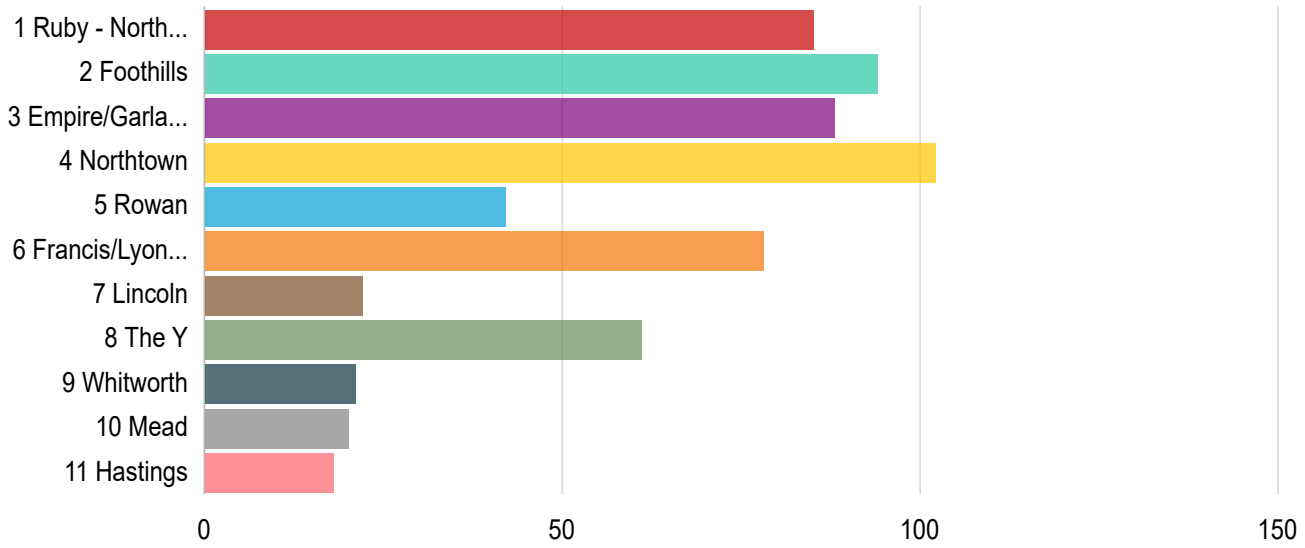
APPENDIX A

Land Use Survey Results

Questionnaire - DivisionConnects Land Use

1) Of the activity nodes shown on the map, where would you like to see land use chang…

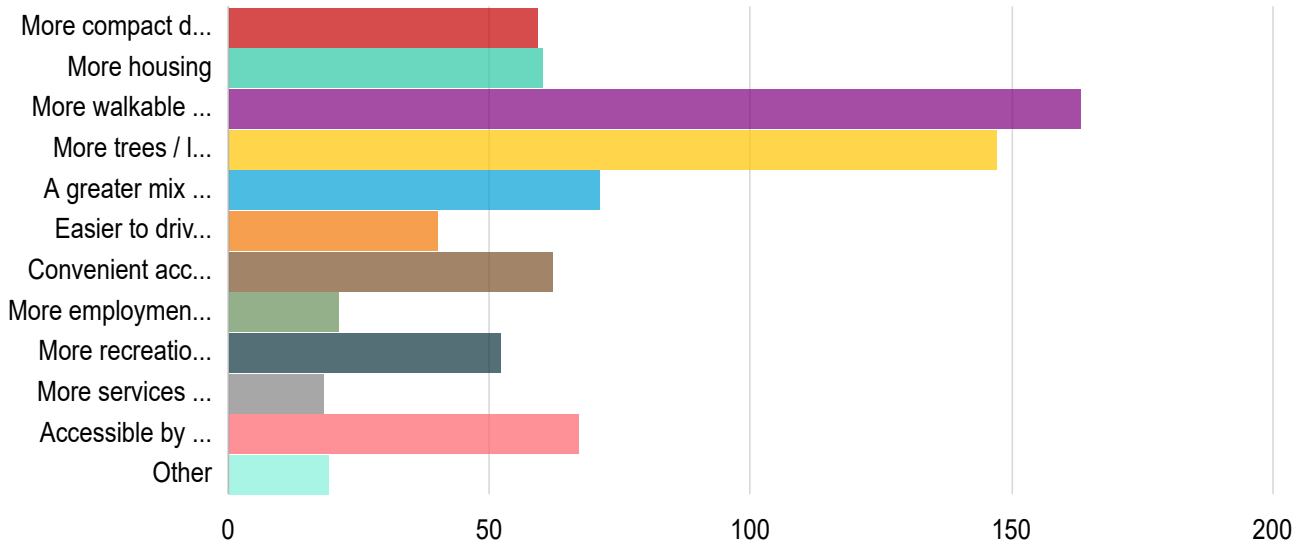


Answered: 225 Skipped: 12

2) Other Activity Nodes?

Answered: 50 Skipped: 187

3) What type of land use change are you imagining at your priority activity node…

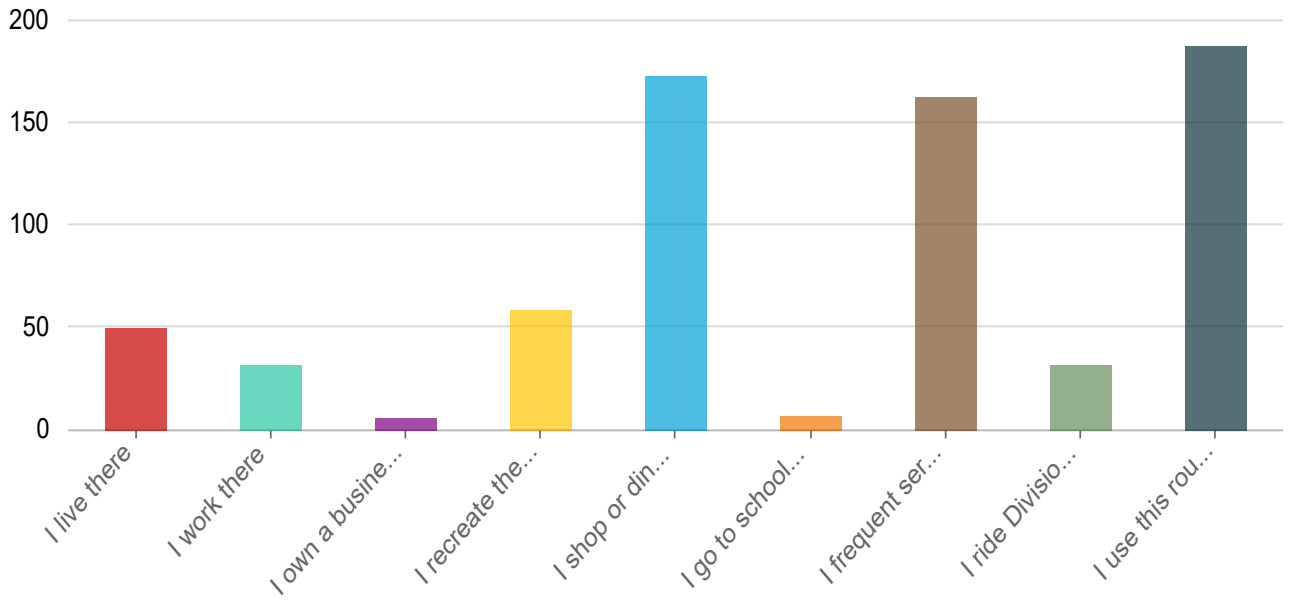


Answered: 233 Skipped: 4

4) Anything else you'd like to tell us?

Answered: 102 Skipped: 135

5) How do you use the Division Street corridor?

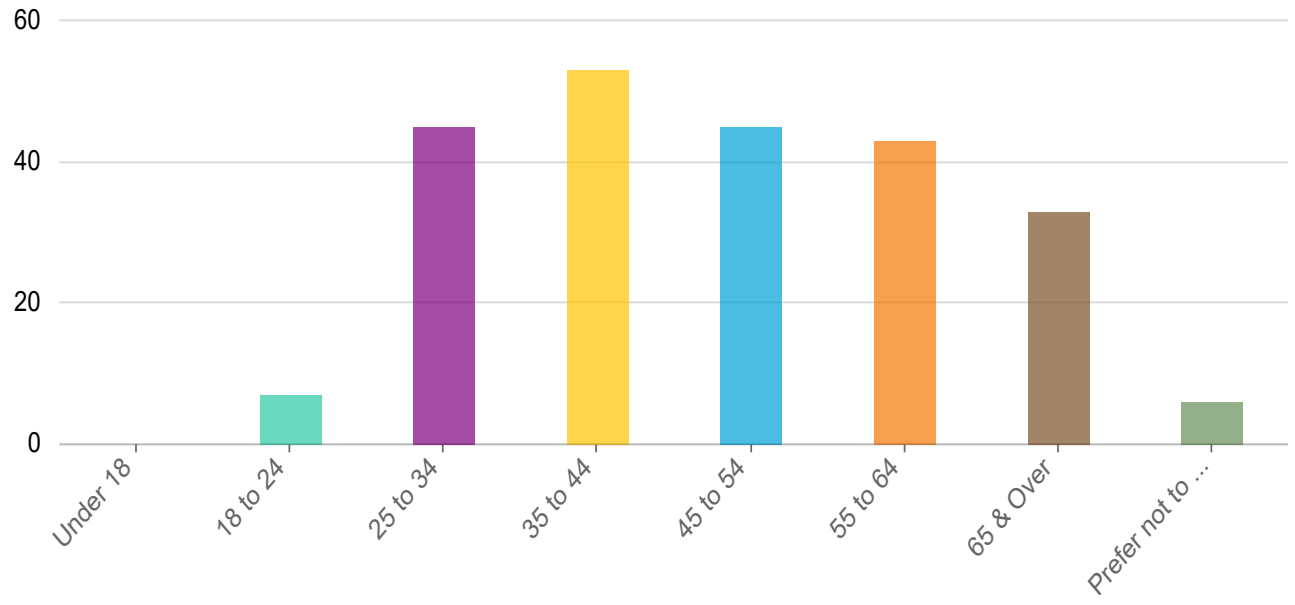


Answered: 235 Skipped: 2

6) What is your residential zip code?

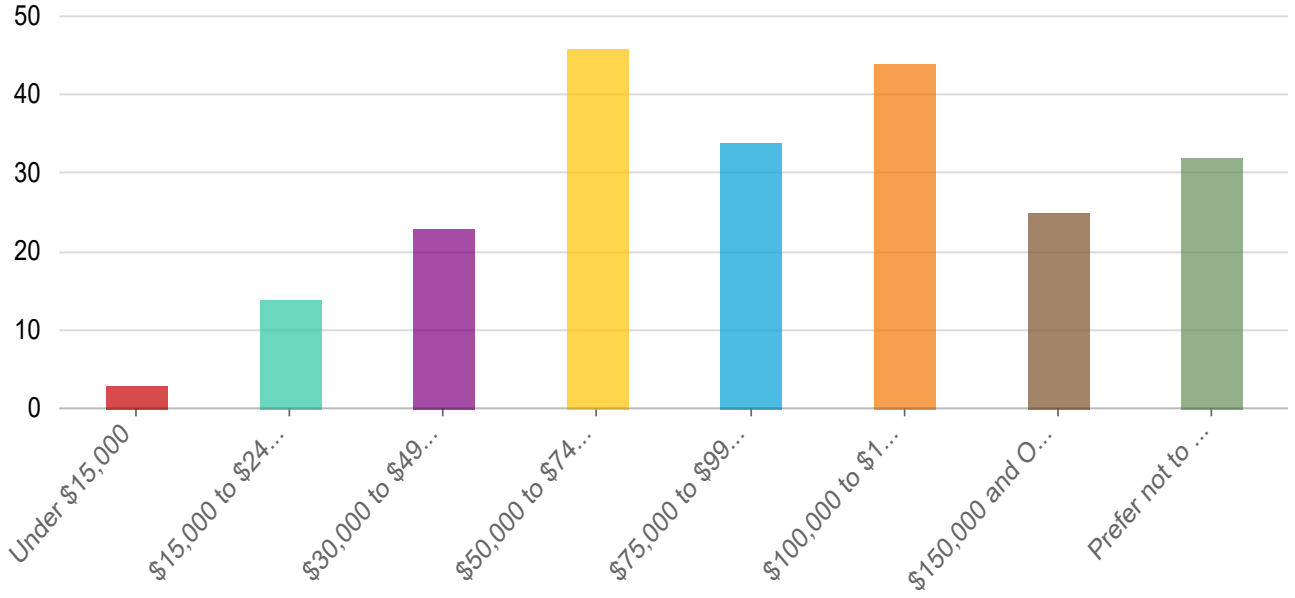
Answered: 233 Skipped: 4

7) Please tell us your age:



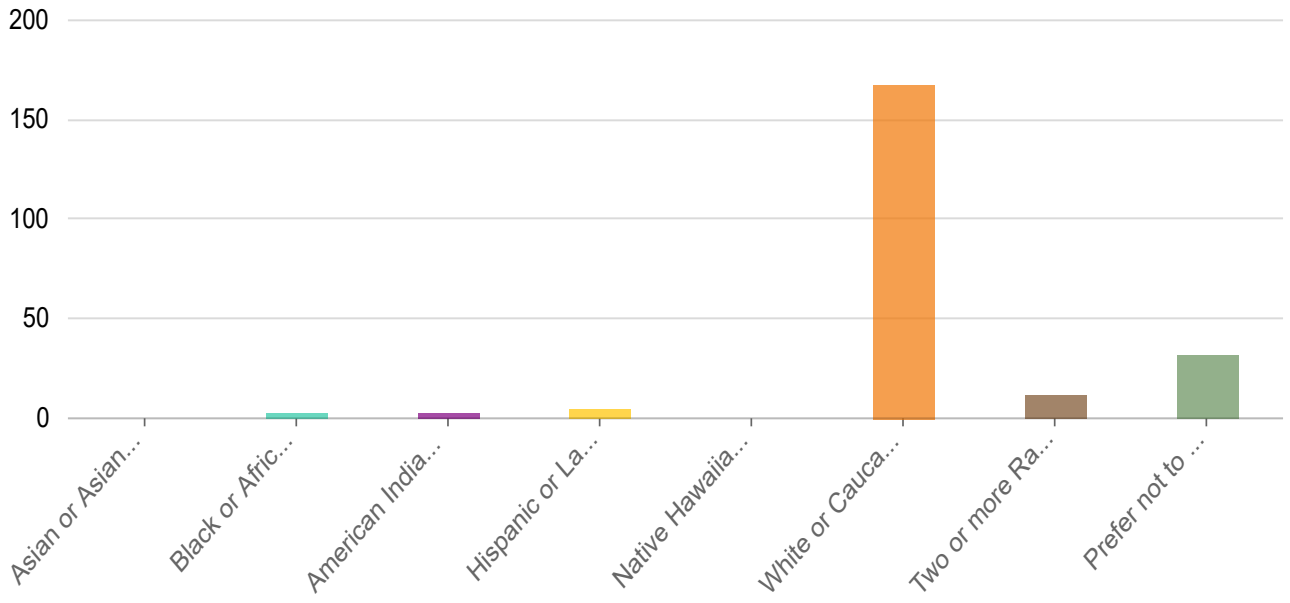
Answered: 232 Skipped: 5

8) Please tell us your annual household income:



Answered: 221 Skipped: 16

9) Please share your race or ethnicity:



Answered: 223 Skipped: 14

ObjectID	GlobalID	CreationDate	Creator	EditDate	1) Of the activity nodes shown on the map, where would you like to see land use change over time?	2) Other Activity Nodes?	4) Anything else you'd like to tell us?	5) How do you use the Division Street corridor?	6) What is your residential zip code?	7) Please tell us your age:	8) Please tell us your annual household income:	9) Please share your race or ethnicity:	3) What type of land use change are you imagining at your priority activity node locations?	Other - 3) What type of land use change are you imagining at your priority activity node locations?	x	y
1	c2d7f6de-f719-47c8-874d-85a55f37f89e	10/26/2021 17:46		10/26/2021 17:46	1_Ruby_North_Bank,3_Empire_Garland,4_Northtown			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
2	42e28560-2f19-4961-8784-c2b45deaea8a	10/26/2021 22:39		10/26/2021 22:39	8_The_Y	2922 W. Euclid	United States	I_work_there,I_shop_or_dine_out_there,I_frequent_services_there	99205	55_to_64		White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to		0	0
3	0795696d-12dc-4780-8afb-4f7debd72d9b	10/26/2021 22:40		10/26/2021 22:40	2_Foothills,4_Northtown,5_Rowan			I_use_this_route_to_get_to_othe	99203	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
4	dd3a4913-8c5a-4270-8bb9-8815e83541a2	10/26/2021 23:49		10/26/2021 23:49	1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	25_to_34	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
5	aefc420c-4103-4b63-8f9d-fe00adb6b406	10/26/2021 23:54		10/26/2021 23:54	1_Ruby_North_Bank,2_Foothills,4_Northtown	808 W. Spokane Falls Blvd		I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99004	55_to_64		American_Indian_or_Alaska_Nativ	More_housing,More_trees_landscaping,More_employment_opportunity		0	0
6	bb016fb4-b2aa-40dd-8401-857b4c6e6e95	10/27/2021 1:23		10/27/2021 1:23	2_Foothills,5_Rowan,6_Francis_Lyons			I_work_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99201	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
7	f2ea536a-2f07-44f2-8364-da504f24d0fe	10/27/2021 2:00		10/27/2021 2:00	1_Ruby_North_Bank,2_Foothills,10_Mead		Make it safe and friendly for all ages and abilities.	I_use_this_route_to_get_to_othe	99163	45_to_54	Prefer_not_to_answer	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter,other	Open space, water/fountain features.	0	0
8	c63254d5-4e71-4086-8012-807a6fd2879a	10/27/2021 2:28		10/27/2021 2:28	2_Foothills,3_Empire_Garland,5_Rowan			I_work_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99203	25_to_34	_15_000_to_24_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
9	2e1fb396-d007-42a1-8e36-0f164707bd92	10/27/2021 4:49		10/27/2021 4:49	4_Northtown,6_Francis_Lyons,11_Hastings			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99217	35_to_44	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
10	bb2e1466-b526-45ac-87b4-ab40fd98fecd	10/27/2021 6:05		10/27/2021 6:05				I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	25_to_34	Prefer_not_to_answer	Prefer_not_to_answer	Easier_to_drive_to		0	0
11	7aa08162-ac7b-484a-8df2-ec568c6ff9bb	10/27/2021 15:42		10/27/2021 15:42	2_Foothills,4_Northtown,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	25_to_34	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
12	8bb4566b-ab7e-4936-8276-8da5e8367562	10/27/2021 17:18		10/27/2021 17:18	1_Ruby_North_Bank,4_Northtown,8_The_Y			I_shop_or_dine_out_there,I_frequent_services_there	99201	18_to_24	_15_000_to_24_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
13	2477467d-0414-4d34-8e24-497cd44e629c	10/27/2021 18:17		10/27/2021 18:17	2_Foothills,3_Empire_Garland			I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	55_to_64	_75_000_to_99_999	White_or_Caucasian	More_housing,More_pedestrian_friendly		0	0
14	00a0293a-c322-4830-8b03-bc51935a1d76	10/27/2021 18:59		10/27/2021 18:59	1_Ruby_North_Bank,9_Whitworth,11_Hastings	The Wandermere area in general.		I_live_there,I_shop_or_dine_out_there,I_go_to_school_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	18_to_24	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
15	268f0f22-35ad-49a9-8878-7ad30cfca9ea	10/28/2021 1:38		10/28/2021 1:38	3_Empire_Garland,4_Northtown,6_Francis_Lyons			I_work_there,I_shop_or_dine_out_there,I_frequent_services_there	99208	35_to_44	_75_000_to_99_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
16	a22413f2-3e13-432d-8e7a-8064d98de893	10/28/2021 2:16		10/28/2021 2:16	3_Empire_Garland,4_Northtown,5_Rowan	around Indiana -- there is a business cluster at this location & there is some undeveloped/underdeveloped land. at this location. It's also a E/W route to schools * jobs-- higher ed to elementary.	Division is a corridor. Most of us who live on the east & west of Division are there because it's affordable and provides access to services. Please recognize us as you develop division. the careful transition between the businesses on division & the residential areas is important.	I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205				More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
17	92c6ea44-801e-4268-87b9-3d6a892c355d	10/28/2021 15:09		10/28/2021 15:09	2_Foothills,3_Empire_Garland,6_Francis_Lyons	Bridgeport and Division	United States	I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly		0	0
18	fe9d7875-01b0-4b61-8456-d5560fb738b4	10/28/2021 15:46		10/28/2021 15:46	6_Francis_Lyons,8_The_Y,9_Whitworth		Plan for less traffic, some businesses on this current hwy 2/395 are not going to remain in business	I_live_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	65_&_Over		Hispanic_or_Latino	More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
19	8701e017-c823-4553-82c1-974177e0e56a	10/28/2021 19:55		10/28/2021 19:55	1_Ruby_North_Bank,10_Mead,11_Hastings		#1 problem in Spokane is housing. The reason Centers and Corridors doesn't work is Zoning. R-1 must be eliminated to support increases in density. We need MORE residential over commercial, not just commercial, to help smaller businesses thrive.	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99203	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi		0	0
20	c03c9f39-9fd3-44f0-8cb7-e50c1676c44f	10/28/2021 20:46		10/28/2021 20:46	2_Foothills,6_Francis_Lyons,8_The_Y			I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	55_to_64	_75_000_to_99_999	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_employment_opportunity,More_recreation_entertainment		0	0
21	157c2676-5206-4d05-81df-ace1aacdbeb8	10/28/2021 21:12		10/28/2021 21:12	6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there	99207	65_&_Over	_15_000_to_24_999	White_or_Caucasian	More_pedestrian_friendly,A_greater_mix_of_land_use_types,Easier_to_drive_to,More_services_medical_social_		0	0
22	7508ea1f-7245-4d1a-83cf-e50946d6796e	10/28/2021 21:17		10/28/2021 21:17	2_Foothills,8_The_Y			I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99201	55_to_64	_30_000_to_49_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
23	b1387af8-a6ad-4609-8139-9fcd46619e23	10/28/2021 21:21		10/28/2021 21:21			It appears from this survey that dramatic changes along Division are a foregone conclusion. Most people who use the Division corridor are using it because it is the most convenient and quick route. I believe the majority of Spokane citizens and Division corridor users would agree that any change that makes traffic worse is less desirable than NO CHANGE. Your survey does not allow people to voice this position. Where is the "no change" option for these nodes? The presumption of change gives disproportionate weight to people and entities with special interests and agendas that may harm the population at large.	I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205	25_to_34	_100_000_to_149_999	Prefer_not_to_answer	Easier_to_drive_to		0	0
24	afa04fa3-6ff0-435a-80cf-5e5674e7e5b1	10/28/2021 21:23		10/28/2021 21:23			Give bike happy fuckers an inch, and they will take a mile. Road diets work well on a dead end road (le sprague west of Monroe only needs one lane); but not on a major through fare like division. Don't remove any vehicle traffic lanes to appease those fuckers. Remove one lane, and soon enough they'll bitch and whine to have another lane removed and then Division will just become a two lane road. Bikers and peds have side streets to use already. Division should be primarily for autos.	I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99005	Prefer_not_to_answer	Prefer_not_to_answer	Prefer_not_to_answer	More_trees_landscaping,other		0	0
25	7f195a43-b2cd-4445-8d88-8e35b20fd2fd	10/28/2021 23:23		10/28/2021 23:23		None. A lane reduction (road diet) on Division is a bad idea.		I_live_there,I_work_there,I_own_a_business_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there	99205	65_&_Over	_100_000_to_149_999	Prefer_not_to_answer	More_housing		0	0
26	ac6bbc52-88ff-4b63-8c5c-d9b1fae19d1c	10/28/2021 23:53		10/28/2021 23:53	2_Foothills,3_Empire_Garland,4_Northtown			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	45_to_54	_100_000_to_149_999	American_Indian_or_Alaska_Nativ	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
27	d91fd73b-6f59-4ebc-840c-3bc4eb3ebda0	10/29/2021 3:10		10/29/2021 3:10	1_Ruby_North_Bank,4_Northtown,5_Rowan	Northpointe Plaza has a ton of empty parking area. The former Shopko site is definitely an opportunity.	I think transit-oriented development, which will bring in housing, density/compactness, convenient access to BRT, food/grocery, services, employment, etc. in these nodes will be beneficial for the entire community. It's obviously great for people who live in TODs, but it's also great for the community surrounding TOD since they'll have closer access to things like food, entertainment, medical, recreation, etc. Currently, Spokane's land use development is centralized (e.g. to see a doctor you go to the South Hill, to buy groceries you have to drive 3 miles, etc.) TOD and its associated development will disperse that centrality into neighborhoods (e.g. a true "neighborhood grocery store", a short walk to the restaurant, a quick bus ride to the doctor, etc.) which will save everybody time, save everybody gas expenses, and up the quality of life for everyone in the area.	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99208	25_to_34	_75_000_to_99_999		More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types		0	0
28	268a734b-6517-4253-80fd-6426a8f60b3a	10/29/2021 5:18		10/29/2021 5:18	1_Ruby_North_Bank,2_Foothills,4_Northtown	The entire area between the river and North Foothills could use improvement and redevelopment. One of the things people like most about Spokane is how you can reach anywhere in Spokane in 15-20 mins. Focusing on areas closer to downtown, particularly in this stretch, would see the greatest benefit and increased interest if developed properly.	I think the Division corridor would benefit from more businesses being promoted along there.	I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99224	25_to_34	_15_000_to_24_999	White_or_Caucasian	Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_		0	0
29	23e23f86-2813-4829-86b1-2a5a2827ce4d	10/29/2021 5:48		10/29/2021 5:48	3_Empire_Garland,4_Northtown,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99224	35_to_44	_50_000_to_74_999	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
30	284b6c70-15ef-424e-8b76-6f8e69175472	10/29/2021 6:45		10/29/2021 6:45	1_Ruby_North_Bank,4_Northtown,5_Rowan	There are numerous empty lots along the west side of Division between Mission and Buckeye.	I also want more housing.	I_live_there,I_work_there,I_own_a_business_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205	65_&_Over	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_services_medical_social_		0	0
31	57a0d8ce-abdc-4f47-85fe-3c2ff71df0f5	10/29/2021 7:59		10/29/2021 7:59	3_Empire_Garland,5_Rowan,9_Whitworth			I_use_this_route_to_get_to_othe	99207	25_to_34	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
32	aff92280-da6a-42d9-8929-4544a4474fb6	10/29/2021 14:55		10/29/2021 14:55	4_Northtown,8_The_Y,10_Mead		Having a Mead node is very important to me because it's the closest possible location to where I live and there is still a lot of untapped potential there for more than just Big Box/Costco development.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99021	45_to_54	_50_000_to_74_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
33	2be96e68-ff30-446a-87b1-10c6e9fbc142	10/29/2021 15:55		10/29/2021 15:55	2_Foothills,6_Francis_Lyons,8_The_Y			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	45_to_54	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
34	6ca5831f-0efa-42f7-827d-8a5b6936152c	10/29/2021 16:58		10/29/2021 16:58	3_Empire_Garland,7_Lincoln,8_The_Y		Focus on neighborhood development and improving the condition for people who live in the area. Do not focus on regional freight; they can use the new north south freeway or use rail	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99223	25_to_34	_30_000_to_49_999	Prefer_not_to_answer	More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
35	6c4d3607-44d9-4be4-8943-e1125860d131	10/29/2021 20:41		10/29/2021 20:41	1_Ruby_North_Bank,4_Northtown,8_The_Y		Mixed use/dense areas will support transportation investments	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99212	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
36	db31e384-31d4-40ba-89d7-359f477e49fd	10/29/2021 22:23		10/29/2021 22:23	3_Empire_Garland,6_Francis_Lyons,10_Mead			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	55_to_64	_100_000_to_149_999	White_or_Caucasian	other	General economic development - more sustainable businesses	0	0
37	70bbf612-418b-483d-87fa-10b269e8f497	10/30/2021 0:49		10/30/2021 0:49	2_Foothills,3_Empire_Garland,11_Hastings		These would be good areas to have bus friendly/walkable neighborhoods. Maybe Tiny House with common areas or apartments focused on areas for younger people to raise families with a green living focus.	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205	45_to_54	_30_000_to_49_999	White_or_Caucasian	More_housing,A_greater_mix_of_land_use_types		0	0
38	685f52a2-e278-4e0c-824c-38307ba57e17	10/30/2021 22:09		10/30/2021 22:09	3_Empire_Garland,4_Northtown,9_Whitworth			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	25_to_34	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
39	00062214-1bf1-402e-8871-80b6040841 4d	11/2/2021 4:03		11/2/2021 4:03	2_Foothills,4_Northtown,6_Francis_Lyons	Hwy 2 between the Y and Mead. There's the whole Target shopping center that could be densified and redeveloped and the North YMCA that could be the heart of a new hub.	Get true mixed uses going in the nodes: residential, retail, office/professional. Slow down/reduce the traffic to make non-auto modes comfortable and activate the areas all day. Expand the areas of higher density a few more blocks to either side of the Division Corridor to encourage missing middle housing types (duplex/triplex, townhomes/condos, small apartment complexes). Exapnding those zones to also include small scale neighborhood retail and businesses would help as well. It looks like the preferred alternative does not incorporate any kind of bike or wheeled transport facilities. So where will those be located? Expanding the density zone a few blocks either side of Division would allow for bike boulevards or similar just a block off Division.	I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
40	b77e6645-f44c-4808-8386-e0e1bb7498f9	11/2/2021 16:50		11/2/2021 16:50	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	55_to_64	Prefer_not_to_answer	White_or_Caucasian	More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
41	6585a0c0-ec24-4331-8ce7-ca2af8b3e910	11/2/2021 17:57		11/2/2021 17:57	3_Empire_Garland,4_Northtown,9_Whitworth		I want to see zoning changes to create truly mixed infill development for mixed configuration housing that's affordable, sustainable and easily accessible to public transportation, childcare, work and small business shopping/entertainment/arts hubss	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
42	13d5d7d0-6410-4037-8826-5cbbd751ba61	11/2/2021 20:47		11/2/2021 20:47	4_Northtown,6_Francis_Lyons,8_The_Y		More trees, more density, less sprawl, good connecting buses to the nodes	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	55_to_64	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
43	f605406c-52fc-41b3-8164-74cbbcc7f65e	11/2/2021 23:05		11/2/2021 23:05			We need to stop this nonsense of the current idea of using our neighborhoods as nothing more then Infill. We are a neighborhood, that is what we wanted when we bought our homes. Now with the current mayor and her sycophant out of town real estate brokers. Seeing a lot of money pushing three homes into one 50x150 foot lot. Where the only parking is on a public street. You will do nothing but produce future slums. Or sticking apartment house in these neighborhoods, same outcome. These are our homes. Why do I not hear this same attention and rhetoric about the south hill. Division is a nightmare now because we do not have any police presence giving tickets. We pay our taxes and you want to spend it on providing more opportunities for the already wealthy business owners. Don't forget who actually votes. .	I_live_there,I_own_a_business_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	Prefer_not_to_answer	Prefer_not_to_answer	Prefer_not_to_answer	More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment		0	0
44	d5bcc242-8829-43c5-8147-f319016cd4b0	11/3/2021 22:03		11/3/2021 22:03	1_Ruby_North_Bank,2_Foothills,6_Francis_Lyons		Zoning within the corridor should eliminate parking minimums, ban billboards, prohibit street-facing parking lots, prohibit new drive-thrus and big-box stores, encourage a mix of uses, and empower small-scale developers. Plant street trees along the entire corridor and ensure accessible sidewalks and safe crossings along the entire route. Center median plantings wherever possible. Pedestrian scale lighting.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	25_to_34	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
45	2b9079bb-6bf3-491d-8b5c-7270f093a4a5	11/8/2021 17:04		11/8/2021 17:04	1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99204	18_to_24	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
46	ace77e86-c8cb-47c7-84f2-8bc1e834a748	11/9/2021 3:55		11/9/2021 3:55	1_Ruby_North_Bank,2_Foothills,4_Northtown		It always seemed as though the land between foothills and the river would be better suited for buildings with ground floor commercial and housing on the upper floors instead of houses facing side streets and vacant land/ car dealerships/ gas stations. This area is close enough to the university district for an easy bus ride to new business development, but a bit of an uncomfortable walk from campus. A lot of the buildings in this area are run down or abandoned and is heavily covered in impervious surface. As a GU student I could see this area really growing in popularity with students with easily accessible transit.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99021	25_to_34	Prefer_not_to_answer	White_or_Caucasian	More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types		0	0
47	2f108492-d6f6-4f7f-8baa-631228dfa7a0	11/9/2021 7:11		11/9/2021 7:11	2_Foothills			I_live_there,I_go_to_school_there,I_use_this_route_to_get_to_othe	9958	18_to_24	_15_000_to_24_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
48	95f074f6-2472-40a8-83ca-c784fb7c2b59	11/9/2021 19:59		11/9/2021 19:59	1_Ruby_North_Bank,2_Foothills,9_Whitworth			I_own_a_business_there,I_shop_or_dine_out_there	99223	45_to_54		White_or_Caucasian	A_greater_mix_of_land_use_types,More_employment_opportunity,More_services_medical_social_		0	0
49	74906b1a-2a73-4608-8d45-acc73b186c58	11/11/2021 18:59		11/11/2021 18:59	2_Foothills,4_Northtown,6_Francis_Lyons			I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	35_to_44			More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
50	356932c0-8c76-4d48-8515-1e9859cfb041	11/11/2021 20:54		11/11/2021 20:54	2_Foothills,6_Francis_Lyons,9_Whitworth			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99202	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types		0	0
51	9c92b62e-fac2-4cba-8408-c224d834d2ad	11/12/2021 1:14		11/12/2021 1:14	10_Mead			I_use_this_route_to_get_to_othe	99021	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
52	d5854407-f690-4767-8533-02e245cf7474	11/12/2021 16:06		11/12/2021 16:06	1_Ruby_North_Bank,4_Northtown,8_The_Y		All of these areas could be more green and have more services and amenities like a grocery store too.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0

