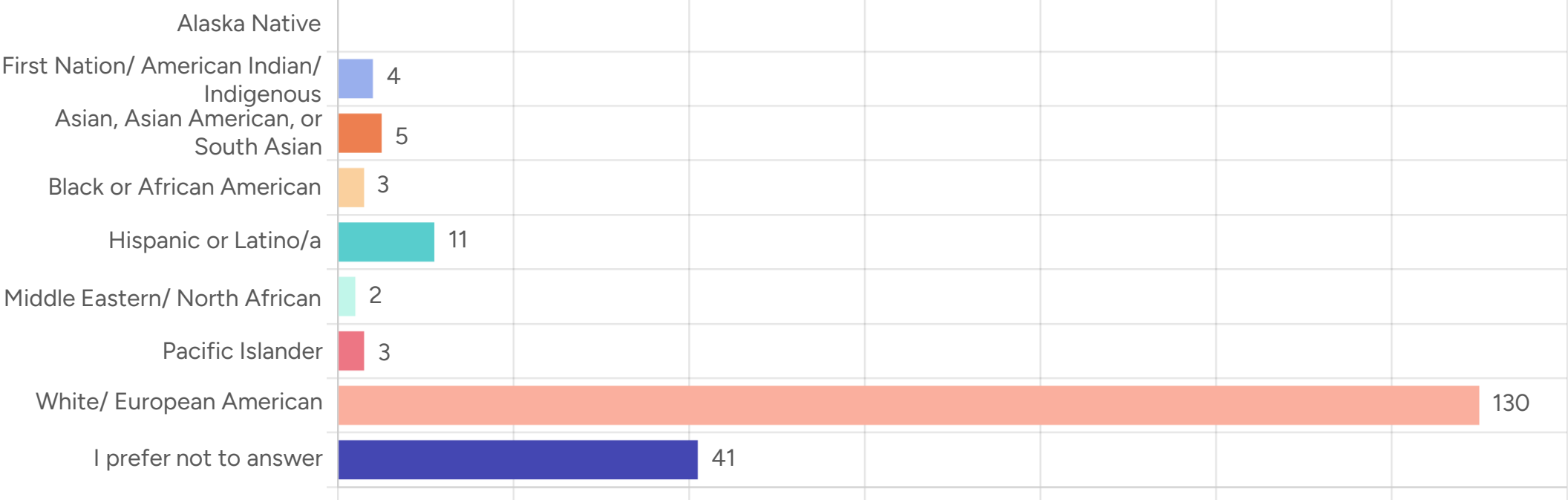


Submitted respondents: 155
Total respondents: 157



Most of the respondents earn above
\$75K

Which of the following most accurately describes your race and ethnic identities:



Submitted respondents: 182
Total respondents: 184



Majority of respondents identify as **White/ European American**

NOTE:
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

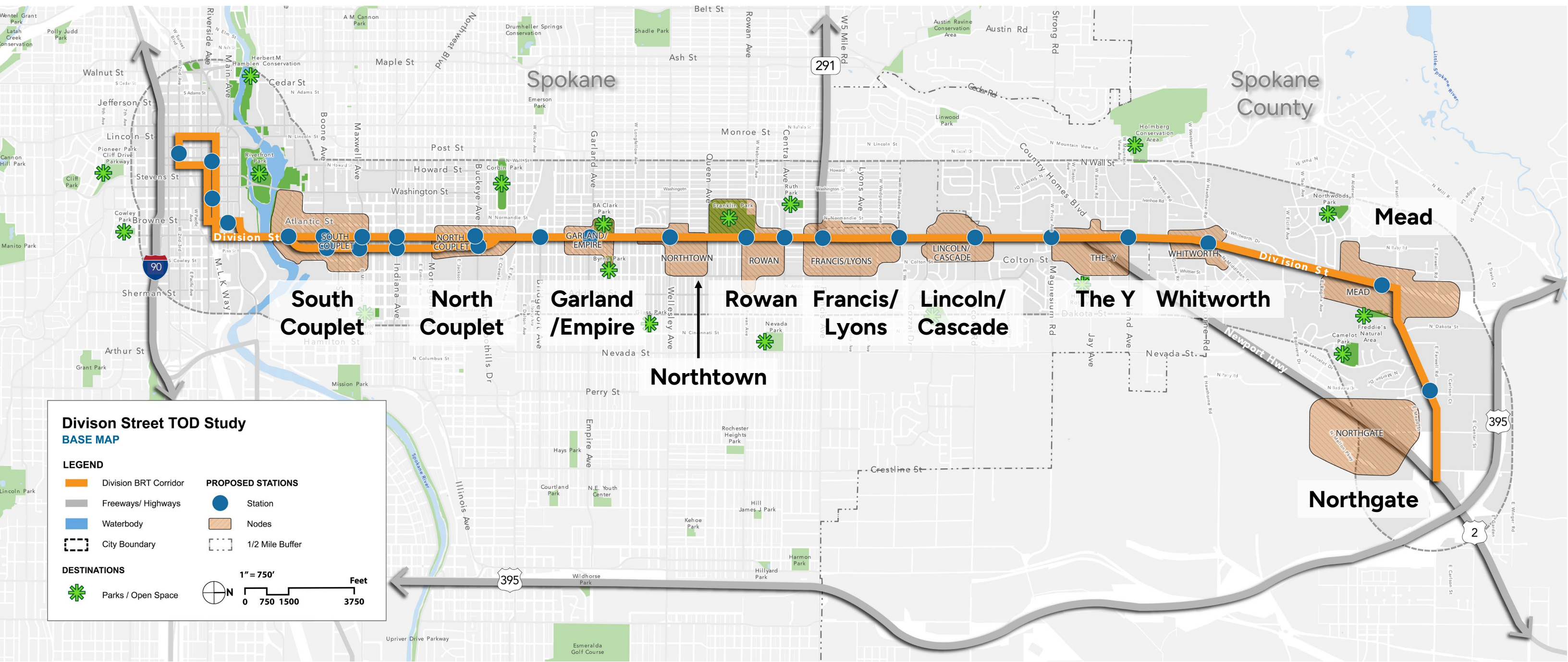


1

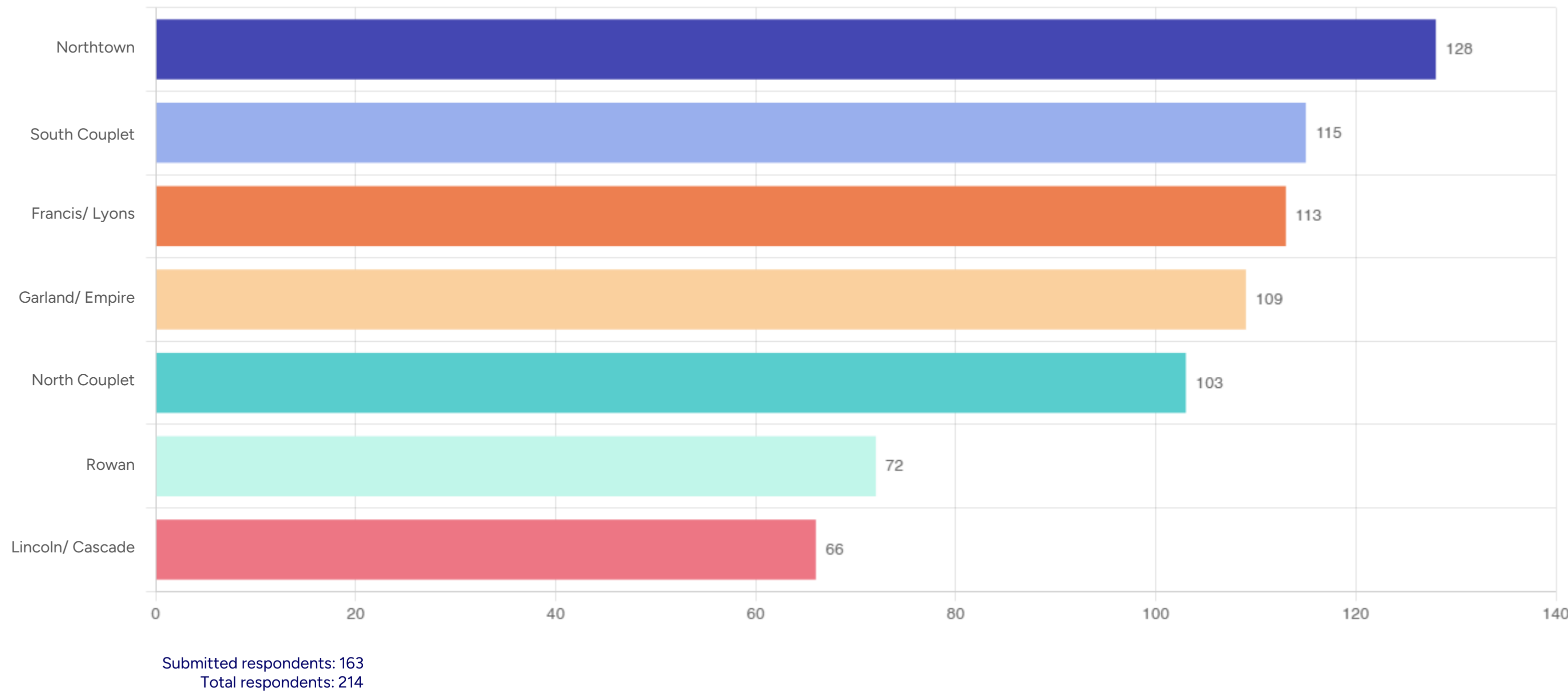
Node Priority Selection

Project Area and Nodes

Participants were asked to help identify priority areas or “nodes” along the Division Street corridor. The nodes were grouped based on their location within Spokane City limits or Spokane County.

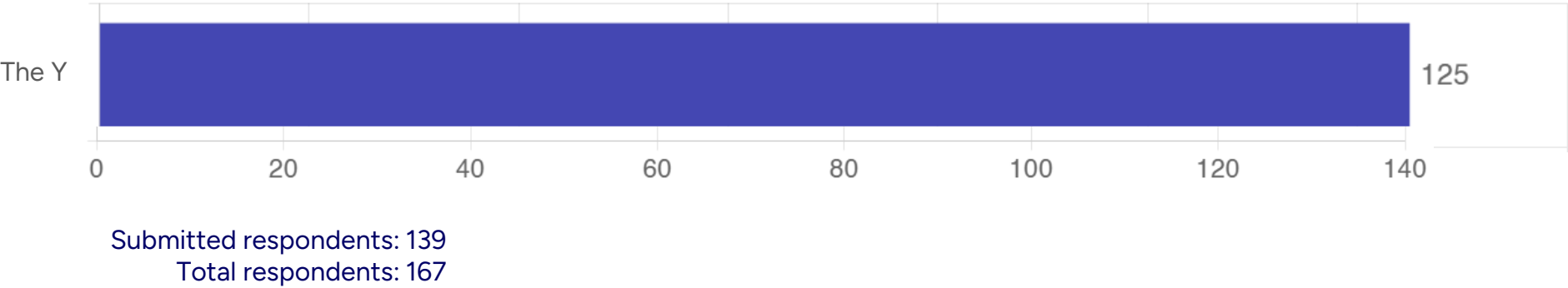


Select all the nodes within the City of Spokane limits that you think should be a priority.



NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who got to the last page of the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

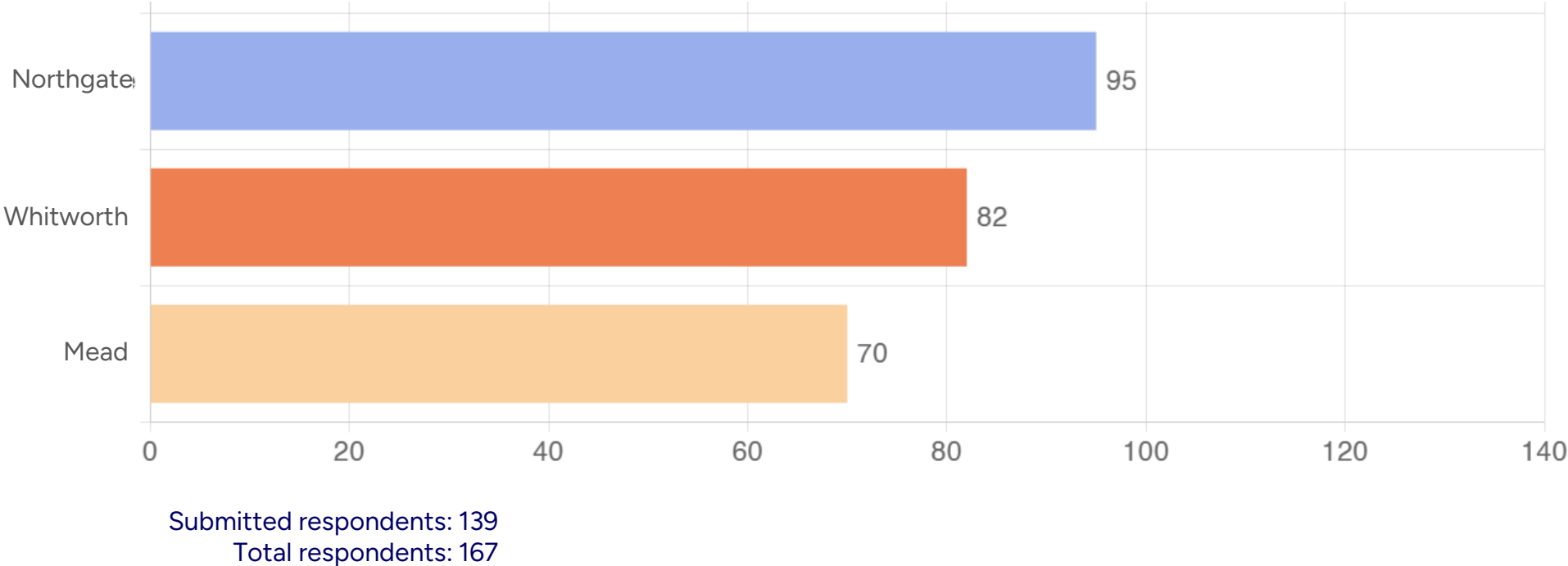
Help prioritize the node that is located on the boundary between the City of Spokane and Spokane County.



*The Y Node is shown separately because it spans two jurisdictions. The southern portion lies within the Spokane city limits, while the northern portion is located in unincorporated Spokane County.

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Select all the nodes within Spokane County limits that you think should be a priority.



NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.



2

Vision and Goals

Which of the following best describes your overall vision and preferred goals?



Enhance Mobility and Accessibility



Support Mixed-Use Infill Development



Create Inviting and Safe Public Plazas and Parks

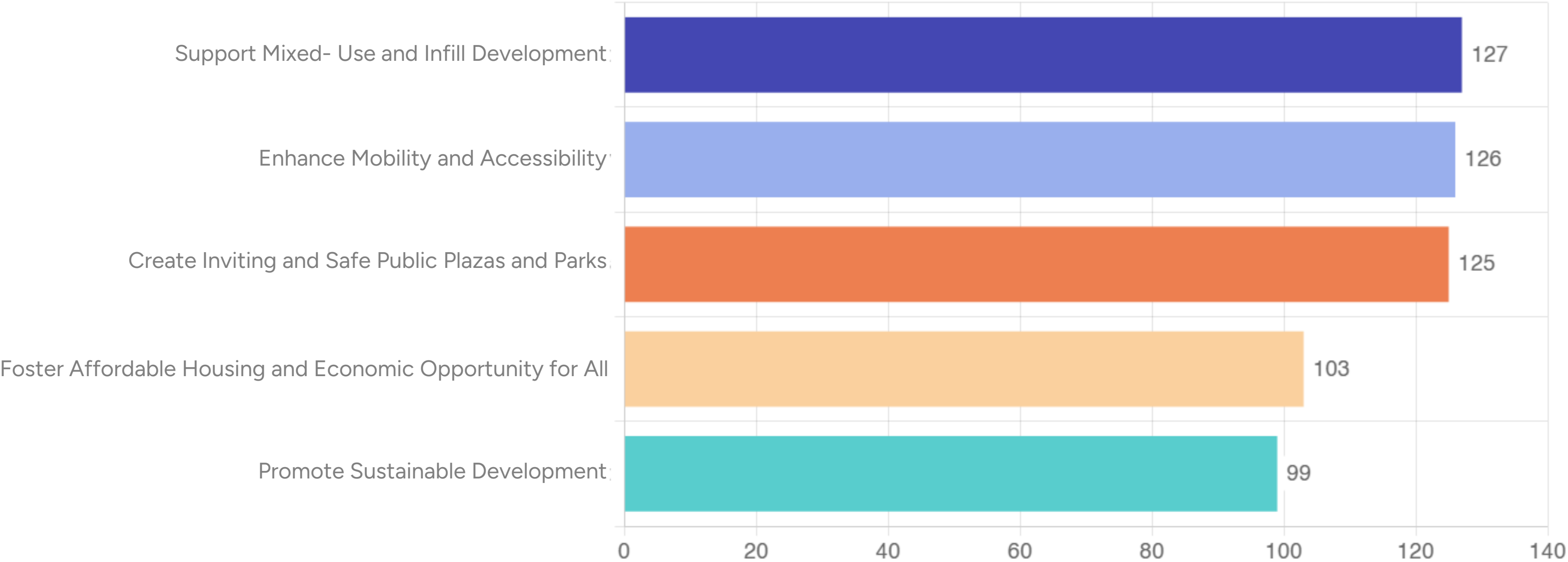


Support Sustainable Development



Foster Affordable Housing and Economic Opportunity for All

Which of the following best describes your overall vision and preferred goals
For the Division Street Transit-Oriented Development project? (Select all that apply)



Submitted respondents: 163
Total respondents: 187

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there other goals that you would like this project to focus on?