ObjectID	GlobalID	CreationDate	Creator	EditDate	1) Of the activity nodes shown on the map, where would you like to see land use change over time?	2) Other Activity Nodes?	4) Anything else you'd like to tell us?	5) How do you use the Division Street corridor?	6) What is your residential zip code?	7) Please tell us your age:	8) Please tell us your annual household income:	9) Please share your race or ethnicity:	3) What type of land use change are you imagining at your priority activity node locations?	Other - 3) What type of land use change are you imagining at your priority activity node locations?	x	y
53	33a707ad-ac9d-4141-802d-1054118aabe1	11/12/2021 17:18		11/12/2021 17:18	1_Ruby_North_Bank,4_Northtown,8_The_Y	1315 E Nina	United States	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99202	35_to_44	_30_000_to_49_999	Hispanic_or_Latino	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
54	17cb1276-3ff4-4fe6-8c2d-2a647212c152	11/12/2021 17:21		11/12/2021 17:21	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_go_to_school_there,I_frequent_services_there,I_ride_Division_bus_#25	99037	25_to_34	Under_15_000	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
55	186dcfd5-2db9-4aed-88ff-ed5a54ae3bc3	11/12/2021 17:32		11/12/2021 17:32	3_Empire_Garland,4_Northtown,7_Lincoln		Put a left turn light at Garland/Empire and Division. Make sure it's easy to see traffic coming when a person is trying to get on Division from a side street (ie trying to turn north from Longfellow and trying to see through Burger King's trees).	I_live_there,I_frequent_services_there	99207	65_&_Over	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly		0	0
56	c77db97c-d505-4a37-8071-0fc40d592a50	11/12/2021 18:14		11/12/2021 18:14	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland		Protected bike lanes	I_shop_or_dine_out_there,I_frequent_services_there	99203	55_to_64	_100_000_to_149_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
57	0e189dda-f8cb-46ed-8684-e3ac977a6d99	11/12/2021 18:44		11/12/2021 18:44	3_Empire_Garland,8_The_Y,9_Whitworth			I_shop_or_dine_out_there,I_go_to_school_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	55_to_64	_50_000_to_74_999		More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
58	a2b7600c-df65-46cd-8396-12260a6e2c16	11/12/2021 19:24		11/12/2021 19:24	1_Ruby_North_Bank,3_Empire_Garland,9_Whitworth			I_frequent_services_there,I_use_this_route_to_get_to_othe	99203	55_to_64	_30_000_to_49_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,Accessible_by_bike_or_scooter,other	Public Art	0	0
59	84285342-ce68-4746-8676-29967368ec98	11/12/2021 19:41		11/12/2021 19:41	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99223	45_to_54	Prefer_not_to_answer	Two_or_more_Races	More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment		0	0
60	636d95a7-94f5-4bca-8f53-64f1246842 7f	11/12/2021 19:56		11/12/2021 19:56	4_Northtown,7_Lincoln,8_The_Y			I_recreate_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99223	35_to_44	_150_000_and_Over	White_or_Caucasian	Easier_to_drive_to,More_recreation_entertainment		0	0
61	b7401cf1-c0e3-4f32-81ae-bbac23294a84	11/12/2021 20:02		11/12/2021 20:02	1_Ruby_North_Bank,8_The_Y,9_Whitworth		The Division Corridor feels so worn out. It would be nice if it were vibrant and inspiring: mixed uses, buildings with shops and restaurants on the main floor and affordable loft living above, safe to walk around in the evening, small parks, clean, free secure wifi, BRT - that Division would become a want-to-go-to place instead of a have-to.	I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99218	55_to_64	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
62	9a2d8437-0808-4f8c-8c57-12e21b7e8e2b	11/12/2021 20:11		11/12/2021 20:11	1_Ruby_North_Bank,4_Northtown,9_Whitworth			I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	25_to_34	_15_000_to_24_999	White_or_Caucasian	Easier_to_drive_to,More_recreation_entertainment,More_services_medical_social_		0	0
63	b738044c-9696-422e-82ae-cf061c8da251	11/12/2021 20:22		11/12/2021 20:22	2_Foothills,3_Empire_Garland,4_Northtown	Between the freeway and Ruby	The speed limit of 30 miles an hour is 1900 model T speed. If access from residence side streets (either right turns only or forced to use arterials to get on Division) and pedestrians could find over or under passes for safe crossing the limit could be raised to 40 or 45 mph which would lower congestion	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99202	65_&_Over	Prefer_not_to_answer	Prefer_not_to_answer	Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,other	Better traffic movement through better light timing and higher speed allowed, adding over/under pedestrian crossings and limited access from so many side streets	0	0
64	116545b9-ab62-4aee-86d7-0ff946f76956	11/12/2021 20:58		11/12/2021 20:58	4_Northtown,5_Rowan,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99224	45_to_54	_75_000_to_99_999	Two_or_more_Races	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_employment_opportunity		0	0
65	ff8cbadd-eb03-46d9-8070-06e91ed5f52b	11/12/2021 20:59		11/12/2021 20:59	2_Foothills,8_The_Y,9_Whitworth			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99223	55_to_64	_75_000_to_99_999	White_or_Caucasian	More_housing,Convenient_access_to_a_bus_rapi,More_employment_opportunity,More_services_medical_social_		0	0
66	6b253e8d-c937-4300-841a-f19b49ae8aa5	11/12/2021 21:05		11/12/2021 21:05	6_Francis_Lyons,7_Lincoln,8_The_Y			I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity		0	0
67	1061d050-2917-409a-88be-4ac318e14cd2	11/12/2021 21:32		11/12/2021 21:32	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
68	1f87544b-313b-463f-87c8-df292785fc07	11/12/2021 21:44		11/12/2021 21:44	2_Foothills,3_Empire_Garland,6_Francis_Lyons			I_use_this_route_to_get_to_othe	99203	35_to_44	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
69	68f05afe-d566-49f9-89d2-3208f5de4132	11/12/2021 21:50		11/12/2021 21:50	3_Empire_Garland,8_The_Y,10_Mead			I_shop_or_dine_out_there,I_frequent_services_there	99206	35_to_44	_30_000_to_49_999	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_services_medical_social_,Accessible_by_bike_or_scooter		0	0
70	f077b60b-ea20-4bcf-8aaf-f327d1f3203a	11/12/2021 23:03		11/12/2021 23:03	1_Ruby_North_Bank,2_Foothills,4_Northtown			I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99208	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
71	be9a5290-5cef-4025-83cb-8e277f28094e	11/12/2021 23:13		11/12/2021 23:13	4_Northtown,6_Francis_Lyons,8_The_Y			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	65_&_Over	_75_000_to_99_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
72	98ddabd9-f73b-4e63-8aae-8c4abb220a0d	11/12/2021 23:18		11/12/2021 23:18	9_Whitworth,10_Mead,11_Hastings		It would be a mistake to remove a traffic lane on Division for a dedicated bus lane. Division cannot handle all of the automotive traffic now. Removing a lane will cause congestion and increase the risk of accidents. The answer to Spokane's traffic problems is not to continually reduce traffic lanes to add two-way turn lanes and/or bike lanes. We have 4 months (or more) of the year with snow and ice, this needs to be kept in mind when making these changes. Instead of allowing more room for vehicles to spread out, you're packing more vehicles in less space.	I_use_this_route_to_get_to_othe	99207	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment		0	0
73	19744ba6-a6a1-4f76-812d-589f4625f4be	11/13/2021 2:05		11/13/2021 2:05	7_Lincoln,9_Whitworth		I work less than two miles away (on Magnesium) from where I live near Whitworth. I do not feel safe biking to work. I wish I could bike to work.	I_live_there,I_work_there,I_shop_or_dine_out_there,I_go_to_school_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	25_to_34	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,Accessible_by_bike_or_scooter		0	0
74	d706f8b4-796f-41e6-8786-e1d3d0590bdd	11/13/2021 3:25		11/13/2021 3:25	4_Northtown,6_Francis_Lyons,7_Lincoln			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	Prefer_not_to_answer	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping,More_employment_opportunity,More_services_medical_social_		0	0
75	fe183054-769a-4031-81fa-2e3411885c9b	11/13/2021 15:54		11/13/2021 15:54	2_Foothills,4_Northtown,6_Francis_Lyons			I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	25_to_34	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
76	1a108c87-6974-4f60-881b-245dde60dc3e	11/13/2021 22:24		11/13/2021 22:24	4_Northtown,6_Francis_Lyons,8_The_Y	NE corner of Hwy 2 and Hawthorne		I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	25_to_34	Prefer_not_to_answer	White_or_Caucasian	More_compact_development_patter,More_housing,More_trees_landscaping,More_recreation_entertainment		0	0
77	dfd60273-4153-4209-8999-09432653065 8	11/13/2021 23:46		11/13/2021 23:46	2_Foothills,3_Empire_Garland,4_Northtown			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there	99223	25_to_34	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
78	bd898b82-0ff9-4c32-8201-b548eb59b1c8	11/15/2021 15:32		11/15/2021 15:32	11_Hastings			I_use_this_route_to_get_to_othe	99181	45_to_54	_100_000_to_149_999	White_or_Caucasian	Easier_to_drive_to		0	0
79	cf4714cd-a00f-4f9e-83de-797961bc2c24	11/15/2021 16:14		11/15/2021 16:14	4_Northtown,8_The_Y			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	992112	65_&_Over	_100_000_to_149_999	Two_or_more_Races	More_pedestrian_friendly,Easier_to_drive_to,Convenient_access_to_a_bus_rapi		0	0
80	c294fb6f-d265-4ea4-8ed8-cafc08443369	11/15/2021 17:22		11/15/2021 17:22	2_Foothills,5_Rowan,8_The_Y			I_frequent_services_there	99201	45_to_54	Prefer_not_to_answer	White_or_Caucasian	More_compact_development_patter,More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
81	d842ce69-a266-4c73-877c-efbaa252054e	11/15/2021 18:59		11/15/2021 18:59	1_Ruby_North_Bank,3_Empire_Garland,7_Lincoln			I_recreate_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	55_to_64	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
82	8fbeba4b-3f33-49e6-8d42-87bb443e7e2c	11/15/2021 19:34		11/15/2021 19:34	4_Northtown,10_Mead,11_Hastings	Nodes are wonderful, but Division is a mess. How can we give up a whole lane for transit only, if you do that, why not a train or trolley again? And how does this help bikers and walkers. And where are the pedestrian bridges? Crosswalks up north are non existent. Some have no lights. Feels like you are putting the cart before the horse. I know transit is important to the city and the Mayor, however so is safely walking and crossing streets.	Finish the corridor project so we can really see what our road use will look like.	I_live_there,I_work_there,I_own_a_business_there,I_recreate_there,I_shop_or_dine_out_there,I_go_to_school_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_other	99218- backs right up to good ol' Division	45_to_54	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter,other	Pedestrian lit up paths and bridges. Would help the flow.	0	0
83	458191cf-3841-43cf-8e6e-50070db26097	11/15/2021 20:43		11/15/2021 20:43	1_Ruby_North_Bank,2_Foothills,4_Northtown			I_work_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	25_to_34	Prefer_not_to_answer	Prefer_not_to_answer	More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity,other	Cleaner	0	0
84	f06e09d7-a02e-4c95-8e07-fa9cfe212c80	11/15/2021 20:50		11/15/2021 20:50	8_The_Y			I_use_this_route_to_get_to_othe	99208	45_to_54	Prefer_not_to_answer	White_or_Caucasian	Easier_to_drive_to		0	0
85	cb082dfc-9170-413c-8136-8ef66c82fbb9	11/15/2021 21:14		11/15/2021 21:14	1_Ruby_North_Bank,3_Empire_Garland,4_Northtown			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there	99204	25_to_34	_50_000_to_74_999	Two_or_more_Races	More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
86	daaf6ee6-bf72-401b-8a5e-511fcf3ba734	11/15/2021 21:19		11/15/2021 21:19	8_The_Y,10_Mead,11_Hastings			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99006	35_to_44	Prefer_not_to_answer	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping		0	0
87	a3db2e3f-18e1-4fd7-8aa2-84c3128bfda1	11/15/2021 22:01		11/15/2021 22:01	6_Francis_Lyons,7_Lincoln			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	45_to_54	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi		0	0
88	017b0692-daa0-4c01-82d9-31120dab851d	11/16/2021 14:00		11/16/2021 14:00	4_Northtown,6_Francis_Lyons			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99217	55_to_64	_50_000_to_74_999	White_or_Caucasian	Easier_to_drive_to		0	0
89	fb75fa54-7f75-4565-8c2b-68f057ababa9	11/16/2021 15:50		11/16/2021 15:50	2_Foothills		leave it alone . the flow is terrible due to north south debacle. study it after completion of north south instead of using lame studies to do what you please	I_frequent_services_there	99208	55_to_64	_100_000_to_149_999			0	0
90	dd8c1229-f663-4e49-8550-3bd97e4bb4c8	11/17/2021 0:04		11/17/2021 0:04	1_Ruby_North_Bank,2_Foothills,4_Northtown			I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	45_to_54	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
91	d23be5a0-d949-4120-86da-07ee0e6c7566	11/17/2021 2:42		11/17/2021 2:42		Indiana-Mission		I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	65_&_Over	_50_000_to_74_999	Prefer_not_to_answer			0	0
92	55990273-4dee-40fe-85ca-92fb17996c7f	11/17/2021 4:08		11/17/2021 4:08	6_Francis_Lyons,7_Lincoln,8_The_Y			I_shop_or_dine_out_there,I_frequent_services_there	99205	65_&_Over	_15_000_to_24_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
93	fdbf7b97-dee7-4c69-8e6d-981c189793d3	11/17/2021 4:14		11/17/2021 4:14	1_Ruby_North_Bank,3_Empire_Garland,4_Northtown			I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99224	35_to_44	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
94	34c57426-cf6a-4dbe-8825-e96702a7850b	11/17/2021 4:16		11/17/2021 4:16	5_Rowan,6_Francis_Lyons,7_Lincoln	174 S Coeur d'Alene St, Unit H-304	When I drive up or down Division, all I see are lanes of cars and more vehicles. It's all business with lots of parking lots and very little natural green space. It's not easy on the eyes or on the feet.	I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	65_&_Over	_30_000_to_49_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,other	Make it more like a friendly community with ordinary neighborhood amenities for the people in the houses/apt. (coffee shops, grocery store, other small shops for quick in and out.)	0	0
95	71b7b6c7-ee36-4aa1-8b26-8549454e4b20	11/17/2021 4:18		11/17/2021 4:18	2_Foothills,8_The_Y,10_Mead			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99217	35_to_44	_30_000_to_49_999	Black_or_African_American	More_pedestrian_friendly,More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment		0	0
96	69c6b245-d6b6-4b3a-896c-48ccc82fad8f	11/17/2021 4:19		11/17/2021 4:19	1_Ruby_North_Bank,4_Northtown,5_Rowan	618 E 18th Ave	There is abundant opportunity for affordable housing coupled with public transit access. These two items are essential for Spokane to grow and provide basic services to current and new residents.	I_use_this_route_to_get_to_othe	99203	65_&_Over	_75_000_to_99_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,other	Declutter! This corridor is an immediate turn-off due to the presence of competing signs, street facing parking lots and abandoned buildings. It is unwelcoming and unpleasant to traverse by vehicle or on foot or (god-forbid-you -would-try) bike.	0	0
97	6a5a8da8-9b01-46eb-8cf2-0f6d52af8a07	11/17/2021 4:23		11/17/2021 4:23	10_Mead			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99021	35_to_44	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly,Easier_to_drive_to,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
98	67a1dc0a-bd0e-4ba4-824f-7a919226817a	11/17/2021 4:34		11/17/2021 4:34	2_Foothills,3_Empire_Garland			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_trees_landscaping,More_recreation_entertainment		0	0
99	67c00c3e-7bad-406f-83ab-47d84c9fb8c0	11/17/2021 5:15		11/17/2021 5:15	4_Northtown,5_Rowan,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to		0	0
100	5d6d9188-6fc4-4d17-8f38-9d137244c409	11/17/2021 5:44		11/17/2021 5:44	1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons		Pedestrian an bike lane options please!	I_live_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99207	45_to_54	_150_000_and_Over	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,other	Bike lanes	0	0
101	c3fa458f-db86-4d1f-893e-2ea23cd1f55c	11/17/2021 10:06		11/17/2021 10:06			I do not like this plan or dedicated bus lanes taken from traffic lanes. This will be very bad for retail businesses along the Division Street corridor.	I_shop_or_dine_out_there	99217	65_&_Over	Prefer_not_to_answer	Prefer_not_to_answer			0	0
102	ca649f45-2d92-4db6-88f8-cfdebf320734	11/17/2021 13:28		11/17/2021 13:28	4_Northtown,10_Mead			I_live_there,I_use_this_route_to_get_to_othe	99205	65_&_Over	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly,More_recreation_entertainment,More_services_medical_social_		0	0
103	e57a840e-7f49-4227-81ca-317721a7c8fe	11/17/2021 14:09		11/17/2021 14:09	1_Ruby_North_Bank,3_Empire_Garland,7_Lincoln			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	45_to_54	_50_000_to_74_999	Two_or_more_Races	More_trees_landscaping		0	0
104	21bed205-b74e-417a-82a9-7948448f0f82	11/17/2021 14:20		11/17/2021 14:20	1_Ruby_North_Bank,3_Empire_Garland,5_Rowan			I_use_this_route_to_get_to_othe	99205	55_to_64	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
105	5c85ca43-7839-4ef1-8c31-8db133b9816f	11/17/2021 14:20		11/17/2021 14:20	4_Northtown,6_Francis_Lyons,8_The_Y	none for me	At this point, Division is not pretty. Northtown is out-dated. I like the idea of more land-use types and walkability, but it seems like Division will always need to be a functional traffic funnel for a lot of local traffic. Maybe it's fated to be mostly commercial. At least the roads could be reconfigured with a dedicated bus and turn lane.	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	55_to_64		White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
106	fa11690b-9955-4ebd-81ed-bf5be3e39ff6	11/17/2021 14:39		11/17/2021 14:39	2_Foothills,4_Northtown,7_Lincoln		Please consider the design of the nodes and how they can create a feel of entering a neighborhood center.	I_frequent_services_there	99201	45_to_54	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
107	bdda3309-edee-40a4-8717-668644bfcec1	11/17/2021 14:43		11/17/2021 14:43	1_Ruby_North_Bank,5_Rowan,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	25_to_34	_150_000_and_Over	White_or_Caucasian	More_compact_development_patter,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
108	83cbe87c-55f0-42f9-80e6-0fb2baa214f3	11/17/2021 14:52		11/17/2021 14:52	3_Empire_Garland,6_Francis_Lyons,8_The_Y			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99004	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
109	daefaf51-cf97-4381-8358-24e253aa8f61	11/17/2021 14:52		11/17/2021 14:52	1_Ruby_North_Bank,2_Foothills,4_Northtown			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99005	25_to_34	_50_000_to_74_999	Prefer_not_to_answer	More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
110	e69afdf1-0ae0-4407-8e08-ec7b90a20478	11/17/2021 15:41		11/17/2021 15:41	2_Foothills,3_Empire_Garland,8_The_Y			I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
111	33c6069f-074d-41f9-8f8f-09165e76afcd	11/17/2021 15:55		11/17/2021 15:55				I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99005	45_to_54	_75_000_to_99_999		More_pedestrian_friendly,Easier_to_drive_to,More_recreation_entertainment		0	0
112	f6c30269-480d-417a-8b03-d22b77eb3529	11/17/2021 16:05		11/17/2021 16:05	5_Rowan,8_The_Y,9_Whitworth			I_shop_or_dine_out_there	99205	45_to_54	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0

ObjectID	GlobalID	CreationDate	Creator	EditDate	1) Of the activity nodes shown on the map, where would you like to see land use change over time?	2) Other Activity Nodes?	4) Anything else you'd like to tell us?	5) How do you use the Division Street corridor?	6) What is your residential zip code?	7) Please tell us your age:	8) Please tell us your annual household income:	9) Please share your race or ethnicity:	3) What type of land use change are you imagining at your priority activity node locations?	Other - 3) What type of land use change are you imagining at your priority activity node locations?	x	y
113	9b0767ef-b753-4a80-80c8-6f191a12f01b	11/17/2021 17:24		11/17/2021 17:24	7_Lincoln,8_The_Y,11_Hastings			I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99207	35_to_44	_30_000_to_49_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
114	b1834053-c9ca-4ba4-8d44-e54a02acce2c	11/17/2021 18:38		11/17/2021 18:38	1_Ruby_North_Bank,2_Foothills,6_Francis_Lyons		Please don't forget prior information gathered that Spokanites still prefer to travel by car in the city and most people own cars. Please do not take away lanes or make traffic worse on Division.	I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	25_to_34			More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
115	c13de53f-7357-4491-8c8b-8ce6a0add45a	11/17/2021 20:51		11/17/2021 20:51	4_Northtown,5_Rowan,7_Lincoln	Empty buildings like the old Lowe's site is a huge eyesore and going to waste		I_use_this_route_to_get_to_othe	99021	45_to_54	_30_000_to_49_999	American_Indian_or_Alaska_Nativ	More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment		0	0
116	ef572f49-e6c7-4f52-8c51-e06a4648e769	11/17/2021 21:15		11/17/2021 21:15	1_Ruby_North_Bank,4_Northtown,6_Francis_Lyons			I_frequent_services_there,I_use_this_route_to_get_to_othe	99223	Prefer_not_to_answer	Prefer_not_to_answer	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
117	187b7fc4-067f-45ba-83db-e623c2fe1a74	11/18/2021 4:18		11/18/2021 4:18	5_Rowan,6_Francis_Lyons,10_Mead			I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99205	65_&_Over	_30_000_to_49_999	Prefer_not_to_answer	More_pedestrian_friendly,Easier_to_drive_to,Convenient_access_to_a_bus_rapi,More_employment_opportunity		0	0
118	74fc03b3-1f20-4fa6-86c7-72ba33850c34	11/18/2021 6:43		11/18/2021 6:43		1427 E. Overbluff Rd	Do not remove any more lanes for car/truck traffic. Spokane and Spokane county have more residents(thus more cars/trucks), and more traffic. Yet we continue to see lanes being taken away and streets being narrowed in the city & county. I have seen no evidence of by adding more sidewalk width, bump outs, bike lanes, etc. has led to more pedestrian(bicycle & foot) traffic, and I am a walker/bike rider. The theory of "build it and they will come", has not come to fruition in Spokane. I do believe it is partially due to having the colder/wetter seasons for a few months a year.	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99203	45_to_54	_100_000_to_149_999	White_or_Caucasian			0	0
119	87263ff0-a955-442b-8cfd-3ce59e573ad7	11/18/2021 17:16		11/18/2021 17:16	2_Foothills,4_Northtown,8_The_Y	between foothills and northtown seems run down with many empty buildings seems like an opportunity		I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99208	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_recreation_entertainment		0	0
120	124ddbf7-7111-4dab-8254-fed0091c2cc3	11/19/2021 0:07		11/19/2021 0:07	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland		Remove concrete islands on Foothills/Buckeye at Division an landscape with low water trees, shrubs and perennials.	I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205	65_&_Over	Prefer_not_to_answer	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
121	20da2ec4-8782-43c0-8372-18a8015dfeeb	11/19/2021 4:38		11/19/2021 4:38	3_Empire_Garland,4_Northtown,6_Francis_Lyons			I_shop_or_dine_out_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99223	55_to_64	Prefer_not_to_answer	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
122	0d717814-c1d6-4cf9-8b1a-21e37da0fa27	11/19/2021 8:41		11/19/2021 8:41	1_Ruby_North_Bank,10_Mead,11_Hastings	All of Division	Cafe's, smaller local owned businesses	I_use_this_route_to_get_to_othe	99201	65_&_Over	_30_000_to_49_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
123	c2d3f2e3-bec1-4753-89ce-7c5d71a99779	11/19/2021 20:38		11/19/2021 20:38	3_Empire_Garland,6_Francis_Lyons,8_The_Y			I_live_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	65_&_Over	_75_000_to_99_999	White_or_Caucasian	More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
124	64dec257-54e9-4967-8be3-a717eccb6007	11/19/2021 22:48		11/19/2021 22:48	2_Foothills,4_Northtown,6_Francis_Lyons		Thank you for doing so many surveys!	I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99217	25_to_34	Prefer_not_to_answer	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_recreation_entertainment		0	0
125	66182e44-ba18-440e-85c5-668c83cf71a6	11/20/2021 4:54		11/20/2021 4:54	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205	45_to_54	_150_000_and_Over	White_or_Caucasian	More_compact_development_patter,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
126	a1b4643c-8d76-4b02-8941-46ab38b76f99	11/20/2021 15:21		11/20/2021 15:21	2_Foothills,4_Northtown,6_Francis_Lyons		Add and Improve mid block crossings	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99202	25_to_34	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
127	4a1e7393-2b07-41f9-81a7-ff01cea8ca08	11/20/2021 19:13		11/20/2021 19:13	3_Empire_Garland,4_Northtown,6_Francis_Lyons	Division and Bridgeport. It is often the only place close to many low income neighbors.		I_recreate_there	99207	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_housing,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
128	12fab7b1-7e43-462f-8858-3946af155094	11/21/2021 1:59		11/21/2021 1:59	2_Foothills,4_Northtown,6_Francis_Lyons		Please be more thoughtful as you add landscaping. I drive by the landscaping that the city put in on Ruby and Indiana and it's a weed patch now. The same is true for areas of Country Homes. Please make thoughtful choices that will be low maintenance and still lovely.	I_live_there,I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99218	45_to_54	_100_000_to_149_999	Prefer_not_to_answer	More_employment_opportunity,other	More businesses. The empty storefronts in those areas are not welcome.	0	0
129	6e96a5b6-b5f3-4624-83bb-73917a5d67b8	11/21/2021 5:56		11/21/2021 5:56	1_Ruby_North_Bank,6_Francis_Lyons,8_The_Y	2929 S. Howard St.		I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99203	65_&_Over	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping		0	0
130	5d0111f8-274f-4db3-8fec-03cbc3610af7	11/22/2021 5:36		11/22/2021 5:36	1_Ruby_North_Bank,2_Foothills		Permit tne building of 5-10 story apartment-condo complexes between Ruby and Division as well as on the parcels fronting on Ruby or Division	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	65_&_Over	_50_000_to_74_999	White_or_Caucasian	More_housing		0	0
131	670c8ded-b695-4a18-8114-2de19c827e16	11/22/2021 18:47		11/22/2021 18:47	1_Ruby_North_Bank,3_Empire_Garland,4_Northtown			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
132	6730bf63-4650-45f5-8ad2-38570880e688	11/23/2021 4:37		11/23/2021 4:37	1_Ruby_North_Bank,4_Northtown,8_The_Y			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207				More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types		0	0
133	efa1c1f8-a995-4fee-82f5-a5e9c841c3a6	11/23/2021 7:51		11/23/2021 7:51	4_Northtown,6_Francis_Lyons,8_The_Y	42 E WALTON AVE	United States	I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207				More_pedestrian_friendly,More_trees_landscaping		0	0
134	163468d5-90e1-458c-87b9-4a62a195bf0d	11/23/2021 16:17		11/23/2021 16:17	2_Foothills,3_Empire_Garland,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
135	2f415346-4e39-416e-865e-86cde31194d6	11/23/2021 16:56		11/23/2021 16:56	1_Ruby_North_Bank,2_Foothills,4_Northtown	3427 N Stone St	United States	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	45_to_54	_75_000_to_99_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to,Convenient_access_to_a_bus_rapi		0	0
136	d0d1e0db-1aa0-46bb-8d64-b04e0c5931f7	11/24/2021 0:27		11/24/2021 0:27	2_Foothills		The Division/Foothills area is occupied by empty parking lots, WA State property, and derelict buildings. Improve the infrastructure, create tax abatement and incentives, acquire state properties, and promote the development of housing, and retail in this area.		99212	45_to_54	_150_000_and_Over	White_or_Caucasian	More_services_medical_social_		0	0
137	8b954140-1377-4023-879e-dafe3590e382	11/24/2021 16:51		11/24/2021 16:51	4_Northtown,5_Rowan,8_The_Y			I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there	99205	25_to_34	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
138	a6aea8e5-94d1-4a76-8d9c-2adf16b4f9bf	11/24/2021 19:27		11/24/2021 19:27	3_Empire_Garland,4_Northtown,5_Rowan		Please stop taking away driveable lanes from roads and pushing everyone to mass transit. Everything is too spread out to expect everyone to take mass transit.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	55_to_64	_75_000_to_99_999	Two_or_more_Races	More_trees_landscaping,Easier_to_drive_to,More_recreation_entertainment		0	0
139	69437592-0b88-446a-86fa-5c28f5777710	11/24/2021 21:12		11/24/2021 21:12	2_Foothills,6_Francis_Lyons,8_The_Y			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	65_&_Over	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
140	f91ed333-38a5-49b4-8f25-71bd3c659a37	11/29/2021 17:08		11/29/2021 17:08				I_own_a_business_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe		Prefer_not_to_answer	Prefer_not_to_answer	Prefer_not_to_answer	More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
141	db06ed27-b333-4daf-84e9-d3b973db30e8	11/29/2021 17:18		11/29/2021 17:18	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_live_there,I_frequent_services_there,I_ride_Division_bus_#25	99205	65_&_Over	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
142	715cc91f-4961-4f0b-8a01-caeea6dd8e44	11/29/2021 17:18		11/29/2021 17:18	11_Hastings	None	Spokane needs to update its public transit. Im suggesting a light rail that runs the length of division, and sprague. Connection to GEG. Seattle and Portland both have these services and attract many riders.	I_use_this_route_to_get_to_othe	99208	35_to_44	_100_000_to_149_999	Prefer_not_to_answer	More_trees_landscaping,Easier_to_drive_to,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
143	eee6be61-a7f8-4901-840c-69ba3c329a1f	11/29/2021 17:53		11/29/2021 17:53	1_Ruby_North_Bank,5_Rowan,10_Mead			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	25_to_34	_30_000_to_49_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
144	befcd6ca-37dd-4b2c-801d-84127778c781	11/29/2021 18:08		11/29/2021 18:08	4_Northtown,5_Rowan,6_Francis_Lyons			I_live_there,I_recreate_there,I_shop_or_dine_out_there	99207	35_to_44	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to		0	0
145	552b7b55-653a-4737-80a3-6fc134488103	11/29/2021 18:11		11/29/2021 18:11	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_live_there,I_work_there,I_use_this_route_to_get_to_othe	99205	45_to_54	_100_000_to_149_999	Two_or_more_Races	More_compact_development_patter,More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
146	16aee0da-214d-4b6f-8a94-8b9ac41e043f	11/29/2021 18:16		11/29/2021 18:16	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland		These are the closest to my work or home. I would like to see better surveillance or secure areas for our commuters, community or visitors via the the bus system. If traffic is expected to shunt off Division Street then the logical thing is to calm the flow of traffic and add landscaping. Make several well placed points of easier pedestrian crossing. Don't ruin the existing neighborhoods by encroaching into them. Simplify Division with a calmer, simpler, quieter and prettier street. We don't have any need to continue with so many lanes of travel.	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99206	45_to_54	_50_000_to_74_999	Hispanic_or_Latino	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
147	39a1ce37-2ca4-4c50-8d27-e3d0d0c8a202	11/29/2021 19:23		11/29/2021 19:23	3_Empire_Garland,6_Francis_Lyons,8_The_Y			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping		0	0
148	ccdec2c8-f170-4ffc-8f0c-5da5cc64c7a4	11/29/2021 20:59		11/29/2021 20:59	2_Foothills,3_Empire_Garland,6_Francis_Lyons	N/A		I_shop_or_dine_out_there,I_frequent_services_there	99224	35_to_44	_30_000_to_49_999	Two_or_more_Races	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_recreation_entertainment		0	0
149	1f4ddce4-0b0d-45f5-8c9f-06316f2e4cd1	11/29/2021 21:03		11/29/2021 21:03	1_Ruby_North_Bank,2_Foothills			I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99207	35_to_44	_75_000_to_99_999	White_or_Caucasian	Easier_to_drive_to		0	0
150	e57f15b8-5264-43e6-831e-a5d3fa307ab1	11/30/2021 3:02		11/30/2021 3:02	1_Ruby_North_Bank,4_Northtown,8_The_Y			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99202	25_to_34	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
151	2aaa687d-f0aa-4936-8436-1c8229510e87	11/30/2021 5:28		11/30/2021 5:28	3_Empire_Garland	Mission/gonzaga	I want protected bike lanes so badly! It's scary out there	I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99202	25_to_34	_15_000_to_24_999	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
152	f69b99fa-68cf-420d-858b-4c19e45d84cd	11/30/2021 5:36		11/30/2021 5:36	3_Empire_Garland,4_Northtown,5_Rowan		It would be wonderful to be able to travel more safely on bike around the city this might help people reduce use of cars for smaller trips if they feel safe	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99202	25_to_34	_15_000_to_24_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
153	b4f943da-c9cf-4ca5-802e-2d3a4b14dcc5	11/30/2021 16:42		11/30/2021 16:42	1_Ruby_North_Bank,3_Empire_Garland,5_Rowan		I bike for transportation, so my choices were based on Division access to quiet streets.	I_recreate_there	99223	65_&_Over	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
154	acf0d128-5ff0-4caf-8c96-ef169ac41d7b	11/30/2021 19:00		11/30/2021 19:00	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99202	55_to_64	_75_000_to_99_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter,other	Small grassy areas, with benches	0	0
155	98bd5e78-7916-4155-80a9-4ac27cd3e70a	11/30/2021 19:52		11/30/2021 19:52	8_The_Y,9_Whitworth,11_Hastings	N/A	N/A	I_live_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99218	25_to_34	_15_000_to_24_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
156	b0643ff4-ed5f-4212-819e-c9f99a1d2dad	11/30/2021 21:57		11/30/2021 21:57	2_Foothills,3_Empire_Garland,4_Northtown		I think we should be prepared for Northtown Mall to change/evolve over the next several years. For example, Northgate Mall in the north end of Seattle was recently demolished, making way for housing and other development.	I_use_this_route_to_get_to_othe	99223	55_to_64	_100_000_to_149_999	White_or_Caucasian	More_housing,Convenient_access_to_a_bus_rapi		0	0
157	5f7dde82-23b5-44ed-834b-e5b1f16425ff	12/1/2021 0:51		12/1/2021 0:51	2_Foothills,4_Northtown,6_Francis_Lyons			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
158	0ec1e01c-56e0-4935-87e3-727f9ef171a9	12/1/2021 1:03		12/1/2021 1:03	1_Ruby_North_Bank,2_Foothills,11_Hastings			I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
159	c53bf9e3-e9b3-4cac-8180-a95af5c3e13b	12/1/2021 3:18		12/1/2021 3:18	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland	2509 W Summit Blvd	United States	I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	55_to_64	_75_000_to_99_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
160	d050579B-547a-41a9-8085-711c7570a8be	12/1/2021 3:24		12/1/2021 3:24	1_Ruby_North_Bank,4_Northtown,8_The_Y		All seems impractical. There is no housing on Division. Access to Division from East and west need improvement. Access to the corridor fromWest Spokane to go north or south is not spoken too	I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	65_&_Over	_150_000_and_Over	Prefer_not_to_answer	Easier_to_drive_to,More_services_medical_social_		0	0
161	d2c4d330-b46d-4e78-888f-d51a6f95ee0d	12/1/2021 3:39		12/1/2021 3:39	2_Foothills,3_Empire_Garland,4_Northtown			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_30_000_to_49_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
162	30a67e05-2c99-4e91-8afe-e74df241f4c8	12/1/2021 4:09		12/1/2021 4:09	3_Empire_Garland,4_Northtown,5_Rowan	2217 W BROAD AVE		I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	55_to_64	Prefer_not_to_answer	White_or_Caucasian	More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
163	df32b6d3-b0d4-4d4e-82d0-095af83ed514	12/1/2021 4:31		12/1/2021 4:31	1_Ruby_North_Bank,2_Foothills,4_Northtown			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99203	35_to_44			More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity		0	0
164	1a51439a-62c1-4173-8a52-e6a56d75804b	12/1/2021 4:42		12/1/2021 4:42	1_Ruby_North_Bank,3_Empire_Garland,4_Northtown			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	55_to_64	_100_000_to_149_999	White_or_Caucasian	More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
165	bf7624 1b-0f9d-45a0-8521-d9cb0bddde2	12/1/2021 5:01		12/1/2021 5:01	1_Ruby_North_Bank,2_Foothills,9_Whitworth			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99223	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to		0	0
166	d03e8216-8f67-4665-80fa-f17f0ab2b2ca	12/1/2021 5:14		12/1/2021 5:14	1_Ruby_North_Bank,2_Foothills,4_Northtown		Northtown Mall is an eyesore and a dying facility. Also, the area between downtown and Gonzaga must be more inviting and filled with more pedestrian-friendly, student-friendly businesses. Gonzaga's success in recruitment is crucial to our region. Between division and Perry are old industrial zones which is now morphing into residential and education. One. Of the few groceries (yokes) near division screams for more housing that's amenable to walking/biking/buses to get to the grocery store.	I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99203	35_to_44	_150_000_and_Over	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,More_recreation_entertainment		0	0
167	66670c7e-c631-42e1-8faa-dee18bd2e77e	12/1/2021 5:21		12/1/2021 5:21	2_Foothills			I_live_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99205	65_&_Over	_100_000_to_149_999		More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
168	67c3f79c-2cc1-497d-8b25-d234197d8924	12/1/2021 6:57		12/1/2021 6:57	1_Ruby_North_Bank,4_Northtown,5_Rowan			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
169	aa3bc2be-4224-4201-893c-3054f1bdc20d	12/1/2021 7:27		12/1/2021 7:27	2_Foothills,6_Francis_Lyons,7_Lincoln	Newport highway movie theater/ Hawthorne	We all know we need more housing but let's make it nice, and safe for everyone to walk around since there are also businesses in the areas. If parking spaces will decrease, the transit better be safe and quick to entice me to take it instead of driving myself (and kids).	I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe					More_housing,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
170	c0e7eeff-437d-4777-8cba-977e4e675663	12/1/2021 8:00		12/1/2021 8:00	3_Empire_Garland,5_Rowan,6_Francis_Lyons	Look at the vacant buildings with large parking lots along division and ruby even if they aren't in a node	More public art, attractive and a variety of landscaping, outdoor seating, places to walk, add gyms, indoor pools, libraries, museums and housing to single story shopping areas	I_shop_or_dine_out_there,I_frequent_services_there	99205	65_&_Over	_15_000_to_24_999	White_or_Caucasian	More_trees_landscaping,A_greater_mix_of_land_use_types,other	Skip the traditional land use categories and let investors and owners build to design standards with a variety of housing, retail, services, education, exercise for pedestrians, bike, bus and vehicle passengers	0	0

ObjectID	GlobalID	CreationDate	Creator	EditDate	1) Of the activity nodes shown on the map, where would you like to see land use change over time?	2) Other Activity Nodes?	4) Anything else you'd like to tell us?	5) How do you use the Division Street corridor?	6) What is your residential zip code?	7) Please tell us your age:	8) Please tell us your annual household income:	9) Please share your race or ethnicity:	3) What type of land use change are you imagining at your priority activity node locations?	Other - 3) What type of land use change are you imagining at your priority activity node locations?	x	y
171	78ad670a-2e4c-427f-899c-23beaf553e11	12/1/2021 11:07		12/1/2021 11:07	1_Ruby_North_Bank,2_Foothills,8_The_Y		These are backed closely by long term residential neighborhoods. I would like to see things that enhance local neighborhood use and not just for people driving through or exclusively for the advantage of business development. All along the years that has been sacrificed for profit. I've lived in a neighborhood off division for 50 years and it has become too dangerous to be a pedestrian to local businesses.	I_work_there,I_shop_or_dine_out_there,I_go_to_school_there,I_use_this_route_to_get_to_othe	99208	35_to_44	_30_000_to_49_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
172	622faa5a-4448-4d0f-8c21-509a00c944bd	12/1/2021 13:00		12/1/2021 13:00	2_Foothills,3_Empire_Garland,6_Francis_Lyons			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	55_to_64	_30_000_to_49_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
173	e00dc81c-ac66-41ba-83f8-e75f28a112ce	12/1/2021 13:58		12/1/2021 13:58	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_work_there	99203	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
174	6f4146b2-87d4-43d0-8705-e23f11b42ec2	12/1/2021 14:40		12/1/2021 14:40	2_Foothills,4_Northtown,5_Rowan	217 S Lawson St	United States	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99001	45_to_54	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
175	c89b7f51-70ed-4385-8a08-b1ae751c63e7	12/1/2021 15:25		12/1/2021 15:25	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205				More_trees_landscaping,Accessible_by_bike_or_scooter,other	Remove concrete on Foothills/Buckeye streets where they meet Division and Ruby, respectively. Put xeriscape landscaping including trees.	0	0
176	bebc032e-d8a7-467b-8714-e1e26f893040	12/1/2021 16:41		12/1/2021 16:41	1_Ruby_North_Bank,4_Northtown,6_Francis_Lyons		I think the most important thing is to plan the area around people rather than vehicles. Planning around vehicles is not sustainable and is too subject to change leaving huge economics built around the transportation plan to die out. Also, realistically we can't continue urban sprawl and dependence on vehicles if we looking toward the future. We can be leaders in this, or eventually just be forced into it. Let's lead!	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99203	35_to_44	_75_000_to_99_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
177	9dcf6e50-d95a-401e-8a56-d43d43ac0f81	12/1/2021 16:49		12/1/2021 16:49	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland		connecting out of downtown and making division from main to across the river more pedestrian and bike friendly would enormously change the perception of the area and seems like would built from there. I walk all over town but I have never wanted to walk on division because it is absolutely not built for that	I_shop_or_dine_out_there	99201	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
178	59133a75-21ec-49dd-8e4d-b96d364653b3	12/1/2021 17:31		12/1/2021 17:31	3_Empire_Garland,4_Northtown,9_Whitworth	The node at the Y is probably too far away from Target, Best Buy, etc. if someone can't walk very far.	Light rail has so many advantages over rapid transit busses! It's really disappointing that Spokane is sticking with busses instead of building interconnecting light rail. Landscaping needs to be drought resistant and include native plants - not a bunch of lawn/grass.	I_work_there	99203	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
179	8caf28b7-0606-494f-89ce-642049d64a27	12/1/2021 20:35		12/1/2021 20:35	3_Empire_Garland,6_Francis_Lyons,8_The_Y			I_work_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
180	70ac0c23-c194-4163-8037-00e2af988f5c	12/1/2021 23:27		12/1/2021 23:27	3_Empire_Garland,6_Francis_Lyons,7_Lincoln	12128 N Division St., PMB 171	The corner of Division & Lyons is problematic: Lyons is offset, so that cars crossing Division too often have near collisions. Also, the corner of Division & Magnesium is very busy and dangerous.	I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	55_to_64	Prefer_not_to_answer	White_or_Caucasian	More_housing,More_pedestrian_friendly,Convenient_access_to_a_bus_rapi		0	0
181	be235e21-25d7-4ef1-83c2-9370a4896d45	12/2/2021 0:16		12/2/2021 0:16	1_Ruby_North_Bank,2_Foothills,8_The_Y	2622 N Napa Street	More access for bike lanes and treed areas always enhance large concrete roads/areas.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	65_&_Over	_15_000_to_24_999	Hispanic_or_Latino	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_services_medical_social_		0	0
182	cc33f0cd-7d8c-40d1-8662-6f30efa61e21	12/2/2021 12:55		12/2/2021 12:55	3_Empire_Garland,4_Northtown,5_Rowan			I_shop_or_dine_out_there,I_frequent_services_there	99203	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_trees_landscaping,A_greater_mix_of_land_use_types,Easier_to_drive_to		0	0
183	30213373-4ed3-4bde-8d3d-23874e51017b	12/3/2021 2:51		12/3/2021 2:51	1_Ruby_North_Bank,4_Northtown,6_Francis_Lyons		integrated economies of mixed housing configurations (single & multi family/du-quad plex/town & patio homes) blended with commercial, childcare, restaurant etc. for easy pedestrian & non-motorized conveyances	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types		0	0
184	3ea85c60-8041-4344-83d1-f9f0355f9809	12/3/2021 19:31		12/3/2021 19:31	3_Empire_Garland,4_Northtown,6_Francis_Lyons		Safe pedestrian crossing	I_shop_or_dine_out_there,I_frequent_services_there	99208	65_&_Over	_30_000_to_49_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,More_services_medical_social_		0	0
185	19fe952f-62e1-4271-8681-4f7b4b5007de	12/3/2021 20:18		12/3/2021 20:18			I don't think it's a wise move to put in a dedicated bus lane unless there was a big-city bus route (every 5 minutes, etc.) which would justify removing an entire lane of traffic. DO NOT CONSIDER THIS until after the North-South Freeway has been fully operational and you could reassess how much reduced traffic Division actually has. I was on the Monroe Street project board and I speak from some experience. That section of Monroe was nothing close to the traffic Division has. Don't even think about it (yet)!	I_live_there,I_use_this_route_to_get_to_othe	99207	45_to_54	Under_15_000	Two_or_more_Races	Easier_to_drive_to		0	0
186	2430c5cf-1a01-4768-89f2-6e8f6319a401	12/4/2021 21:22		12/4/2021 21:22	4_Northtown,6_Francis_Lyons,8_The_Y			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99224	65_&_Over	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to		0	0
187	44348180-6793-4d66-801d-a7f034610af7	12/5/2021 6:00		12/5/2021 6:00	4_Northtown,10_Mead,11_Hastings		Lack of landscaping is appalling	I_work_there,I_ride_Division_bus_#25	99202	65_&_Over	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
188	8a153f5f-2b51-4a02-8ca4-e81b3a2b517b	12/5/2021 14:55		12/5/2021 14:55	2_Foothills,3_Empire_Garland,6_Francis_Lyons			I_use_this_route_to_get_to_othe	99217	55_to_64	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
189	769f899f-0b37-4f64-81c4-2f01c418ac63	12/6/2021 1:09		12/6/2021 1:09	2_Foothills,3_Empire_Garland,5_Rowan			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	25_to_34	_50_000_to_74_999	White_or_Caucasian	Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_		0	0
190	eb10c563-c015-4d4f-87b4-02f2e09ce3f9	12/6/2021 1:25		12/6/2021 1:25	1_Ruby_North_Bank,2_Foothills,6_Francis_Lyons		I would like to see less surface parking and more land use for recreation/housing along division. I also would like to see more street decor, decorative planting.	I_recreate_there,I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99201	25_to_34	_30_000_to_49_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_trees_landscaping,More_recreation_entertainment		0	0
191	2861bce4-f15c-47a4-8807-0724d4cf59d2	12/6/2021 2:07		12/6/2021 2:07	1_Ruby_North_Bank,2_Foothills,4_Northtown			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there	99201	45_to_54	_150_000_and_Over	Black_or_African_American	More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types		0	0
192	bee16941-ee99-4a4d-8d01-a76c85d3844a	12/6/2021 2:14		12/6/2021 2:14	4_Northtown,6_Francis_Lyons,8_The_Y			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	65_&_Over	_75_000_to_99_999	White_or_Caucasian	A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
193	7c009411-f8b1-489c-8099-7f33050a834f	12/6/2021 2:59		12/6/2021 2:59	1_Ruby_North_Bank,4_Northtown,8_The_Y			I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99207	35_to_44	_100_000_to_149_999	Two_or_more_Races	More_housing,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
194	492c25e1-6b93-42b5-8b5a-5f7ac6b6e2ec	12/6/2021 3:10		12/6/2021 3:10	2_Foothills,4_Northtown,6_Francis_Lyons			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	45_to_54	_150_000_and_Over	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping		0	0
195	ec82438a-731a-482b-8e2c-57c35a1b8aae	12/6/2021 3:40		12/6/2021 3:40	4_Northtown,6_Francis_Lyons,8_The_Y			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe		25_to_34	Prefer_not_to_answer	Prefer_not_to_answer	More_compact_development_patter,Easier_to_drive_to,More_recreation_entertainment,More_services_medical_social_		0	0
196	6aa9e903-171b-46c8-8e16-10c3ab131c43	12/6/2021 3:46		12/6/2021 3:46	3_Empire_Garland,6_Francis_Lyons,7_Lincoln			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	45_to_54	Prefer_not_to_answer	Prefer_not_to_answer	More_trees_landscaping,Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment		0	0
197	efc4ff4c-3ce0-4644-8f43-5a99abcf97bc	12/6/2021 5:33		12/6/2021 5:33	4_Northtown,6_Francis_Lyons,7_Lincoln		Space between street and sidewalk would be great... between homeless who almost fall in the street. Its a diverse group of people that use the north town to lincoln area and im not talking about race. Kids, teens, shoppers, homeless. Lincoln on division feels dangerous altogether.. something with the intersection to make it feel more safe for drivers and pedestrians.... Maybe more grass and tree area as well. The area by holy family hospital, there could be a lot done seeing that there are so many medical services provided in the area. A park? I know franklin is close but maybe something smaller that all the employees and consumers can enjoy.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	35_to_44	_75_000_to_99_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Easier_to_drive_to		0	0
198	ea5d8d43-851a-4b05-89c2-cbcd8e0cc005	12/6/2021 14:11		12/6/2021 14:11	9_Whitworth,10_Mead,11_Hastings	No	Increase speed limit	I_live_there,I_recreate_there,I_use_this_route_to_get_to_othe	99208	55_to_64	_100_000_to_149_999	White_or_Caucasian	More_trees_landscaping,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_		0	0
199	1e2fc076-36f9-4fe6-8620-7d5ddd4730db	12/6/2021 15:24		12/6/2021 15:24	1_Ruby_North_Bank,2_Foothills,4_Northtown			I_use_this_route_to_get_to_othe	99201	18_to_24	_30_000_to_49_999	White_or_Caucasian	More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
200	17463256-6658-4340-818c-671eea6940a6	12/6/2021 16:48		12/6/2021 16:48	2_Foothills,3_Empire_Garland,10_Mead			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99021	35_to_44	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
201	a34c59e4-a25c-4dc1-8360-ca2460c865a3	12/6/2021 23:42		12/6/2021 23:42	2_Foothills,3_Empire_Garland,8_The_Y		The Foothills area should support more business and townhouses with bike paths, Garland has cute little business and should expand that with more walking and townhouses and a park, The Y is a high visual space and it has car lots not a good use, maybe more doctor offices and more townhouses.	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	45_to_54	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types,More_recreation_entertainment		0	0
202	72e3427b-070a-4d41-8ff1-d9340833bfc1	12/7/2021 1:08		12/7/2021 1:08	2_Foothills,4_Northtown,8_The_Y		Spokane road development needs to focus on getting people where they need to do quickly and efficiently vs. Making it "pretty"	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	25_to_34	_50_000_to_74_999	Prefer_not_to_answer	Easier_to_drive_to,other	Stop making roads smaller and adding congestion!!	0	0
203	74973a43-bd7a-4c72-82c6-3463af08bcf5	12/8/2021 19:47		12/8/2021 19:47	4_Northtown,7_Lincoln			I_use_this_route_to_get_to_othe	99202	25_to_34	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping		0	0
204	c744e8e8-4ae1-4149-8452-e05368cde10c	12/8/2021 20:18		12/8/2021 20:18	1_Ruby_North_Bank,2_Foothills,3_Empire_Garland			I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
205	b51f84fb-320a-49b2-884b-01324ea33495	12/8/2021 20:30		12/8/2021 20:30	3_Empire_Garland,6_Francis_Lyons,8_The_Y			I_live_there,I_shop_or_dine_out_there,I_frequent_services_there	99205	25_to_34	_75_000_to_99_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
206	9850a74e-8409-4de3-8617-ecd41bf411d3	12/8/2021 21:06		12/8/2021 21:06	3_Empire_Garland	39 E Glass Ave	United States	I_live_there,I_frequent_services_there	99207	25_to_34	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi		0	0
207	3da3068b-416a-4a49-860f-7095e77ebf20	12/8/2021 21:25		12/8/2021 21:25	1_Ruby_North_Bank,4_Northtown,8_The_Y	Garland needs a transit line that feeds it's commercial area using east/west travel.	Everything but more car access. You know, things that people need. Not cars.	I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99205	Prefer_not_to_answer		Prefer_not_to_answer	More_compact_development_patter,More_pedestrian_friendly,Accessible_by_bike_or_scooter		0	0
208	02a587d9-45d1-4ce8-8f9b-5cbcd70746da	12/8/2021 21:42		12/8/2021 21:42	4_Northtown,5_Rowan,6_Francis_Lyons		Bus rapid transit is not future-oriented. It still relies on and contributes to street traffic. You need to think of something else, like an elevated light rail line. As for driving, need to develop better patterns for accessing the sprawling strip malls. More structured turns at arrow lights, for example.	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_75_000_to_99_999	Black_or_African_American	More_compact_development_patter,More_pedestrian_friendly,Easier_to_drive_to,other	access to a NON-BUS rapid transit system	0	0
209	f7263462-4573-4a5b-8f1a-e39a696a06a6	12/8/2021 22:18		12/8/2021 22:18	2_Foothills,3_Empire_Garland,4_Northtown	3501 W. Kiernan Ave	United States	I_recreate_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	_150_000_and_Over	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
210	679224b8-9d15-427a-8a14-4d8b47acc639	12/8/2021 23:44		12/8/2021 23:44	4_Northtown,5_Rowan,6_Francis_Lyons	None noted	More pedestrian/auto friendly is a HUGE priority. I've only crossed Division south of the Y once by bike (because i believe its unsafe so I avoid it as much as possible), and was nearly hit by a car who ran a red. Plus pedestrian/bike friendly areas are often much more aesthetically pleasing.	I_shop_or_dine_out_there,I_use_this_route_to_get_to_othe	99208	25_to_34	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
211	1ce70fc7-05a0-4590-84ba-807b3de7ea39	12/9/2021 0:21		12/9/2021 0:21	1_Ruby_North_Bank,3_Empire_Garland,8_The_Y			I_recreate_there,I_frequent_services_there	992206	35_to_44	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi		0	0
212	1de449be-2ea9-4a71-81bf-8f656fbaf381	12/9/2021 0:28		12/9/2021 0:28	3_Empire_Garland,6_Francis_Lyons,7_Lincoln	210 W. 32nd Ave	United States	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there	99203	45_to_54	_100_000_to_149_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,More_services_medical_social_		0	0
213	2748f588-c772-4722-883e-5163df815b0e	12/9/2021 0:41		12/9/2021 0:41	2_Foothills,5_Rowan,10_Mead	we need to cut greenhouse gases and that way is by using things that do not use motors or by using a system to cut pollutions , Spokane is not friendly for traveling on bikes and walking and we need to do more things to make it more friendlier.	i would like to see more park and ride services , where people can park their cars and use the bus services in the mead area , we need find ways to also speed up bus services around the city and this would be a good option and good time to do so.	I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99207	55_to_64	_15_000_to_24_999	White_or_Caucasian	More_pedestrian_friendly,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0
214	a638507f-a326-429c-8dd3-c1a7c888d01f	12/9/2021 2:41		12/9/2021 2:41	2_Foothills,3_Empire_Garland,7_Lincoln			I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25	99223	25_to_34	_30_000_to_49_999	Prefer_not_to_answer	More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
215	e5819b39-b061-42b0-8b0d-335dfe64e76a	12/9/2021 3:05		12/9/2021 3:05	4_Northtown,6_Francis_Lyons,8_The_Y			I_work_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99207	18_to_24	Under_15_000	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
216	f2258bb9-1ad4-4fdc-8201-6035fa6e1225	12/9/2021 5:17		12/9/2021 5:17	1_Ruby_North_Bank,3_Empire_Garland,5_Rowan		Pedestrian/biker infrastructure should not be on Division--already congested, too loud to be aware of your surroundings, uncomfortable to be so close to traffic. Side streets like Cincinnati (for Hamilton) are so much better for biking and walking.	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99201	25_to_34	_50_000_to_74_999	White_or_Caucasian	More_compact_development_patter,More_housing,More_pedestrian_friendly,Accessible_by_bike_or_scooter		0	0
217	d8641909-24e8-49bd-8f39-df992ec17512	12/9/2021 7:34		12/9/2021 7:34	1_Ruby_North_Bank,7_Lincoln,9_Whitworth			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99203	25_to_34	_150_000_and_Over	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,More_recreation_entertainment		0	0
218	c79a6747-66c4-4029-80e5-1c57e66b7319	12/9/2021 13:51		12/9/2021 13:51	1_Ruby_North_Bank,3_Empire_Garland,4_Northtown			I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	25_to_34	_50_000_to_74_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
219	996cda4a-47f1-4066-87a5-b3b2daa84735	12/9/2021 15:30		12/9/2021 15:30	1_Ruby_North_Bank,2_Foothills,8_The_Y	2103 Spring Canyon Rd East, PO Box 86, PO Box 86	United States	I_shop_or_dine_out_there,I_frequent_services_there	99133	Prefer_not_to_answer	_75_000_to_99_999	Prefer_not_to_answer	More_pedestrian_friendly,More_trees_landscaping		0	0
220	67fb01e3-f754-44c5-8ad4-b7ec294d9c90	12/9/2021 16:41		12/9/2021 16:41	4_Northtown,5_Rowan,6_Francis_Lyons		Preferred to be able to live in a mixed-used building with minimal setback along the corridor. Secondary preference is to be able to access mixed-used buildings with minimal setback via BRT. Walking through parking lots is neither as enjoyable or safe as I would like.	I_shop_or_dine_out_there,I_frequent_services_there	99201	25_to_34	_75_000_to_99_999	White_or_Caucasian	More_compact_development_patter,More_housing,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
221	dce3f467-f882-4f59-8432-8ce04b8451ce	12/10/2021 18:31		12/10/2021 18:31	5_Rowan,6_Francis_Lyons,8_The_Y		These sections of Division are bordered by empty parking lots and retail spaces – there are cool small businesses tucked in here and there amongst the empty shops but it's hard to notice them. Can we redevelop this area to be mixed-use development, including more housing units, space for nonprofit/public services, and awesome smaller businesses? Using the sidewalks and crossings is dangerous and unpleasant - please upgrade crossings to make pedestrians more visible to drives and increase frequency of crosswalks along Division. Planting more trees and providing more shelter for pedestrians will help make the corridor more attractive, pleasant, and safer. This neighborhood is so unattractive and unenjoyable – how can we incorporate public art and good design to encourage people to stop, to patronize the retail and services in the area, to provide great public spaces for people to enjoy, and to attract new businesses?	I_live_there,I_work_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	35_to_44	_30_000_to_49_999	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types		0	0
222	628e9b39-a503-40bf-815e-5996fa4797e7	12/15/2021 3:22		12/15/2021 3:22	4_Northtown,5_Rowan		Franklin Park footpath added along Queen St similar to one along Whitehouse St.	I_live_there,I_recreate_there,I_use_this_route_to_get_to_othe	99205	65_&_Over	_50_000_to_74_999	White_or_Caucasian	More_pedestrian_friendly,Accessible_by_bike_or_scooter		0	0
223	714de3ac-e9b5-4cec-8ec8-686cdc7ca336	12/15/2021 3:39		12/15/2021 3:39	3_Empire_Garland,5_Rowan,6_Francis_Lyons			I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99207	45_to_54	_50_000_to_74_999	Two_or_more_Races	More_pedestrian_friendly,More_employment_opportunity,More_recreation_entertainment,Accessible_by_bike_or_scooter		0	0
224	9443cfe3-9462-4567-8535-bf6a409482c3	12/15/2021 5:00		12/15/2021 5:00	9_Whitworth,10_Mead,11_Hastings		Most people drive so reducing traffic. I do not see many people walking.	I_shop_or_dine_out_there,I_frequent_services_there	99207	55_to_64	_50_000_to_74_999	White_or_Caucasian	More_trees_landscaping,Easier_to_drive_to		0	0
225	284a9b81-f5e0-4f3e-854c-d7f11688598c	12/15/2021 14:30		12/15/2021 14:30	3_Empire_Garland,5_Rowan,6_Francis_Lyons	Park activity nodes on Division eg Clark and Franklin	The Division Corridor needs more "destinations" that include work, reconsecration, shopping. multifamily dwellings, etc.	I_live_there,I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there	99208	65_&_Over		Hispanic_or_Latino	More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
226	62b86f07-bef3-4eaa-8a3e-9f9c902f022c	12/16/2021 0:23		12/16/2021 0:23	11_Hastings		I would like to see some form of protected bike lanes, more/better sidewalks, and a faster bus route from Hastings to Downtown	I_live_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99218	18_to_24	_30_000_to_49_999	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,Convenient_access_to_a_bus_rapi,Accessible_by_bike_or_scooter		0	0

ObjectID	GlobalID	CreationDate	Creator	EditDate	1) Of the activity nodes shown on the map, where would you like to see land use change over time?	2) Other Activity Nodes?	4) Anything else you'd like to tell us?	5) How do you use the Division Street corridor?	6) What is your residential zip code?	7) Please tell us your age:	8) Please tell us your annual household income:	9) Please share your race or ethnicity:	3) What type of land use change are you imagining at your priority activity node locations?	Other - 3) What type of land use change are you imagining at your priority activity node locations?	x	y
227	021ab657-7f55-4b4f-8c2d-1e22237ca460	12/16/2021 1:48		12/16/2021 1:48	1_Ruby_North_Bank,3_Empire_Garland,5_Rowan			I_shop_or_dine_out_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99201	35_to_44	_75_000_to_99_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,More_trees_landscaping,Accessible_by_bike_or_scooter		0	0
228	5734dfd1-0b52-48fb-8d6b-0c565175d72f	12/17/2021 23:34		12/17/2021 23:34	2_Foothills,3_Empire_Garland,5_Rowan		We need protected bike lanes like they have in Europe	I_shop_or_dine_out_there,I_frequent_services_there	99208	55_to_64	_150_000_and_Over	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping		0	0
229	2b6b85ec-11a0-4b17-82f7-22de9fda18a2	12/18/2021 23:38		12/18/2021 23:38			Please! Don't give more money to buses. No more bike lanes.	I_frequent_services_there,I_use_this_route_to_get_to_othe	99208	35_to_44	_75_000_to_99_999	White_or_Caucasian	Easier_to_drive_to,More_employment_opportunity,More_recreation_entertainment,More_services_medical_social_		0	0
230	4f6b6478-3a1f-4b22-844a-a682d5c90bb7	12/19/2021 7:32		12/19/2021 7:32	4_Northtown		Stop wasting our tax dollars.	I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	90208	35_to_44	_50_000_to_74_999	White_or_Caucasian	other	None, stop wasting our tax dollars	0	0
231	a3b9ad02-4487-4ce3-8fdc-9ed48d9310b6	12/20/2021 0:34		12/20/2021 0:34	4_Northtown,5_Rowan,6_Francis_Lyons	North south dedicated biking lanes!!!	We need more options for alternative transportation like biking that is safe and dedicated. Not intermittent and not weaving in and out of traffic flow- especially with new developments that have planters.	I_work_there	99223	45_to_54	_75_000_to_99_999	Prefer_not_to_answer	More_pedestrian_friendly,Accessible_by_bike_or_scooter,other	Seriously a dedicated bike lane. Where someone is NOT forced out into traffic for parking areas or the new planters. The bike lane weaving in and out of traffic is terrifying. MANY, many close calls	0	0
232	58c89136-6ff2-4e51-8c99-1fd7bb3b0e10	12/21/2021 0:16		12/21/2021 0:16	1_Ruby_North_Bank,4_Northtown,8_The_Y	428 W Mansfield	United States	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_use_this_route_to_get_to_othe	99205	35_to_44	Prefer_not_to_answer	White_or_Caucasian	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
233	70717619-4922-4e8d-8bad-05734ac357c2	12/22/2021 4:06		12/22/2021 4:06	2_Foothills,5_Rowan,8_The_Y			I_work_there,I_recreate_there	99223	35_to_44	_75_000_to_99_999	Two_or_more_Races	More_pedestrian_friendly,More_trees_landscaping,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
234	576c64e2-0210-4a81-8175-fbe8afc82419	12/24/2021 4:23		12/24/2021 4:23	1_Ruby_North_Bank,3_Empire_Garland,6_Francis_Lyons			I_ride_Division_bus_#25	99201	45_to_54	_15_000_to_24_999	White_or_Caucasian	More_housing,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Convenient_access_to_a_bus_rapi		0	0
235	8731f885-eb85-4797-8628-233b0e84bca7	12/25/2021 6:53		12/25/2021 6:53	1_Ruby_North_Bank,2_Foothills,8_The_Y		I'd like to feel like the city is designed for people rather than cars. I get frustrated being the only one walking or biking in a sea of vehicles or a gigantic parking lot.	I_recreate_there,I_shop_or_dine_out_there,I_frequent_services_there,I_ride_Division_bus_#25,I_use_this_route_to_get_to_othe	99218	25_to_34	_150_000_and_Over	White_or_Caucasian	More_compact_development_patter,More_pedestrian_friendly,A_greater_mix_of_land_use_types,Accessible_by_bike_or_scooter		0	0
236	5c0fd45f-5e98-45dd-860d-34e982a3f954	12/25/2021 7:19		12/25/2021 7:19	2_Foothills,8_The_Y,11_Hastings			I_frequent_services_there,I_use_this_route_to_get_to_othe	99218	55_to_64	_100_000_to_149_999	White_or_Caucasian	More_pedestrian_friendly,Accessible_by_bike_or_scooter		0	0
237	68d458ff-db78-43e0-8332-cfe1fcc1e4c9	1/3/2022 18:49		1/3/2022 18:49	4_Northtown	Speaking for commercial property owners of the Northtown Office Building, 4407 N Division. It is our belief that the North/South corrido will NOT relieve traffic congestion from Division allowing for the elimination of a vehicle traffic lane. It may relieve some semi truck traffic but commuters will continue to use it.	No changes	I_own_a_business_there	99201	55_to_64		Prefer_not_to_answer	other	None of the above	0	0

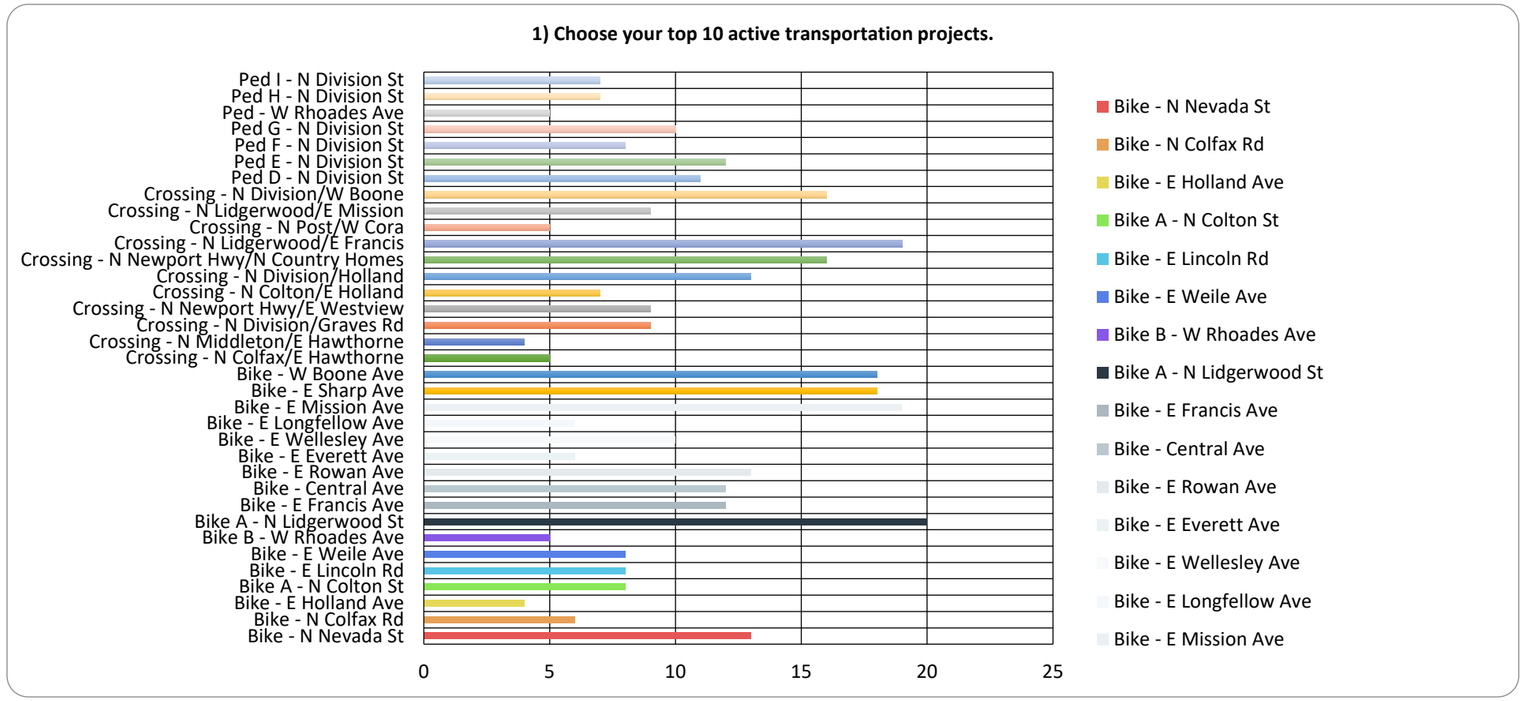
APPENDIX B

Active Transportation Social Pinpoint Site Responses

AT Questionnaire - DivisionConnects Phase 2

1) Choose your top 10 active transportation projects.