- Traffic and Speed Management
- Corridor Beautification
- Community Safety
- Business and Economic Development



3

Land Use

Which of the following types of uses would you like to see more of?



Mixed-Use



Multi-Family



Affordable Housing



Office and Retail (e.g., grocery stores, food and drink restaurants, etc.)

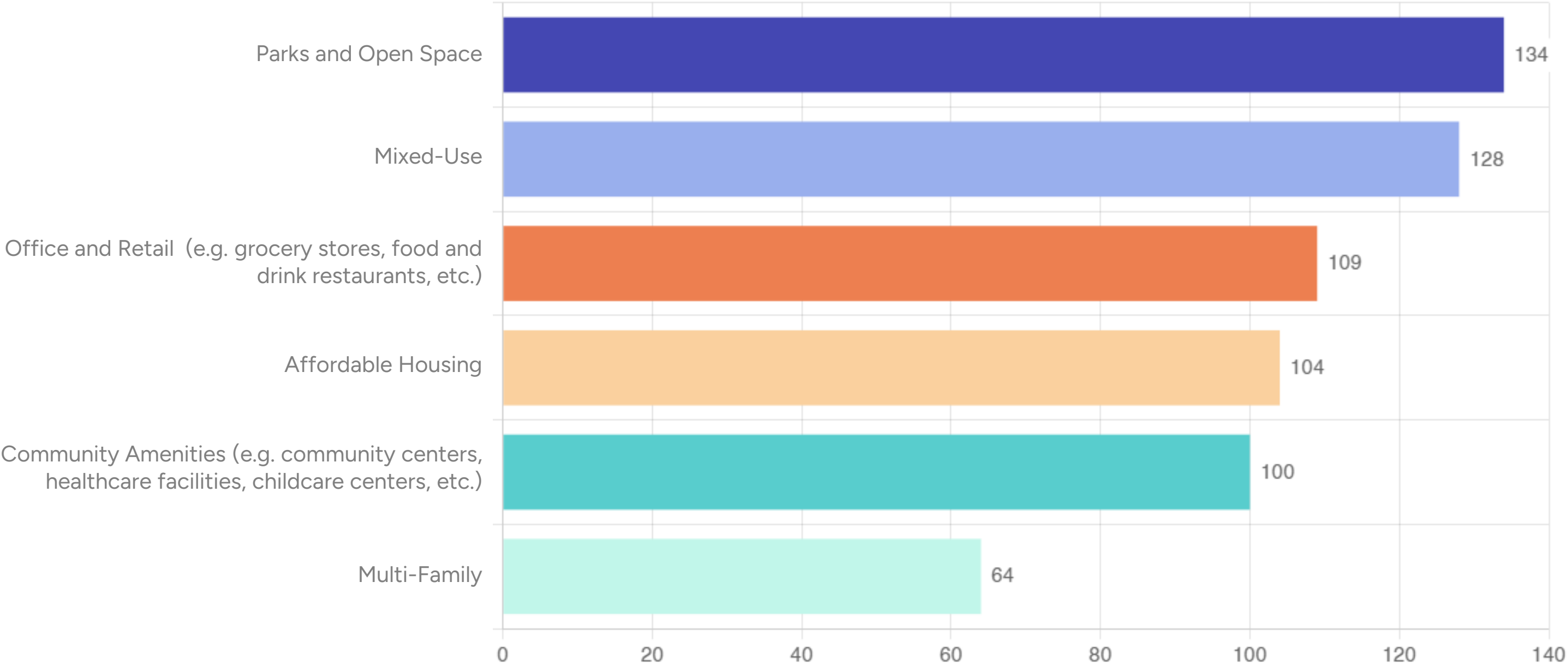


Parks and Open Space



Community Amenities (e.g., community centers, healthcare facilities, childcare centers, etc.)

Which of the following uses would you like to see more of? (Select all that apply)

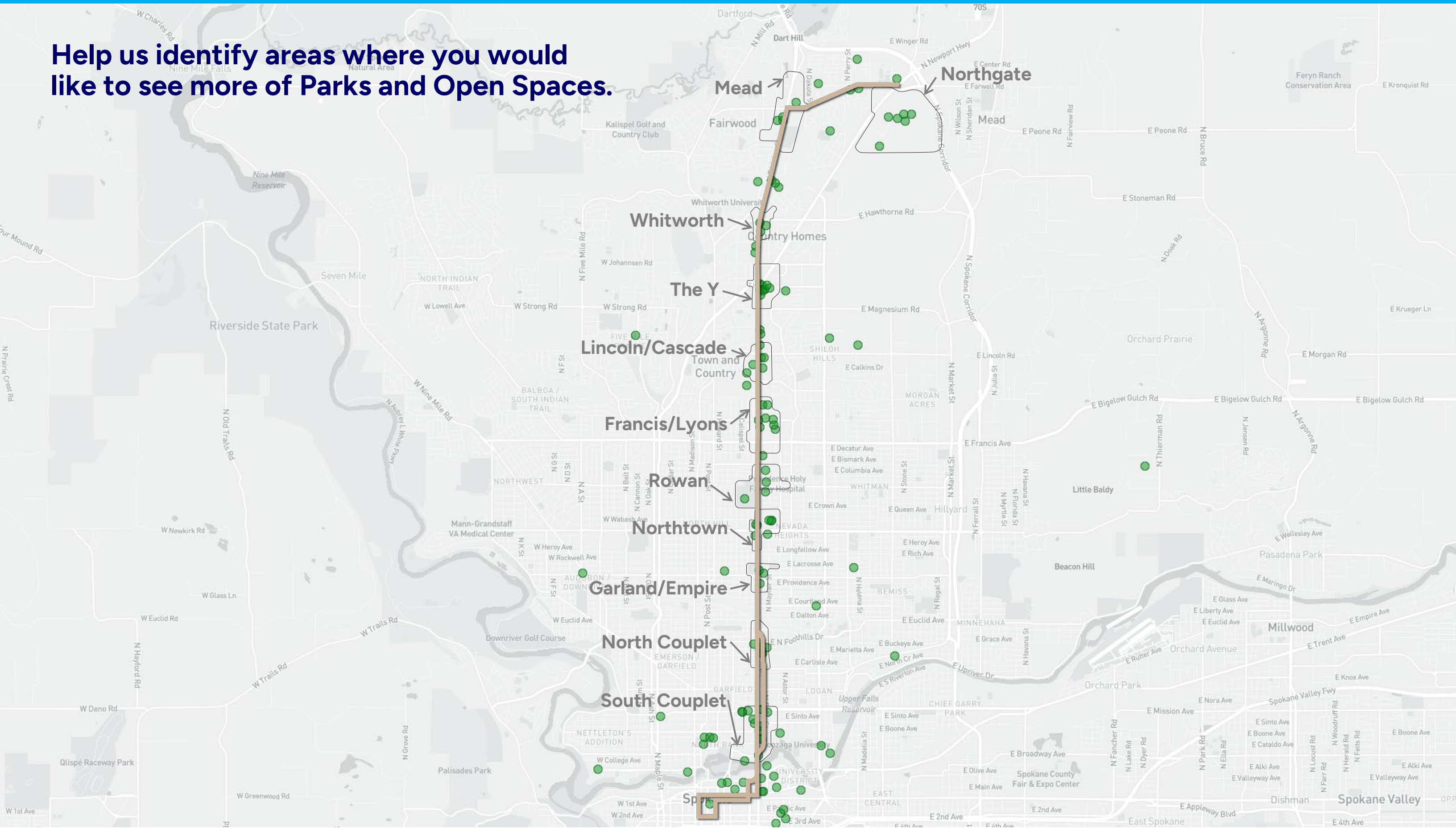


Submitted respondents: 181
Total respondents: 203

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

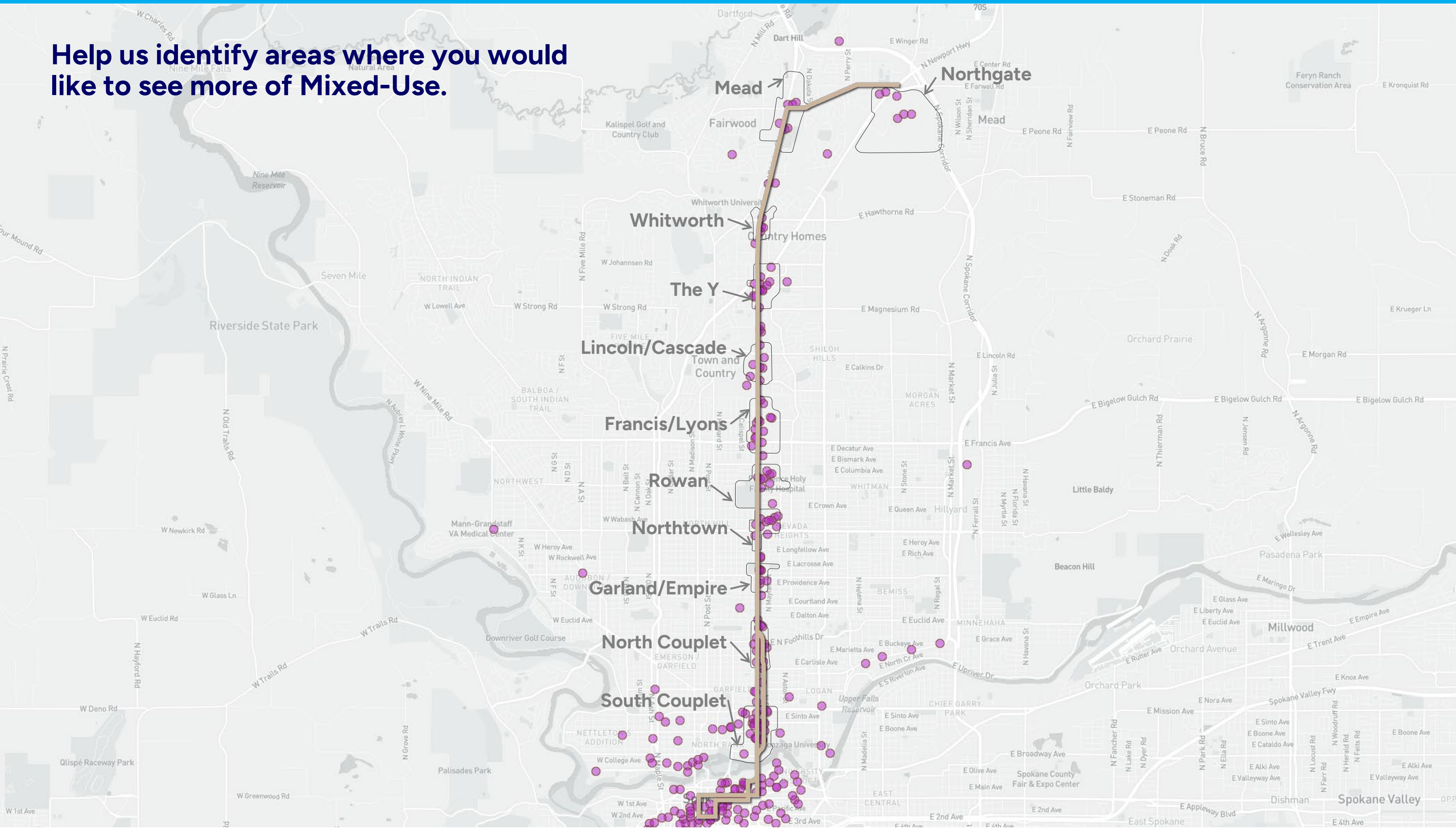
Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Parks and Open Spaces.



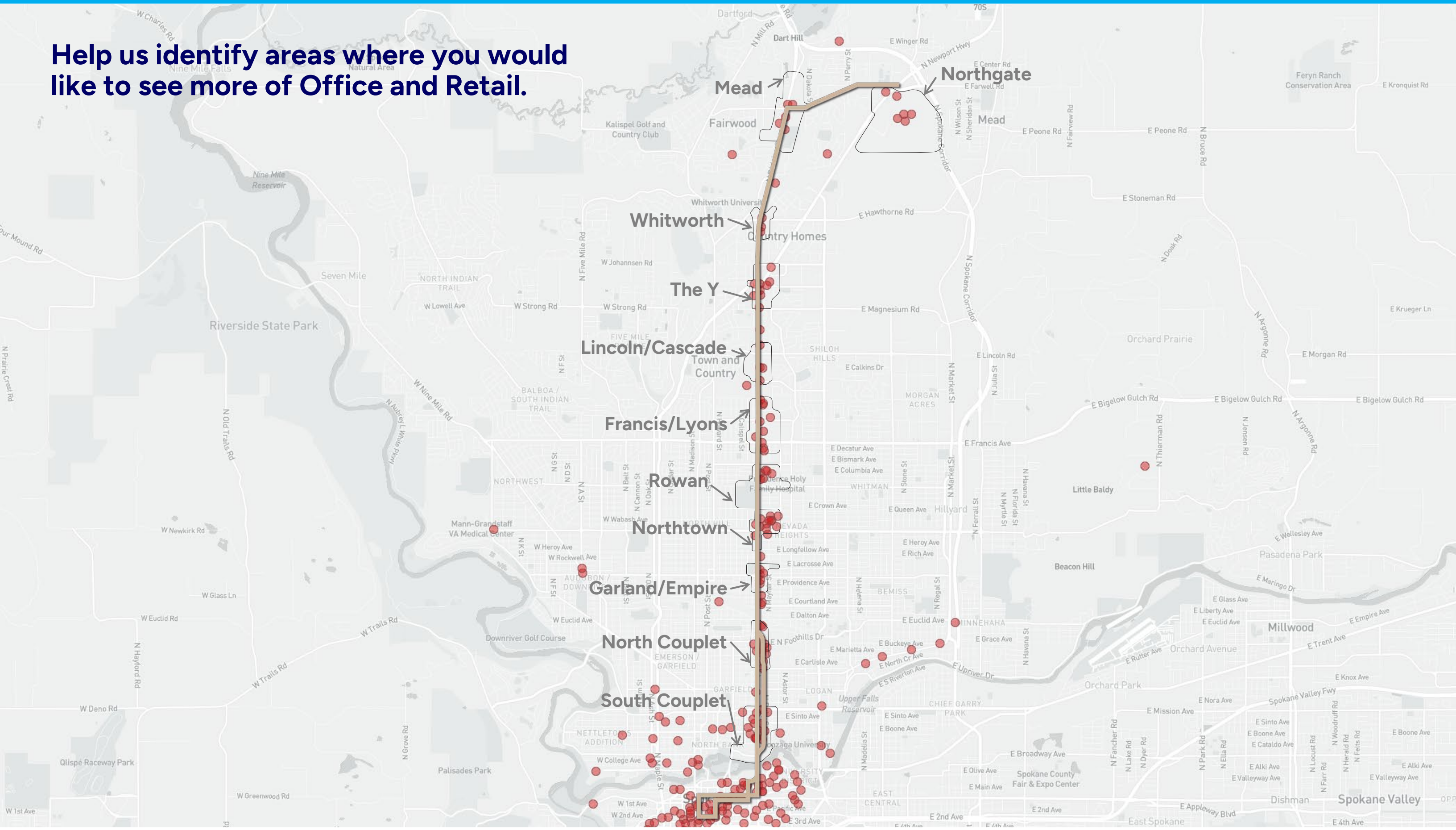
Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Mixed-Use.