Choice	Responses	
Bike - N Nevada St	13	27.08%
Bike - N Colfax Rd	6	12.50%
Bike - E Holland Ave	4	8.33%
Bike A - N Colton St	8	16.67%
Bike - E Lincoln Rd	8	16.67%
Bike - E Weile Ave	8	16.67%
Bike B - W Rhoades Ave	5	10.42%
Bike A - N Lidgerwood St	20	41.67%
Bike - E Francis Ave	12	25.00%
Bike - Central Ave	12	25.00%
Bike - E Rowan Ave	13	27.08%
Bike - E Everett Ave	6	12.50%
Bike - E Wellesley Ave	10	20.83%
Bike - E Longfellow Ave	6	12.50%
Bike - E Mission Ave	19	39.58%
Bike - E Sharp Ave	18	37.50%
Bike - W Boone Ave	18	37.50%
Crossing - N Colfax/E Hawthorne	5	10.42%
Crossing - N Middleton/E Hawthorne	4	8.33%
Crossing - N Division/Graves Rd	9	18.75%
Crossing - N Newport Hwy/E Westview	9	18.75%
Crossing - N Colton/E Holland	7	14.58%
Crossing - N Division/Holland	13	27.08%
Crossing - N Newport Hwy/N Country Homes	16	33.33%
Crossing - N Lidgerwood/E Francis	19	39.58%
Crossing - N Post/W Cora	5	10.42%
Crossing - N Lidgerwood/E Mission	9	18.75%
Crossing - N Division/W Boone	16	33.33%
Ped D - N Division St	11	22.92%
Ped E - N Division St	12	25.00%
Ped F - N Division St	8	16.67%
Ped G - N Division St	10	20.83%
Ped - W Rhoades Ave	5	10.42%
Ped H - N Division St	7	14.58%
Ped I - N Division St	7	14.58%
Answered	**48**	
Skipped	**4**	



AT Questionnaire - DivisionConnects Phase 2

2) Are there active transportation projects in the study area not captured by the priority list in Question 1? (optional)

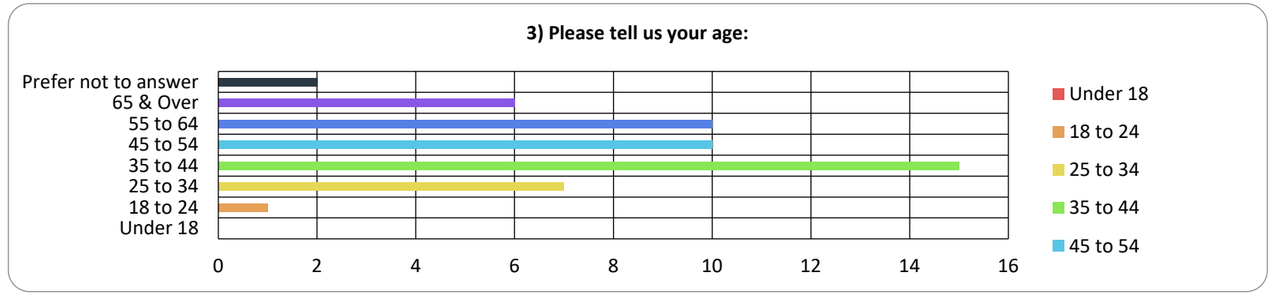
Project 1	Project 2	Project 3	Project 4	Project 5
Montgomery - Division to Monroe... Road is too narrow to accomodate lots of bike traffic AND have curb parking for residents. Most homes on Montgomery do not have garages in alleys, and/or alleys are unpaved.	install stop signs at cross streets such as Wall & Montgomery and Lincoln & Montgomery	Have more yellow flasher lights on Monroe and also Post to facilitate safe PED crossings between NW Blvd and W Alice		
need many more ped crossings of Division esp near Northtown and south to Bridgeport	need bike options east of Division going N-S south of Wellesley			
A bike lane that picks up where it stops at Monroe and Wall				
Potholes	Repaving bad roads			
It is great that Spokane is trying to identify areas where it is "safe" to ride, but having a line on the road does not prevent drivers from running over cyclists. Enforcing current laws and making mandatory jail time for motorists sounds better to me.	Providing better prosecuting attorneys and better judges is the best way to protect cyclists. Stop wasting money on projects that are ultimately going to fail because motorists see cyclists as a nuisance.			
None. Y'all done enough damage				
Monroe Street Bridge. People need realistic ways to cross the river by bicycle, ON THE ROAD				
I would like to see bike infrastructure on non-principal arterial streets. It would be nice to see a pathway around town that isn't on a super busy street. As such, I like the Francis concept.				
Bike Riverside Ave	Bike 29th Ave	Bike E Broadway	Bike N Wall St	Bike 17th Ave
Bike - Division St Bridge & Browne/Division Couplet	Crossing - Cataldo/Washington, Cataldo/Division, and Cataldo/Ruby	Crossing - Euclid/Division	Bike - North Foothills Dr	Crossing - Division/Knox & Ruby/Ermina
Spokane City Central Line, Main Street and Division	Bike/Pedestrian Improvements, Sprague/Riverside and Division			
N Whitworth Drive-Ivanhoe-Whitehouse	Cascade way to W Rhoades			
E. Everett Ave to continue to Franklin Park - Makes the neighborhoods more connected to the park				
Crossing Mission ave /centennial trail	More west to East bike paths north side. Fairly good north south flow with new additions			
Bike - N Madison St				
Greenways running parallel to Division. Since there are none I stay far away from this area on my bike and don't know any names of streets that might be suitable.				
Bike N Atlantic	Bike W Gordon	Bike N Normandie	Bike N Whitehouse	
Bike - E. Northfoothills Dr to Division/Ruby/Buckeye	Bike N. Nevada and Hamilton from Mission to Hawthorne			

Answered	**18**
Skipped	**34**

AT Questionnaire - DivisionConnects Phase 2

3) Please tell us your age:

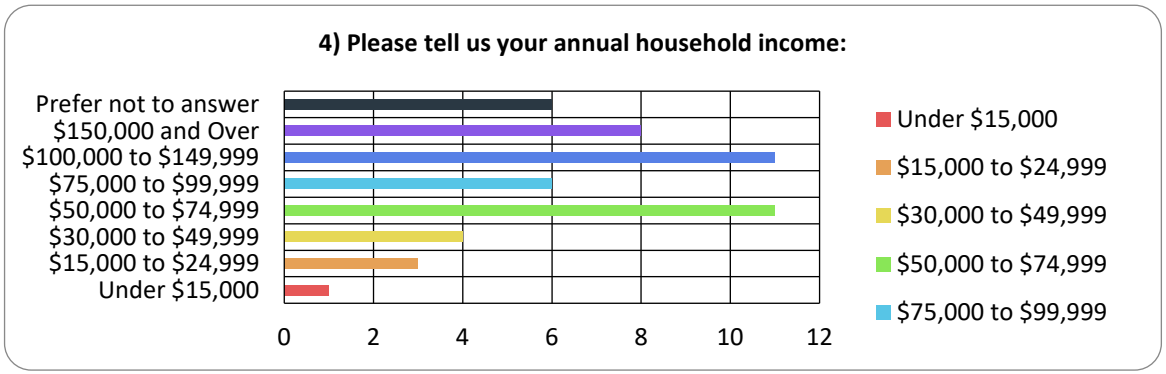
Choice	Responses	
Under 18	0	0.00%
18 to 24	1	1.96%
25 to 34	7	13.73%
35 to 44	15	29.41%
45 to 54	10	19.61%
55 to 64	10	19.61%
65 & Over	6	11.76%
Prefer not to answer	2	3.92%
Answered	**51**	
Skipped	**1**	



AT Questionnaire - DivisionConnects Phase 2

4) Please tell us your annual household income:

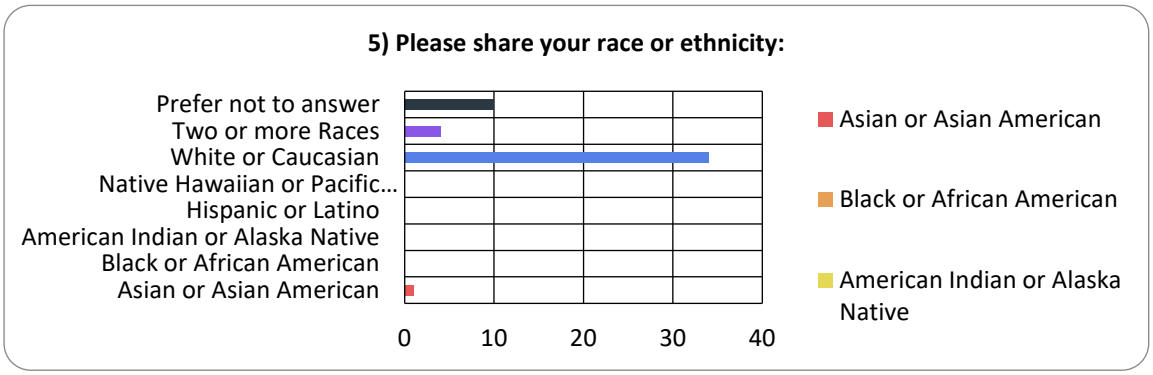
Choice	Responses	
Under $15,000	1	2.00%
$15,000 to $24,999	3	6.00%
$30,000 to $49,999	4	8.00%
$50,000 to $74,999	11	22.00%
$75,000 to $99,999	6	12.00%
$100,000 to $149,999	11	22.00%
$150,000 and Over	8	16.00%
Prefer not to answer	6	12.00%
Answered	**50**	
Skipped	**2**	



AT Questionnaire - DivisionConnects Phase 2

5) Please share your race or ethnicity:

Choice	Responses	
Asian or Asian American	1	2.04%
Black or African American	0	0.00%
American Indian or Alaska Native	0	0.00%
Hispanic or Latino	0	0.00%
Native Hawaiian or Pacific Islander	0	0.00%
White or Caucasian	34	69.39%
Two or more Races	4	8.16%
Prefer not to answer	10	20.41%
Answered	**49**	
Skipped	**3**	



AT Questionnaire - DivisionConnects Phase 2

What is your residential zip code?

Response
99205
99205
99004
99205
99205
99207
99205
99218
99208
99203
99203
99005
99223
99201
99204
99208
99201
99205
99202
99223
99205
99218
99021
99204
99207
99207
99203
99208
99203
99208
99208
99208
99201
99217
99223
99208
99212
99205
99202
99218
99205
99204
99218
99205
99208
99207
99205
99201
99203
99021
99208

Answered	**51**
Skipped	**1**

Created on	Type	Marker Number	Map Layers	GeoSurvey Step	Comment	Up Votes	Down Votes	Email	Postcode	Custom	Firstname	Lastname	Reply	Reviewed	Reviewed at	Moderated	Project	Receipt	Latitude	Longitude	Photo URL	IP Address	Visit IP	Referrer	Referring Domain	Landing Page	Browser	Device Type	Country	Region	City	View on map	Route	study area
2022-01-12 22:12:34 UTC	Make a Comment		35 Study Area		Please consider a bi-directional bikeway along Browne Avenue between 4th Avenue and Sharp Avenue. Walk and bike conflicts are numerous along this corridor. Instead of discouraging walk and bike use of Boone Avenue please consider improving active transportation and allow safe and direct access between Providence hospital and Gonzaga. For years, I have seen signs not allowing bicycles on sidewalks. Too many drivers disregarding speed limits. Too dangerous for bikes!! There are other, safer routes for bikes!!!	0	0	jgraf@centerbasedplan.com	97214	Jason	Graf	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	28CDCF		47.660169	-117.43636		174.127.221.96	174.127.221.96	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/270459	Chrome	Desktop	United States	Oregon	Portland	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/270459	NONE	Study Area
2021-12-17 21:15:44 UTC	Make a Comment		19		As a scooter designer, maybe maker. We need to know that pedestrians have the right of way at all times. We can respectfully share the sidewalks,and paths. Fines should be issued to bikes who ride in a dangerous fashion around pedestrians.. The culture could be safer, and inclusive.	1	0	calvinmm@comcast.net	99208	Calvin	Meredith	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	080A0B		47.717833	-117.388334		67.185.129.152	67.185.129.152	https://www.khq.com/	www.khq.com	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266259	Facebook	Tablet	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266259	NONE	
2021-12-18 06:02:59 UTC	Make a Comment		23			0	0	vivadog@hotmail.com	99223	David	Snyder	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	C95A6E				https://s3-us-west-2.amazonaws.com/mysocialpinpoint/uploads/photo/image/1618/14160/Screenshot.jpg	174.246.82.194	174.246.82.194	https://www.khq.com/	www.khq.com	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266947	Samsung Browser	Tablet	United States	Washington	Seattle	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266947	NONE	
2021-12-18 01:33:56 UTC	Make a Comment		22 Study Area		Need safe pedestrian crossing on division at every light. It's scary to cross now. Maybe overpasses.	4	0	lilycosmic@yahoo.com	99207	Beverly	Burbank	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation		225483	47.701213	-117.402593		107.77.205.202	107.77.205.202	https://www.khq.com/	www.khq.com	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266125	Mobile Safari	Mobile	United States	Washington	Seattle	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266125	NONE	Study Area
2021-12-18 00:38:31 UTC	Make a Comment		21 Study Area		Would love to see a more pleasant experience walking across the river. Noise barriers from cars and better connections on each side	2	0	baumantm@gmail.com	99223	Chris	Bauman	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	CE97CA		47.661601	-117.410932		73.254.41.214	73.254.41.214	https://t.co/B5KKa2RwrY	t.co	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266123	Mobile Safari	Mobile	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266123	NONE	Study Area
2021-12-17 21:24:11 UTC	Make a Comment		20 Study Area		The date I'm typing this comment is December 17th,2021. The roads around Spokane were a huge ice skating rink last night and this morning. Cars couldn't even make it up Division. Yet you are proposing bike lanes? How utterly ridiculous is that. Do you not realize what the winters are like here? Good grief!	2	6	golfergirl77@comcast.net		C.	H.	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	3F9319		47.715768	-117.421188		67.171.62.165	67.171.62.165	https://t.co/	t.co	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266260	Firefox	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266260	NONE	Study Area
2021-12-10 16:08:40 UTC	Make a Comment		18 Study Area		The physical distance between the curbs on the couplet section of Division is excessive. The resulting wide lanes contribute to high vehicle speeds and wider/longer pedestrian crossings. Install new curbing narrowing the lanes to approx 14' wide. The remaining space between the existing curbs and the new curbs could be green space or hardscaped. Outcome is a friendly pedestrian space with more separation from vehicles along Division and shorter crossings of Division.	1	1	frucci@wsdot.wa.gov	99217	Mike	Frucci	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	3EFA5F		47.673927	-117.410846		198.238.213.148	198.238.213.148	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/264230	Microsoft Edge	Desktop	United States	Washington	Shelton	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/264230	NONE	Study Area
2021-12-22 05:44:20 UTC	Make a Comment		26		Connecting Children of the Sun trail back into the center of town would make it a useful wellaway instead of an isolated path for out-and-backs.	1	0	danielstull@utexas.edu	99208	Daniel	Stull	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	359803		47.710368	-117.36468		67.185.134.232	67.185.134.232	https://t.co/	t.co	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266998	Mobile Safari	Mobile	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266998	NONE	
2021-12-22 16:47:34 UTC	Make a Comment		28 Study Area		Pedestrians don't always use crosswalks in this area. Improve existing crossings and add barriers to limit access to the road?	0	0	josettegates@gmail.com	99224	Josette	gates	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	35A80A		47.655504	-117.411232		67.185.88.107	67.185.88.107			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267055	Chrome	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267055	NONE	Study Area
2021-12-22 16:49:03 UTC	Make a Comment		29 Study Area		This would be a great location to add an EV charging station for travelers.	0	0	josettegates@gmail.com	99224	Josette	gates	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	91CA1F		47.654752	-117.410955		67.185.88.107	67.185.88.107			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267056	Chrome	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267056	NONE	Study Area
2021-12-19 01:25:44 UTC	Make a Comment		24 Study Area		The intersections of Browne/Pacific and Division/Pacific seem the most treacherous crossWalk for pedestrians, and they are frequently crossing Division at the flashing light crosswalk location. But there have been times when I'm crossing and I, driving in the middle lane, have had my view completely occluded by a taller vehicle of flashing sign or pedestrian. Recommend a flashing light stretching across the street, elevated walkway, or removal of crosswalk if possible.	3	0	lavilla91@gmail.com	99202	Logan	V	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	94EC86		47.655554	-117.413391	https://s3-us-west-2.amazonaws.com/mysocialpinpoint/uploads/photo/image/1618/14360/Crosswalk.JPG	98.247.214.31	98.247.214.31	https://t.co/	t.co	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266646	Microsoft Edge	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266646	NONE	Study Area
2021-12-22 16:53:56 UTC	Make a Comment		31 Study Area		Great place to add EV charging station.	0	1	josettegates@gmail.com	99224	Josette	gates	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	3CF61C		47.677355	-117.410213		67.185.88.107	67.185.88.107			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267038	Chrome	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267038	NONE	Study Area
2021-12-22 16:44:55 UTC	Make a Comment		27 Study Area		Increase signage to help people get into the appropriate lanes earlier to get on EB I-90, WB I-90, and through.	0	0	josettegates@gmail.com	99224	Josette	gates	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	91217A		47.65527	-117.413324		67.185.88.107	67.185.88.107			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267024	Chrome	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267024	NONE	Study Area
2021-12-22 16:56:18 UTC	Make a Comment		32 Study Area		Look at improving intersection visibility.	0	0	josettegates@gmail.com	99224	Josette	gates	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	178BF1		47.686143	-117.411336		67.185.88.107	67.185.88.107			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267039	Chrome	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267039	NONE	Study Area
2021-12-22 16:52:09 UTC	Make a Comment		30 Study Area		Add trees to beautify and cool the city, and absorb CO2 from ICE vehicle exhaust.	0	0	josettegates@gmail.com	99224	Josette	gates	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	4F6D05		47.664823	-117.410952		67.185.88.107	67.185.88.107			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267037	Chrome	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267037	NONE	Study Area
2021-11-24 00:56:37 UTC	Make a Comment		1 Study Area		Support for this as a key crossing point for Lidgerwood and for access to Francis Avenue. There is an existing bicycle lane however, it is constantly unusable due to excess road debris that is not swept up (rocks, tree limbs, garbage, etc). It would be nice to have a clean path maintained as well as done of the other paths. Celine could also use this assistance. I commute to downtown for work and often use these two routes. Thank you	2	0	cquinnhurst@spokanecity.org	99204	Colin	Quinn-Hurst	FALSE	TRUE	2021-11-24 15:59:22 UTC	FALSE	DivisionConnects Phase 2 Active Transportation	16099F		47.715074	-117.405868		73.11.135.101	73.11.135.101			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/259833	Microsoft Edge	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/259833	NONE	Study Area
2021-12-23 15:57:39 UTC	Make a Comment		33 Study Area			0	0	hamboneplace@gmail.com	99218	John	Bowers	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	49711A		47.771033	-117.38802		107.127.21.24	107.127.21.24	https://www.khq.com/	www.khq.com	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267256	Chrome Mobile	Mobile	United States	California	Whittier	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267256	NONE	Study Area
2021-12-23 16:23:11 UTC	Make a Comment		34 Study Area		My previous comment should have said *like some. And the other area is *Crestline. I'm not seeing anything on the Division St. corridor in downtown. The corridor is still a major barrier for pedestrians in downtown cutting the U District from downtown. We really need to look at how to make crossing division downtown safer and easier.	0	0	hamboneplace@gmail.com	99218	John	Bowers	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	B4C138		47.771894	-117.391045		107.127.21.24	107.127.21.24	https://www.khq.com/	www.khq.com	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267258	Chrome Mobile	Mobile	United States	California	Whittier	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/267258	NONE	Study Area
2021-12-02 18:03:39 UTC	Make a Comment		2 Study Area		One thing you've done right is to think of the corridor more broadly. You won't ever be able to adequately accommodate pedestrians, bicycles, transit and high speed arterial traffic on the same facility. That's a fool's game. It's really best to use parallel streets like Atlantic or Lidgerwood as bicycle corridors and build those out as low speed facilities. This is also much cheaper. Then focus all your efforts on creating safe arterial crossings.	5	0	dave.andersen4@gmail.com	99223	Dave	Andersen	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	B00706		47.657216	-117.41234		147.55.149.249	147.55.149.249	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261633	Chrome	Desktop	United States			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261633	NONE	Study Area
2021-12-02 18:07:07 UTC	Make a Comment		3 Study Area		If you are going to make a greenway strategy work for active transportation, you need to think about how to safely get bicycle users and pedestrians across the arterials where the greenway intersections the east-west arterial. That's actually more important than what you do on the greenway itself. These improvements need to be considered as part of the corridor plan because they are critical to accommodating bike and ped traffic in the corridoor as a whole.	5	0	dave.andersen4@gmail.com	99223	Dave	Andersen	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	55AB9B		47.680715	-117.410548		147.55.149.249	147.55.149.249	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261635	Chrome	Desktop	United States			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261635	NONE	Study Area
2021-12-02 18:09:14 UTC	Make a Comment		4 Study Area		Please note that St. Thomas More is spelled with one o; the spelling in the street name is incorrect.	5	0	dave.andersen4@gmail.com	99223	Dave	Andersen	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	D4CE61		47.671201	-117.412262		147.55.149.249	147.55.149.249	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261637	Chrome	Desktop	United States			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/261637	NONE	Study Area
2021-12-04 04:06:20 UTC	Make a Comment		6 Study Area		There is currently no north-south street here—does the plan include a proposal to put one in?	0	0	lindaloulouise701184951@yahoo.com	99205	Linda	Carroll	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation		341306	47.730823	-117.405159		172.58.44.24	172.58.44.75			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262118	Mobile Safari	Mobile	United States	Washington		https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262118	NONE	Study Area
2021-12-04 04:01:10 UTC	Make a Comment		5 Study Area		I like the proposed bike path along North Foothills. The area around Gonzaga Prep is going to become very active with the new Yasuhara Middle School and the Gonzaga Family Haven housing project. A bike path along North Foothills would be a good connection to the Ruby/Division Street, as well as grocery stores such as Yokel's. It also provides to the area from the neighborhood around Corbin Park.	0	0	lindaloulouise701184951@yahoo.com	99205	Linda	Carroll	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	150TA5		47.688663	-117.415674		172.58.44.142	172.58.44.75			https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262116	Mobile Safari	Mobile	United States	Washington		https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262116	NONE	Study Area
2021-12-04 06:13:35 UTC	Make a Comment		11 Study Area		Running a bike path through the cemetery is a little odd. Holy Cross Cemetery owns the entire stretch of land between Division and Wall St. It's possible that this part of the land is slated for future expansion of the cemetery (Holy Cross Cemetery is running out of number of years/decades before that becomes reality) - be burial grounds on either side of the bike path here. Can the proposed bike path run behind the retail just to the east (Golden Corral, etc.)?	1	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	7526CE		47.683336	-117.399817		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262125	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262125	NONE	Study Area
2021-12-04 06:20:16 UTC	Make a Comment		12 Study Area		A crossing between Lincoln and Costa would be beneficial to link the commercial development on both sides of Division at this location. It is 1/3 of a mile between Lincoln and Costa - quite far to walk/backtrack just to get to a crosswalk. I understand running a potential bike route up Mayfair, but it would be nice to have a connection to that path be run up the Division St. Hill here? It would continue the proposed bikeway from Ruby Ave. and connect with a proposed crossing at Euclid. After that, the route can go back to Mayfair.	0	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	9707DD		47.724603	-117.415223		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262126	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262126	NONE	Study Area
2021-12-04 05:54:25 UTC	Make a Comment		8 Study Area		A pedestrian crossing between Lincoln and Magnesium would be beneficial as there is commercial development on both sides of the road. This is a 1/2 mile long stretch of Division that does not have any crossings.	1	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	704F6E		47.727087	-117.411103		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262121	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262121	NONE	Study Area
2021-12-04 06:08:47 UTC	Make a Comment		10 Study Area		A crossing at Euclid/Division would be very logical as it is literally at the intersection of four neighborhoods (Emerson/Garfield, Logan, Nevada Heights, and North Hill). Due to the topography of the hill, and the geometry of the northern end of the Division/Ruby couplet, Euclid Avenue is pretty much the only road that crosses Division along the nearly 2/3 mile long stretch of road between North Foothills and Gordon Ave.	2	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	C9DDD1		47.684781	-117.410545		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262124	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262124	NONE	Study Area
2021-12-04 05:51:56 UTC	Make a Comment		7 Study Area		Ruby & Catalda is a blind corner, with cars accelerating after pulling out of the North River Drive intersection. I assume that is why there is a posted no-pedestrian crossing sign here. However, this is a very logical location for a crossing, connecting Gonzaga's campus, the 940 North apartments, etc. to places like Wendy's, Chipotle, the Spokane Arena, Podium, new soccer stadium, Riverfront Park North Bank area, etc. Add a traffic signal, to slow traffic if possible, to get a crosswalk here	1	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	A4AEC0		47.73294	-117.411253		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262120	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262120	NONE	Study Area
2021-12-04 06:06:04 UTC	Make a Comment		9 Study Area		Bike path along Cocoa, effectively extending the proposed bike project along Weile, to connect up with Nevada. Onward connectivity could be provided on Sharpsburg Ave into the Bluegrass neighborhood, the Cedar Springs Estates apartments, Prairie Hills Apartments, duplex developments in the area, etc.	2	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	5D2C24		47.686114	-117.411114		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262123	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262123	NONE	Study Area
2021-12-04 06:33:56 UTC	Make a Comment		14 Study Area		An official crossing at Division/Knox would be good due to the staggered roadways (i.e. there are no straight intersections that form an intuitive unmarked crosswalk). Garfield Elementary is also nearby.	1	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	6DE9A2		47.666089	-117.40944		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262132	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262132	NONE	Study Area
2021-12-04 06:45:53 UTC	Make a Comment		17 Study Area		Crossing at Washington/Catalda will provide great connectivity from areas to the east (i.e. Gonzaga area) to the developing area to the west (The Podium, new Soccer Stadium, Riverfront Park North Bank, etc.). Crossing Washington is tricky here due to the staggered intersections and cars speeding up the hill. Completing the missing sidewalks here along North River Drive near Washington Street would be good for connectivity between the Division BRT with the area around the North Bank, Spokane Arena, The Podium, new soccer stadium, etc.	0	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	7FDF07		47.723462	-117.399151		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262138	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262138	NONE	Study Area
2021-12-04 06:27:42 UTC	Make a Comment		13 Study Area		Making sure Whitworth has a good pedestrian link with whenever the nearest stop will be is important for getting students to use the line.	1	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	E3EB53		47.676739	-117.411157		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262128	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262128	NONE	Study Area
2021-12-04 06:37:10 UTC	Make a Comment		15 Study Area		Connecting a Division bike network with the Children of the Sun trail (Centennial Trail/Ecology Trail) coming down from the Children of the Sun southern terminus would create a great loop where bikers could access much more of the city or bypass it to get north or south.	0	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	53DC7A		47.666177	-117.417165		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262134	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262134	NONE	Study Area
2021-12-04 06:38:11 UTC	Make a Comment		16 Study Area			4	0	jasonwong.architecture@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	1A85B5		47.664877	-117.416264		73.34.117.172	73.34.117.172	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262135	Microsoft Edge	Desktop	United States	Colorado	Denver	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/262135	NONE	Study Area
2022-01-16 09:09:19 UTC	Make a Comment		36 Study Area			1	0	caleb9lage@gmail.com				FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	418A51		47.750821	-117.411798		174.31.249.83	174.31.249.63	https://www.srtc.org/	www.srtc.org	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/271221	Chrome	Desktop	United States	Washington	Spokane	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/271221	NONE	Study Area
2021-12-20 21:15:58 UTC	Make a Comment		25 Study Area			3	0	danielstull@gmail.com	99208	Daniel	Stull	FALSE	FALSE		FALSE	DivisionConnects Phase 2 Active Transportation	3C6826		47.771176	-117.403679		174.204.70.65	174.204.70.65	https://t.co/	t.co	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266781	Mobile Safari	Mobile	United States	Washington	Seattle	https://srtc.mysocialpinpoint.com/divisionconnects-phase-2#/marker/266781	NONE	Study Area

APPENDIX C

Development Community and Property Owner Interviews

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

Memorandum

To: DivisionConnects Steering Committee & Agency Team
From: Dana Rivera, Parametrix
RE: Summary of Completed Interviews
Date: 02/14/2022

Memo Purpose

This memo is a summary of the completed interviews and feedback from key property developers and stakeholders on the future implementation of bus rapid transit (BRT) and supporting infrastructure and its impact on land use and development in the Division Street corridor.

Interview Method Overview

15 key property developers and stakeholders were sent meeting invites via email, as well as contacted by phone. A total of four interviews were held via video conference with SRTC, STA, Spokane County, City of Spokane, and Parametrix staff. At each meeting, members of the DivisionConnects study team presented an overview of the DivisionConnects study's purpose, background, process, and preferred alternative for BRT.

Division BRT Improvements Summary

Overall, the BRT improvements were well received by those interviewed. Many participants saw the improvements as having a positive impact on the properties and development potential along the Division Street corridor and the surrounding neighborhoods. It was widely assumed that the businesses along Division Street were reliant on bus service. One respondent mentioned that the intersection of Division and Wellesley will be a future hot spot and will require a stop there. At Division and Wellesley, however, there was a consensus that pedestrian safety and accessibility were issues.

The opportunities that the BRT will bring to the corridor have widespread support. The business access and transit (BAT) lanes are a good option for improving traffic flow along Division. Those interviewed had no objections to buses as long as they did not obstruct vehicle travel.

Those interviewed saw the benefits of the BRT and agreed that it can be successful without impeding development. It was pointed out that existing access to transit as a pedestrian, cyclist, or park-and-ride user is extremely limited. Participants felt that there are no facilities to attract riders to the service. It was recognized that improved transit service can improve access to opportunities for people who rely on bus transportation.

Development Changes in The Next Ten Years

Although the BRT is a selling point for businesses, it is assumed among participants that retail along the corridor will change in the future. Non-retail services, according to some, will be added to the corridor in the future. Being on the bus line was mentioned as a benefit, though it may not influence the development decision.

Participants expressed concern about zoning and permitting along the corridor. A common theme was the desire for more mixed-use residential, as well as the possibility of high-density residential zoning. Many participants want more bike access, as well as better facilities and bike racks, which could lead to an increase in bike ridership. It was also mentioned that pedestrian and bike connections across and through the corridor would be beneficial.

Respondents want more entertainment options and alternative uses for the Northtown Mall area. Autonomous vehicles may influence transportation in the future. Even with the BRT, Division Street will remain a commuter street for drivers. It was mentioned that residential development is a possibility but not desired right off Division Street, perhaps a block in from Division would be more appropriate. It was mentioned that land cost along Division is high for residential. It was also suggested that parking requirements be reduced or eliminated, as they increase development costs and incentivize driving.

Concerns

The outside lane option raises some concerns. The interior lane option may be preferred by businesses because it provides greater accessibility. There is also a concern that retail along Division will dry up with regional driving trips moving to the North Spokane Corridor, causing traffic to divert north to new retail development planned for the area. It was stated that the NSC highway will not benefit Division in terms of retail. Ridership using transit for non-retail purposes was raised as a source of concern. If people believe that too many buses will slow traffic, they will avoid Division. This would influence retail along the corridor.

One interviewee was concerned that the buses would be a detriment to Spokane's reputation as a car-centric city. There was also concern expressed about funds being spent on perceived diminishing returns, and the buses' noise level was questioned. One interviewee noted that buses are associated with a lower-income demographic.

DivisionConnects Summary of Completed Interviews

Division BRT improvements

- Overall, the developers think that the Division BRT improvements are an overall benefit for properties and development potential along Division and the adjacent neighborhoods.
- Businesses depend on bus activity.
- Division and Wellesley are going to be a future hot spot and need a stop at that location.
- The overall perception that pedestrian safety and accessibility is a concern at Division and Wellesley.
- The idea of BAT lanes is a good option for traffic flow along Division, no problems with buses as long as it doesn't impede vehicular travel.
- How much money should be spent on diminishing returns? Are the buses going to be noisy?
- Buses might be a negative. Spokane is perceived as a car-centric town.
- Buses are associated with a lower income/demographic.
- BRT can be successful without impacting development.
- Right now, the ability to access transit, as a pedestrian, cyclist, or park-and-ride user is very limited, as the facilities are not present to get riders to the service.
- Enhanced transit service can improve access to opportunities for people who depend on transit

Development changes in the next ten years

- The common perception that there will be changes in retail along the corridor.
- Being on the bus line is an advantage, although it might not influence the decision to develop.
- BRT is a selling point for businesses.
- Zoning, permitting, and land values along the corridor are a concern, more so than whether bus service is there or not.
- Foresee non-retail services (office, medical) coming to the corridor in the future.
- More residential is desired with mixed-use and the opportunity for high-density residential zoning.
- Would like to see more biking access and improved facilities and bike racks, which may drive bike ridership.
- Additional pedestrian and bike connections across and through the corridor.
- Would like to see more entertainment venues and alternative uses for the Northtown Mall area.
- Autonomous vehicles may become a component of travel in the future.
- Division Street will always have traffic – it will always be a commuter street.
- Residential may take place but not desired right off Division Street, maybe a block in from Division, adjacency to Division is seen as a barrier. Land cost on Division is high for residential.

- Minimize/eliminate requirements for parking, as this adds to development costs and incentivizes driving.

Concerns

- There is a concern about the outside lane option. The interior lane option might be preferred because it provides more accessibility for businesses. (Clarified that center-running was not the locally preferred alternative).
- Concern that retail will dry up along Division and traffic will just go north to new retail development slated to take place. (Traffic will leave Division for the NSC and Kaiser development will be a draw)
- Retail along Division will change. The highway will not help Division in a retail way.
- A concern for ridership using transit for non-retail purposes.
- Too many buses will detract people from Division if they believe buses will slow traffic. This would subsequently impact retail along the corridor.

DivisionConnects Summary of Outreach Efforts

Documentation of efforts to reach developers who didn't respond/participate

Comments from Emails Sent

Interviews for the week of December 20-24, 2021

- Emails sent to all contacts December 17, 2021
- Interviews scheduled for Chud Wendle (Hutton Settlement) and Daryl Rheingans (Northtown Mall).

Interviews for the week of January 10-14, 2022

- Emails sent to all contacts January 6, 2022
- Interviews scheduled for Dave Black (NAI Black) and Matthew Collins (Uptic Studios)

Phone calls placed to non-responders from initial emails

Interviews for the week of January 24-28, 2022

Riverside Apartments
Designer: GGLO Architects
Point of Contact: Mitch Yockey – Myockey@GGLO.com – (206) 261-5285 (cell)
Left Message 1/24 10a

Millennium Apartments
Designer: Bernardo Wills Architects
Point of Contact: Mike Stanicar – mstanicar@bwarch.com – (509) 838-4511
Left Message 1/24 10a

Spokane Public Facilities District
Point of Contact: Stephanie Curran – scurran@spokanepfd.org – (509) 279-7000
Left Message 1/24 10a

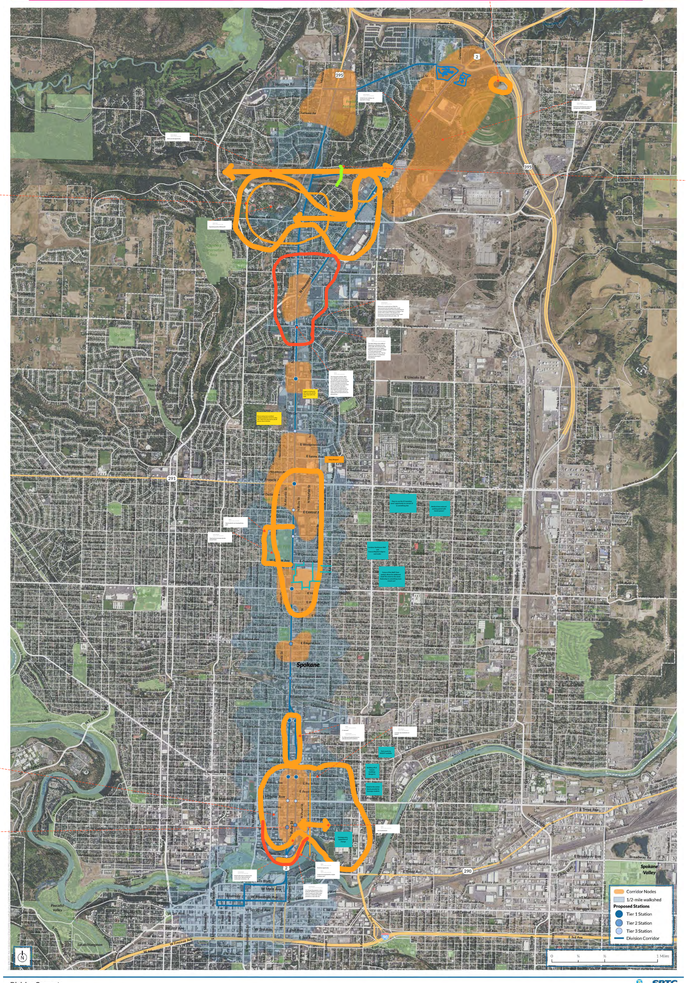
Jordan Tampien, 4 Degrees Real Estate Jordan@4degrees.com – (509) 499-2231
Left Message 1/24 10a

Barry Baker, Baker Construction & Development bbaker@bakerconstruct.com – (509) 535-3668

APPENDIX D

Land Use Workshop #1 Notes

DIVISION CORRIDOR



Division Connects

ECONOMICS WORKSHOP AGENDA

August 12, 2021 – Economics and Land Use Transformation
9:30am -11:00am – Video-conference

Facilitator: Darby Watson (Parametrix)
Invitees: Jason Lien (SRTC), Karl Otterstrom (STA), Mike Tresidder (STA), Hamid Hajafari (STA), Terel Black (City of Spokane), Shauna Harshman (City of Spokane), Louis Meuler (City of Spokane), Kara Mowery-Frasheński (City of Spokane), Inga Note (City of Spokane), Kevin Picanso (City of Spokane), Colin Quinn-Hunt (City of Spokane), Barry Greene (Spokane County), Jami Hayes (Spokane County), Tammy Jones (Spokane County), Tom Vandervert (Spokane County), Greg Figg (WSDOT), Bonnie Gow (WSDOT), Char Kay (WSDOT), Alicia McIntire, (Parametrix), Bill Grimes (SCJ), Rick Hastings (SCJ)

Great, poignant comment here

Objectives (Jason) – 5 minutes
- Define/refine the purpose and intent for today's conversation on land use transformation

Intro (Darby) – 10 minutes
- Project status and findings to date
- Setting the stage for today's discussion
- How workshop results will influence work to come

Workshop Introduction (Bill) – 5 minutes
- Overall objectives
- Review Tuesday's worksheet
- Logistics (format, break-out groups, reporting)

Potential for change (Bill) – 15 minutes
- Corridor context areas (CA-1 through CA-5)
- Degrees of change (Maintain, Enhance, Transform)
- Early thoughts on potential changes for nodes
- Early thoughts on case studies
- Lessons from CityLine (Mike)

Workshop (All – in breakouts) – 40 minutes
- Pick your nodes (location, scale, transformation for at least three)
- Issues and barriers

Group reports (All)– 15 minutes
- Thoughts on character and type
- Buttons and levers (facilitation opportunity, catalyst actions)

Next Steps (Jason)
- Land use and transportation policy analysis
- BRT case studies
- Scenario development and testing
- Public/stakeholder engagement

ECONOMICS WORKSHOP *Preparation*

Economics + Land Use Transformation Workshop

August 12, 2021 – 9:30 am - 11:00 am
Videoconference

This Thursday's workshop is intended to get our group's imaginations flowing, generating high-level perspectives on how the North Division corridor may transform given the advent of BRT and the shifts in traffic and travel characteristics once the NSC is in place.

Here's a quick assignment to get you familiar with the topics we'll cover in our Thursday conversation.

THE MAP

The attached map introduces our thoughts on areas most likely to transform, becoming key "nodes" along the corridor. These projections reflect several considerations, including expected Tier One or Tier Two station status, the presence of arterial intersections, existing land uses and perceived probability for fresh investment. We hope you'll take some time to get familiar with these places and their contexts, understanding or guessing at the forces likely to act on them as the corridor changes. Ideally, take a drive along the corridor, making notes that'll influence the likelihood and character of development – things like apparent underutilization, awkward parcelization, market demand, recency of significant investment, adjacent land uses and relationships to other employment or institutional spaces.

Though our focus on Thursday will be on the nodes we've drafted, we're hopeful you'll give thought to all areas along the corridor, and even areas that may develop outside our study are that may in turn impact how Division evolves.

All of your thoughts will find a home in our workshop. Please make LOTS of notes!

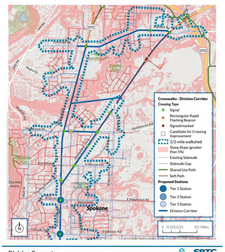
CONCEPTBOARD

Since this workshop will be virtual, we'll be facilitating conversations about these nodes using ConceptBoard, an online tool we'll use to reference and add everyone's notes to the various areas most likely to transform. It's a pretty intuitive tool, and Thursday's facilitation crew will help with any questions as we wade in.

Questions? Give us a call and we'll help. Otherwise, thanks in advance, and we'll see you **Thursday at 9:30 AM!**

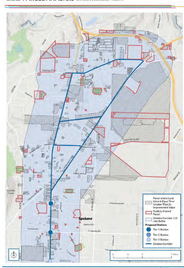
Reference Maps

PEDESTRIAN FACILITIES DIVISION CORRIDOR - NORTH



Division Connects

PARCEL ANALYSIS DIVISION CORRIDOR - NORTH

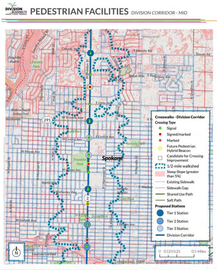


Division Connects

ORIGINS AND DESTINATIONS DIVISION CORRIDOR - NORTH

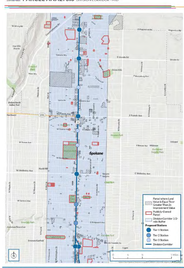
Division Connects

PEDESTRIAN FACILITIES DIVISION CORRIDOR - MID



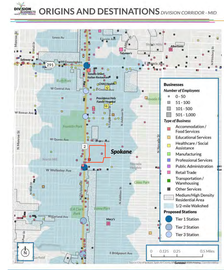
Division Connects

PARCEL ANALYSIS DIVISION CORRIDOR - MID



Division Connects

ORIGINS AND DESTINATIONS DIVISION CORRIDOR - MID



Division Connects

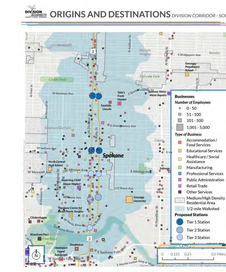
PEDESTRIAN FACILITIES DIVISION CORRIDOR - SOUTH

Division Connects

PARCEL ANALYSIS DIVISION CORRIDOR - SOUTH

Division Connects

ORIGINS AND DESTINATIONS DIVISION CORRIDOR - SOUTH

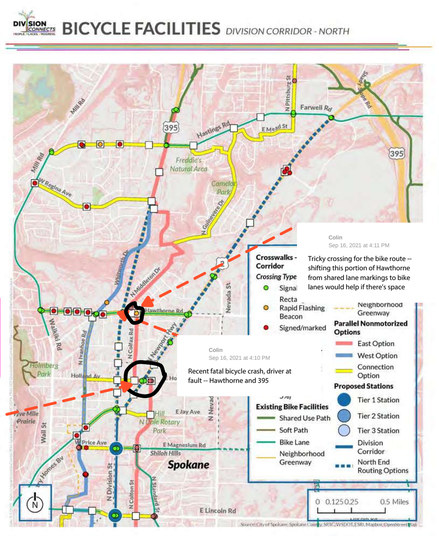


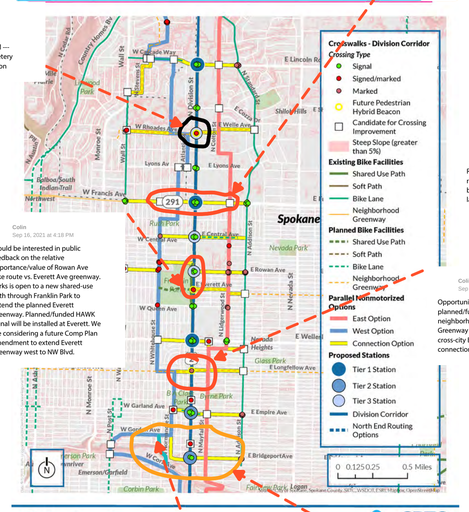
Division Connects

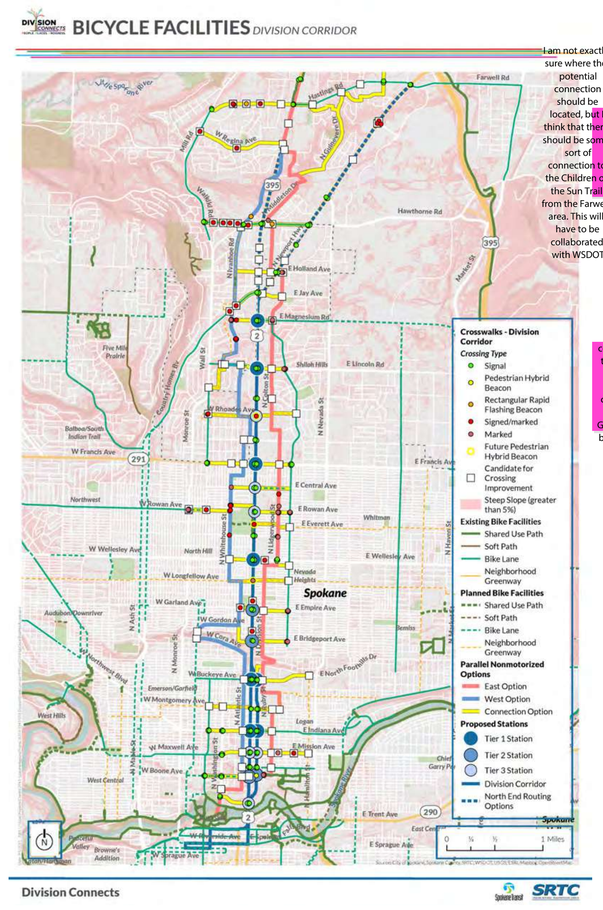
APPENDIX E

Active Transportation Workshop Notes

BICYCLE FACILITIES AND POTENTIAL PROJECTS







Any connection ideas to link the YMCA to any of the surrounding neighboods and planned neighborhoods?

Safer connections to Holmberg Park

Colin
Sep 16, 2021 at 4:07 PM (edited)
This could be a key intersection improvement — alot of ped/bike activity and destinations, and this is where the red route crosses over Highway 2 — Holland is very busy, but there seems to be alot of space in the ROW. A bike shop located there right next to a new bus shelter at the northwest corner — great spot for a short protected bike lane connection across the Newport Hwy

Colin
Sep 16, 2021 at 4:11 PM
Tricky crossing for the bike route -- shifting this portion of Hawthorne from shared lane markings to bike lanes would help if there's space

Colin
Sep 16, 2021 at 4:10 PM
Recent fatal bicycle crash, driver at fault -- Hawthorne and 395

Colin
Sep 16, 2021 at 4:13 PM
Opportunity to leverage planned/funded HAWK signal — unique route bordering cemetery property to the west of Division

From Economics Workshop: Connectivity to Children of the Sun trail at the northend needed, along 395 north

From Economics Workshop: Multi-use trail opportunity along utility corridor

From Economics Workshop: Potential nonmotorized connection between Ekloff and Middleton

From Economics Workshop: Whitworth is mostly built out, likely the improvements that will happen here, would recommend instead of the node around Hawthorne having a node around Magnesium to Holland. That portion of the corridor is very dangerous for pedestrians and improvement/focus there would dramatically improve bike-ped safety.

From Economics Workshop: The island sitting in the middle of Magnesium at Standard not only drives traffic off of arterials into the neighborhood, but cars making illegal turns to avoid it have created an unsafe pedestrian/bike environment in this area. This has significant effects on pedestrians reaching the bus stop at Price/Division

From Economics Workshop: This intersection (Division & Price/Magnesium) already suffers from visibility and access issues. The sidewalk is narrow and often blocked, the grade change between Division and adjacent properties can be significant (see by the Dutch Bros), and vehicles now often ignore/nearly hit pedestrians as they speed up to climb the hill into town. These shortfalls need to be addressed if any improvements are planned here.

Colin
Sep 16, 2021 at 4:18 PM
Would be interested in public feedback on the relative importance/value of Rowan Ave bike route vs. Everett Ave greenway. Parks is open to a new shared-use path through Franklin Park to extend the planned Everett Greenway. Planned/funded HAWK signal will be installed at Everett. We are considering a future Comp Plan amendment to extend Everett Greenway west to NW Blvd.

Colin
Sep 16, 2021 at 4:23 PM (edited)
Potential opportunity for shared-use path connection to get up the bluff.

Colin
Sep 16, 2021 at 4:15 PM
Good opportunity to connect Wall and Standard bike lanes, and create crossing opportunities for parallel red/blue bike routes. WSDOT approving agency, route may be affected when NSC opens

Colin
Sep 16, 2021 at 4:20 PM
Opportunity to leverage planned/funded HAWK signal --- neighborhood supports Longfellow Greenway improvements --- good cross-city East-West bike ped connection

Colin
Sep 16, 2021 at 4:26 PM
The Bridgeport Connection Option could really open up the peed-bike network, as people tend to traverse the bluff using Mayfair/Lidgerwood, and Bridgeport could bring people back to the Division destinations and bus stops, and allow them to get to the neighborhoods to the west. Currently you are kind of stuck east of Division if you commit to using the Mayfair/Lidgerwood route up the bluff

Colin
Sep 16, 2021 at 4:35 PM
Recommend bumping this red route up to Boone as Cataldo has been vacated and protected bike lanes are planned on Boone

Colin
Sep 16, 2021 at 4:37 PM
There is some potential here for continuing the yellow connection option to the east, but would require partnering with Gonzaga and apartment buildings. Could bump down to the Centennial Trail and then extend up through campus to connect with Liidgerwood

Colin
Sep 16, 2021 at 4:39 PM
This could match up with recommendations from the City Line TOD study to install a two-way protected bike lane on the south side of Mission going east

Colin
Sep 16, 2021 at 4:30 PM
Extending the Buckeye bike route across Division/Ruby and along North Foothills would be massive for connecting the walk/bike network --- currently Buckeye drops people off in the middle of a dangerous environment at the couplet that never picks back up on the other side.

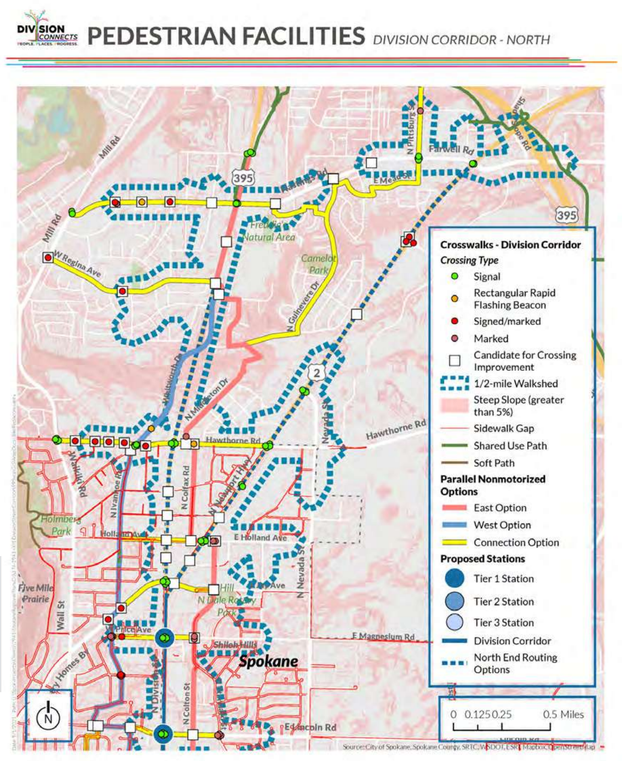
Jason Lien
Sep 3, 2021 at 5:44 PM
Important connection here, explore opportunities for more direct connection to river/downtown at southern end of Ruby bike facility.

Colin
Sep 16, 2021 at 4:32 PM (edited)
Recommend adding symbology for protected bike lanes on the Division and Ruby couplet that was part of the LPA cross-section --- and discuss whether the recommendation is to provide both the protected bike lanes and the parallel routes along the couplet. I think it would be worth keeping all options on the table with the parallel routes and the protected facilities on Division and Ruby

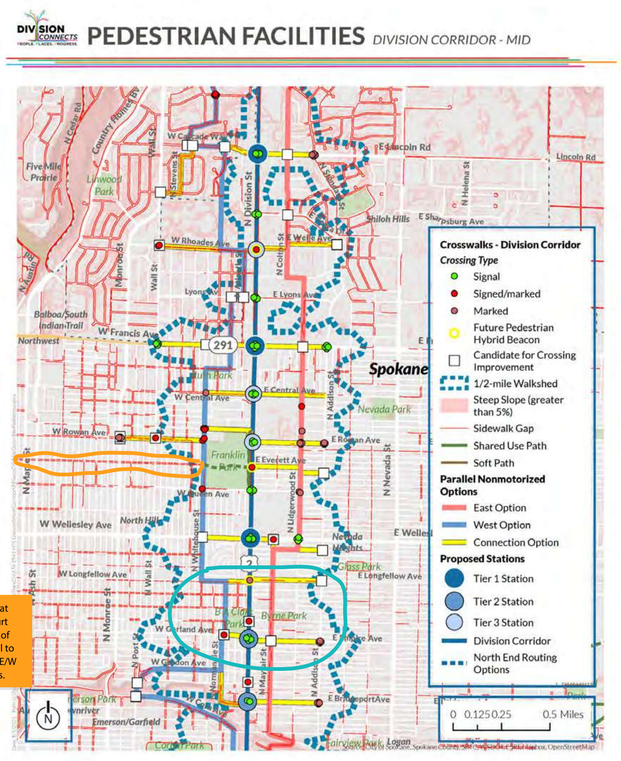
I am not exactly sure where the potential connection should be located, but I think that there should be some sort of connection to the Children of the Sun Trail from the Farwell area. This will have to be collaborated with WSDOT

As discussed with Colin. A connection from the COS bicycle facilities at Holland that connects to the planned Greta/Whitworth bike route could be an option.

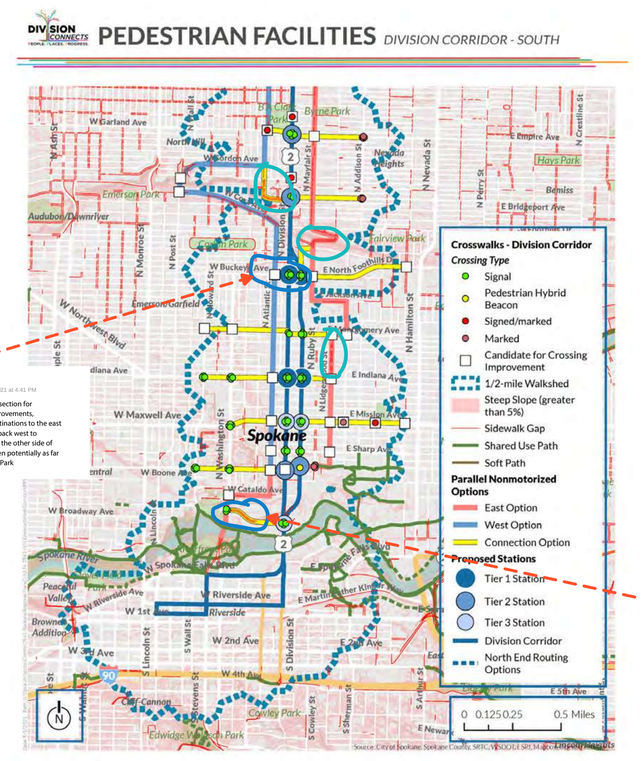
PEDESTRIAN FACILITIES AND POTENTIAL PROJECTS



Jay Ave would be a good spot for consideration given the grocery stores and other retail, park, and proximity to medium density residential. The drive aisle from Newport is confusing though, so would need to address separating cars from bike/peds.



Some focus in that area wouldn't hurt given the extent of gaps and potential to connect into both E/W parallel corridors.



Colin
Sep 16, 2021 at 4:41 PM
Important intersection for pedestrian improvements, connecting destinations to the east on N. Foothills back west to destinations on the other side of the couplet, even potentially as far away as Corbin Park

From Economics Workshop: Many pedestrians along Boone corridor near Gonzaga

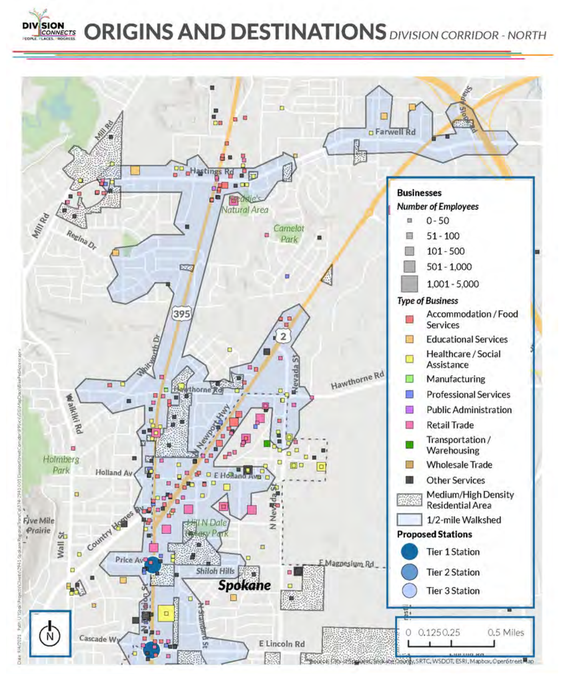
From Economics Workshop: Nonmotorized flows along Lidgerwood between Indiana and River

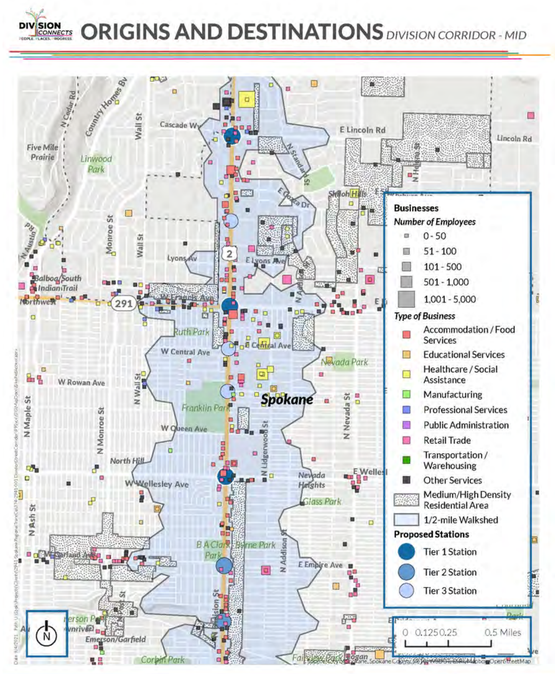
From Economics Workshop: East-west access to corridor from housing & Gonzaga mostly coming from the east (in couplet area).