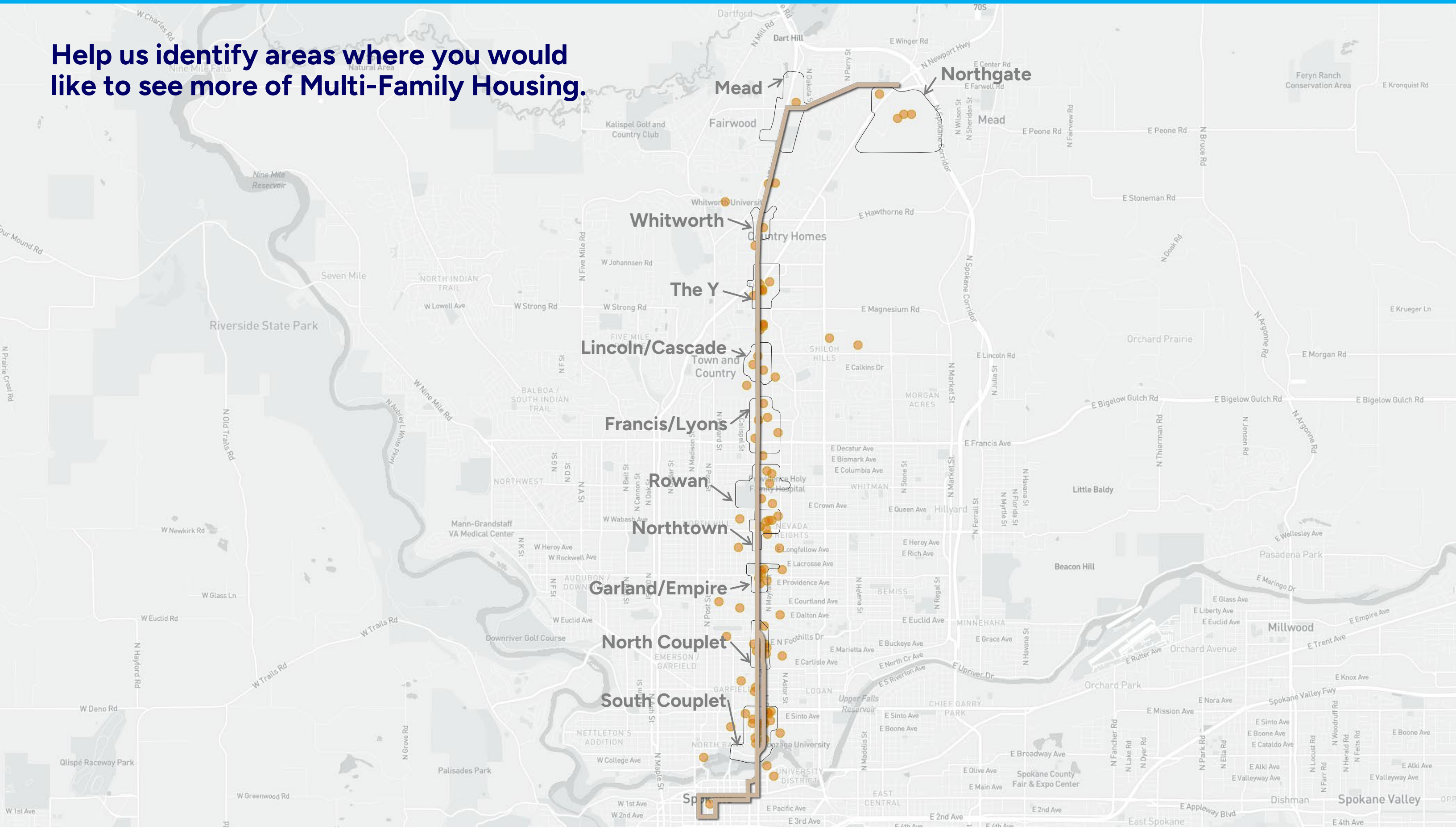
Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Office and Retail.

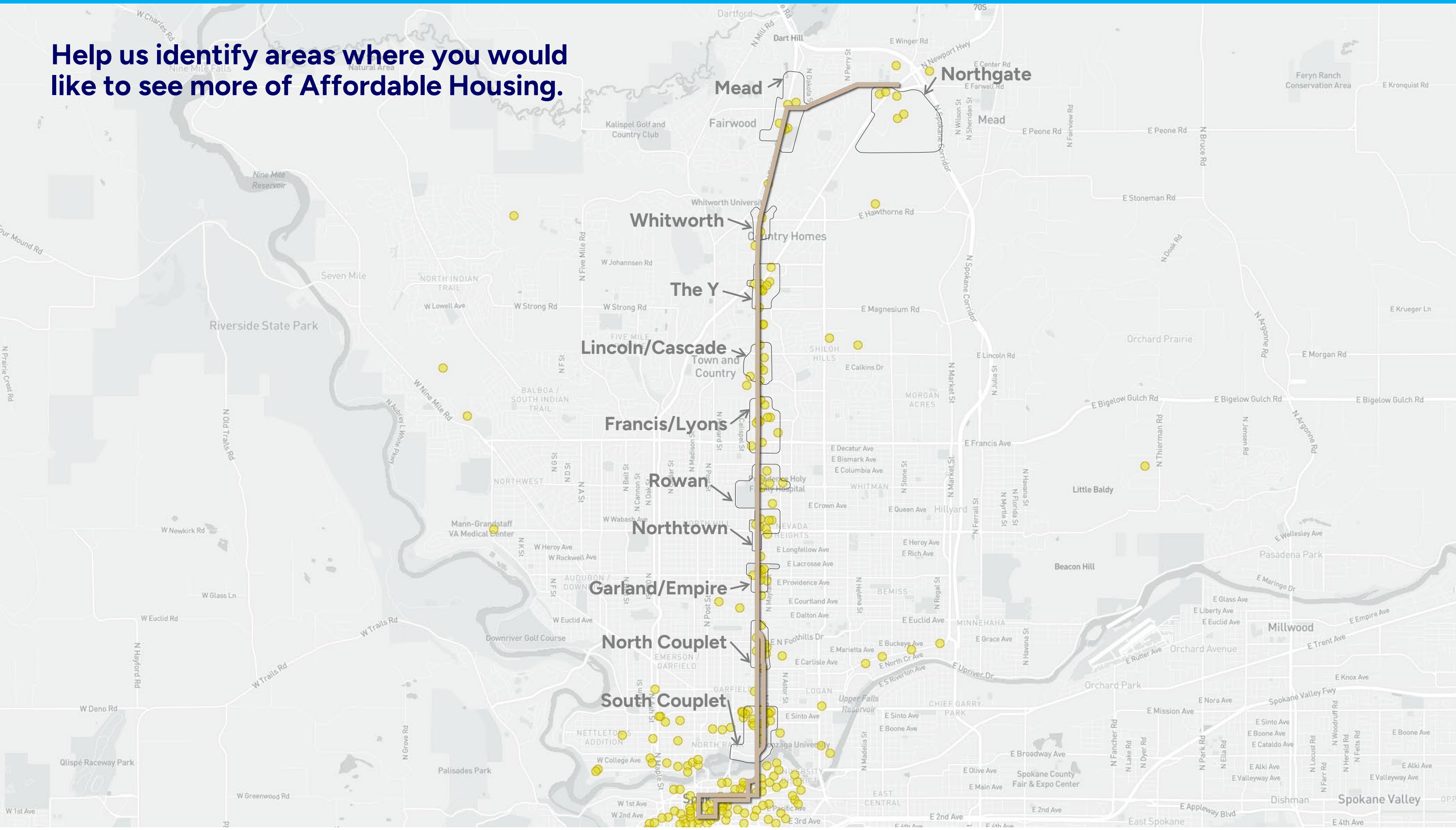


Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Multi-Family Housing.

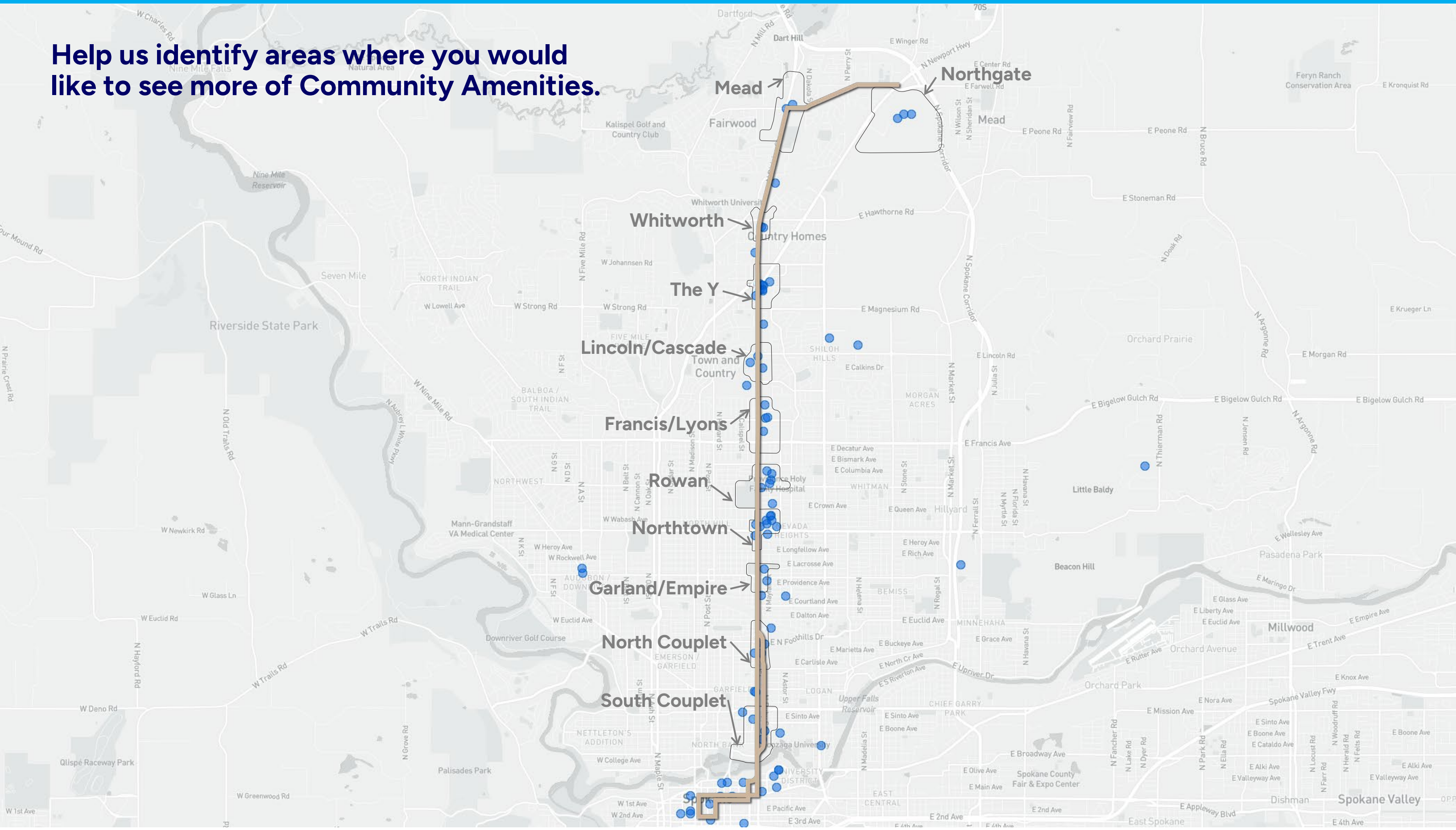


Help us identify areas where you would like to see more of Affordable Housing.



Emerging Land Uses: Specific Locations

Help us identify areas where you would like to see more of Community Amenities.



Are there other types of uses that you would like to see along the corridor?

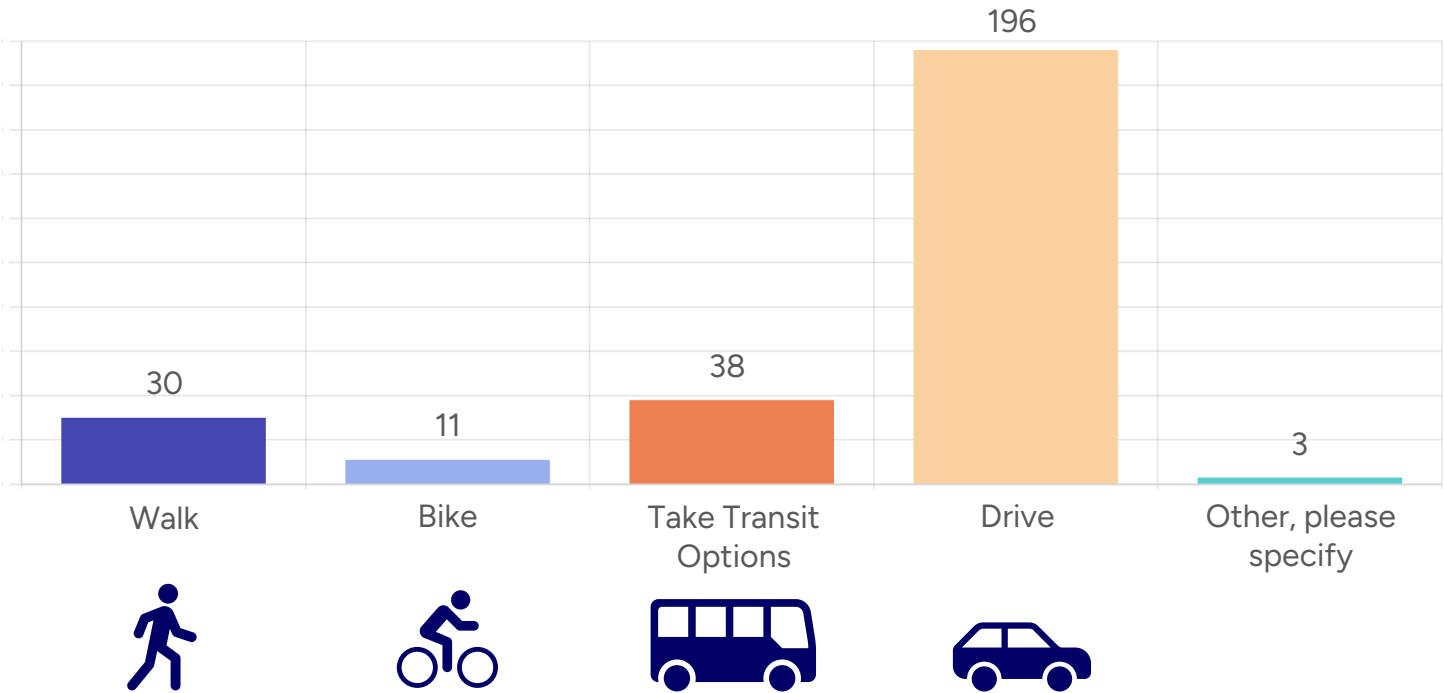
- Entertainment and Social Spaces
- Emergency Shelters for Unhoused People
- Greenway
- Family-Oriented Spaces
- Small Grocery Stores



4

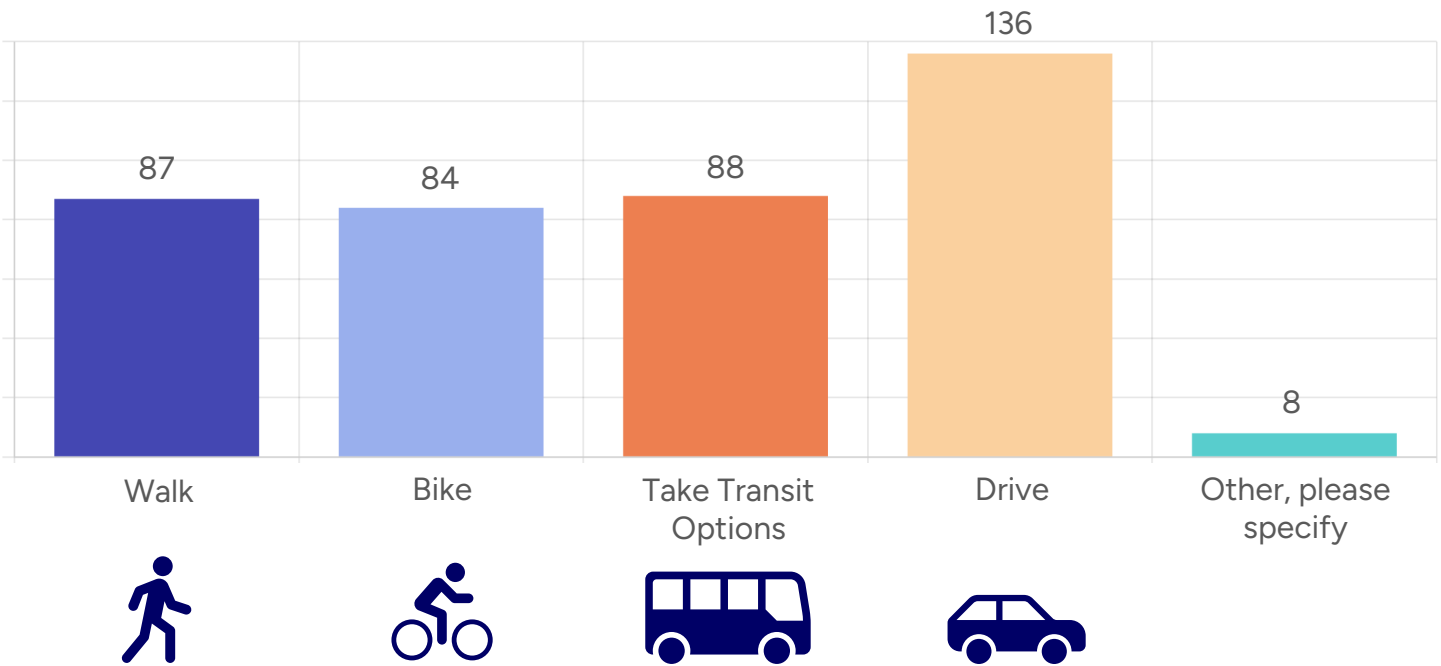
Mobility

How do you usually travel to or along Division Street?