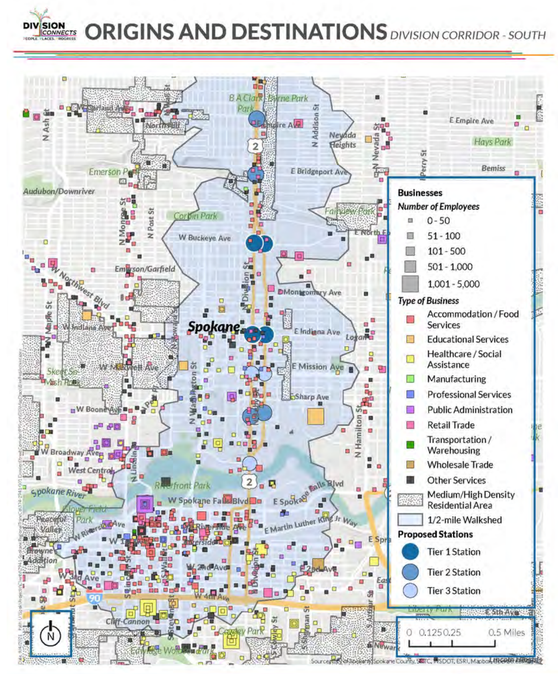
From Economics Workshop: High potential for multimodal connections in corridor vicinity between Cataldo and River

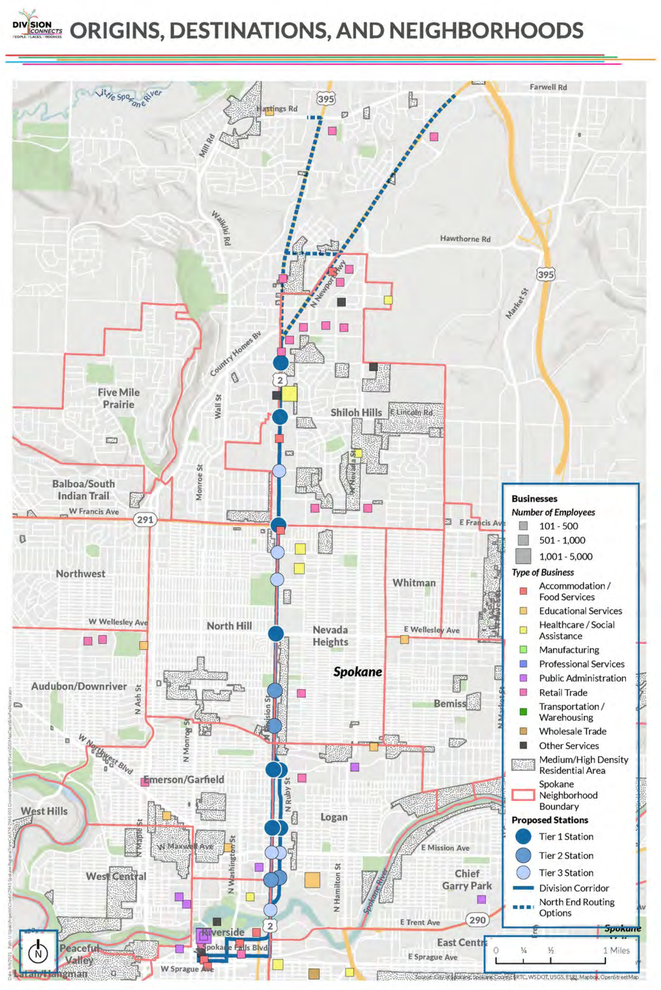
Colin
Sep 16, 2021 at 4:44 PM
This sidewalk gap was just fixed, with a new sidewalk installed last year. This has highlighted N. River Driver as an important pedestrian connection, and drawn focus to all the gaps when it reaches the couplet. Finding a way to extend the yellow connection option east through the couplet intersection would be really helpful, maybe using the Centennial Trail to get over and under the corridor, but then creating a high-quality connection back north on the other side through the apartments and up

ORIGINS AND DESTINATIONS

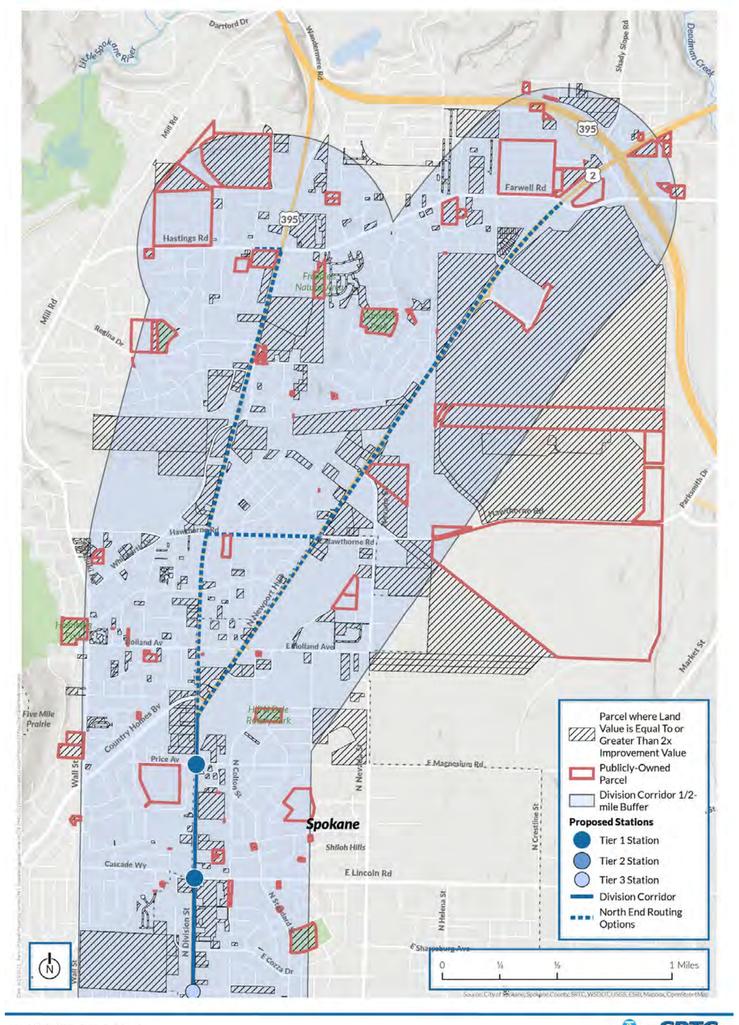


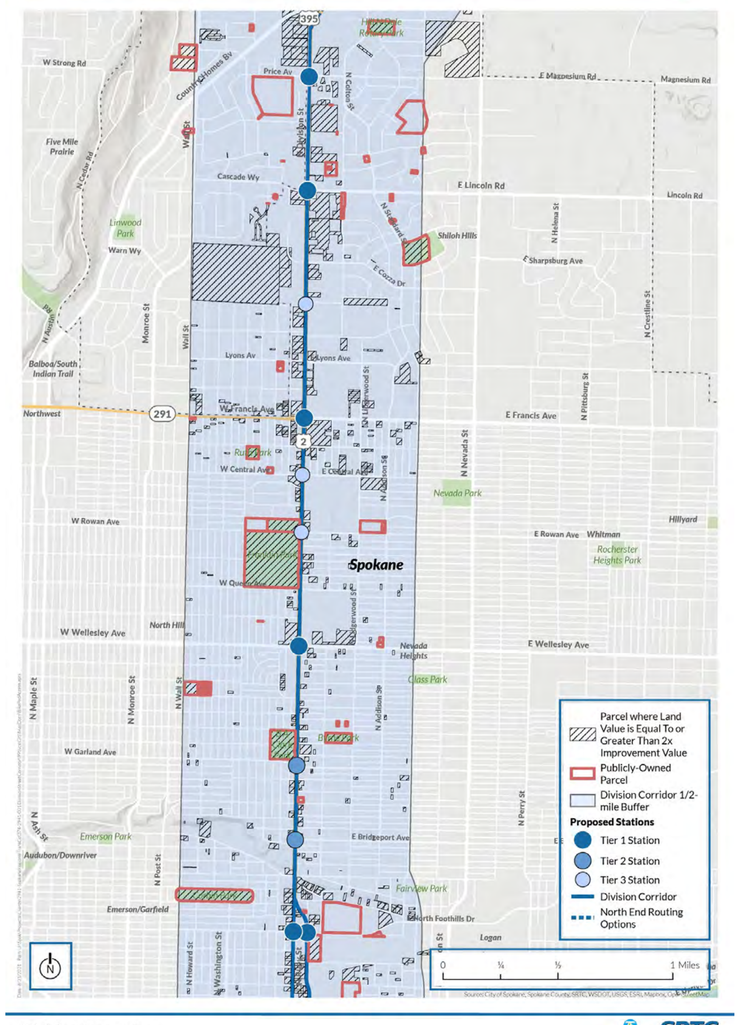


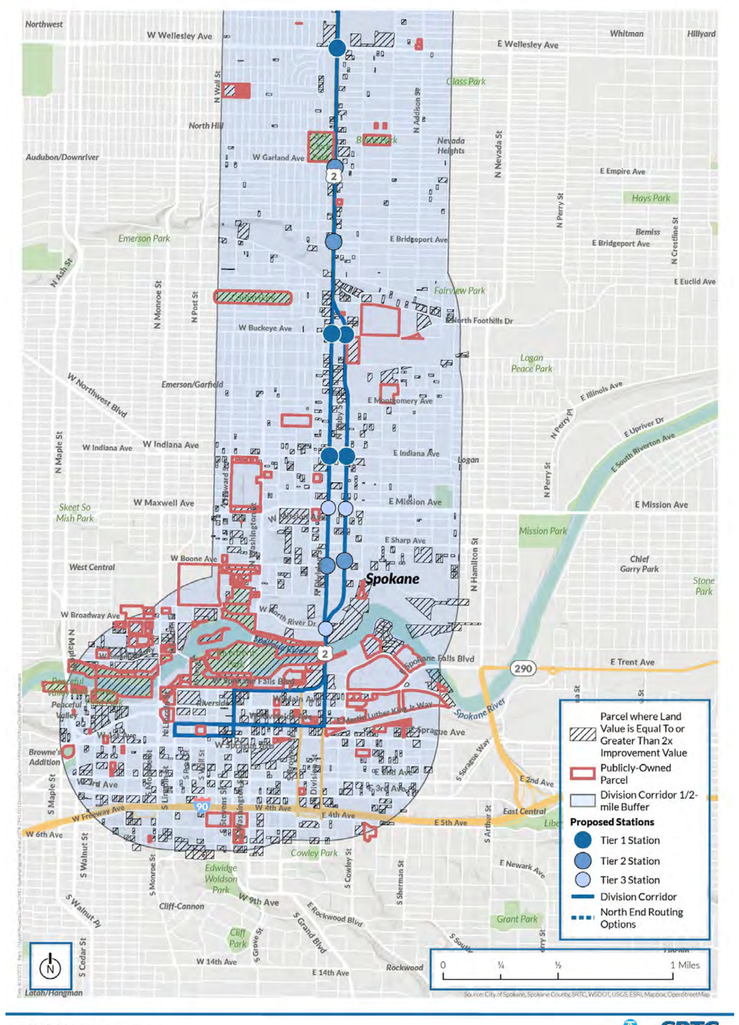




PARCEL ANALYSIS - IMPROVEMENT VALUE TO LAND VALUE RATIO AND PUBLIC OWNERSHIP







APPENDIX G

Initially Identified Active Transportation Projects

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	3A						
1	E Bedivere Dr	To west	N Guinevere Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	2	1	19	No	No	No	N/A	N/A
2	E Boone Ave	N Division St	N Pearl St	1	3	6	3	N/A	2	3	3	1	2	2	1	1	1	29	No	No	No	N/A	N/A
3	E Bridgeport Ave	N Division St	N Addison St	1	3	3	1	N/A	2	1	3	1	1	2	2	3	1	24	No	No	No	N/A	N/A
4	E Brierwood Ln	to north	E Metler Ln	1	2	3	1	N/A	3	1	3	1	1	1	1	1	1	20	No	No	No	N/A	N/A
5	E Central Ave	N Division St	N Addison St	1	3	6	3	N/A	1	3	3	1	3	2	3	3	2	34	Yes	No	No	9	30%
6	E Chantel Dr	N Guinevere Dr	E Mead Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	3	1	20	No	No	No	N/A	N/A
7	E Cleveland Ave	N Ruby St	N Mayfair St	1	2	6	1	N/A	2	3	2	1	1	1	2	3	1	26	No	No	No	N/A	N/A
8	E Elcliff Rd	N Astor Rd	New road/facility	1	2	3	1	N/A	1	1	1	1	1	1	1	3	1	18	No	No	No	N/A	N/A
9	E Empire Ave	N Division St	N Addison St	1	3	6	1	N/A	2	3	3	1	2	2	2	3	3	32	No	No	No	N/A	N/A
10	E Everett Ave	N Division St	N Addison St	3	2	9	3	N/A	2	1	3	1	1	1	2	3	3	34	Yes	No	No	7	Concept
11	E Fairview Ave	E Euclid Ave	N Lidgerwood St	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
12	E Francis Ave	N Division St	N Addison St	1	3	6	3	N/A	2	3	3	1	3	2	3	3	1	34	Yes	No	No	10	30%
13	E Hastings Rd	N Normandie St	N Division St	1	3	6	1	N/A	2	3	3	2	2	1	2	3	1	30	No	No	No	N/A	N/A
14	E Hoffman Ave	N Mayfair St	N Addison St	1	2	3	1	N/A	1	1	3	1	1	1	2	1	1	19	No	No	No	N/A	N/A
15	E Holland Ave	N Division St	N Colton St	1	3	9	3	N/A	1	3	2	2	2	2	3	1	1	33	Yes	No	No	19	30%
16	E Indiana Ave	N Division St	N Ruby St	1	3	6	3	N/A	3	1	2	1	2	2	1	1	1	27	No	No	No	N/A	N/A
17	E Jackson Ave	New road/facility	N Astor St	1	2	3	1	N/A	1	1	3	1	2	1	2	1	1	20	No	No	No	N/A	N/A
18	E Jay Ave	To west	N Colton St	1	2	3	1	N/A	1	3	2	1	3	1	1	3	1	23	No	No	No	N/A	N/A
19	E Lincoln Rd	N Division St	N Standard St	1	3	6	1	N/A	2	3	3	2	2	2	2	3	3	33	Yes	No	No	15	30%
20	E Longfellow Ave	N Division St	N Addison St	1	2	9	1	N/A	2	3	3	1	2	1	2	3	3	33	Yes	No	No	4	30%
21	E Mead Dr	E Chantel Dr	N Perry St	1	2	3	1	N/A	1	1	1	1	1	1	1	1	1	16	No	No	No	N/A	N/A
22	E Mead St	N Perry St	N Pittsburg St	1	2	3	1	N/A	3	1	3	1	1	1	1	3	1	22	No	No	No	N/A	N/A
23	E Metler Ln	N Nevada Ct	N Guinevere Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	1	1	18	No	No	No	N/A	N/A
24	E Metler Ln	North Dakota Ln	E Brierwood Ln	1	2	3	1	N/A	2	1	3	1	1	1	2	3	1	22	No	No	No	N/A	N/A
25	E Mission Ave	N Division St	N Cincinnati St	1	3	9	3	N/A	2	3	3	1	2	2	2	3	1	35	Yes	No	No	3	Concept
26	E Montgomery Ave	N Division St	N Astor St	1	2	6	1	N/A	2	3	3	1	2	1	1	1	3	27	No	No	No	N/A	N/A
27	E North Foothills Dr	N Division St	N Cincinnati St	1	3	9	1	N/A	3	3	3	1	3	2	2	2	1	34	No	No	No	N/A	N/A
28	E Regina Ave	N Atlantic St	N Astor Rd	1	3	3	1	N/A	2	3	2	2	1	2	1	3	1	25	No	No	No	N/A	N/A
29	E Rowan Ave	N Division St	N Addison St	3	3	6	3	N/A	2	3	3	3	2	1	3	3	3	38	Yes	No	No	8	30%
30	E Wedgewood Ave	N Colton St	N Lidgerwood St	1	2	3	1	N/A	2	3	3	1	1	1	2	3	1	24	No	No	No	N/A	N/A
31	E Weile Ave	N Division St	N Standard St	1	3	9	3	N/A	2	3	3	1	2	2	2	3	3	37	Yes	No	No	13	30%
32	E Wellesley Ave	N Division St	N Mayfair St	1	3	9	3	N/A	2	3	3	1	2	2	2	3	1	35	Yes	No	No	5	30%
33	N Astor Rd	E Regina Ave	E Elcliff Rd	1	2	3	1	N/A	1	1	1	1	1	1	1	1	1	16	No	No	No	N/A	N/A
34	N Astor St	E Jackson Ave	E Montgomery Ave	1	2	3	1	N/A	2	1	3	1	2	1	1	1	3	22	No	No	No	N/A	N/A
35	N Atlantic St	W Cora Ave	W Cataldo Ave	1	2	6	3	N/A	2	3	3	1	3	1	3	2	2	32	No	No	No	N/A	N/A
36	N Atlantic St	W Rhoades Ave	W Lyons Ave	1	2	6	1	N/A	2	3	2	1	2	1	1	3	1	26	No	No	No	N/A	N/A
37	N Calispel St	W Cascade Way	W Heidi Ln	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
38	N Colfax Rd	E Hawthorne Rd	E Holland Ave	1	3	6	3	N/A	3	3	3	2	3	1	3	3	1	35	Yes	No	No	20	Concept
39	N Colton St	E Holland Ave	E Magnesium Rd	1	2	9	3	N/A	2	3	3	1	3	1	2	3	1	34	Yes	No	No	17	Concept
40	N Colton St	N Colton Pl	E Lincoln Rd	1	2	6	1	N/A	2	3	1	1	3	1	2	2	1	26	No	No	No	N/A	N/A
41	N Colton St	N Wiscomb Dr	E Wedgewood Ave	1	2	6	1	N/A	2	3	2	1	2	1	2	3	2	28	No	No	No	N/A	N/A
42	N Country Homes Blvd	N Division St	N Newport Hwy	1	3	3	3	N/A	2	3	3	2	3	2	1	1	1	28	No	No	No	N/A	N/A
43	N Division St	E Hastings Rd	E Regina Ave	1	3	3	1	N/A	2	3	3	2	2	2	1	3	1	27	No	No	No	N/A	N/A
44	N Guinevere Dr	E Chantel Dr	E Bedivere Dr	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
45	N Ivanhoe Rd	N Whitworth Dr	N Whitehouse St	1	2	3	1	N/A	2	1	2	1	1	1	2	1	3	21	No	No	No	N/A	N/A
46	N Lidgerwood St	E Montgomery Ave	E Boone Ave shared use path	1	2	9	3	N/A	2	3	3	1	2	1	2	3	1	33	No	No	No	N/A	N/A
47	N Lidgerwood St	E Wedgewood Ave	E Hoffman Ave	1	2	6	3	N/A	3	3	3	1	3	1	3	3	1	33	Yes	No	No	6	30%
48	N Mayfair St	E Fairview Ave	E North Foothills Dr	1	2	6	1	N/A	2	3	1	3	2	1	2	3	1	28	No	No	No	N/A	N/A
49	N Mayfair St	E Wellesley Ave	E Euclid Ave	1	2	9	1	N/A	2	3	2	1	2	1	2	3	1	30	No	No	No	N/A	N/A
50	N Middleton Dr	N College Place Dr	E Hawthorne Rd	1	3	3	1	N/A	3	3	2	2	3	1	2	3	1	28	No	No	No	N/A	N/A
51	N Nevada Ct	to north	E Metler Ln	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
52	N Normandie St	W Longfellow Ave	W Gray Ct	1	2	3	1	N/A	2	3	3	1	1	1	2	1	1	22	No	No	No	N/A	N/A
53	N Normandie St	W Lyons Ave	W Dalke Ave	1	2	3	1	N/A	2	3	2	1	2	1	3	3	1	25	No	No	No	N/A	N/A
54	N Perry St	E Mead St	E Mead Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	1	1	18	No	No	No	N/A	N/A
55	N Pittsburg St	E Garden Ave	E Mead St	3	2	3	1	N/A	3	3	1	3	1	1	1	3	1	26	No	No	No	N/A	N/A
56	N Post St	W Gordon Ave	W Cora Ave	1	2	9	3	N/A	1	1	1	3	1	1	2	3	3	31	No	No	No	N/A	N/A
57	N Ruby St	E Cleveland Ave	E North Foothills Dr	1	3	9	1	N/A	2	3	1	1	2	2	2	1	1	29	No	No	No	N/A	N/A
58	N Standard St	E Hastings Rd	North Dakota Ln	1	2	3	1	N/A	2	3	3	1	2	1	2	3	1	25	No	No	No	N/A	N/A
59	N Stevens St	W Brita Ave	W Greta Ave	1	2	6	1	N/A	1	1	3	1	1	1	1	1	3	23	No	No	No	N/A	N/A
60	N Washington Dr	W Cascade Way	W Brita Ave	1	2	3	1	N/A	1	1	3	1	1	1	1	1	3	20	No	No	No	N/A	N/A
61	N Washington St	W Cataldo Ave	Havermale Island	3	2	6	3	N/A	3	3	1	3	2	1	3	3	1	34	No	No	No	N/A	N/A
62	N Washington St	W Sierra Way	W Cascade Way	1	2	3	1	N/A	1	1	1	1	1	1	1	1	3	18	No	No	No	N/A	N/A
63	N Weipert Dr	N Country Homes Blvd	W Sierra Way	1	2	6	1	N/A	1	1	2	1	1	1	1	1	2	21	No	No	No	N/A	N/A
64	N Whitehouse St	W Dalke Ave	W Longfellow Ave	1	2	3	1	N/A	2	3	3	1	1	1	2	1	1	22	No	No	No	N/A	N/A
65	N Whitehouse St	W Ivanhoe Rd	N Country Homes Blvd	1	2	3	1	N/A	1	1	3	1	1	1	1	3	2	21	No	No	No	N/A	N/A
66	N Whitworth Dr	E Regina Ave	N Ivanhoe Rd	1	2	3	1	N/A	2	3	1	1	1	1	2	3	1	22	No	No	No	N/A	N/A
67	New road/facility	E Brierwood Ln	N Nevada Ct	1	2	3	1	N/A	2	1	1	2	1	1	1	3	1	20	No	No	No	N/A	N/A
68	New road/facility	E Elcliff Rd	E Bedivere Dr	1	2	3	1	N/A	2	1	1	2	1	1	1	2	1	19	No	No	No	N/A	N/A
69	New road/facility	E Elcliff Rd	N College Place Dr	1	2	3	1	N/A	2	1	1	3	1	1	1	3	1	21	No	No	No	N/A	N/A
70	New road/facility	E Lincoln Rd	N Wiscomb Dr	1	2	6	1	N/A	2	3	2	2	2	1	2	2	1	27	No	No	No	N/A	N/A
71	New road/facility	E North Foothills Dr	E Jackson Ave	1	2	3	1	N/A	2	3	2	2	2	1	2	1	1	23	No	No	No	N/A	N/A
72	New road/facility	N Calispel St	N Normandie St	1	2	3	1	N/A	2	1	1	3	1	1	2	3	1	22	Yes	No	No	12	30%
73	New road/facility	N Newport Hwy	E Jay Ave	1	3	3	3	N/A	1	3	3	2	3	2	1	1	1	27	No	No	No	N/A	N/A
74	New road/facility	W Heidi Ln	W Rhoades Ave	1	2	3	1	N/A	2	1	1	3	1	1	1	1	1	19	No	No	No	N/A	N/A
75	North Dakota Ln	N Standard St	E Metler Ln	1	2	3	1	N/A	2	1	3	1	1	1	2	3	1	22	No	No	No	N/A	N/A
76	W Boone Ave	N Howard St	N Division St	1	3	6	3	N/A	2	3	3	1	2	2	2	3	3	34	Yes	No	No	1	Concept
77	W Brita Ave	N Stevens St	N Washington Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	1	3	20	No	No	No	N/A	N/A
78	W Buckeye Ave	N Atlantic St	N Division St	1	3	6	1	N/A	2	3	3	1	1	2	1	1	1	26	No	No	No	N/A	N/A
79	W Cascade Way	N Normandie St	N Division St	1	3	3	1	N/A	2	3	3	2	2	2	2	3	1	28	No	No	No	15	30%
80	W Cataldo Ave	N Washington St	N Atlantic St	1	2	3	3	N/A	2	3	1	1	3	1	2	3	1	26	No	No	No	N/A	N/A

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	3A						
81	W Central Ave	N Whitehouse St	N Division St	1	3	6	3	N/A	2	3	3	1	2	2	2	3	3	34	Yes	No	No	9	30%
82	W Cora Ave	N Post St	N Atlantic St	1	2	9	3	N/A	3	1	1	1	1	1	2	3	1	29	No	No	No	N/A	N/A
83	W Dalke Ave	N Whitehouse St	N Normandie St	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
84	W Francis Ave	N Wall St	N Division St	1	3	6	3	N/A	2	3	2	1	3	2	2	3	1	32	No	No	No	N/A	N/A
85	W Garland Ave	N Normandie St	N Division St	1	3	6	1	N/A	2	3	3	1	1	2	2	1	2	28	No	No	No	N/A	N/A
86	W Gordon Ave	N Post St	N Normandie St	1	2	3	3	N/A	1	1	1	3	1	1	2	3	1	23	No	No	No	N/A	N/A
87	W Gray Ct	N Normandie St	N Division St	1	3	6	1	N/A	2	1	2	1	2	2	2	3	1	27	No	No	No	N/A	N/A
88	W Greta Ave	N Wall St	N Stevens St	1	2	3	1	N/A	1	1	1	1	1	1	1	1	3	18	No	No	No	N/A	N/A
89	W Hastings Rd	N Mill Rd	N Normandie St	1	2	9	1	N/A	2	1	1	1	3	1	2	3	1	28	No	No	No	N/A	N/A
90	W Holland Ave	N Ivanhoe Rd	N Division St	1	3	6	1	N/A	2	3	3	2	2	2	2	3	1	31	No	Yes	No	19	30%
91	W Indiana Ave	N Howard St	N Division St	1	3	9	1	N/A	2	1	2	1	2	2	2	3	1	30	No	No	No	N/A	N/A
92	W Longfellow Ave	N Whitehouse St	N Division St	1	2	9	1	N/A	1	3	3	1	2	1	2	1	3	30	No	No	No	N/A	N/A
93	W Lyons Ave	N Normandie St	N Atlantic St	1	2	6	1	N/A	2	3	3	1	1	1	1	3	1	26	No	No	No	N/A	N/A
94	W Maxwell Ave	N Washington St	N Calispel St	1	2	9	3	N/A	1	1	2	1	2	1	2	1	1	27	No	No	No	N/A	N/A
95	W Mission Ave	N Calispel St	N Division St	1	3	6	3	N/A	2	3	1	1	2	2	2	1	1	28	No	No	No	N/A	N/A
96	W Montgomery Ave	N Howard St	N Division St	1	2	3	1	N/A	2	3	1	1	1	1	1	1	3	21	No	No	No	N/A	N/A
97	W Nebraska Ave	N Whitehouse St	N Division St	1	2	6	3	N/A	2	3	3	1	2	1	1	1	1	27	No	No	No	N/A	N/A
98	W North River Dr	N Washington St	N Division St	1	3	6	3	N/A	2	3	1	1	3	2	2	3	1	31	No	No	No	N/A	N/A
99	W Price Rd	W Weipert Dr	N Division St	1	3	6	1	N/A	1	3	3	2	2	1	1	3	1	28	No	No	No	N/A	N/A
100	W Regina Ave	N Mill Rd	N Atlantic St	1	2	3	1	N/A	2	1	1	1	1	1	1	1	1	17	No	No	No	N/A	N/A
101	W Rhoades Ave	N Normandie St	N Division St	1	3	9	3	N/A	2	3	2	3	1	2	2	3	2	36	Yes	No	No	12	30%
102	W Rhoades Ave	N Wall St	N Calispel St	1	2	3	1	N/A	2	1	1	3	1	1	2	3	3	24	Yes	No	No	12	30%
103	W Rowan Ave	N Monroe St	N Whitehouse St	1	2	6	1	N/A	1	1	2	1	1	1	1	2	1	21	No	No	No	N/A	N/A
104	W Sierra Way	N Washington St	N Weipert Dr	1	2	3	1	N/A	2	1	1	1	1	1	1	1	2	18	No	No	No	N/A	N/A
105	W Wellesley Ave	N Whitehouse St	N Division St	1	3	6	3	N/A	2	3	3	1	2	2	1	1	1	29	No	No	No	N/A	N/A
106	N Nevada St	N Newport Hwy	E Magnesium Rd	1	3	9	3	N/A	3	1	2	2	3	2	3	3	1	36	Yes	No	No	18	Concept
107	W Holland Ave	to west	N Ivanhoe Rd	1	2	3	1	N/A	2	1	3	2	1	1	1	1	1	20	No	No	No	N/A	N/A
108	W Everett Ave	N Ash St	N Whitehouse St	1	2	3	1	N/A	1	1	3	2	1	1	1	1	1	19	No	No	No	N/A	N/A
109	New road/facility	W Glass Ave	W Cora Ave	1	2	3	1	N/A	3	1	1	3	1	1	2	3	1	23	No	No	No	N/A	N/A
110	N Washington St	W Boone Ave	W Cataldo Ave	1	2	6	3	N/A	3	1	2	1	2	1	2	3	1	28	No	No	No	N/A	N/A
111	New road/facility	E North River Dr	to south	1	3	6	3	N/A	2	3	1	3	1	2	1	1	1	28	No	No	No	N/A	N/A
112	N Pearl St	E Boone Ave	to south	1	2	3	3	N/A	2	3	3	3	1	1	1	3	1	27	No	No	No	N/A	N/A
113	New road/facility	N Pearl St	to south	1	2	3	1	N/A	2	3	1	3	1	1	1	3	1	23	No	No	No	N/A	N/A
114	New road/facility	to west	N Newport Hwy	1	3	3	1	N/A	2	1	1	3	1	2	1	3	1	23	No	No	No	N/A	N/A
115	N Calispel St	W Gordon Ave	W Glass Ave	1	2	3	1	N/A	1	1	3	1	1	1	2	1	1	19	No	No	No	N/A	N/A
116	E Sharp Ave	N Division St	N Pearl St	1	2	9	3	N/A	2	3	2	2	2	2	1	2	3	34	Yes	No	No	2	30%
117	W Sharp Ave	N Atlantic St	N Division St	1	2	3	3	N/A	2	3	3	2	3	2	2	1	3	30	No	Yes	No	2	30%
	N Atlantic St	W Sharp Ave	W Boone Ave																N/A	Yes	No	2	30%