Submitted respondents: 196
Total respondents: 211

How would you like to travel to or along Division Street?



Submitted respondents: 196
Total respondents: 209

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Mobility Improvements Needed Map

35

Help us identify areas where you would like to see more of Walking Improvements.

- Sidewalk
- Crosswalk
- Street Trees for Shade
- Seating
- Pedestrian Lighting

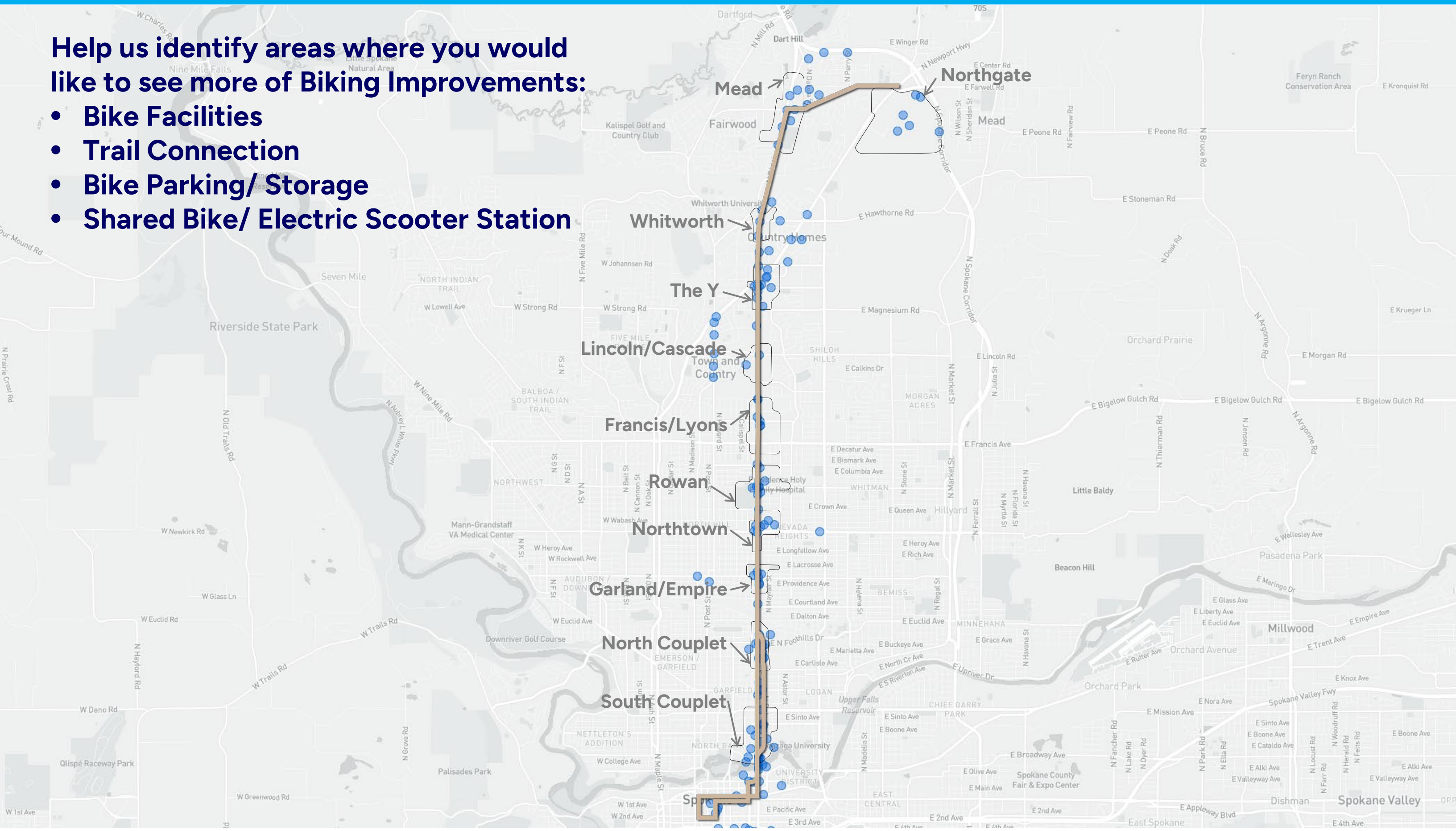


Mobility Improvements Needed Map

36

Help us identify areas where you would like to see more of Biking Improvements:

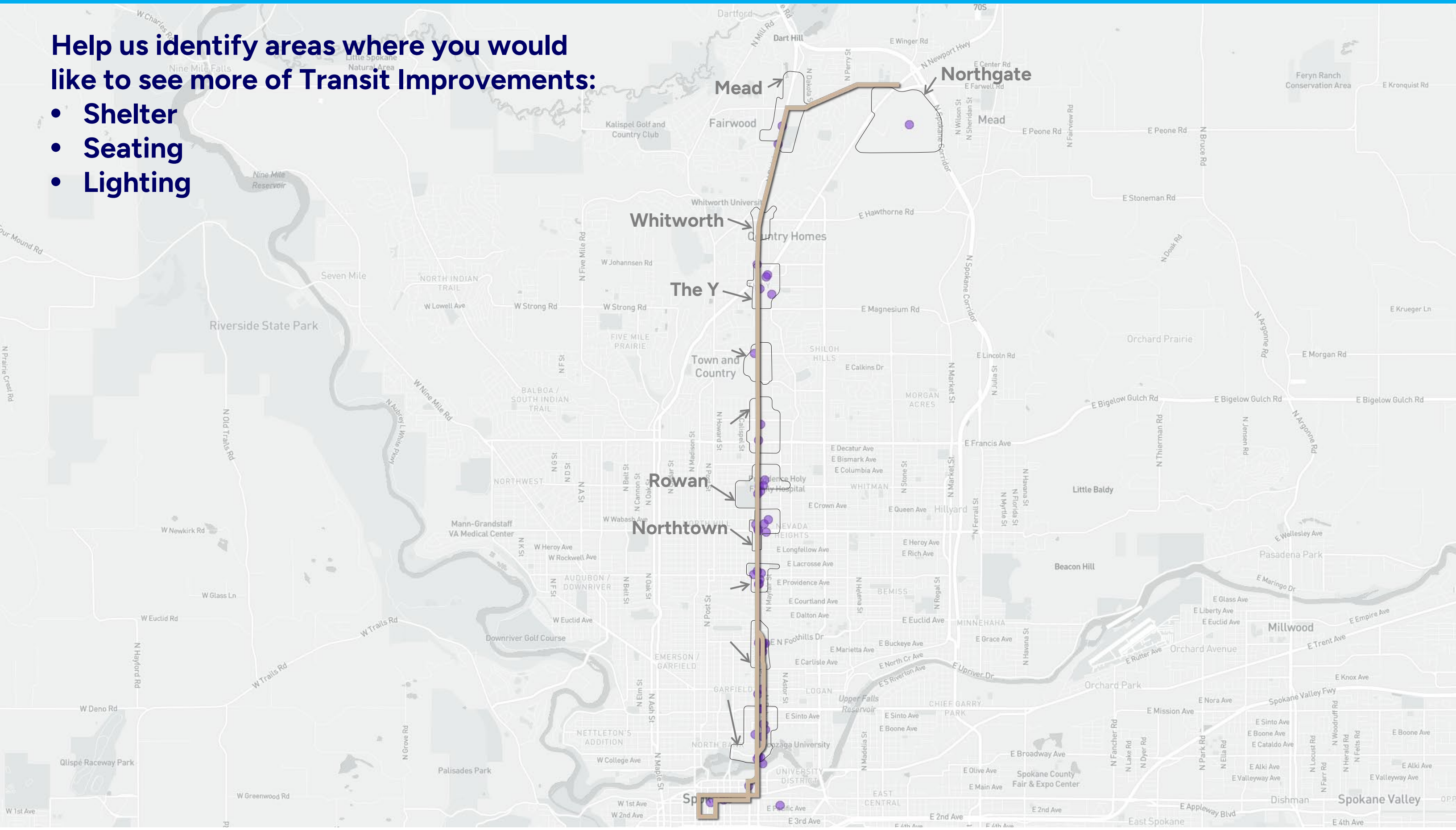
- Bike Facilities
- Trail Connection
- Bike Parking/ Storage
- Shared Bike/ Electric Scooter Station



Mobility Improvements Needed Map

Help us identify areas where you would like to see more of Transit Improvements:

- Shelter
- Seating
- Lighting

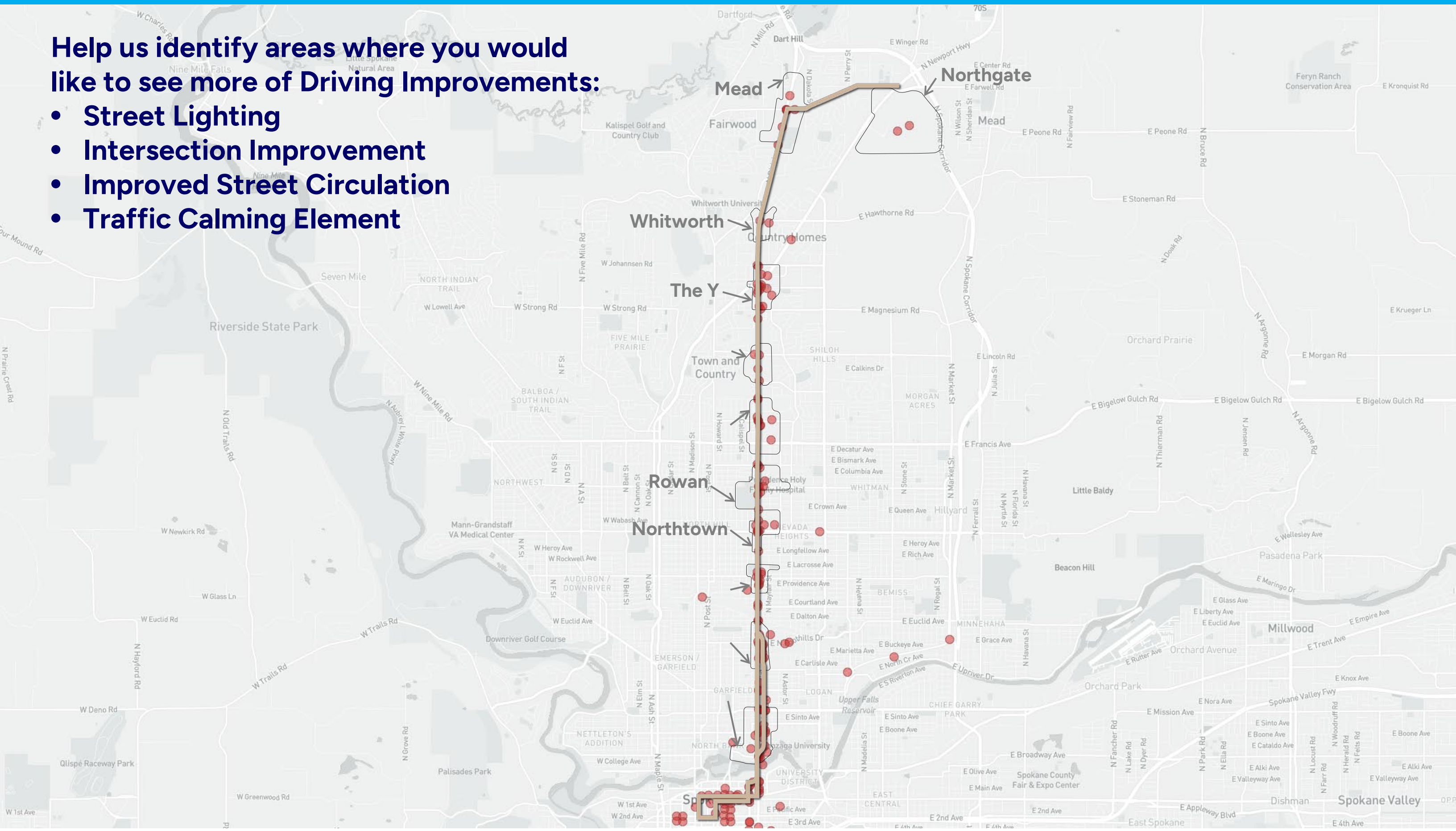


Mobility Improvements Needed Map

38

Help us identify areas where you would like to see more of Driving Improvements:

- Street Lighting
- Intersection Improvement
- Improved Street Circulation
- Traffic Calming Element





5

Mobility: Walking

Preferred Walking Improvements

40

Which of the following enhancements would improve the experience of traveling along or to Division Street for people who walk or travel with wheelchairs or mobility aids?



Wider and unobstructed sidewalks for people who walk and use wheelchairs or mobility aids.



New and more frequent opportunities to cross the street safely.



Improve existing crosswalks so people can cross the street safely (e.g. ADA ramps, curb extensions, etc.)



Street trees for shade and to help calm down traffic near sidewalks.



Street and pedestrian lighting.



More opportunities for seating and rest areas.

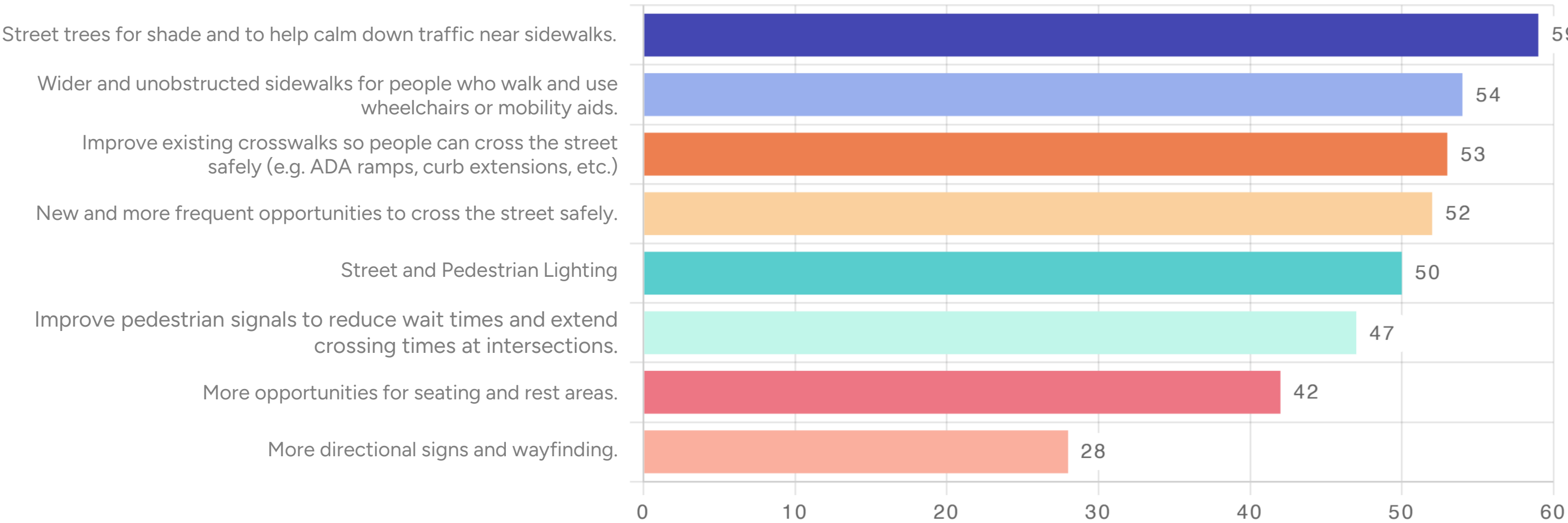


More directional signs and wayfinding.



Improve pedestrian signals to reduce wait times and extend crossing times at intersections.

Which of the following enhancements would improve the experience of traveling along or to Division Street for people who walk or travel with wheelchairs or mobility aids?
(Select all that apply)



Submitted respondents: 68
Total respondents: 71

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve the walkability along or to Division Street?

- Traffic Calming Measures
- Landscaped Buffers
- Increased Security
- Regular Sidewalk Maintenance



6

Mobility: Bike

Which of the following enhancements would improve the experience of traveling along, across, or on routes adjacent to Division Street for people who bike?



Continuous and well-connected bike and trail facilities for people who bike and use other small-wheeled options.



Improved bike connections to local community destinations (schools, shopping centers, parks, etc.).



Separated and dedicated bike facilities that provide separation from motor vehicles.



Buffered bike facilities that provide increased separation from motor vehicles with pavement markings.



Shared-use paths on nearby neighborhood streets, designed for both bicyclists and pedestrians.



Improved visibility and protection for bicyclists at intersections.

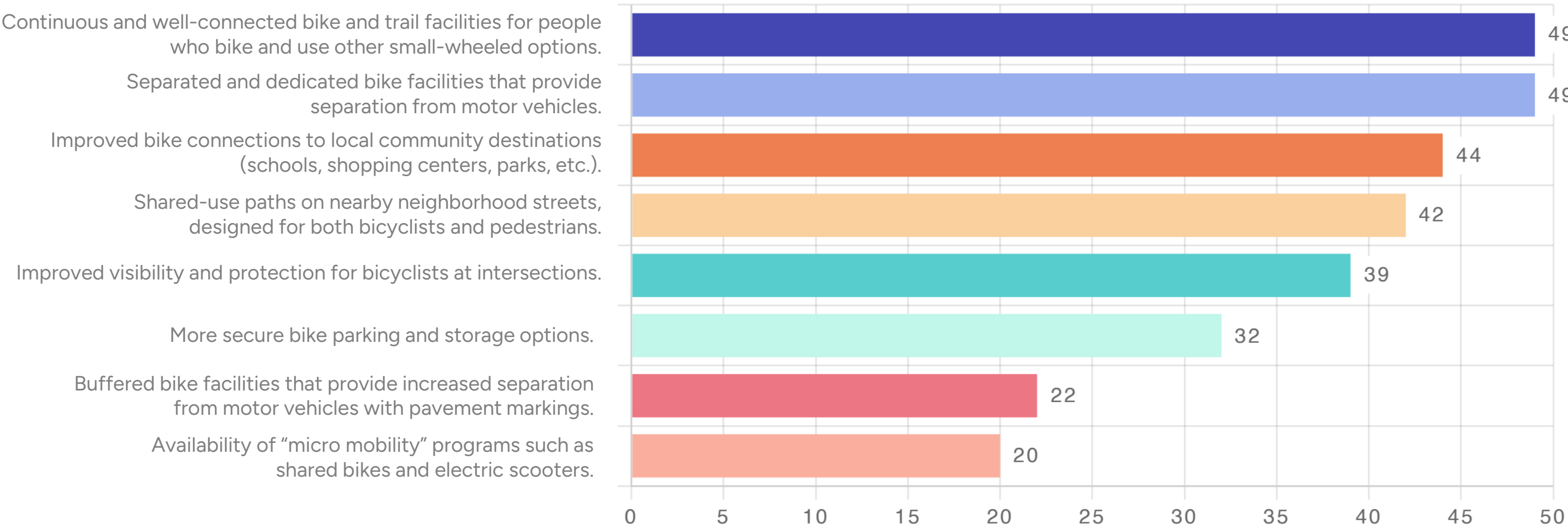


More secure bike parking and storage options.



Availability of "micro mobility" programs such as shared bikes and electric scooters.

Which of the following enhancements would improve the experience of traveling along, across, or on routes adjacent to Division Street for people who bike? (Select all that apply)



Submitted respondents: 60
Total respondents: 63

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve the bikeability along or to Division Street?

- Traffic Safety and Speed Control
- Improved Infrastructure at Intersections
- East- West Improvement Especially at Intersection
- Raised/ Protected Bike Lane



7

Mobility: Transit

Which of the following enhancements would improve the experience of traveling along Division Street for people who ride transit?



Upgrade bus waiting areas with seating, shelters, lighting, and real-time bus arrival updates.



Bus route location improvements.



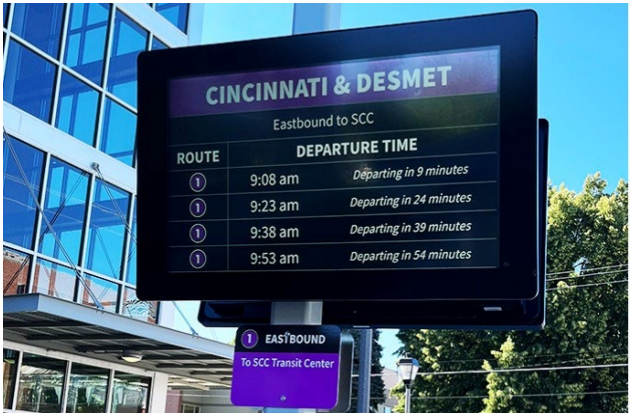
More frequent bus service.



Dedicated bus lanes to improve transit speeds along the corridor.



Improved traffic signal timing to efficiently move buses between stops and reduce delay at intersections.



More wayfinding and passenger information.

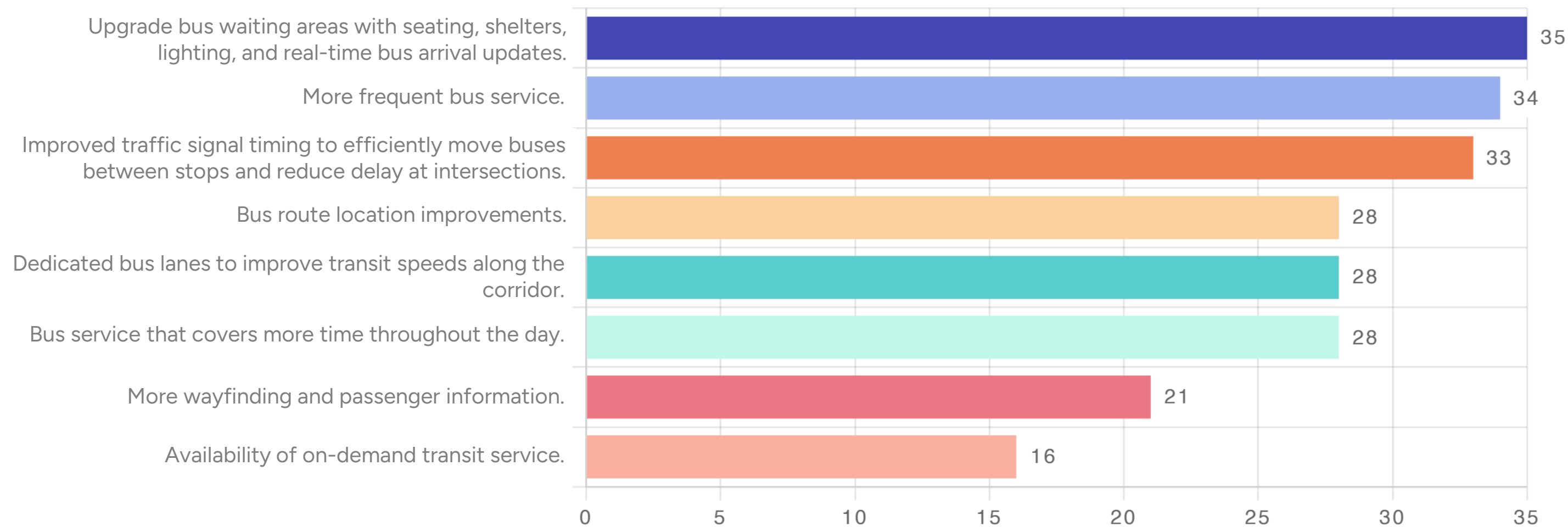


Bus service that covers more times throughout the day.



Availability of on-demand transit services.

Which of the following enhancements would improve the experience of traveling along Division Street for people who ride transit? (Select all that apply)



Submitted respondents: 48
Total respondents: 49

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve transit along Division Street?

- Infrastructure and Road Maintenance
- Improved Access Points Between Businesses
- Free Bike Lockers
- More East-West Routes



8

Mobility: Drive

Which of the following would improve the experience of traveling along Division Street for people who drive?



Improve and synchronize existing traffic signals for improved traffic flow.



Improved street intersections.



Manage traffic speeds for the safety of all road users.



Manage traffic flow with medians to improve traffic flow and reduce crashes.

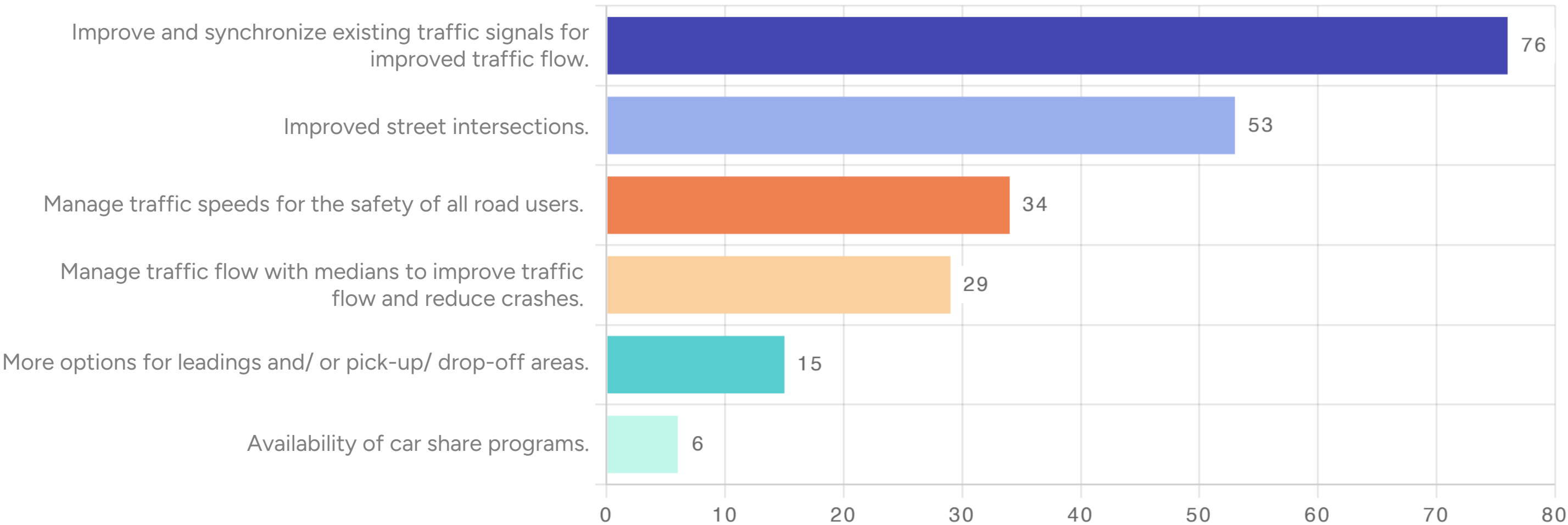


Availability of car share programs.



More options for leadings and/or pick-up/drop-off areas.

Which of the following would improve the experience of traveling along Division Street for people who drive? (Select all that apply)



Submitted respondents: 86
Total respondents: 89

NOTE: Respondents were able to select more than one option.
Submitted Respondents: People who completed the questionnaire and **clicked** "Submit".
Total Respondents: Sum of "submitted respondents" and respondents who responded to at least one question in the questionnaire but **did not click** "Submit" at the end of the survey.

Are there additional enhancements that you think would improve driving along Division Street?

- Infrastructure and Road Maintenance
- Improved Access Points Between Businesses
- Enforce Speed Limits to Slow Down Traffic
- Separate Lanes for Buses

Node Priority: Key Areas of Focus	South Couplet	North Couplet	Garland/Empire	Northtown	Rowan	Francis /Lyons	Lincoln /Cascade	The Y	Whitworth	Mead	Northgate
	Nodes within the City of Spokane							Nodes within Spokane County			
Number of Dots Placed	3	2	5	6	6	1		3	1	3	4

Dreaming Big: Our Community's Vision	Enhance Mobility and Accessibility	Support Mixed-Use and Infill Development	Create Inviting and Safe Public Plazas and Parks	Promote Sustainable Development	Foster Affordable Housing and Economic Opportunity for All	Share additional goals
Number of Dots Placed	9	11	8	5	9	

Building Tomorrow: Land Use Opportunities	Mixed Use	Multi-Family	Affordable Housing	Office and Retail	Parks and Open Space	Community Amenities	Are there other types of uses you would like to see along the corridor?
Number of Dots Placed	10	4	7	7	8	6	
Pop Up Event	2	1	1	3	3	3	
Total	12	5	8	10	11	9	

Mobility: Connecting Our Future	How do you usually travel to or along Division Street?				How would you like to travel to or along Division Street?			
	Walking	Biking	Transit	Driving	Walking	Biking	Transit	Driving
Number of Dots Placed								
Pop Up Event								
Total	3	0	4	13	6	8	7	4

What type of mobility improvements would you like to see, based on the nodes you previously selected?								
Pedestrian	Wider and unobstructed sidewalks	Street and pedestrian lighting	New and more frequent Places to cross	More seating and rest areas	Improve existing crosswalks	More signs and wayfinding	Street trees for shade and traffic calming	Improve pedestrian crossing signals
Number of Dots Placed								
Pop Up Event	3	3	1	2	1	1	3	1
Total	3	3	2	2	2	1	5	1
1 noted "all of them"								

What type of mobility improvements would you like to see, based on the nodes you previously selected?								
Transit	Upgrade bus waiting areas	Improved signal timing to reduce delays	Bus route location improvements	More wayfinding and passenger information	More frequent bus service	Bus service that covers more times during the day	Dedicated bus lanes to improve transit speeds	Availability of on-demand transit services
Number of Dots Placed								
Pop Up Event	2		3	1	5	7	4	1
Total	2	0	3	1	5	7	4	1

What type of mobility improvements would you like to see, based on the nodes you previously selected?								
Biking	Well-connected bike and trail facilities	Shared-use paths for both bicyclists and pedestrians	Improved bike connections to local destinations	improved visibility and protection at intersections	Separated and dedicated bike facilities	More secure bike parking and storage options	Buffered bike facilities with pavement markings	"Micro mobility" programs, like shared bikes
Number of Dots Placed	3	1	3	4	5	4	3	
Pop Up Event					2			
Total	3	1	3	4	7	4	3	0

What type of mobility improvements would you like to see, based on the nodes you previously selected?							
Driving	Synchronize existing traffic signals to improve flow	Manage traffic flow with medians to reduce	Improved street intersections	Availability of car share programs	Manage traffic speeds for the safety of all road users	Options for leadings and/or pickup/drop-	
Number of Dots Placed		4	2	3	3	1	
Pop Up Event					3	1	
Total	0	4	2	3	6	2	0

Division Street TOD

City of Spokane



Appendix B: Open-Ended Comments

NODE PRIORITY WITHIN CITY OF SPOKANE	
Please explain your response. If you intentionally left all the boxes unchecked, we would appreciate understanding your reasoning.	
I think that there should be a balance between areas but also recognize that a lot of people need to drive their own vehicles or prefer to.	
Areas closer to downtown should be prioritized. Garland is already experiencing significant growth and the nearby STA stops need lots of help.	
Folks love our downtown, and I would love to bust the perception that the beauty ends the second you drive out of downtown. More greenery and sidewalks on division would help make it more walkable and enjoyable for all residents and tourists!	
South couplet: Between redevelopment potential and proximity to downtown and South Logan TOD/City Line, this should be a priority area. Northtown: While it would be nice to see redevelopment/reuse of this area, it may be a wasted effort. Alderwood Mall in Lynwood, WA is a good example of redevelopment of portions of a mall into housing. Rowan, Francis/Lyons, and Lincoln/Cascade: Oversized parking lots are calling for a better use. Rowan's proximity to the hospital, parks, and services make it a great node.	
Near Holy Family	
Honestly, I don't think I'm aware enough to know what to prioritize. However, I'd say whatever has the highest "need" would be where I'd focus.	
The entire project needs to address the noise from Division, especially during weekend evenings. 7 streets from division i can still hear loud vehicles even though I spent a fortune insulating my house and adding new windows	
live on the northside	
Improve bicycling that connects to the Spokane River	
Leave it alone and don't reduce traffic flow on Division or any other streets. We have more traffic and all the reductions are making commutes longer creating more fuel waste and thus harming the environment.	
Places most people in Spokane seem to be	
Getting people to downtown and just outside of town would help with events downtown and shopping	
Closer to the city core is what most visitors will see, so prioritizing those areas makes sense.	

to make it easier for near north people to get downtown
The neighborhoods near existing areas where people use multimodal transit would be best, the ones that were left unchecked feel like a smaller priority.
These seem like high traffic areas for cars and people
None. We have spent a ton of money on new buses and new bus stops and we need to put funds in other places like streets, new parks, and improvements to bring businesses in. But we need to cut back on the money we give STA.
More people use public transportation in town more. Northside people do not want public transportation as they won't use it. Need Parks!
it is good to have access to the transit but also would be nice if the areas of transit were safe for pedestrians and bikers; currently the bus stops are practically on the narrow strip between the busy auto traffic and a wall of the business
always crowded
The roads I use most
Few people use the buses. Every time I get a chance to look there are less than 3 people on them.
Reduce sprawl
These are places I would personally benefit from most
All spots are hot spots for medical shopping groceries etc.
The northern nodes should be prioritized for their population centric nature, and the southern nodes for their commercial nature, the bus, of course, connects the two.
North Couplet is all automotive-centric businesses (beyond a few exceptions), feel more investment targeted to raise North Spokane areas up in general.
Francis/Lyons needs evaluation on scope of business. Folks shopping at Lowe's often would need their vehicles and trucks, not obvious to me if development potential here outweighs focusing on other obvious areas like Northgate and Mead)
There should not be expansion of the buses. Spokane is a driving community and taking away lanes from Division to create a lane for empty buses to use is not helpful to the community as a whole. You can't force people to do something that they do not want to do. Reducing lanes on Division will only cause more congestion.
With priority to the north couplet, these three are frequently used portions that need attention. The north hill especially.
I don't see any location that needs to be a priority.
South Couplet: Close to downtown, so there are already lots of pedestrians in this area. It would be great to make this area easier and safer to navigate as a pedestrian. Northtown: The mall is here, and the mall would be better off if it were a nicer place to be around generally.
Rowan: Already lots of people outside of cars at Franklin Park. It would be great to service them in being able to get around easier and safer to other nearby destinations.