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	3A						
1	E Bedivere Dr	To west	N Guinevere Dr	1	1	3	1	N/A	1	1	3	1	1	1	1	2	1	18	No	No	No	N/A	N/A
2	E Birch Rd	N Andrew St	N Newport Hwy	1	3	3	3	N/A	1	1	3	3	1	2	2	3	3	29	No	No	No	N/A	N/A
3	E Brierwood Ln	To north	E Metler Ln	1	1	3	1	N/A	3	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
4	E Chantel Dr	N Guinevere Dr	E Mead Dr	1	1	3	1	N/A	1	1	3	1	1	1	1	3	1	19	No	No	No	N/A	N/A
5	E Elm Rd	N Andrew St	N Newport Hwy	1	3	3	3	N/A	1	1	3	3	2	2	2	3	3	30	No	No	No	N/A	N/A
6	E Graves Rd	N Andrew St	N Newport Hwy	1	3	6	3	N/A	1	1	3	3	1	2	2	3	3	32	No	No	No	N/A	N/A
7	E Jay Ave	To west	N Colton St	1	1	3	1	N/A	1	3	2	1	3	1	1	3	1	22	No	No	No	N/A	N/A
8	E Mead Dr	E Chantel Dr	N Perry St	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
9	E Mead St	N Perry St	N Pittsburg St	1	1	3	1	N/A	3	1	3	1	1	1	1	3	1	21	No	No	No	N/A	N/A
10	E Metler Ln	N Nevada Ct	N Guinevere Dr	3	1	3	1	N/A	1	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
11	E Metler Ln	North Dakota Ln	E Brierwood Ln	3	2	3	1	N/A	2	1	3	1	1	1	2	3	1	24	No	No	No	N/A	N/A
12	E Regina Ave	N Division St	N Astor Rd	1	3	3	1	N/A	2	3	2	3	1	1	1	3	1	25	No	No	No	N/A	N/A
13	E Westview Ave	N Division St	N Newport Hwy	3	3	3	3	N/A	2	1	2	3	2	2	2	3	3	32	No	No	No	N/A	N/A
14	E Winchester Ave	E Bedivere Dr	N Newport Hwy	1	3	3	1	N/A	1	1	2	3	1	2	2	1	1	22	No	No	No	N/A	N/A
15	N Andrew St	E Hawthorne Rd	E Nordin Ave	1	3	3	3	N/A	1	1	2	3	1	2	2	3	3	28	No	No	No	N/A	N/A
16	N Astor Rd	E Regina Ave	E Elcliff Rd	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
17	N Atlantic St	W Rhoades Ave	W Lyons Ave	3	2	6	1	N/A	2	3	2	1	2	1	1	3	1	28	No	No	No	N/A	N/A
18	N Calispel St	W Cascade Way	W Heidi Ln	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
19	N Colfax Rd	E Graves Rd	E Holland Ave	3	2	3	3	N/A	2	1	3	3	2	1	3	3	3	32	No	No	No	N/A	N/A
20	N Colton St	E Greta Ave	E Cozza Dr	3	1	3	1	N/A	2	3	2	2	1	1	2	1	1	23	No	No	No	N/A	N/A
21	N Colton St	E Magnesium Rd	N Colton Pl	1	2	6	1	N/A	1	1	1	1	1	1	1	3	1	21	No	No	No	N/A	N/A
22	N Colton St	N Colton Pl	N General Lee Way	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
23	N Division St	E Farwell Rd	E Hastings Rd	3	3	3	1	N/A	2	3	3	3	2	2	1	3	1	30	No	No	No	N/A	N/A
24	N Division St	E Wedgewood Ave	Lyons Ave	3	2	6	3	N/A	2	3	3	3	2	1	2	1	3	34	Yes	No	No	11	Concept
25	N Division St	N Country Homes Blvd	N Newport Hwy	3	3	6	3	N/A	2	3	3	3	3	2	1	3	3	38	Yes	No	No	16	Concept
26	N Guinevere Dr	E Percival Ave	E Bedivere Dr	1	1	3	1	N/A	1	1	2	1	1	1	1	1	1	16	No	No	No	N/A	N/A
27	N Hooper Rd	N Humboldt Dr	E Hawthorne Rd	1	3	3	1	N/A	1	1	3	3	1	2	2	3	1	25	No	No	No	N/A	N/A
28	N Ivanhoe Rd	N Whitworth Dr	N Whitehouse St	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
29	N Lidgerwood St	E Lyons Ave	E Dalke Ave	3	2	3	3	N/A	3	3	3	2	2	1	2	1	3	31	No	No	No	N/A	N/A
30	N Lidgerwood St	E Montgomery Ave	E Indiana Ave	3	2	6	1	N/A	2	1	3	2	1	1	1	3	1	27	No	No	No	N/A	N/A
31	N Mayfair Rd	E Donna Ct	E Hastings Rd	3	3	6	1	N/A	2	3	3	3	1	1	1	3	1	31	No	No	No	N/A	N/A
32	N Mayfair St	E Fairview Ave	E Cleveland Ave	3	2	6	1	N/A	2	3	1	3	1	1	2	3	1	29	No	No	No	N/A	N/A
33	N Middleton Dr	N College Place Dr	E Chilton Ave	1	2	3	1	N/A	1	1	2	1	1	1	2	1	1	18	No	No	No	N/A	N/A
34	N Newport Hwy	E Eaton Ave	E Hawthorne Rd	3	3	3	1	N/A	2	1	3	3	1	2	2	3	1	28	No	No	No	N/A	N/A
35	N Newport Hwy	E Farwell Rd	N Nevada St	3	3	3	1	N/A	3	3	3	3	1	2	2	3	2	32	No	No	No	N/A	N/A
36	N Normandie St	W Glass Ave	W Gray Ct	3	2	3	1	N/A	1	1	3	1	1	1	2	1	1	21	No	No	No	N/A	N/A
37	N Normandie St	W Lyons Ave	W Dalke Ave	3	2	3	1	N/A	1	3	2	2	2	1	3	3	1	27	No	No	No	N/A	N/A
38	N Normandie St	W Walton Ave	W Garland Ave	3	2	3	1	N/A	2	3	3	2	1	1	2	1	1	25	No	No	No	N/A	N/A
39	N Pittsburg St	E Farwell Rd	E Mead St	1	2	3	1	N/A	2	3	2	1	1	1	1	1	1	20	No	No	No	N/A	N/A
40	N Pittsburg St	E Garden Ave	E Center Rd	3	1	3	1	N/A	2	1	1	2	1	1	1	1	1	19	No	No	No	N/A	N/A
41	N Stevens St	W Brita Ave	W Greta Ave	1	1	6	1	N/A	1	1	3	1	1	1	1	1	1	20	No	No	No	N/A	N/A
42	N Washington Dr	W Sierra Way	W Brita Ave	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
43	N Weipert Dr	N Country Homes Blvd	W Sierra Way	1	2	6	1	N/A	1	1	2	1	1	1	1	1	1	20	No	No	No	N/A	N/A
44	N Whitehouse St	N Ivanhoe Rd	W Jay Ave	1	1	3	1	N/A	1	1	3	1	1	1	1	2	1	18	No	No	No	N/A	N/A
45	N Whittier St	E Hawthorne Rd	E Nordin Ave	1	3	3	1	N/A	1	1	2	3	1	2	2	3	1	24	No	No	No	N/A	N/A
46	N Whitworth Dr	E Regina Ave	W Hawthorne Rd	3	2	3	1	N/A	2	3	1	1	1	1	2	3	1	24	No	No	No	N/A	N/A
47	W Brita Ave	N Stevens St	N Washington Dr	1	1	3	1	N/A	1	1	3	1	1	1	1	1	1	17	No	No	No	N/A	N/A
48	W Cascade Way	N Washington Dr	N Normandie St	1	2	3	1	N/A	1	1	1	1	1	1	2	3	1	19	No	No	No	N/A	N/A
49	W Cora Ave	N Normandie St	N Atlantic St	1	2	3	1	N/A	2	1	2	2	1	1	2	2	1	21	No	No	No	N/A	N/A
50	W Dalke Ave	N Whitehouse St	N Normandie St	3	2	3	1	N/A	2	1	3	2	1	1	1	1	1	22	No	No	No	N/A	N/A
51	W Gordon Ave	N Post St	N Howard St	3	1	3	3	N/A	1	1	1	3	1	1	2	3	3	26	No	No	No	N/A	N/A
52	W Graves Rd	N Wellen Ln	N Division St	1	2	3	1	N/A	2	1	3	1	3	1	3	3	1	25	No	No	No	N/A	N/A
53	W Gray Ct	N Normandie St	N Division St	1	3	6	1	N/A	2	1	1	3	2	1	2	3	1	27	No	No	No	N/A	N/A
54	W Greta Ave	N Wall St	N Stevens St	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
55	W Hoerner Ave	N Atlantic St	N Division St	1	2	3	1	N/A	1	1	3	1	2	1	1	2	1	20	No	No	No	N/A	N/A
56	W Holland Ave	N Ivanhoe Rd	N Division St	1	3	3	1	N/A	2	3	3	3	1	1	2	3	1	27	No	No	No	N/A	N/A
57	W Lacrosse Ave	N Atlantic St	N Division St	3	2	3	1	N/A	2	3	3	2	1	1	2	1	2	26	No	No	No	N/A	N/A
58	W Price Rd	N Weipert Dr	N Alcan St	1	2	6	1	N/A	1	1	3	1	1	1	1	1	1	21	No	No	No	N/A	N/A
59	W Rhoades Ave	N Wall St	N Division St	3	3	9	3	N/A	2	3	1	3	1	1	2	3	3	37	Yes	No	No	12	30%
60	W Rockwell Ave	N Atlantic St	N Division St	1	2	3	1	N/A	2	1	3	1	2	1	2	1	2	22	No	No	No	N/A	N/A
61	W Rowan Ave	N Howard St	N Stevens St	3	1	3	1	N/A	1	1	3	2	1	1	1	1	1	20	No	No	No	N/A	N/A
62	W Sierra Way	N Washington Dr	N Weipert Dr	1	1	3	1	N/A	2	1	1	1	1	1	1	1	1	16	No	No	No	N/A	N/A
63	W Wedgewood Ave	N Atlantic St	N Division St	1	2	3	1	N/A	2	3	2	1	1	1	1	1	1	20	No	No	No	N/A	N/A
64	W Westview Ave	N Chance St	N Division St	1	3	3	1	N/A	2	1	1	3	1	2	2	3	1	24	No	No	No	N/A	N/A
65	E Rowan Ave	N Mayfair St	N Lidgerwood St	3	2	3	1	N/A	2	3	3	2	2	1	3	2	3	30	No	No	No	N/A	N/A
66	N Country Homes Blvd	N Division St	N Newport Hwy	3	3	3	3	N/A	2	3	3	3	3	1	1	1	3	32	No	No	No	N/A	N/A
67	N Division St	Cataldo Ave	North River Dr	3	3	3	3	N/A	1	3	3	3	2	1	1	3	3	32	No	No	No	N/A	N/A
68	N Division St	E Humboldt Ave	Hawthorne Rd	3	3	3	1	N/A	3	3	3	3	2	1	2	3	1	31	No	No	No	N/A	N/A
69	N Division St	E Regina Ave	E Humboldt Ave	3	3	3	1	N/A	3	3	2	3	1	1	2	3	1	29	No	No	No	N/A	N/A
70	N Division St	N Newport Hwy	W Cozza Dr	3	3	6	3	N/A	2	3	3	3	3	1	2	3	3	38	Yes	No	No	14/16	Concept
71	N Division St	W Cleveland Ave	W Buckeye Ave	3	3	3	1	N/A	2	3	3	3	1	1	2	1	1	27	No	No	No	N/A	N/A
72	N Division St	W Hoerner Ave	N Country Homes Blvd	3	3	3	3	N/A	2	3	3	3	2	1	1	3	3	33	Yes	No	No	16	Concept
73	N Division St	W Houston Ave	E Francis Ave	3	2	3	3	N/A	2	3	3	3	2	1	2	1	3	31	No	No	No	N/A	N/A
74	N Division St	W Lyons Ave	W Houston Ave	3	2	6	3	N/A	2	3	3	3	2	1	2	1	3	34	Yes	No	No	11	Concept
75	N Division St	W Rhoades Ave	W Wedgewood Ave	3	3	9	3	N/A	2	3	3	3	1	1	2	1	3	37	Yes	No	No	12	30%
76	N Nevada St	N Newport Hwy	E Transmission Rd	1	3	3	1	N/A	2	1	3	3	1	1	2	3	1	25	No	No	No	N/A	N/A
77	N Newport Hwy	E Birch Rd	E Westview Ave	3	3	3	3	N/A	1	1	3	3	2	1	2	3	3	31	No	No	No	N/A	N/A
78	N Newport Hwy	E Holland Ave	E Hoerner St	3	3	3	3	N/A	2	3	3	3	2	1	2	1	3	32	No	No	No	N/A	N/A

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	8A						
79	N Newport Hwy	N Country Homes Blvd	N Division St	3	3	3	3	N/A	1	3	3	3	3	1	1	1	3	31	No	No	No	N/A	N/A
80	N Newport Hwy	N Nevada St	E Eaton Ave	3	3	3	1	N/A	2	1	3	3	1	1	2	3	1	27	No	No	No	N/A	N/A
81	N Ruby St	E Cataldo Ave	North River Dr	3	3	3	3	N/A	2	3	2	3	2	1	1	1	3	30	No	No	No	N/A	N/A
82	E North River Dr	N Division St	to east	1	3	3	3	N/A	2	3	3	1	2	1	1	1	3	27	No	No	No	N/A	N/A
83	N Pearl St	E Boone Ave	E Desmet Ave	3	2	3	3	N/A	2	3	3	2	1	1	1	2	3	29	No	No	No	N/A	N/A
84	N Nevada St	E Transmission Rd	E Hawthorne Rd	3	2	3	1	N/A	2	1	3	3	2	1	3	3	1	28	No	No	No	N/A	N/A
85	W Holland Ave	N Wall St	N Ivanhoe Rd	1	1	3	1	N/A	2	1	3	3	1	1	1	1	1	20	No	No	No	N/A	N/A
86	W Everett Ave	N Wall St	N Whitehouse St	3	1	3	1	N/A	1	1	3	2	1	1	1	1	1	20	No	No	No	N/A	N/A

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

Screening ID	Street 1	Street 2	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
			1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	8A						
1	E Cozza Dr	N Colton St	3	2	6	1	N/A	1	3	3	2	1	1	2	3	1	29	No	No	No	N/A	N/A
2	E Empire Ave	N Mayfair St	3	2	3	1	N/A	1	3	3	2	1	1	2	3	1	26	No	No	No	N/A	N/A
3	E Francis Ave	N Lidgerwood St	3	2	3	3	N/A	3	3	3	3	1	1	2	3	3	33	Yes	No	No	23	30%
4	E Hastings Rd	N Mayfair Rd	3	3	6	1	N/A	2	3	3	3	1	2	1	3	1	32	No	No	No	N/A	N/A
5	E Hastings Rd	N Standard Dr	3	2	3	1	N/A	3	3	3	3	1	1	2	3	1	29	No	No	No	N/A	N/A
6	E Hawthorne Rd	N Colfax Rd	3	3	6	1	N/A	2	3	3	3	3	2	2	3	2	36	Yes	No	Yes	N/A	N/A
7	E Hawthorne Rd	N Middleton Dr	3	3	3	1	N/A	2	3	3	3	3	3	2	3	2	34	Yes	No	Yes	N/A	N/A
8	E Holland Ave	N Colfax Rd	1	2	3	3	N/A	1	3	3	3	2	1	3	1	3	29	No	No	No	N/A	N/A
9	E Holland Ave	N Colton St	3	2	9	3	N/A	2	3	3	3	2	1	2	1	3	37	Yes	No	No	28	Concept
10	E Indiana Ave	N Lidgerwood St	3	2	6	1	N/A	2	1	3	2	1	1	1	3	2	28	No	No	No	N/A	N/A
11	E Lincoln Rd	N Colton St	3	2	6	1	N/A	2	3	3	2	1	1	2	3	1	30	No	No	No	N/A	N/A
12	E Magnesium Rd	N Colton St	3	2	6	1	N/A	1	3	3	2	1	1	1	3	2	29	No	No	No	N/A	N/A
13	E Mission Ave	N Astor St	3	2	3	3	N/A	1	3	3	3	1	1	1	1	3	28	No	No	No	N/A	N/A
14	E Mission Ave	N Cincinnati St	3	2	3	3	N/A	1	1	3	3	1	1	1	3	3	28	No	No	No	N/A	N/A
15	E Mission Ave	N Lidgerwood St	3	2	9	3	N/A	1	3	3	3	1	1	1	3	3	36	Yes	No	No	22	Concept
16	E Mission Ave	N Standard St	3	2	9	3	N/A	1	1	3	3	1	1	1	1	3	32	No	No	No	N/A	N/A
17	E Montgomery Ave	N Astor St	3	2	3	1	N/A	1	1	3	2	1	1	1	1	2	22	No	No	No	N/A	N/A
18	E Montgomery Ave	N Lidgerwood St	3	2	3	1	N/A	1	1	3	2	1	1	1	1	2	22	No	No	No	N/A	N/A
19	E North Foothills Blvd	N Cincinnati St	1	2	3	1	N/A	1	1	3	2	1	1	2	3	2	23	No	No	No	N/A	N/A
20	E North Foothills Blvd	N Mayfair St	3	2	3	1	N/A	2	3	3	2	2	1	2	1	1	26	No	No	No	N/A	N/A
21	E Sharp Ave	N Lidgerwood St	3	2	3	3	N/A	2	3	3	2	1	1	1	3	3	30	No	No	No	N/A	N/A
22	E Wellesley Ave	N Mayfair St	3	2	6	1	N/A	2	3	3	3	1	1	2	3	1	31	No	No	No	N/A	N/A
23	Hastings Rd	N Normandie St	1	2	6	1	N/A	1	1	3	3	1	1	1	2	1	24	No	No	No	N/A	N/A
24	N Addison St	E Everett Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	1	2	23	No	No	No	N/A	N/A
25	N Addison St	E Hoffman Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	1	2	23	No	No	No	N/A	N/A
26	N Addison St	E Longfellow Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	1	2	23	No	No	No	N/A	N/A
27	N Colton St	E Jay Ave	3	2	3	1	N/A	2	3	3	2	2	1	1	3	1	27	No	No	No	N/A	N/A
28	N Country Homes Blvd	N Weipert Dr/W Tieton Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	2	21	No	No	No	N/A	N/A
29	N Country Homes Blvd	N Whitehouse St	3	2	3	1	N/A	1	1	3	3	1	1	1	3	2	25	No	No	No	N/A	N/A
30	N Division St	Boone Ave	3	3	3	3	N/A	2	3	3	3	2	2	1	3	3	34	Yes	No	No	21	30%
31	N Division St	E Regina Ave	3	3	3	1	N/A	2	3	3	3	1	2	1	3	1	29	No	No	No	N/A	N/A
32	N Division St	E Walton Ave	3	2	3	1	N/A	2	3	3	3	1	1	2	3	1	28	No	No	No	N/A	N/A
33	N Division St	Fred Meyer SC	1	3	3	1	N/A	2	3	3	3	1	2	1	3	1	27	No	No	No	N/A	N/A
34	N Division St	Glass Ave	3	2	3	1	N/A	2	1	3	3	1	1	2	3	1	26	No	No	No	N/A	N/A
35	N Division St	Graves Rd	3	3	3	1	N/A	2	3	3	3	3	2	3	3	1	33	Yes	No	No	30	Concept
36	N Division St	Heritage Village SC	1	3	3	1	N/A	2	3	3	3	2	2	1	3	1	28	No	No	No	N/A	N/A
37	N Division St	Holland Ave	3	3	6	1	N/A	2	3	3	3	2	2	2	3	1	34	Yes	No	No	27	30%
38	N Division St	Westview Ave	1	3	3	1	N/A	2	1	3	3	1	2	2	3	1	26	No	No	No	N/A	N/A
39	N Howard St	W Montgomery Ave	3	2	3	1	N/A	1	1	3	2	1	1	1	2	2	23	No	No	No	N/A	N/A
40	N Mill Rd	W Regina Ave	1	2	3	1	N/A	1	1	3	1	1	1	1	1	1	18	No	No	No	N/A	N/A
41	N Monroe St	W Rowan Ave	1	2	6	1	N/A	1	1	3	2	1	1	1	1	2	23	No	No	No	N/A	N/A
42	N Newport Hwy	E Hoerner Ave	3	3	3	1	N/A	2	3	3	3	2	2	1	1	1	28	No	Yes	No	26	30%
43	N Newport Hwy	E Westview Ave	3	3	6	3	N/A	2	1	3	3	2	2	2	3	3	36	Yes	No	No	29	Concept
44	N Newport Hwy	E Winchester Ave	1	3	3	1	N/A	2	1	3	3	1	2	2	2	1	25	No	No	No	N/A	N/A
45	N Newport Hwy	N Access Rd	1	3	3	1	N/A	3	3	3	3	1	1	2	3	1	28	No	No	No	N/A	N/A
46	N Newport Hwy	N Country Homes Blvd	3	3	3	3	N/A	2	3	3	3	3	2	1	3	3	35	Yes	No	No	25	Concept
47	N Post St	W Cora Ave	3	2	9	3	N/A	2	1	1	2	1	1	2	3	3	33	Yes	No	Yes	N/A	N/A
48	N Post St	W Gordon Ave	1	2	3	3	N/A	1	1	1	2	1	1	2	3	3	24	No	No	No	N/A	N/A
49	N Standard St	E Weile Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	3	2	25	No	No	No	N/A	N/A
50	N Wall St	W Greta Ave	1	2	3	1	N/A	2	1	3	1	1	1	2	1	2	21	No	No	No	N/A	N/A
51	N Wall St	W Rhoades Ave/W Weile Ave	3	2	3	1	N/A	2	1	3	2	1	1	2	3	2	26	No	No	No	N/A	N/A
52	N Wall St	W Rowan Ave	3	2	3	1	N/A	1	1	3	2	1	1	1	2	2	23	No	No	No	N/A	N/A
53	N Washington St	W Montgomery Ave	3	2	3	1	N/A	1	1	3	2	1	1	1	1	2	22	No	No	No	N/A	N/A
54	N Whitworth Dr	E Regina Ave	1	2	3	1	N/A	2	3	2	1	1	1	1	3	1	22	No	No	No	N/A	N/A
55	N Whitworth Dr	N Ivanhoe Rd	1	2	3	1	N/A	2	1	3	1	1	1	2	2	2	22	No	No	No	N/A	N/A
56	W Boone Ave	N Atlantic St	3	2	6	1	N/A	2	3	3	2	1	1	1	3	2	30	No	No	No	N/A	N/A
57	W Buckeye Ave	N Atlantic St	3	2	3	1	N/A	2	3	3	2	1	1	1	1	2	25	No	No	No	N/A	N/A
58	W Cascade Way	N Calispel St	1	2	3	1	N/A	1	1	3	1	1	1	2	3	2	22	No	No	No	N/A	N/A
59	W Cascade Way	N Washington Dr	1	2	3	1	N/A	1	1	2	1	1	1	1	1	2	18	No	No	No	N/A	N/A
60	W Cascade Way	N Washington St	1	2	3	1	N/A	1	1	3	1	1	1	1	1	2	19	No	No	No	N/A	N/A
61	W Francis Ave	N Normandie St	3	2	3	1	N/A	1	3	3	3	2	1	3	3	1	29	No	No	No	N/A	N/A
62	W Francis Ave	N Whitehouse St	3	2	3	1	N/A	2	1	3	3	1	1	2	3	1	26	No	No	No	N/A	N/A
63	W Garland Ave	N Normandie St	3	2	3	1	N/A	2	3	3	2	1	1	2	1	1	25	No	No	No	N/A	N/A
64	W Hastings Rd	N Washington St	1	2	3	1	N/A	1	1	3	3	2	1	1	2	1	22	No	No	No	N/A	N/A
65	W Hastings Rd	W Bellwood Dr	3	2	6	1	N/A	1	1	3	3	2	1	2	3	1	29	No	No	No	N/A	N/A
66	W Hawthorne Rd	N College Rd	1	2	3	1	N/A	1	1	3	2	1	1	1	2	2	21	No	No	No	N/A	N/A
67	W Hawthorne Rd	N Ivanhoe Rd	3	2	3	1	N/A	2	1	3	2	1	1	1	2	2	24	No	No	No	N/A	N/A
68	W Hawthorne Rd	N Wellen Ln	1	2	3	1	N/A	1	1	3	2	1	1	2	2	2	22	No	No	No	N/A	N/A
69	W Hawthorne Rd	Whitworth University E	1	2	3	1	N/A	1	1	1	2	1	1	1	2	2	19	No	No	No	N/A	N/A
70	W Hawthorne Rd	Whitworth University W	1	2	3	1	N/A	1	1	2	2	1	1	1	2	2	20	No	No	No	N/A	N/A
71	W Indiana Ave	N Atlantic St	3	2	3	1	N/A	2	1	3	2	2	1	2	1	1	24	No	No	No	N/A	N/A
72	W Lyons Ave	N Atlantic St	1	2	6	1	N/A	2	3	3	1	1	1	1	3	1	26	No	No	No	N/A	N/A
73	W Lyons Ave	N Normandie St	1	2	3	1	N/A	2	3	3	1	1	1	1	3	1	23	No	No	No	N/A	N/A
74	W Mission Ave	N Atlantic St	3	2	3	3	N/A	2	3	3	2	1	1	1	1	3	28	No	No	No	N/A	N/A
75	W Regina Ave	Brentwood ES	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
76	W Sharp Ave	N Atlantic St	3	2	3	3	N/A	2	3	3	2	3	1	2	1	3	31	No	No	No	N/A	N/A

Screening ID	Street 1	Street 2	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
			1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	8A						
77	W Wellesley Ave	N Whitehouse St	3	2	6	1	N/A	1	1	3	3	1	1	2	1	1	26	No	No	No	N/A	N/A
78	N Wall St	W Holland Ave	3	2	3	1	N/A	2	1	3	3	1	1	1	1	1	23	No	No	No	N/A	N/A
79	N Wall St	W Everett Ave	1	2	3	1	N/A	1	1	3	2	1	1	1	1	1	19	No	No	No	N/A	N/A
80	N Monroe St	W Everett Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	1	20	No	No	No	N/A	N/A
81	N Maple St	W Everett Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	2	21	No	No	No	N/A	N/A
82	N Ash St	W Everett Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	2	21	No	No	No	N/A	N/A
83	N Newport Hwy	E Holland Ave	3	3	3	3	N/A	2	3	3	2	2	1	3	1	3	32	No	No	No	N/A	N/A
84	N Division St	E Magnesium Rd/Price Rd	3	3	6	1	N/A	2	3	3	2	2	1	1	3	1	31	No	No	No	N/A	N/A
85	W Holland Ave	N Ivanhoe Rd	1	2	3	1	N/A	2	1	3	1	1	1	2	1	2	21	No	No	No	N/A	N/A
86	E Bridgeport Ave	N Mayfair St	3	2	3	1	N/A	1	1	3	2	1	1	2	3	1	24	No	No	No	N/A	N/A
	N Division St	Stonewall Ave																N/A	Yes	No	24	Concept

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

APPENDIX H

Active Transportation Projects Screening Results

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	3A						
1	E Bedivere Dr	To west	N Guinevere Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	2	1	19	No	No	No	N/A	N/A
2	E Boone Ave	N Division St	N Pearl St	1	3	6	3	N/A	2	3	3	1	2	2	1	1	1	29	No	No	No	N/A	N/A
3	E Bridgeport Ave	N Division St	N Addison St	1	3	3	1	N/A	2	1	3	1	1	2	2	3	1	24	No	No	No	N/A	N/A
4	E Brierwood Ln	to north	E Metler Ln	1	2	3	1	N/A	3	1	3	1	1	1	1	1	1	20	No	No	No	N/A	N/A
5	E Central Ave	N Division St	N Addison St	1	3	6	3	N/A	1	3	3	1	3	2	3	3	2	34	Yes	No	No	9	30%
6	E Chantel Dr	N Guinevere Dr	E Mead Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	3	1	20	No	No	No	N/A	N/A
7	E Cleveland Ave	N Ruby St	N Mayfair St	1	2	6	1	N/A	2	3	2	1	1	1	2	3	1	26	No	No	No	N/A	N/A
8	E Elcliff Rd	N Astor Rd	New road/facility	1	2	3	1	N/A	1	1	1	1	1	1	1	3	1	18	No	No	No	N/A	N/A
9	E Empire Ave	N Division St	N Addison St	1	3	6	1	N/A	2	3	3	1	2	2	2	3	3	32	No	No	No	N/A	N/A
10	E Everett Ave	N Division St	N Addison St	3	2	9	3	N/A	2	1	3	1	1	1	2	3	3	34	Yes	No	No	7	Concept
11	E Fairview Ave	E Euclid Ave	N Lidgerwood St	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
12	E Francis Ave	N Division St	N Addison St	1	3	6	3	N/A	2	3	3	1	3	2	3	3	1	34	Yes	No	No	10	30%
13	E Hastings Rd	N Normandie St	N Division St	1	3	6	1	N/A	2	3	3	2	2	1	2	3	1	30	No	No	No	N/A	N/A
14	E Hoffman Ave	N Mayfair St	N Addison St	1	2	3	1	N/A	1	1	3	1	1	1	2	1	1	19	No	No	No	N/A	N/A
15	E Holland Ave	N Division St	N Colton St	1	3	9	3	N/A	1	3	2	2	2	2	3	1	1	33	Yes	No	No	19	30%
16	E Indiana Ave	N Division St	N Ruby St	1	3	6	3	N/A	3	1	2	1	2	2	1	1	1	27	No	No	No	N/A	N/A
17	E Jackson Ave	New road/facility	N Astor St	1	2	3	1	N/A	1	1	3	1	2	1	2	1	1	20	No	No	No	N/A	N/A
18	E Jay Ave	To west	N Colton St	1	2	3	1	N/A	1	3	2	1	3	1	1	3	1	23	No	No	No	N/A	N/A
19	E Lincoln Rd	N Division St	N Standard St	1	3	6	1	N/A	2	3	3	2	2	2	2	3	3	33	Yes	No	No	15	30%
20	E Longfellow Ave	N Division St	N Addison St	1	2	9	1	N/A	2	3	3	1	2	1	2	3	3	33	Yes	No	No	4	30%
21	E Mead Dr	E Chantel Dr	N Perry St	1	2	3	1	N/A	1	1	1	1	1	1	1	1	1	16	No	No	No	N/A	N/A
22	E Mead St	N Perry St	N Pittsburg St	1	2	3	1	N/A	3	1	3	1	1	1	1	3	1	22	No	No	No	N/A	N/A
23	E Metler Ln	N Nevada Ct	N Guinevere Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	1	1	18	No	No	No	N/A	N/A
24	E Metler Ln	North Dakota Ln	E Brierwood Ln	1	2	3	1	N/A	2	1	3	1	1	1	2	3	1	22	No	No	No	N/A	N/A
25	E Mission Ave	N Division St	N Cincinnati St	1	3	9	3	N/A	2	3	3	1	2	2	2	3	1	35	Yes	No	No	3	Concept
26	E Montgomery Ave	N Division St	N Astor St	1	2	6	1	N/A	2	3	3	1	2	1	1	1	3	27	No	No	No	N/A	N/A
27	E North Foothills Dr	N Division St	N Cincinnati St	1	3	9	1	N/A	3	3	3	1	3	2	2	2	1	34	No	No	No	N/A	N/A
28	E Regina Ave	N Atlantic St	N Astor Rd	1	3	3	1	N/A	2	3	2	2	1	2	1	3	1	25	No	No	No	N/A	N/A
29	E Rowan Ave	N Division St	N Addison St	3	3	6	3	N/A	2	3	3	3	2	1	3	3	3	38	Yes	No	No	8	30%
30	E Wedgewood Ave	N Colton St	N Lidgerwood St	1	2	3	1	N/A	2	3	3	1	1	1	2	3	1	24	No	No	No	N/A	N/A
31	E Weile Ave	N Division St	N Standard St	1	3	9	3	N/A	2	3	3	1	2	2	2	3	3	37	Yes	No	No	13	30%
32	E Wellesley Ave	N Division St	N Mayfair St	1	3	9	3	N/A	2	3	3	1	2	2	2	3	1	35	Yes	No	No	5	30%
33	N Astor Rd	E Regina Ave	E Elcliff Rd	1	2	3	1	N/A	1	1	1	1	1	1	1	1	1	16	No	No	No	N/A	N/A
34	N Astor St	E Jackson Ave	E Montgomery Ave	1	2	3	1	N/A	2	1	3	1	2	1	1	1	3	22	No	No	No	N/A	N/A
35	N Atlantic St	W Cora Ave	W Cataldo Ave	1	2	6	3	N/A	2	3	3	1	3	1	3	2	2	32	No	No	No	N/A	N/A
36	N Atlantic St	W Rhoades Ave	W Lyons Ave	1	2	6	1	N/A	2	3	2	1	2	1	1	3	1	26	No	No	No	N/A	N/A
37	N Calispel St	W Cascade Way	W Heidi Ln	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
38	N Colfax Rd	E Hawthorne Rd	E Holland Ave	1	3	6	3	N/A	3	3	3	2	3	1	3	3	1	35	Yes	No	No	20	Concept
39	N Colton St	E Holland Ave	E Magnesium Rd	1	2	9	3	N/A	2	3	3	1	3	1	2	3	1	34	Yes	No	No	17	Concept
40	N Colton St	N Colton Pl	E Lincoln Rd	1	2	6	1	N/A	2	3	1	1	3	1	2	2	1	26	No	No	No	N/A	N/A
41	N Colton St	N Wiscomb Dr	E Wedgewood Ave	1	2	6	1	N/A	2	3	2	1	2	1	2	3	2	28	No	No	No	N/A	N/A
42	N Country Homes Blvd	N Division St	N Newport Hwy	1	3	3	3	N/A	2	3	3	2	3	2	1	1	1	28	No	No	No	N/A	N/A
43	N Division St	E Hastings Rd	E Regina Ave	1	3	3	1	N/A	2	3	3	2	2	2	1	3	1	27	No	No	No	N/A	N/A
44	N Guinevere Dr	E Chantel Dr	E Bedivere Dr	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
45	N Ivanhoe Rd	N Whitworth Dr	N Whitehouse St	1	2	3	1	N/A	2	1	2	1	1	1	2	1	3	21	No	No	No	N/A	N/A
46	N Lidgerwood St	E Montgomery Ave	E Boone Ave shared use path	1	2	9	3	N/A	2	3	3	1	2	1	2	3	1	33	No	No	No	N/A	N/A
47	N Lidgerwood St	E Wedgewood Ave	E Hoffman Ave	1	2	6	3	N/A	3	3	3	1	3	1	3	3	1	33	Yes	No	No	6	30%
48	N Mayfair St	E Fairview Ave	E North Foothills Dr	1	2	6	1	N/A	2	3	1	3	2	1	2	3	1	28	No	No	No	N/A	N/A
49	N Mayfair St	E Wellesley Ave	E Euclid Ave	1	2	9	1	N/A	2	3	2	1	2	1	2	3	1	30	No	No	No	N/A	N/A
50	N Middleton Dr	N College Place Dr	E Hawthorne Rd	1	3	3	1	N/A	3	3	2	2	3	1	2	3	1	28	No	No	No	N/A	N/A
51	N Nevada Ct	to north	E Metler Ln	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
52	N Normandie St	W Longfellow Ave	W Gray Ct	1	2	3	1	N/A	2	3	3	1	1	1	2	1	1	22	No	No	No	N/A	N/A
53	N Normandie St	W Lyons Ave	W Dalke Ave	1	2	3	1	N/A	2	3	2	1	2	1	3	3	1	25	No	No	No	N/A	N/A
54	N Perry St	E Mead St	E Mead Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	1	1	18	No	No	No	N/A	N/A
55	N Pittsburg St	E Garden Ave	E Mead St	3	2	3	1	N/A	3	3	1	3	1	1	1	3	1	26	No	No	No	N/A	N/A
56	N Post St	W Gordon Ave	W Cora Ave	1	2	9	3	N/A	1	1	1	3	1	1	2	3	3	31	No	No	No	N/A	N/A
57	N Ruby St	E Cleveland Ave	E North Foothills Dr	1	3	9	1	N/A	2	3	1	1	2	2	2	1	1	29	No	No	No	N/A	N/A
58	N Standard St	E Hastings Rd	North Dakota Ln	1	2	3	1	N/A	2	3	3	1	2	1	2	3	1	25	No	No	No	N/A	N/A
59	N Stevens St	W Brita Ave	W Greta Ave	1	2	6	1	N/A	1	1	3	1	1	1	1	1	3	23	No	No	No	N/A	N/A
60	N Washington Dr	W Cascade Way	W Brita Ave	1	2	3	1	N/A	1	1	3	1	1	1	1	1	3	20	No	No	No	N/A	N/A
61	N Washington St	W Cataldo Ave	Havermale Island	3	2	6	3	N/A	3	3	1	3	2	1	3	3	1	34	No	No	No	N/A	N/A
62	N Washington St	W Sierra Way	W Cascade Way	1	2	3	1	N/A	1	1	1	1	1	1	1	1	3	18	No	No	No	N/A	N/A
63	N Weipert Dr	N Country Homes Blvd	W Sierra Way	1	2	6	1	N/A	1	1	2	1	1	1	1	1	2	21	No	No	No	N/A	N/A
64	N Whitehouse St	W Dalke Ave	W Longfellow Ave	1	2	3	1	N/A	2	3	3	1	1	1	2	1	1	22	No	No	No	N/A	N/A
65	N Whitehouse St	W Ivanhoe Rd	N Country Homes Blvd	1	2	3	1	N/A	1	1	3	1	1	1	1	3	2	21	No	No	No	N/A	N/A
66	N Whitworth Dr	E Regina Ave	N Ivanhoe Rd	1	2	3	1	N/A	2	3	1	1	1	1	2	3	1	22	No	No	No	N/A	N/A
67	New road/facility	E Brierwood Ln	N Nevada Ct	1	2	3	1	N/A	2	1	1	2	1	1	1	3	1	20	No	No	No	N/A	N/A
68	New road/facility	E Elcliff Rd	E Bedivere Dr	1	2	3	1	N/A	2	1	1	2	1	1	1	2	1	19	No	No	No	N/A	N/A
69	New road/facility	E Elcliff Rd	N College Place Dr	1	2	3	1	N/A	2	1	1	3	1	1	1	3	1	21	No	No	No	N/A	N/A
70	New road/facility	E Lincoln Rd	N Wiscomb Dr	1	2	6	1	N/A	2	3	2	2	2	1	2	2	1	27	No	No	No	N/A	N/A
71	New road/facility	E North Foothills Dr	E Jackson Ave	1	2	3	1	N/A	2	3	2	2	2	1	2	1	1	23	No	No	No	N/A	N/A
72	New road/facility	N Calispel St	N Normandie St	1	2	3	1	N/A	2	1	1	3	1	1	2	3	1	22	Yes	No	No	12	30%
73	New road/facility	N Newport Hwy	E Jay Ave	1	3	3	3	N/A	1	3	3	2	3	2	1	1	1	27	No	No	No	N/A	N/A
74	New road/facility	W Heidi Ln	W Rhoades Ave	1	2	3	1	N/A	2	1	1	3	1	1	1	1	1	19	No	No	No	N/A	N/A
75	North Dakota Ln	N Standard St	E Metler Ln	1	2	3	1	N/A	2	1	3	1	1	1	2	3	1	22	No	No	No	N/A	N/A
76	W Boone Ave	N Howard St	N Division St	1	3	6	3	N/A	2	3	3	1	2	2	2	3	3	34	Yes	No	No	1	Concept
77	W Brita Ave	N Stevens St	N Washington Dr	1	2	3	1	N/A	1	1	3	1	1	1	1	1	3	20	No	No	No	N/A	N/A
78	W Buckeye Ave	N Atlantic St	N Division St	1	3	6	1	N/A	2	3	3	1	1	2	1	1	1	26	No	No	No	N/A	N/A
79	W Cascade Way	N Normandie St	N Division St	1	3	3	1	N/A	2	3	3	2	2	2	2	3	1	28	No	No	No	15	30%
80	W Cataldo Ave	N Washington St	N Atlantic St	1	2	3	3	N/A	2	3	1	1	3	1	2	3	1	26	No	No	No	N/A	N/A