Buses near colleges is best. As most students do not have a car. And near the Northtown mall.
Couplet locations due to proximity to downtown reducing travel times to downtown and the plaza. Rowan because the park there is a valuable asset that as many people as many people as possible should have access to. Francis and northtown because that area needs a change in development to improve unusually horrendous pedestrian amenities, and Northtown because of access to route 33, a future hpt corridor.
Gonzaga University housing and growth of the U. Infilling of vacant and deteriorating structures that need to be replaced.
proximity to home
You should leave division street alone. It is clear from the numerous comments on your Facebook page that most residents of Spokane do not want this change to Division.
Leave Division ALONE
Just areas I think there is a higher need, but it's speculation.
This is a highway that needs to reduce crossing foot traffic, raising crosswalks to cross above traffic is what's needed. We need to make this highway faster for traffic and make actual arterials the focus of this type of activity. We need at least one north/south road in the middle of town that's about vehicle travel. Monroe, Maple/Ash, and Freya can be used to increase TSA needs but vehicle travel in town needs one right of way that's built for vehicle traffic and less encouragement for foot traffic.
Unnecessary project.
Garland is growing and adding lots of housing.
South Couplets proximity to downtown, GU, and recreational activities makes this area a priority to me. I live by Northtown, and feel that the surrounding strip malls and the Northtown Mall could have higher traffic than other areas. I also feel like Garland is going to expand more, which is why I selected that. Francis is a busy street and would be a key connection.
Areas that I frequent
Not needed along Division. Keep it as is.
Major intersection
The south couplet is the closet to downtown Spokane. It makes sense for rail transport, air transport, and quick access to interstate commerce.
Transit is dangerous, we don't use it.
Transit is a waste of resources, scrap the busses and
The south couplet makes the most sense to due its proximity to educational, and recreational facilities. This location is the closet to rail and air transport with quick access to interstate commerce.
These tend to be some of the most used areas currently and likely will remain so.
The South Couplet, with its proximity to stadiums, education centers, and recreation. It's essentially an extension of Downtown Spokane. Its makes sense for any urban redevelopment.

Northtown and Rowan have a lot of job and shopping traffic. Francis and Lyons are densely populated and need better transit and pedestrian infrastructure.
Bus ridership is a very small percentage of the population. I believe existing bus stops are adequate and that the road should not have any restrictions or reduced capacity
I think anything between the Y and downtown should be prioritized. North of there it is more suburban and will probably not get utilized as heavily. Garland to Downtown is especially important.
These are node areas I would benefit from most in improvements due to my current transit patterns and use.
<p>We are in the midst of a housing crisis, the financial and environmental costs of driving a car continue to increase, and our reliance on car-centric infrastructure drives our local governments ever-closer to financial ruin.</p> <p>Dense, walkable, mixed-use areas of cities are repeatedly proven to be the most economically productive in terms of tax revenue generated per land area. Strip malls, drive throughs, and big box stores with massive surface parking lots are on the opposite end of economic productivity, and are ubiquitous along Division.</p>
Yes it's a waste of money just like how that Zipline city put in what a waste. I can honestly say Spokane is worse than Los Angeles and I lived there for 25 years
High population of commuters
The 395 corridor from North to I90 needs to be completed before you screw up our route to work. 395 corridor will decrease my drive time by 20 mins and the wear and on Division and on my car with potholes
The light at that intersection needs a turn arrow. Have seen accident there and I have lost count of how many times I have almost been hit from a car trying to turn left.
<p>All nodes are important as they serve as neighborhood retail centers.</p> <p>However, several nodes should receive the highest priority:</p> <p>1) The South Couplet should definitely be the highest priority as it is near the U-District, Sports Venues, and downtown. Lots of great opportunity for denser housing and diverse uses in dining, retail, lodging, etc. It's also near a lot of transit connections with other STA routes and connections with trails, etc.</p> <p>2) Rowan and Northtown are also obvious nodes to prioritize due to the level of activity and diverse uses. Lots of surface parking lots for TOD development potential.</p> <p>3) Lincoln/Cascade and Francis/Lyons represent a lot of potential with the amount of surface parking that could be redeveloped. However, one challenge they have for being desired living places is that they are not really near any existing recreational opportunities; parks should be included in any master plan for these two nodes.</p>
<p>This is a bad project!!</p> <p>Please cancel this ridiculous use of hard earned tax payer dollars!!</p>
These areas need help

The nodes set out are nonsensical. Spokane needs an elevated train\tram system that runs north south in order to cut down congestion. Couple that with a bus network that circulates east-west through residential "nodes" and you have a mass transit system that is easy to navigate and easy to use.
I believe that access to public transit should be available to everyone regardless of where in the city they live/work. Each of the areas identified so be considered a priority.
I think everyone would benefit from increased access to public transportation
We don't need any more buses or bike lanes on division. It is crowded enough.
I think between Downtown and Francis should be prioritized as the core of Division Street.
Areas that are already commercial
I think busses are mostly empty and there is good reason for that. Spokane would be more public transit friendly when the homeless population lowers or is nearly gone. However there are still students that chose to use public or alternative transit. I think Spokane can (if that really necessary to spend money on) look at the Gonzaga area for redevelopment. Again I don't think public transit will solve anything at all, but to answer this question specifically, the Gonzaga area would benefit more from this. Really if any of these locations are redeveloped and lanes are taken away, it will cause more traffic and chaos for most people that travel on Division
Not many people use transit stations. Spokane drives.
The areas I marked are the spots that I do most of my shopping went I'm on Division. I do very little shopping around the Lincoln/Cascade area.
That's where I live and Shop
Better lighting
The city needs as much mass transit support as possible with safe places to wait.
South Couplet: proximity to university campuses and connection to E Mission Garland/Empire: because I want this neighborhood to develop and thrive, and hopefully good transit could help enable that! Northtown: because I have hopes that Northtown could transition to other types of uses in the future (not just retail) - whether that's coworking spaces, business hub, fulfillment centers, etc - and transit would be key to any of that.
I dont know about the other neighborhoods but a rapid transit from the south end of the city to north town mall would be useful.
only area of concentrated shopping
Both have reasonable foot traffic and popular businesses.
Everywhere along this route should be upzoned
It seems reasonable to focus on the locations near colleges and major parks.
This is the area I believe needs attention. I have lived in my home for 28 years and this is needed

I work with people who need to bus to Geiger Correction Center weekly. Not interested in hangouts by parks or malls, but by housing/apartment buildings.
most likely to use.
Things become less congruent as one goes north..high concentration of bus riders has exploded on the north side
The nodes near downtown are good because more people living closer to downtown is better, and the other nodes are good because they have good w-e connections.
Hubs between east and west and where 2 directions in the far north business area.
The South Couplet and the North Couplet are the nodes with a large number of vacant lots that could be developed with housing. The others have considerably less open ground to be developed close to Division.
The South Couplet area is a priority as a work center, proximity to downtown, Centennial Trail, Riverfront Park. While my home is not here, much of my work, shopping and recreation already is. Biking is my primary mode of travel 9 months of the year and the facilities are great except on division.
Everything between the Y and Northtown feels unimportant in comparison to those two. Garland as well. The big points to me are South + north couplet, Northtown, the Y and Whitworth.
Garland/Empire
None - leave Division alone.
Ones I would most likely use
I believe Whitworth and Mead should be better serviced. to bring more commuters to the City of Spokane
need left turn signal for Lyons
These areas regularly seem congested.
We need as many places to get on & off and make transfers
I know these two areas better than the others .
TRAFFIC ON DIVISION IS INCREASING WITH THE GROWTH OF OUR CITY. WE NEED TO HAVE THE TRAFFIC FLOW BUT NOT WITH RACING. ALSO, AT NIGHT THE RACING UP AND DOWN DIVISION NEEDS TO COME TO A STOP! WE LIVE 3 BLOCKS AWAY AND YOU CAN HEAR IT ALL NIGHT LONG. INCOME FOR THE CITY WITH INCREASE TICKETS BEING GIVEN OUT.
College areas, livability
None
I feel like the mid north side routes would be most useful
These seem to be the most utilized areas of the city.
Just stop a few times a week.
All of these areas should be addressed as traffic overflows from Division into the major NORTH/SOUTH ARTERIALS.
It all needs a face lift.
These are areas I frequent.

The nodes I selected make most sense given the scope of the project.
This is where visitors enter town. It's ugly and full of unhoused people. It needs to be a shining example of our city. Also, it gets backed up pretty badly.
They seem to be popular starting and destination points
Keep busses off of busy roadways. STA busses are subsidized by Spokane taxpayers and are wasteful/inefficient use of taxpayers money.
The North and South Couplets are the closest to Gonzaga, and commuting to the university from other parts of the city can be difficult.
high traffic areas. driving at night to a restaurant once I plowed into the meridian trying to get into a turn lane so difficult with oncoming traffic and lights from cars. it was scary and people drive too fast!
Unknow what a node is. Is it off to the side of the steet or do they impede the flow of traffic?
These are the areas of Division Street with constant traffic
All of these are important and should include connections with other routes
The north side of Spokane is already so overwhelmed and they're looking at reducing traffic capacity The last thing we need to do is add more housing with reducing traffic capacity by adding a bus lane and removing the lane of traffic
I rarely go to the south couplet
There is nothing wrong with division besides people driving too fast. But that is every street.
Don't mess with this main thoroughfare. Any thing you do will only make it worse.
Dont use bus.
LEAVE DIVISION ALONE! STOP TAKING AWAY LANES WE ARE A CAR CITY
None of them. QUIT SPENDING MONEY ON SHIT.
There are few businesses out here do being able to get to other areas important
All those spots would be greatly served
Division should NOT run more slowly for any reason.
I believe Spokane needs to prioritize building itself up and not out. For economic and environmental reasons, areas closer to downtown should be prioritized. We should not be sprawling into sensitive lands on the outskirts.
Historic
Near my hiidrv
These nodes seem to have the most potential for development, given the number of empty or abandoned lots. The North Couplet node has quick access to a grocery store, the South Couplet is just a minute from downtown, and the Garland/Empire node has lots of accessible green space. By keeping development clustered, it would also hopefully improve density rather than disperse things too much. I think the Division corridor could use some significant human-scale architecture along its whole length, but let's start at this end and see where it takes us.

I don't think you need to slow traffic on division and just leave it alone. There is enough congestion during the day we don't need the streets to be made smaller.
I left someone checked so the others would be more of a higher priority focus.
Traffic on Division is already terrible. Placing more transit stations will hinder drivers even more.
It will only be effective transit oriented development if all nodes are prioritized. A fragmented system is not a system. Also, the node labeled THEY on the map is not listed in the options. Also, there should be effective infrastructure for pedestrian and bicyclist safety to ensure the transit system accommodates other modes of transit. A park and ride at the north end of town may help to get people out of their cars and encourage utilization of public transit.
These are places I end up a lot
The Garland neighborhood as a destination makes it seem like a good choice. And the proximity to the hospital makes Rowan seem like a good choice.
There are already plenty of buses, bus stops. We do not need to further interrupt/impece traffic flow .
<p>We want the quickest way to go through the city without stopping. We didn't plan to work so far away from our home. Unfortunate, the City only wants to make our commute harder.</p> <p>Thank the lord we will be retiring soon.</p> <p>This too over the top agenda to force cars out of the City is misguided, because of one huge problem the CITY ignores its citizens and has demonstrated a desire to force people, those who are actual taxpayers who help the city, into accepting the City plans. And the city seems to prioritize the homeless, who make our city worse, and not we, the taxpayers who make the city better.</p>
Those left unmarked may lack a true focus point for a node and may have fewer opportunity sites for TOD developments.
All these areas are congested, lights, cars, buses . The lights s are the worst problem. There is no flow of traffic. Also affects air pollution!

NODE PRIORITY WITHIN SPOKANE COUNTY	
Please explain your response. If you intentionally left all the boxes unchecked, we would appreciate understanding your reasoning.	
There are some traffic challenges with the Y, namely getting across using that little road behind the Rosours. Poor thing.	
Mead: Parking lots and mini storage should be replaced with housing to support the existing commercial with fewer/shorter trips Northgate: vacant land makes dense transit supportive development easier. With meadworks from greenstone, there will be new housing developed. There are opportunities to buffer between the low scale residential and Newport Highway with dense multiuse development	
More is developing there.	
Honestly, I don't think I'm aware enough to know what to prioritize. However, I'd say whatever has the highest "need" would be where I'd focus.	
don't understand what nodes do so can't comment	
Improve traffic flow.	
Most needed area	
Getting people From up north to feed downtown and northtown quickly	
Same as above	
I don't live up that way so not sure what the needs are	
Those areas have the most need for BRT	
I think all of these areas could use better access and they're busy areas	
NO MORE MONEY ON BUSES	
The Y and Whitworth have a lot of college kids that need public transportation	
same as above	
the y is a big intersection and whitworth generates a lot of college student traffic	
Heavy traffic	
See above	
I don't want extensive building in rural areas. I want downtown to be nurtured	
I wouldn't personally benefit very often from transit that far north	
Same as top answer	
continued growth in the North, busy area	
I do not spend enough time in this section of town to offer useful insight.	
no opinion	
Whitworth has value but outside of the private college, I do not feel it warrants empathize over the Y, Mead, and Northgate. Strong connections in the Y or up N Newport Highway has stronger impact on destinations and shopping, feel there are more alternative options to Whitworth anyway if the Y and Mead are well connected.	
People who live in the Spokane County Limits area do not use the bus system and this will not change just because you add more stops. Taking away a lane to give to just	

buses in this area will cause detrimental actions to the traffic. This is especially going to be an issue on the areas where division is only tow lanes each way currently. People in this area will not use the new freeway to get around for school/shopping/activites etc. You can't force people to ride the buses just because you think it is a good idea. The buses in the area will drive around empty and just waste tax payer money
The Y is a bit chaotic with dangerous foot/stroller/ bike crossings for riders.
I don't see any location that needs to be a priority.
So much of this area is student housing. Students would be eager for this area to be more walkable.
I dont have any skin in the game for this, but more bus routes and a new vision like monroe would revitalize these areas
The Y should not be a priority due to the inherint nature of the large amount of cars making safe, comfortable crossings difficult. Whitworth should have better development because students often do not have a car. Mead area has truly horrendous development patterns and Northgate has the opportunity to be developed to prioritize transit, as opposed to already being developed,
A transit center with abundant parking for POV drivers driving in from north Spokane County to transition onto STA buses to finish their commute. This would decongest city arterials, save gas and promote cleaner air.
proximity to veterinarian
Again, listen to the people of Spokane. Stop this needless waste of money and resources to try to turn Spokane into a 15 minute city. It is not wanted.
I do not believe the bus system is this important. I can see that you have a lot more need for it in the poorer sections of town. Mead and Northgate are not even a thought. Probably because it is outside the city??
High number of individuals going to H Whitworth for school, students rely more on public transportation. Mead seems to be an area that the city could better support further growth and development for the people that live in North Spokane.
My reasoning is the same as above. TSA doesn't run 24 hours, there's no need to increase anything on A HIGHWAY.
Unnecessary project.
I think Mead would be great for commuters who need to get to school, especially if commuting from there to Cheney or the other two universities within Spokane. I think The Y is also a good place to have transit priority because of the business boom over there. I think many people over there may end up using the bus to commute to work.
I can't weigh in on these as I don't typically go to these areas.
Not needed along Division. Keep it as is.
Additional transit and stops needed here, lots of riders who take busses to work or shop
The city of Spokane voted for a rapid transit system not the county. While there are park and ride facilities and bus stops north of Spokane these are used less and not favored by the residents.
I think prioritizing transit is bad utilization of resources.

The rapid bus transit system was requested by voters in the city of Spokane. Spokane county residents are not interested in the system. This should remain within the confines of the Spokane city limits.
The Y area needs to have the pedestrian crossing addressed, and given growth of the area, it is indeed warranted.
The voters of the City Of Spokane voted for the rapid transit bus line not the voters of Spokane County. It does not make sense to expand the line to an area where its less likely to be used.
The y is a nightmare for anyone outside of a car. Do anything you can
Bus ridership is a very small percentage of the population. I believe existing bus stops are adequate and that the road should not have any restrictions or reduced capacity
Any and all focus into the outlying areas of spoke I believe is beneficial to support the ongoing growth and to get ahead of any developments. Additionally, expanding service and making areas more accessable than they were before is beneficial for those who rely on transit for transport allowing new areas of exploration, job opportunity, health options, increased access to family and friends, etc.
Lots of people use this area
Finish 395 to I90 so you are not messing with our commute to hospital daily
<p>All four nodes are important:</p> <p>1) The Y is a no-brainer as it is the intersection of two major highways, and has a pre-existing diversity of services (grocery, hardware, dining, healthcare to too far from it at Northpointe, etc.)</p> <p>2) Whitworth should be a priority because there is a pre-existing diversity with student population as well as the Rockwood retirement facility, North Spokane Library, etc.</p> <p>3) Northgate provides a very good opportunity (and blank canvas) to craft the ultimate TOD with the Mead Works development, future MultiCare development, Costco, etc.</p>
<p>This is a bad project!!</p> <p>Please cancel this ridiculous use of hard earned tax payers dollars!!</p>
These areas are growing
As stated above.
Same response as above.
People in these areas currently don't have enough access to transit which causes car dependency and diminishes mental well-being and community health
We don't need any more buses or bikes on division.It is slow enough
The Y and Whitworth would have the best destinations to plan around, and also the most transit-supportive. I don't see Mead as being transit-supportive.
best where it is commercial
I don't see a need to look at these locations, whitworth could have been a potential. But they already have a bus system and the roads there are already well developed for walking/biking. However I will say, if these locations are redeveloped and lanes are taken

away, it will cause more traffic and chaos for most people that live and commute on the north side
I occasionally use shops around the Y and Northgate so those are a higher priority for me.
Common shopping
Why are you steering this survey to what you want to hear?
It's a justice issue for all to be able to safely and affordable access these stores and areas.
Ticked all because reducing as much vehicle traffic on Division would be the best long term strategy, in my opinion - so whichever nodes will be most effective in reducing vehicle journeys would be my preference.
I dont go up there much so dont know
its the northern extremity of access
Very seldom travel to these areas.
Everywhere along this route should be upzoned
It seems reasonable to focus on the locations near colleges, high schools and major parks.
These areas are confusing, very busy, and needs attention
I need people to get to their grocery stores and doctors on a weekly basis by bus. Currently some are having to take taxis.
most likely to use.
Same as above
None, we shouldn't be focusing development that far from the center of the city.
Main businesses here
The only two couplets of these that I am familiar with are the Y and Whitworth. The Y already has a kind of bleak, industrial look to it and would not be spoiled by more building. For aesthetic reasons, I would prefer to see Whitworth retain as much of its campus character as possible, but there has been recent construction of apartment buildings near it.
There are a lot of important businesses and community resources here, but the travel to/from is terrible. Outside of a car it is near impossible. I hate going here but often have to.
Costco would be the only reason to have a connection to Northgate, and Mead is also quite far north. Many Whitworth students, particularly freshman, without cars could use that connection.
None - leave Division alone
Don't apply to me
We need as many places to get on & off and make transfers
The population continues to move north so I think we should focus on the northernmost area in hopes that we will connect with northern commuters
All these are busy areas.
I DO NOT BELIEVE MEAD AREA IS A PROBLEM
College areas, livability

None
These areas are frequently congested.
We need to expand these areas as well for the students and to make it easier and more efficient to get to the Y and mead.
It all needs infrastructure help.
These are areas I request.
The nodes I selected make most sense given the scope of the project.
Weird intersection
I believe they are the busiest points
Keep busses off of busy roadways. STA busses are subsidized by Spokane taxpayers and are wasteful/inefficient use of taxpayers money.
Traffic getting to Whitworth from downtown can mean it takes a long time.
college campus, the Y is also so busy scary to get into correct lane if you don't drive there often.
Is it possible to encourage residents of these Northern Communities to use public transportation and reduce traffic?
All are important and good access is really desirable
We need more roads to accommodate higher volumes of housing if we're going to reduce roads we're going to have to actually reduce housing to allow for the traffic to account for it
I rarely go to Mead
You are trying to fix things that aren't broken. Leave it be. We're not taking the bus.
Dont use bus
STOP WASTING MONEY TO MAKE IT HARDER ON COMMUTERS! JUST STOP!
Thier is a budget short fall QUIT QUIT QUIT
College students at W U need to be able to access . The Y gets busy
need to focus on areas in town not further out. they Y is already destination.
The Y and Whitworth would serve populations that need support and are often undersupported, especially students. Mead has been hostile to transit in the past. Northgate isn't built yet so it's unclear what its needs might be to me.
I think any slowing of Division is a bad idea
Same as above. Encourage people to live with less environmental impact on our surrounding areas.
Affects me
I shop there and it's near my house
The Y is *by far* the least pedestrian-friendly part of the corridor. The message it sends right now is: if you're not in a car, you do not belong there. Given its proximity to an elementary school, a grocery store, and lots of existing shops (even if they're not very walkable), reigning in the Y and redeveloping it for multimodal transportation would be a win for everyone. I also selected the Mead node over Northgate because I think we should be fostering infill where we can, and limiting development sprawl, even if it's on a transit corridor. Putting people a million miles from anything else and adding a bus stop

is not a sound practice. It just makes everyone living there more transit-dependent (whether that's bus or, more likely, car). While I also think the Whitworth node is worth pursuing, Mead has better proximity to amenities.

Speaking of infill, when is anything ever going to be done with that huge tract of land immediately north of the Deaconess North Emergency Center?

This area really needs an upgrade and needs to be more pedestrian friendly.

See my comments above.

North gate is awful. Would just love to see it improved even a little

I believe less money should be spent. Our winters and lack of snow removal on sidewalks and side streets make use of transit very unappealing and inaccessible. This is a waste of taxpayer dollars

There's a lot of housing around there, as well as shopping.

There are already plenty of buses, bus stops. We do not need to further interrupt/impede traffic flow .

You need to coordinate with the county. Is the city committed to the N/S corridor completion or not ?

And what will the city and county and state do to address the problem with I-90 ? Is near capacity now. Got any great ideas to add capacity to I-90 ?

Same reasons as above

See explanation above.

I do not know what Northgate is.

COMMUNITY VISION AND GOALS
Are there other goals that you would like this project to focus on?
Prioritize green space! We need trees on division!
not taking driver safety into consideration
Like to see a mix of retailers similar to Kendal Yards. We bicycle and walk there frequently- every other week.
None of these.
Billboards should be banned in these areas, and signage of businesses should be at ground level. It would clean up the views along Division St tremendously.
Make it easier for the most common person to have an easier more convenient life
Faster transportation and giving public transit a more positive vibe so that people don't think of it as a last resort.
Small starter houses for \$100.000 or less
Need more dog parks and regular parks
More green spaces—more trees, more beauty. Division is such an eyesore. I avoid it as much as possible. It's basically a giant parking lot with a street going through it. Awful.
Focus on supporting private vehicles. It is too cold in the winter for a lot of pedestrian traffic.
Bike lanes & racks as well as walkable destinations
Reducing car dependency and hopefully reducing the level of pedestrian injuries and fatalities.
Get ride of the one way with ruby and division. To many people speeding and hard to cross over to businesses.
This project should be implemented with sensitivity to the probable significant changes to the corridor as the NSC removes traffic from other north/south corridors, and with enough flexibility to respond to changing needs.
Mixed use is the most active at all hours of the day. this offers the best chance of safety and security
Not making bus only lanes and taking lanes away from cars.
Mobility, access and safety are priorities.
Use of autonomous buses to increase throughput and portability. I think they can work like marshrutkas in the soviet countries. I lived there for a while and used the system. It would work great with autonomous buses. https://en.wikipedia.org/wiki/Marshrutka
Edible landscape, male trees create too much pollen with nowhere to go. Why not create shade and provide something edible for the community.
Keep Division moving and not clogged up by the buses. Have turnouts for the buses. Have covered stops. Add more trees & buses along the roads to absorb all the co2, make oxygen, and helps keep the heat down on the surface during the warm months.
Avoiding out pricing existing residents as much as possible
Safer crosswalks

Do not limit transportation by cars on Division. Most of the people who use this street do not live right alongside the street. Your vision for changing it into a corridor for a few at the expense of the many is shortsighted.
Keep traffic moving. Seems like the smart goal. Why add more obstacles?
Yes Spokanes Heritage
Ensuring cross walks are well marked, such as where Olive turns onto Division- as this particular turn is dangerous with the reduction of lanes on Division, and limited eyeline sight due to the bridge.
Vehicle traffic moving faster through town.
Walkable locations are a great idea. I want to not have to drive my car everywhere.
Physical speed control. I think speed cushions by the new crosswalks (like by Longfellow) to control the speed of cars would be great in helping the street feel safe.
Sidewalks need to be installed along Mayfair from Fairview to Wellesley. Many blocks don't have sidewalks. Dangerous for pedestrians.
Not needed along Division. Keep it as is.
Making division more safe for pedestrians
Stop narrowing streets. It is not calming. It creates nothing but tension on congestion. It actually creates danger for emergency services and large vehicles.
Safer crosswalks. Great transit doesn't matter if people can't safely get to stops.
Improve traffic flow
Better bike connectivity around Division. Biking to the grocery would be great but crossing division and riding north on the road is currently impossible.
Safety of mixed traffic. Less pedestrians getting hit by cars
No I don't like the idea of the project unless you finish the 395 corridor that will decrease the congestion on Division
This project should be cancelled!!
It would be lovely to see the entire area shift from car-centric to people-centric. But, I realize that might not be popular and would also take a long time to develop. I think communal spaces and affordable housing are the most important.
Increase walkability and community building
Moving traffic from place to place is what a road is for why don't we use it for that?
Redevelop parking lots along Division to make it vibrant and active. More people over cars.
Pave streets and alleys before doing anything else. It's shameful and ridiculous that Spokane has unpaved and improperly unlit streets and alleys.
Bike lane and safety. Interesting, walkable shopping areas with mixed use. Destinations. Free parking (that's the problem with downtown)
None of these your wasting money on things that to need to be fixed meanwhile there are miles and miles of on paved roads and tons of potholes that should be taking care of first!
Take the fences down.
Walkability

Form part of a network of walkable neighborhoods, so people can fulfill their daily needs without needing to use private cars to go elsewhere.
Safety; homeless and drug users off the public streets so all of us who work, pay taxes and who are healthy can enjoy them.
leave it alone
I would like to see the downtown area as a walking shopping. Cars would park outside this area with maybe a shuttle to a drop off point for shopping.
What I love about this question is that all of the above are possible, given enough density.
HOUSING AFFORDABLE/NEED REGULATIONS
Business-friendly planning. Make it affordable to start a business (less regulations). Less focused on left-wing agendas
Just get us out of the 1970s long ass ugly corridors from hell with no where nice to sit or walk
There should be less offered to automobiles since most people won't be able to afford one much longer... even if used.
None - Leave Division alone. It is a massive thoroughfare and you keep reducing lanes on other roads when the traffic keeps getting worse.
leave Division at the same number of lanes. The North South freeway is not going to siphon off the amount of traffic you think it is.
RAPID TRANSIT GET THE BUSES OFF OF DIVISION!
Affordable condos in the 4-500k range, grocery shopping
Keep the parks
Clean it up!! It's extremely dirty.
Maintaining areas and intersections free of homeless people asking for money and leaving a lot of garbage everywhere.
Smooth traffic flow.
All of this is important
Revitalize the downtown area and make a plan to keep it safe so people can go there and enjoy the area again. Maybe give some tax breaks and bring businesses in to occupy the empty buildings.
I would also love to see the vacant buildings and lots along Division to be utilized by the city. Spokane has so much potential.
Less Affordable housing in Spokane. Send them to airway heights.
Don't forget about the disabled. Parking for handicapped needs to be a priority so they can enjoy the space as well.
Eliminate unhoused hangouts and camping. Move services and shelters elsewhere. Why invest if this is something that taxpayers in Spokane can't even use!
Move the traffic.
people being able to get around the city by public transit with minimal time investment
All of these goals would hurt these neighborhoods You would basically be taking away housing and road access for people who need that to get around making traffic worse I'm not sure why you're thinking about this projects It's like you don't even live in Spokane

Stop wasting my tax dollars!
STOP SPENDING MONEY
Jail the crackhead. Make the inmates clean the streets
Leave it alone
Traffic calming and safety for all.
Improving walkable neighborhoods to increase health of our residents.
tired of all the affordable home words. non of these are affordable
All of these goals are great! I also wonder how the transitions between the corridor and the surrounding areas will work - what good is accessibility if there aren't safe sidewalks on the next block?
Quick travel
Tax the places that close so that owners suffer to leave things shuttered, but I don't want Division slowed down.
Minimize disruption--wait until the future 395 is fully open!
Leaving division street alone and don't slow traffic and do not take away driving lanes. Taking away lanes will only slow traffic.
I would like to see a different street chosen for this project.
My dream is of a largely car-free area. Mixed use, encourages community, safe to walk and bike, attractive for tourists. Kind of like Pearl Street in Boulder.
I don't know if increasing mobility and accessibility includes general pedestrian safety; I think that's a top priority.
Stop impeding traffic flow, reduce traffic congestion, stop putting ridiculously large bike lanes everywhere that no one uses.
None of those represent my wants, I don't want division St narrowed for unused buses
Yes!!Spokane needs work to create an urban, accessible downtown and flow of traffic.
Reduce noise pollution from vehicles with illegal mufflers racing on Division. Slow things down.

LAND USE
Are there other types of uses that you would like to see along the corridor?
None
Small starter houses for \$100,000 or less
Need more parks on the northside!!
Allow single family units areas. Allowing multi-family everywhere leads to overcrowding, traffic and parking issues, just a mess in general. Too many neighbors do not always result in friendly neighborhoods.
Less parking lots
Bike trail, food truck spot for vendors. Maybe even a spot dedicated to events such as and market place.
Facilities that ease the mixing of transport modes at the transport nodes, e.g. bike parking, park 'n ride lots, etc.
Third places and useful community spaces with access for all is important.
Small grocery stores and corner stores are hard to come by but so nice to have near where you live or work. This would fall in the mixed-use category.
Take existing empty buildings to make a place to teach the homeless a useful trade job. Like cleaning up the litter to keep the city cleaner & caring for the plants to keep them green. In exchange for food or etc. they need to become a contributor to make out city better.
Art work such as sculptures and murals that relate to each communities/nodes historical identity.
Large areas for open concert venues
Travel
All of these cost money that we don't have. I hate to see more multi-family congestion. That's not what I want for families to live in here.
Keep it as is. A commercial corridor.
Less ugly strip malls.
I would like the city to stop playing God with development. It's expensive to implement, and creates unaffordability by setting unnatural requirements on private developers.
District 1 has a big population of people in the Rowan and Francis/Lyons area that utilize transit whose safety isn't prioritized by council members bingle and cathcart.
The market should decide
Recreation
Leave it as it is!! Don't spend \$200 million on this needless project? Have you lost your minds?
I doubt very much that the STA has any influence on land use. It's the responsibility of the transit authority to react to it's user base, not to dictate it. If we are basing land use from a transit aspect, things are going not progressing well
Public art and places where payment is not required to exist there

Put around about at the division y so people don't have to go through the neighborhood to get to walmart!!!! The traffic off of magnesium through that residential neighborhood is hundreds of cars per day right through a school zone
I think housing should be a priority, with supportive commercial amenities. I think we should enhance the parks already there and make them regional destinations for the Northside.
Paved and appropriately lit streets and alleys would be nice.
The Division corridor is so barren- it needs everything! It's ugly and I never stop any of those places except restaurants.
No low income housing anywhere and maybe some retail/ residentail mixed use but no more low income housing at all!!! And add parking dont take it away!
Beautify it. something like the burke-gilman trail in Seattle for bikers and walkers.
i would like to see less vacant land that is an eye soar
How about free parking downtown for electric vehicles and motorcycles. Will cut down both pollution and parking spaces.
Explicitly not single-family homes. But multifamily should not exclusively be built on the corridor itself -- we should be sheltering our housing from the pollution of the corridor.
Places to sit
It's difficult to say. I'm not sure.
Turn dead malls and commercial lots into MAHA centers
No
Smart retail, not big box stores with giant parking lots
A personal dream of mine is for Spokane to get another, affordable, ice rink.
Business
RECREATION CENTERS THAT ARE OPEN TO ALL CITIZENS OF SPOKANE AT A FREE OR REDUCED FEE NOT LIKE THE GYMS YOU PAY FOR A MEMBERSHIP FEE THAT IS SO HIGH IN COST. WE PAY TAXES. LOOK AT SBOHOMISH COUNTY PARKS/REC CENTERS
Family oriented spaces that are safe and inviting.
The empty buildings and lots filled up as well.
I think a mix of housing with places to walk to like parks, libraries and stores would be nice.
I'd love to see a long boardwalk along the Spokane River (similar to how Osprey's restaurant did, but much longer and connected)
Use should depend on the environment, e.g., pockets of commercial close to but not replacing residential.
We need our roads fixed so we can get to and from work and two and from the store without dying We don't need all this other fancy stuff
It is not broken. Don't "fix" it.
SPEND LESS
Need more places to eat out past whitworth
"More of" in GENERAL is NOT "more of" on Division. A very bad question.
More of all of the above, and a LOT less parking.

A long greenway !! A streetcar system!!
Is it the City's place to decide what people want ? What people will get ? To force your vision on the Citizens ?
Who choose the categories ?
Community services
Cater to people's needs who live in & use the area.
Temporary emergency shelter for unhoused people.

MOBILITY: HOW DO YOU CURRENTLY TRAVEL?
If you selected other, please describe how you currently travel along Division Street.
It would be terrifying to do anything but
N/A
Unfortunately, walking is so insecure and not pleasurable . I do take Transit now a bit more: with schedule to be more frequent but to get to the bus stop: need to make a big loop to cross the street or stand right next to the road at the bus stop risking to be splashed w/dirty water or dust/exhaust from the passing cars. I would like to start biking once it is made safe
I prefer to use my bicycle for transport, but Division is not currently a corridor that any sane rider would use.
Transit, walk, drive
I drive currently, but that's because it is not very pedestrian friendly.
I usually avoid division due to poorly managed traffic flow
Stay away from it
This street already has too much traffic! Reducing lanes is pure insanity. The new freeway capacity will be offset by the increased population. Please for the love of humanity don't make it harder to drive in Spokane! I'm an avid biker and I would NEVER bike down Division or Ruby no matter how nice the bike lanes were. Don't you get that?
You cant ride a bike on division its a highway!
Occasionally paddleboard (consider water access below Division street bridge)
Leave Division alone
Never the bus. Don't fix what isn't broken.
STOP MAKING MORE CONGESTION FOR CARS ENOUGH ALREADY
I walk or take transit only if I cannot drive (eg when my car is at the mechanic)
drive occasionally, but try to avoid, take the #28

MOBILITY: HOW WOULD YOU LIKE TO TRAVEL?
If you selected other, please describe how you would like to travel along Division Street.
We currently walk and bike Kendal Yards because of the mixed retail and park setting. We ride our bikes from top of South hill to Kendal Yards instead of driving. Love to see another corridor similar to this.
N/A
Too much crime to walk on the northside
please make frequent cross walks to be activated on demand (push button with light flashing when pedestrian is crossing)
Scooter
A Monorail system instead of buses from the freeway to wandermere shopping area
Trolly cars
Stop forcing public transportation
Safety of travel is not a conscious factor to how I travel.
People are going to drive their cars no matter what. Don't you get that? Why do you want to make it more difficult to drive?
Train\Tram
It's faster, more convenient, less reliant on anyone, will always be more comfortable
The buses are gross and mostly have smelly homelss people doing frugs!
there needs to be change at Division/Empire turn light on East/West as there is not a designated turn light and this causes delays and anger as people have to wait multiple lights especially when rush times
Its not walkable .. concrete is ugly and holds heat ..dumb plan since we expect nemesiis and the throne of God star system to cause more extremes including up to 120° heat..weird everyone is so green but i dont think ive ever seen trees plants or even SHADE/ EXTREME WEATHER mitigation infrastructure ever..but you know keep paying millions for art reliefs on the north south fraud freeway..cuz that makes sense
Look, there are litterally hundreds of shops/restaurants on Division Street. And there are +/-40,000 people that live on either side of Division Street. NONE of those people are going to walk/bike/ride the bus to go shopping or dining. Taking out a full lane for a god dam bus lane is beyond stupid. Even with 'some' traffic reduction from the n-s freeway, Division street will be jammed with cars forever. Taking a lane away will do nothing but make traffic worse. For the love of god, pull your heads out of your asses and drop this stupid effn idea for bus only lanes on division.
A MONORAIL OR RAPID TRANSIT OF SOME KIND
I would use more public transit if STA offered more routes from the South Hill where I live to other parts of the city that doesn't require a transfer at the STA Plaza. Also, more regular routes. I believe they are only ~30 mins apart, and that is terrible for planning for work for example.

Spokane is not a "walking city" it was designed for Cars and Cars are how people move in Spokane. Accept it and move-on. I'm all for creating "walkable neighborhoods" like Kendall Yards, but division street is not "walkable" and is meant for cars.

LIKE 90% OF PEOPLE HERE LEAVE DIVISION ALONE

I would sell my car in a heartbeat if there were consistent, convenient, and safe alternatives.

Streetcar!!

Not a discussion until our city is safe.

WALKING IMPROVEMENTS
Are there additional enhancements that you think would improve the walkability along or to Division Street?
Again, keeping billboards out of the areas and putting signs at ground level would have an immediate impact.
Get rid of the homeless camps, crime and more...
have frequent crossing w/a push button to cross on demand; sidewalk/ bus lane: consider a shade solar roof along the corridor over that lane
Garland, wellseley
Traffic cameras and police actually ticketing! Cars are the issue. Pedestrians are dying. Once you add a camera specifically to the people who run the red when division turns into Browne, the city can make hundreds of thousands of dollars. Enforcement of current law is necessary
More frequent crossings of Division. And more things to do/interact with on the sidewalks (instead of just being sandwiched between the busy road and parking lots).
Have the downtown crossing signals be like the ones in downtown CDA. They tell the pedestrian when they can walk or wait with audio
Mobility needs and safety
I think a leading pedestrian interval would help. At any crosswalk without a car traffic signal, there should be some sort of speed table or bump to slow traffic down. Most sidewalks are also incredibly narrow considering how close they are to the traffic.
No, these suggestions are what we need indeed.
Division is a very loud and fast street - there needs to be a solution to improve the comfort level of a pedestrian walking along Division. Perhaps this is wider sidewalks, as well as vegetation to help buffer out the sound levels.
Lane reduction and ban cars during certain days to encourage more walking/transit/biking
Of the above - more frequent and safer crossing is by far the most important
maybe roundabouts to keep traffic flowing
Traffic calming—there is a lot of speeding, reckless driving, street racing, and flying turns (as well as off-street turns through corner gas stations) that making walking and biking there very dangerous.
Bump outs, lane width reduction and other things that make the street physically narrower and faster to cross. Consider diagonal crosswalks at Main/Spokane Falls. Personally I also like bike and ped facilities buffered by parking, if unbuffered is the only alternative.
Less garbage, homeless and drug use.
A safe place to park allowing easy access to the amenities in the area for people with disabilities to be able to get out of their cars and walk around with walkers and canes or use wheelchairs.
Remove unhoused people so it is safe to walk.

reduce the speed limit
Drop speed limits. It's not 1960 anymore when it was rural highway. Too many intersections and accesses for the current speeds.
Cut down on big box stores set acres away from the sidewalk and invest in building more human-scale architecture that brings store fronts and building entrances up to the sidewalk where pedestrians can easily access them.
Separate pedestrians from the street, street trees as buffers etc. Also, narrower streets lead to slower vehicle traffic, which reduces noise pollution and safety concerns for pedestrians. Anything that can be done to reduce the quantity of vehicles on the street would help to reduce exhaust and fumes.
Less traffic. More mixed use businesses on the street (cafes etc). Trees, nice places to be outside. Greenway. Public art.

BIKING IMPROVEMENTS

Are there additional enhancements that you think would improve the bikeability along, across, or on routes adjacent to Division Street?

shade solar roofs for bike lanes

Events, close street for biking once a week!

Traffic cameras. Bikes feel unsafe taking division because drivers are speeding and driving recklessly

Protected bike lanes! Non-motorized neighborhood paths would be amazing too!

Any bike route going further north from downtown would be helpful and connected routes - there are a ton of bike routes that just stop and dont connect

allow bikes on sidewalks

Take away lanes from cars. Build bike lanes at sidewalk level for better separation and include physical barriers.

Keep the Lime bikes/scooters available year round and invest in snow/ice clearing.

Bikes with pedestrians ok but not prefferable, bike lanes without physical barrier from cars, useless, cars drive on them any way.

Any improvement to bike infrastructure on this street is good. As far as I know, no bikes are permitted on this street, and any connecting paths I've seen just haven't been lucrative enough to use.

No, these are what we need.

Scale back street parking, especially along bike corridors and greenways. This winter the bike lane along Addison wasn't plowed because too many residents were parked on the street. It made a typically reliable and safe corridor much more dangerous for nondrivers on the east side.

Dedicate a lane currently used for cars to non motorized transportation

New bike lanes are a complete waste of money so many people say there going to ride more if there were only more bike lanes but then you never see more people riding bikes especially in the winter!

ride one block east or west and stay off the major busy road

Speed traps/cameras, speed displays (like the one on North Side of Maple St Bridge). Pavement marked lanes would only work if real vehicle speeds are dramatically reduced. The speed limit may be 30, but car travel often exceeds 45+.

The bike lanes off the roads they cause more traffic and make it worse and most of the time they're littered with junk debris and abandoned homeless camps and refuse And you can't ride on them anyways

Wide sidewalks for walking or short point to point bike travel. Access to bike lanes on close parallel bike routes/greenways.

If there was a safe path between my home and whitworth I would bike to work- too dangerous now

Bike stations at transit hubs for those who don't need or want to take their bike to their final destination.

Protected bike lane. Greenway.
East-west improvements across Division Street, especially at intersections.

TRANSIT IMPROVEMENTS

Are there additional enhancements that you think would improve riding the bus along Division Street?

Do all bus routes HAVE to go to the STA plaza? Some circulating routes, concentrically around downtown, may be useful to some.

Get rid of the lithium batteries! They are dangerous! If they crash, you can NOT put the fire out!

Get rid of all buses all together, they are waste of tax payer money and are generally always empty

change it to a monorail system

Special mobility needs

A center lane or lanes on division that is dedicated to transit walking and biking/ perhaps bring back commuter/light rail

I think it should be remembered that more stations doesn't mean better. The fewer stations there are, the faster and more reliable the route can be. So don't have too many stations.

Consider off hour on-demand service. Winter/adverse weather improvements to bus shelters and stops. Consider radiant heating at shelters.

more connections with east-west routes

Allow law enforcement to make our city safe.

Adding in express routes with limited stops

Free bike lockers at bus stops and/or park and rides

DRIVING IMPROVEMENTS
Are there additional enhancements that you think would improve driving along Division Street?
Do not reduce traffic flow on Division
There should be NO bus stops near or at intersections. They clog up traffic.
Need more roundabouts to slow the drag racing on Farwell/Hastings and Division
Get rid of buses all together and increase lanes for driving
add more trees
Shrink it (and all arterial roads) down to just one lane each direction between intersections. The extra travel lanes do nothing for capacity as intersections restrict flow anyways, and less merging conflicts would make everyone safer.
Car capacity is good but improve road safety conditions and car share programs are needed to help those who do not own a car have as many safe options as possible.
Time the lights so you don't have to go 40 up and down division to make it to the next light.
Make Olive to Division turn safer to ensure pedestrians are seen.
Raise the speed limit so travel on the highway is quicker. I don't see driving on the question below but that is my answer.
Make it a set speed for the whole length. About 40mph. 30 is too low.
Please do not make it more difficult to drive on Division and Ruby! Reducing lanes is not the answer!! People are going to drive their cars no matter what and nothing you do will ever change that.
Lane reduction
Put around about at the division. Y so people can get to Walmart without going through a residential neighborhood.
None of they above you keep screwing things up that already are working for your 15 mon city green deal agenda!!!
There are so many potholes it has done damage to my vehichle. I have the potholes memorized at this point. Some of the manhole covers as essentially potholes as well.
Either more cops or tickets as Division is not safe, to many people are running red lights and putting others in danger.
Fewer but more efficient transitions between Division, side streets and retail. You could take out more than half the curb cuts and enforce better access between adjacent businesses and from side streets.
Leave Division alone - need more lanes not less.
Repair of damaged road surfaces, and restructuring of older traffic signals on North division. Particularly around the Y and just south of the Y.
Separate lane for busses
round about
NEVER MAKE A DEDICATED BUS OR CARPOOL LANE. DO NOT ADD BUMP OUTS TO DIVISION.

reduce number of lanes and (eventually) direct most through traffic to new 395 (north-south freeway corridor) to make Division more of a city street than a state highway.
Send the buses down some other street, and/or have full pullouts.
Finishing the freeway is going to make for huge improvements to Division Street. In the meantime, leave well enough alone!
The more we can do to make alternate modes of transportation more convenient/desirable, the better the driving experience will be. The less people contributing to congestion in single-occupancy-vehicles, the better experience it will be for those who continue to drive.
Support law enforcement to make our city safe.
More travel lanes, not less, stop wasting road space with the ridiculously oversized bike lanes that no one uses. Stop putting island, roundabouts and gardens on the roadways. These things only further complicate congestion.
The median blocking turns isn't intuitive and I think a "Michigan-left" system would be safer. A lot of people U turn at lights
Make Divison a faster route for cars and trucks to get thru the City to I-90 and points east and west.

GENERAL COMMENTS
Do you have additional ideas or comments you would like to share?
Trees please!
When do we start?
Please do not reduce traffic flow on Division or any other streets. The people do not want this.
Stop building apartments that cost as much as mortgage to rent! WE need condos so people can have ownership!!! There is NO affordable housing in Spokane anymore! What happened to \$500 a month rent?????!!!
please make it greener!
Development cannot happen unless you enforce the law now. Traffic cameras will be great to help Spokane's economy and increase pedestrian and bike access. If we build outside of the downtown corridor we are increasing car dependency.
This is great, but please don't forget about peripheral access. I could potentially use this if it were easier for me to get closer to Division from home.
Clean up the homeless and make public safety a priority. I want to take my Family out again, more frequently and feel like the city cares about our safety.
Calm traffic on division, reduce lanes to 3 max. add sidewalk and bike lanes, STA stops, loading/unloading zones, pedestrian refuge areas
Thank you for all the work planning and improving our city!
Thank you for making Spokane more walkable!
Plant fruit trees downtown and in parks so when they ripe, anyone can eat them.
Hopefully, we will get these improvements for pedestrians and transit users to make the city more easily walkable and car-free!
Yes but In private settings
I would love to see the downtown area cleaned up so I don't feel unsafe walking around my neighborhood.
We need this highway to be more like a highway.
I think being able to do this faster, without waiting for NSC to finish would help. I understand why that may be the case, but I worry about this getting delayed just like the freeway has been. I just really want more ways to control the speed. Speeding cameras, radar, bumps, tables, anything!
This is an exciting project! Thank you!
Keep it as is. It needs to be a commercial zoned corridor. No apartments. Sync up the signals to keep traffic moving.
No
You all very much know this, but for any of this to move forward, we need to first address our city's homeless problem.
Keep up the great work!
If you don't lose your federal funding because of Trump and DOGE. Finish the 395 corridor before you mess with the commute route of the rest of us that don't live in that

general vicinity, but have no choice but to take division to get to work and taking public transportation is not an option for my commute.
Please cancel this project immediately and use these funds to make I 90 into 3 lanes each way between Barker and the State Line, that's a road that needs improvement. Division does not!
Light rail in the center of division with a protected bike "highway" would be a massive improvement
Put it round about at the north division wise so people can get to walmart without driving through the residential neighborhood and the school zone
The Division Corridor is NOT the place to try to add bike lanes.
Stop wasting money on stupid crap that nobody will use fill the potholes and pave all the roads!!!
most busses are near empty and clog up the main arterials
Why is Division not more regulated as people speed and run red lights
Quit acting like regressive bought out retards
To make active and public transportation less dangerous and more pleasant, it is indispensable to start by controlling the irresponsible, reckless and outright scofflaw driving that is a major factor on Division.
Trent is another street in desperate need of attention, perhaps a weave lane.
Leave Division alone - the citizen don't like all the lane reductions you are making.
Eventually connected Northgate to Market Street
Just keep it CLEAN. There is too much trash downtown.
Please address the homeless, drug use, garbage and unsafe conditions city wide.
It is a Highway, so traffic has to be maintained until other options are available.
Whatever you decide to do. Please make it beautiful and bring in new money and businesses. It's been fair too long.
Please do something about the unhoused population. They make driving unsafe and walking or biking so scary. Move their services!! I want to use downtown but do not feel safe. Why invest if we can't use our investment.
Improve traffic flow on Division. Do NOT reduce lanes. Green medians and beautification welcomed.
Please do not narrow Division Street. We already have to drive from the Spokane Valley along I90 and then head North on Division Street. We will not have the North South freeway for many years. We will stop supporting the businesses on Division if it's faster to drive to Post Falls or Coeur d'Alene.
I oppose anything that slows or impedes traffic on North Division Street. Don't make it worse than it is.
Make bus travel more affordable, preferably free! The percentage of revenues from fares is so small, maybe we could do without it and benefit if other ways from increased ridership.
Spokane needs to stop trying to be a big city and work with the systems and infrastructure it has in place

Leave it be.
NO MORE ROAD DIETS!!!
START LISTENING TO THE PEOPLE INSTEAD OF ASKING FOR OUR INPUT AND THEN DOING WHAT YOU WANT ANYWAY.
Quit, spending, money
Actually listen to citizens!
Completion of the corridor connector needs to happen too!
stop road diet
Get the homeless away from Division
Division should stay fast for through-flow. I supported the Monroe "skinny street," but nothing that narrows Division or slows it.
Thank you for considering infrastructure to keep us cyclists safe. Bikes and buses get along well. You all rock.
Do not take away driving lanes on division for walking.
The fewer cars, the better this will be.
Businesses are moving. Our city will not progress until we focus on law and order.
Make this ASAP
NA
Would love more use of the back door payment option instead of the door closing when passengers get off
Thank you for all your hard work! Spokane is a lovely place to live because of the good work people like you do
Keep momentum moving for project. Emphasize how traffic will be reduced due to NSC.