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	3A						
81	W Central Ave	N Whitehouse St	N Division St	1	3	6	3	N/A	2	3	3	1	2	2	2	3	3	34	Yes	No	No	9	30%
82	W Cora Ave	N Post St	N Atlantic St	1	2	9	3	N/A	3	1	1	1	1	1	2	3	1	29	No	No	No	N/A	N/A
83	W Dalke Ave	N Whitehouse St	N Normandie St	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
84	W Francis Ave	N Wall St	N Division St	1	3	6	3	N/A	2	3	2	1	3	2	2	3	1	32	No	No	No	N/A	N/A
85	W Garland Ave	N Normandie St	N Division St	1	3	6	1	N/A	2	3	3	1	1	2	2	1	2	28	No	No	No	N/A	N/A
86	W Gordon Ave	N Post St	N Normandie St	1	2	3	3	N/A	1	1	1	3	1	1	2	3	1	23	No	No	No	N/A	N/A
87	W Gray Ct	N Normandie St	N Division St	1	3	6	1	N/A	2	1	2	1	2	2	2	3	1	27	No	No	No	N/A	N/A
88	W Greta Ave	N Wall St	N Stevens St	1	2	3	1	N/A	1	1	1	1	1	1	1	1	3	18	No	No	No	N/A	N/A
89	W Hastings Rd	N Mill Rd	N Normandie St	1	2	9	1	N/A	2	1	1	1	3	1	2	3	1	28	No	No	No	N/A	N/A
90	W Holland Ave	N Ivanhoe Rd	N Division St	1	3	6	1	N/A	2	3	3	2	2	2	2	3	1	31	No	Yes	No	19	30%
91	W Indiana Ave	N Howard St	N Division St	1	3	9	1	N/A	2	1	2	1	2	2	2	3	1	30	No	No	No	N/A	N/A
92	W Longfellow Ave	N Whitehouse St	N Division St	1	2	9	1	N/A	1	3	3	1	2	1	2	1	3	30	No	No	No	N/A	N/A
93	W Lyons Ave	N Normandie St	N Atlantic St	1	2	6	1	N/A	2	3	3	1	1	1	1	3	1	26	No	No	No	N/A	N/A
94	W Maxwell Ave	N Washington St	N Calispel St	1	2	9	3	N/A	1	1	2	1	2	1	2	1	1	27	No	No	No	N/A	N/A
95	W Mission Ave	N Calispel St	N Division St	1	3	6	3	N/A	2	3	1	1	2	2	2	1	1	28	No	No	No	N/A	N/A
96	W Montgomery Ave	N Howard St	N Division St	1	2	3	1	N/A	2	3	1	1	1	1	1	1	3	21	No	No	No	N/A	N/A
97	W Nebraska Ave	N Whitehouse St	N Division St	1	2	6	3	N/A	2	3	3	1	2	1	1	1	1	27	No	No	No	N/A	N/A
98	W North River Dr	N Washington St	N Division St	1	3	6	3	N/A	2	3	1	1	3	2	2	3	1	31	No	No	No	N/A	N/A
99	W Price Rd	W Weipert Dr	N Division St	1	3	6	1	N/A	1	3	3	2	2	1	1	3	1	28	No	No	No	N/A	N/A
100	W Regina Ave	N Mill Rd	N Atlantic St	1	2	3	1	N/A	2	1	1	1	1	1	1	1	1	17	No	No	No	N/A	N/A
101	W Rhoades Ave	N Normandie St	N Division St	1	3	9	3	N/A	2	3	2	3	1	2	2	3	2	36	Yes	No	No	12	30%
102	W Rhoades Ave	N Wall St	N Calispel St	1	2	3	1	N/A	2	1	1	3	1	1	2	3	3	24	Yes	No	No	12	30%
103	W Rowan Ave	N Monroe St	N Whitehouse St	1	2	6	1	N/A	1	1	2	1	1	1	1	2	1	21	No	No	No	N/A	N/A
104	W Sierra Way	N Washington St	N Weipert Dr	1	2	3	1	N/A	2	1	1	1	1	1	1	1	2	18	No	No	No	N/A	N/A
105	W Wellesley Ave	N Whitehouse St	N Division St	1	3	6	3	N/A	2	3	3	1	2	2	1	1	1	29	No	No	No	N/A	N/A
106	N Nevada St	N Newport Hwy	E Magnesium Rd	1	3	9	3	N/A	3	1	2	2	3	2	3	3	1	36	Yes	No	No	18	Concept
107	W Holland Ave	to west	N Ivanhoe Rd	1	2	3	1	N/A	2	1	3	2	1	1	1	1	1	20	No	No	No	N/A	N/A
108	W Everett Ave	N Ash St	N Whitehouse St	1	2	3	1	N/A	1	1	3	2	1	1	1	1	1	19	No	No	No	N/A	N/A
109	New road/facility	W Glass Ave	W Cora Ave	1	2	3	1	N/A	3	1	1	3	1	1	2	3	1	23	No	No	No	N/A	N/A
110	N Washington St	W Boone Ave	W Cataldo Ave	1	2	6	3	N/A	3	1	2	1	2	1	2	3	1	28	No	No	No	N/A	N/A
111	New road/facility	E North River Dr	to south	1	3	6	3	N/A	2	3	1	3	1	2	1	1	1	28	No	No	No	N/A	N/A
112	N Pearl St	E Boone Ave	to south	1	2	3	3	N/A	2	3	3	3	1	1	1	3	1	27	No	No	No	N/A	N/A
113	New road/facility	N Pearl St	to south	1	2	3	1	N/A	2	3	1	3	1	1	1	3	1	23	No	No	No	N/A	N/A
114	New road/facility	to west	N Newport Hwy	1	3	3	1	N/A	2	1	1	3	1	2	1	3	1	23	No	No	No	N/A	N/A
115	N Calispel St	W Gordon Ave	W Glass Ave	1	2	3	1	N/A	1	1	3	1	1	1	2	1	1	19	No	No	No	N/A	N/A
116	E Sharp Ave	N Division St	N Pearl St	1	2	9	3	N/A	2	3	2	2	2	2	1	2	3	34	Yes	No	No	2	30%
117	W Sharp Ave	N Atlantic St	N Division St	1	2	3	3	N/A	2	3	3	2	3	2	2	1	3	30	No	Yes	No	2	30%
	N Atlantic St	W Sharp Ave	W Boone Ave																N/A	Yes	No	2	30%

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	3A						
1	E Bedivere Dr	To west	N Guinevere Dr	1	1	3	1	N/A	1	1	3	1	1	1	1	2	1	18	No	No	No	N/A	N/A
2	E Birch Rd	N Andrew St	N Newport Hwy	1	3	3	3	N/A	1	1	3	3	1	2	2	3	3	29	No	No	No	N/A	N/A
3	E Brierwood Ln	To north	E Metler Ln	1	1	3	1	N/A	3	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
4	E Chantel Dr	N Guinevere Dr	E Mead Dr	1	1	3	1	N/A	1	1	3	1	1	1	1	3	1	19	No	No	No	N/A	N/A
5	E Elm Rd	N Andrew St	N Newport Hwy	1	3	3	3	N/A	1	1	3	3	2	2	2	3	3	30	No	No	No	N/A	N/A
6	E Graves Rd	N Andrew St	N Newport Hwy	1	3	6	3	N/A	1	1	3	3	1	2	2	3	3	32	No	No	No	N/A	N/A
7	E Jay Ave	To west	N Colton St	1	1	3	1	N/A	1	3	2	1	3	1	1	3	1	22	No	No	No	N/A	N/A
8	E Mead Dr	E Chantel Dr	N Perry St	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
9	E Mead St	N Perry St	N Pittsburg St	1	1	3	1	N/A	3	1	3	1	1	1	1	3	1	21	No	No	No	N/A	N/A
10	E Metler Ln	N Nevada Ct	N Guinevere Dr	3	1	3	1	N/A	1	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
11	E Metler Ln	North Dakota Ln	E Brierwood Ln	3	2	3	1	N/A	2	1	3	1	1	1	2	3	1	24	No	No	No	N/A	N/A
12	E Regina Ave	N Division St	N Astor Rd	1	3	3	1	N/A	2	3	2	3	1	1	1	3	1	25	No	No	No	N/A	N/A
13	E Westview Ave	N Division St	N Newport Hwy	3	3	3	3	N/A	2	1	2	3	2	2	2	3	3	32	No	No	No	N/A	N/A
14	E Winchester Ave	E Bedivere Dr	N Newport Hwy	1	3	3	1	N/A	1	1	2	3	1	2	2	1	1	22	No	No	No	N/A	N/A
15	N Andrew St	E Hawthorne Rd	E Nordin Ave	1	3	3	3	N/A	1	1	2	3	1	2	2	3	3	28	No	No	No	N/A	N/A
16	N Astor Rd	E Regina Ave	E Elcliff Rd	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
17	N Atlantic St	W Rhoades Ave	W Lyons Ave	3	2	6	1	N/A	2	3	2	1	2	1	1	3	1	28	No	No	No	N/A	N/A
18	N Calispel St	W Cascade Way	W Heidi Ln	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
19	N Colfax Rd	E Graves Rd	E Holland Ave	3	2	3	3	N/A	2	1	3	3	2	1	3	3	3	32	No	No	No	N/A	N/A
20	N Colton St	E Greta Ave	E Cozza Dr	3	1	3	1	N/A	2	3	2	2	1	1	2	1	1	23	No	No	No	N/A	N/A
21	N Colton St	E Magnesium Rd	N Colton Pl	1	2	6	1	N/A	1	1	1	1	1	1	1	3	1	21	No	No	No	N/A	N/A
22	N Colton St	N Colton Pl	N General Lee Way	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
23	N Division St	E Farwell Rd	E Hastings Rd	3	3	3	1	N/A	2	3	3	3	2	2	1	3	1	30	No	No	No	N/A	N/A
24	N Division St	E Wedgewood Ave	Lyons Ave	3	2	6	3	N/A	2	3	3	3	2	1	2	1	3	34	Yes	No	No	11	Concept
25	N Division St	N Country Homes Blvd	N Newport Hwy	3	3	6	3	N/A	2	3	3	3	3	2	1	3	3	38	Yes	No	No	16	Concept
26	N Guinevere Dr	E Percival Ave	E Bedivere Dr	1	1	3	1	N/A	1	1	2	1	1	1	1	1	1	16	No	No	No	N/A	N/A
27	N Hooper Rd	N Humboldt Dr	E Hawthorne Rd	1	3	3	1	N/A	1	1	3	3	1	2	2	3	1	25	No	No	No	N/A	N/A
28	N Ivanhoe Rd	N Whitworth Dr	N Whitehouse St	1	2	3	1	N/A	2	1	2	1	1	1	2	1	1	19	No	No	No	N/A	N/A
29	N Lidgerwood St	E Lyons Ave	E Dalke Ave	3	2	3	3	N/A	3	3	3	2	2	1	2	1	3	31	No	No	No	N/A	N/A
30	N Lidgerwood St	E Montgomery Ave	E Indiana Ave	3	2	6	1	N/A	2	1	3	2	1	1	1	3	1	27	No	No	No	N/A	N/A
31	N Mayfair Rd	E Donna Ct	E Hastings Rd	3	3	6	1	N/A	2	3	3	3	1	1	1	3	1	31	No	No	No	N/A	N/A
32	N Mayfair St	E Fairview Ave	E Cleveland Ave	3	2	6	1	N/A	2	3	1	3	1	1	2	3	1	29	No	No	No	N/A	N/A
33	N Middleton Dr	N College Place Dr	E Chilton Ave	1	2	3	1	N/A	1	1	2	1	1	1	2	1	1	18	No	No	No	N/A	N/A
34	N Newport Hwy	E Eaton Ave	E Hawthorne Rd	3	3	3	1	N/A	2	1	3	3	1	2	2	3	1	28	No	No	No	N/A	N/A
35	N Newport Hwy	E Farwell Rd	N Nevada St	3	3	3	1	N/A	3	3	3	3	1	2	2	3	2	32	No	No	No	N/A	N/A
36	N Normandie St	W Glass Ave	W Gray Ct	3	2	3	1	N/A	1	1	3	1	1	1	2	1	1	21	No	No	No	N/A	N/A
37	N Normandie St	W Lyons Ave	W Dalke Ave	3	2	3	1	N/A	1	3	2	2	2	1	3	3	1	27	No	No	No	N/A	N/A
38	N Normandie St	W Walton Ave	W Garland Ave	3	2	3	1	N/A	2	3	3	2	1	1	2	1	1	25	No	No	No	N/A	N/A
39	N Pittsburg St	E Farwell Rd	E Mead St	1	2	3	1	N/A	2	3	2	1	1	1	1	1	1	20	No	No	No	N/A	N/A
40	N Pittsburg St	E Garden Ave	E Center Rd	3	1	3	1	N/A	2	1	1	2	1	1	1	1	1	19	No	No	No	N/A	N/A
41	N Stevens St	W Brita Ave	W Greta Ave	1	1	6	1	N/A	1	1	3	1	1	1	1	1	1	20	No	No	No	N/A	N/A
42	N Washington Dr	W Sierra Way	W Brita Ave	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
43	N Weipert Dr	N Country Homes Blvd	W Sierra Way	1	2	6	1	N/A	1	1	2	1	1	1	1	1	1	20	No	No	No	N/A	N/A
44	N Whitehouse St	N Ivanhoe Rd	W Jay Ave	1	1	3	1	N/A	1	1	3	1	1	1	1	2	1	18	No	No	No	N/A	N/A
45	N Whittier St	E Hawthorne Rd	E Nordin Ave	1	3	3	1	N/A	1	1	2	3	1	2	2	3	1	24	No	No	No	N/A	N/A
46	N Whitworth Dr	E Regina Ave	W Hawthorne Rd	3	2	3	1	N/A	2	3	1	1	1	1	2	3	1	24	No	No	No	N/A	N/A
47	W Brita Ave	N Stevens St	N Washington Dr	1	1	3	1	N/A	1	1	3	1	1	1	1	1	1	17	No	No	No	N/A	N/A
48	W Cascade Way	N Washington Dr	N Normandie St	1	2	3	1	N/A	1	1	1	1	1	1	2	3	1	19	No	No	No	N/A	N/A
49	W Cora Ave	N Normandie St	N Atlantic St	1	2	3	1	N/A	2	1	2	2	1	1	2	2	1	21	No	No	No	N/A	N/A
50	W Dalke Ave	N Whitehouse St	N Normandie St	3	2	3	1	N/A	2	1	3	2	1	1	1	1	1	22	No	No	No	N/A	N/A
51	W Gordon Ave	N Post St	N Howard St	3	1	3	3	N/A	1	1	1	3	1	1	2	3	3	26	No	No	No	N/A	N/A
52	W Graves Rd	N Wellen Ln	N Division St	1	2	3	1	N/A	2	1	3	1	3	1	3	3	1	25	No	No	No	N/A	N/A
53	W Gray Ct	N Normandie St	N Division St	1	3	6	1	N/A	2	1	1	3	2	1	2	3	1	27	No	No	No	N/A	N/A
54	W Greta Ave	N Wall St	N Stevens St	1	1	3	1	N/A	1	1	1	1	1	1	1	1	1	15	No	No	No	N/A	N/A
55	W Hoerner Ave	N Atlantic St	N Division St	1	2	3	1	N/A	1	1	3	1	2	1	1	2	1	20	No	No	No	N/A	N/A
56	W Holland Ave	N Ivanhoe Rd	N Division St	1	3	3	1	N/A	2	3	3	3	1	1	2	3	1	27	No	No	No	N/A	N/A
57	W Lacrosse Ave	N Atlantic St	N Division St	3	2	3	1	N/A	2	3	3	2	1	1	2	1	2	26	No	No	No	N/A	N/A
58	W Price Rd	N Weipert Dr	N Alcan St	1	2	6	1	N/A	1	1	3	1	1	1	1	1	1	21	No	No	No	N/A	N/A
59	W Rhoades Ave	N Wall St	N Division St	3	3	9	3	N/A	2	3	1	3	1	1	2	3	3	37	Yes	No	No	12	30%
60	W Rockwell Ave	N Atlantic St	N Division St	1	2	3	1	N/A	2	1	3	1	2	1	2	1	2	22	No	No	No	N/A	N/A
61	W Rowan Ave	N Howard St	N Stevens St	3	1	3	1	N/A	1	1	3	2	1	1	1	1	1	20	No	No	No	N/A	N/A
62	W Sierra Way	N Washington Dr	N Weipert Dr	1	1	3	1	N/A	2	1	1	1	1	1	1	1	1	16	No	No	No	N/A	N/A
63	W Wedgewood Ave	N Atlantic St	N Division St	1	2	3	1	N/A	2	3	2	1	1	1	1	1	1	20	No	No	No	N/A	N/A
64	W Westview Ave	N Chance St	N Division St	1	3	3	1	N/A	2	1	1	3	1	2	2	3	1	24	No	No	No	N/A	N/A
65	E Rowan Ave	N Mayfair St	N Lidgerwood St	3	2	3	1	N/A	2	3	3	2	2	1	3	2	3	30	No	No	No	N/A	N/A
66	N Country Homes Blvd	N Division St	N Newport Hwy	3	3	3	3	N/A	2	3	3	3	3	1	1	1	3	32	No	No	No	N/A	N/A
67	N Division St	Cataldo Ave	North River Dr	3	3	3	3	N/A	1	3	3	3	2	1	1	3	3	32	No	No	No	N/A	N/A
68	N Division St	E Humboldt Ave	Hawthorne Rd	3	3	3	1	N/A	3	3	3	3	2	1	2	3	1	31	No	No	No	N/A	N/A
69	N Division St	E Regina Ave	E Humboldt Ave	3	3	3	1	N/A	3	3	2	3	1	1	2	3	1	29	No	No	No	N/A	N/A
70	N Division St	N Newport Hwy	W Cozza Dr	3	3	6	3	N/A	2	3	3	3	3	1	2	3	3	38	Yes	No	No	14/16	Concept
71	N Division St	W Cleveland Ave	W Buckeye Ave	3	3	3	1	N/A	2	3	3	3	1	1	2	1	1	27	No	No	No	N/A	N/A
72	N Division St	W Hoerner Ave	N Country Homes Blvd	3	3	3	3	N/A	2	3	3	3	2	1	1	3	3	33	Yes	No	No	16	Concept
73	N Division St	W Houston Ave	E Francis Ave	3	2	3	3	N/A	2	3	3	3	2	1	2	1	3	31	No	No	No	N/A	N/A
74	N Division St	W Lyons Ave	W Houston Ave	3	2	6	3	N/A	2	3	3	3	2	1	2	1	3	34	Yes	No	No	11	Concept
75	N Division St	W Rhoades Ave	W Wedgewood Ave	3	3	9	3	N/A	2	3	3	3	1	1	2	1	3	37	Yes	No	No	12	30%
76	N Nevada St	N Newport Hwy	E Transmission Rd	1	3	3	1	N/A	2	1	3	3	1	1	2	3	1	25	No	No	No	N/A	N/A
77	N Newport Hwy	E Birch Rd	E Westview Ave	3	3	3	3	N/A	1	1	3	3	2	1	2	3	3	31	No	No	No	N/A	N/A
78	N Newport Hwy	E Holland Ave	E Hoerner St	3	3	3	3	N/A	2	3	3	3	2	1	2	1	3	32	No	No	No	N/A	N/A

Screening ID	Street	From	To	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
				1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	8A						
79	N Newport Hwy	N Country Homes Blvd	N Division St	3	3	3	3	N/A	1	3	3	3	3	1	1	1	3	31	No	No	No	N/A	N/A
80	N Newport Hwy	N Nevada St	E Eaton Ave	3	3	3	1	N/A	2	1	3	3	1	1	2	3	1	27	No	No	No	N/A	N/A
81	N Ruby St	E Cataldo Ave	North River Dr	3	3	3	3	N/A	2	3	2	3	2	1	1	1	3	30	No	No	No	N/A	N/A
82	E North River Dr	N Division St	to east	1	3	3	3	N/A	2	3	3	1	2	1	1	1	3	27	No	No	No	N/A	N/A
83	N Pearl St	E Boone Ave	E Desmet Ave	3	2	3	3	N/A	2	3	3	2	1	1	1	2	3	29	No	No	No	N/A	N/A
84	N Nevada St	E Transmission Rd	E Hawthorne Rd	3	2	3	1	N/A	2	1	3	3	2	1	3	3	1	28	No	No	No	N/A	N/A
85	W Holland Ave	N Wall St	N Ivanhoe Rd	1	1	3	1	N/A	2	1	3	3	1	1	1	1	1	20	No	No	No	N/A	N/A
86	W Everett Ave	N Wall St	N Whitehouse St	3	1	3	1	N/A	1	1	3	2	1	1	1	1	1	20	No	No	No	N/A	N/A

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

Screening ID	Street 1	Street 2	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
			1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	8A						
1	E Cozza Dr	N Colton St	3	2	6	1	N/A	1	3	3	2	1	1	2	3	1	29	No	No	No	N/A	N/A
2	E Empire Ave	N Mayfair St	3	2	3	1	N/A	1	3	3	2	1	1	2	3	1	26	No	No	No	N/A	N/A
3	E Francis Ave	N Lidgerwood St	3	2	3	3	N/A	3	3	3	3	1	1	2	3	3	33	Yes	No	No	23	30%
4	E Hastings Rd	N Mayfair Rd	3	3	6	1	N/A	2	3	3	3	1	2	1	3	1	32	No	No	No	N/A	N/A
5	E Hastings Rd	N Standard Dr	3	2	3	1	N/A	3	3	3	3	1	1	2	3	1	29	No	No	No	N/A	N/A
6	E Hawthorne Rd	N Colfax Rd	3	3	6	1	N/A	2	3	3	3	3	2	2	3	2	36	Yes	No	Yes	N/A	N/A
7	E Hawthorne Rd	N Middleton Dr	3	3	3	1	N/A	2	3	3	3	3	3	2	3	2	34	Yes	No	Yes	N/A	N/A
8	E Holland Ave	N Colfax Rd	1	2	3	3	N/A	1	3	3	3	2	1	3	1	3	29	No	No	No	N/A	N/A
9	E Holland Ave	N Colton St	3	2	9	3	N/A	2	3	3	3	2	1	2	1	3	37	Yes	No	No	28	Concept
10	E Indiana Ave	N Lidgerwood St	3	2	6	1	N/A	2	1	3	2	1	1	1	3	2	28	No	No	No	N/A	N/A
11	E Lincoln Rd	N Colton St	3	2	6	1	N/A	2	3	3	2	1	1	2	3	1	30	No	No	No	N/A	N/A
12	E Magnesium Rd	N Colton St	3	2	6	1	N/A	1	3	3	2	1	1	1	3	2	29	No	No	No	N/A	N/A
13	E Mission Ave	N Astor St	3	2	3	3	N/A	1	3	3	3	1	1	1	1	3	28	No	No	No	N/A	N/A
14	E Mission Ave	N Cincinnati St	3	2	3	3	N/A	1	1	3	3	1	1	1	3	3	28	No	No	No	N/A	N/A
15	E Mission Ave	N Lidgerwood St	3	2	9	3	N/A	1	3	3	3	1	1	1	3	3	36	Yes	No	No	22	Concept
16	E Mission Ave	N Standard St	3	2	9	3	N/A	1	1	3	3	1	1	1	1	3	32	No	No	No	N/A	N/A
17	E Montgomery Ave	N Astor St	3	2	3	1	N/A	1	1	3	2	1	1	1	1	2	22	No	No	No	N/A	N/A
18	E Montgomery Ave	N Lidgerwood St	3	2	3	1	N/A	1	1	3	2	1	1	1	1	2	22	No	No	No	N/A	N/A
19	E North Foothills Blvd	N Cincinnati St	1	2	3	1	N/A	1	1	3	2	1	1	2	3	2	23	No	No	No	N/A	N/A
20	E North Foothills Blvd	N Mayfair St	3	2	3	1	N/A	2	3	3	2	2	1	2	1	1	26	No	No	No	N/A	N/A
21	E Sharp Ave	N Lidgerwood St	3	2	3	3	N/A	2	3	3	2	1	1	1	3	3	30	No	No	No	N/A	N/A
22	E Wellesley Ave	N Mayfair St	3	2	6	1	N/A	2	3	3	3	1	1	2	3	1	31	No	No	No	N/A	N/A
23	Hastings Rd	N Normandie St	1	2	6	1	N/A	1	1	3	3	1	1	1	2	1	24	No	No	No	N/A	N/A
24	N Addison St	E Everett Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	1	2	23	No	No	No	N/A	N/A
25	N Addison St	E Hoffman Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	1	2	23	No	No	No	N/A	N/A
26	N Addison St	E Longfellow Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	1	2	23	No	No	No	N/A	N/A
27	N Colton St	E Jay Ave	3	2	3	1	N/A	2	3	3	2	2	1	1	3	1	27	No	No	No	N/A	N/A
28	N Country Homes Blvd	N Weipert Dr/W Tieton Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	2	21	No	No	No	N/A	N/A
29	N Country Homes Blvd	N Whitehouse St	3	2	3	1	N/A	1	1	3	3	1	1	1	3	2	25	No	No	No	N/A	N/A
30	N Division St	Boone Ave	3	3	3	3	N/A	2	3	3	3	2	2	1	3	3	34	Yes	No	No	21	30%
31	N Division St	E Regina Ave	3	3	3	1	N/A	2	3	3	3	1	2	1	3	1	29	No	No	No	N/A	N/A
32	N Division St	E Walton Ave	3	2	3	1	N/A	2	3	3	3	1	1	2	3	1	28	No	No	No	N/A	N/A
33	N Division St	Fred Meyer SC	1	3	3	1	N/A	2	3	3	3	1	2	1	3	1	27	No	No	No	N/A	N/A
34	N Division St	Glass Ave	3	2	3	1	N/A	2	1	3	3	1	1	2	3	1	26	No	No	No	N/A	N/A
35	N Division St	Graves Rd	3	3	3	1	N/A	2	3	3	3	3	2	3	3	1	33	Yes	No	No	30	Concept
36	N Division St	Heritage Village SC	1	3	3	1	N/A	2	3	3	3	2	2	1	3	1	28	No	No	No	N/A	N/A
37	N Division St	Holland Ave	3	3	6	1	N/A	2	3	3	3	2	2	2	3	1	34	Yes	No	No	27	30%
38	N Division St	Westview Ave	1	3	3	1	N/A	2	1	3	3	1	2	2	3	1	26	No	No	No	N/A	N/A
39	N Howard St	W Montgomery Ave	3	2	3	1	N/A	1	1	3	2	1	1	1	2	2	23	No	No	No	N/A	N/A
40	N Mill Rd	W Regina Ave	1	2	3	1	N/A	1	1	3	1	1	1	1	1	1	18	No	No	No	N/A	N/A
41	N Monroe St	W Rowan Ave	1	2	6	1	N/A	1	1	3	2	1	1	1	1	2	23	No	No	No	N/A	N/A
42	N Newport Hwy	E Hoerner Ave	3	3	3	1	N/A	2	3	3	3	2	2	1	1	1	28	No	Yes	No	26	30%
43	N Newport Hwy	E Westview Ave	3	3	6	3	N/A	2	1	3	3	2	2	2	3	3	36	Yes	No	No	29	Concept
44	N Newport Hwy	E Winchester Ave	1	3	3	1	N/A	2	1	3	3	1	2	2	2	1	25	No	No	No	N/A	N/A
45	N Newport Hwy	N Access Rd	1	3	3	1	N/A	3	3	3	3	1	1	2	3	1	28	No	No	No	N/A	N/A
46	N Newport Hwy	N Country Homes Blvd	3	3	3	3	N/A	2	3	3	3	3	2	1	3	3	35	Yes	No	No	25	Concept
47	N Post St	W Cora Ave	3	2	9	3	N/A	2	1	1	2	1	1	2	3	3	33	Yes	No	Yes	N/A	N/A
48	N Post St	W Gordon Ave	1	2	3	3	N/A	1	1	1	2	1	1	2	3	3	24	No	No	No	N/A	N/A
49	N Standard St	E Weile Ave	3	2	3	1	N/A	1	1	3	2	1	1	2	3	2	25	No	No	No	N/A	N/A
50	N Wall St	W Greta Ave	1	2	3	1	N/A	2	1	3	1	1	1	2	1	2	21	No	No	No	N/A	N/A
51	N Wall St	W Rhoades Ave/W Weile Ave	3	2	3	1	N/A	2	1	3	2	1	1	2	3	2	26	No	No	No	N/A	N/A
52	N Wall St	W Rowan Ave	3	2	3	1	N/A	1	1	3	2	1	1	1	2	2	23	No	No	No	N/A	N/A
53	N Washington St	W Montgomery Ave	3	2	3	1	N/A	1	1	3	2	1	1	1	1	2	22	No	No	No	N/A	N/A
54	N Whitworth Dr	E Regina Ave	1	2	3	1	N/A	2	3	2	1	1	1	1	3	1	22	No	No	No	N/A	N/A
55	N Whitworth Dr	N Ivanhoe Rd	1	2	3	1	N/A	2	1	3	1	1	1	2	2	2	22	No	No	No	N/A	N/A
56	W Boone Ave	N Atlantic St	3	2	6	1	N/A	2	3	3	2	1	1	1	3	2	30	No	No	No	N/A	N/A
57	W Buckeye Ave	N Atlantic St	3	2	3	1	N/A	2	3	3	2	1	1	1	1	2	25	No	No	No	N/A	N/A
58	W Cascade Way	N Calispel St	1	2	3	1	N/A	1	1	3	1	1	1	2	3	2	22	No	No	No	N/A	N/A
59	W Cascade Way	N Washington Dr	1	2	3	1	N/A	1	1	2	1	1	1	1	1	2	18	No	No	No	N/A	N/A
60	W Cascade Way	N Washington St	1	2	3	1	N/A	1	1	3	1	1	1	1	1	2	19	No	No	No	N/A	N/A
61	W Francis Ave	N Normandie St	3	2	3	1	N/A	1	3	3	3	2	1	3	3	1	29	No	No	No	N/A	N/A
62	W Francis Ave	N Whitehouse St	3	2	3	1	N/A	2	1	3	3	1	1	2	3	1	26	No	No	No	N/A	N/A
63	W Garland Ave	N Normandie St	3	2	3	1	N/A	2	3	3	2	1	1	2	1	1	25	No	No	No	N/A	N/A
64	W Hastings Rd	N Washington St	1	2	3	1	N/A	1	1	3	3	2	1	1	2	1	22	No	No	No	N/A	N/A
65	W Hastings Rd	W Bellwood Dr	3	2	6	1	N/A	1	1	3	3	2	1	2	3	1	29	No	No	No	N/A	N/A
66	W Hawthorne Rd	N College Rd	1	2	3	1	N/A	1	1	3	2	1	1	1	2	2	21	No	No	No	N/A	N/A
67	W Hawthorne Rd	N Ivanhoe Rd	3	2	3	1	N/A	2	1	3	2	1	1	1	2	2	24	No	No	No	N/A	N/A
68	W Hawthorne Rd	N Wellen Ln	1	2	3	1	N/A	1	1	3	2	1	1	2	2	2	22	No	No	No	N/A	N/A
69	W Hawthorne Rd	Whitworth University E	1	2	3	1	N/A	1	1	1	2	1	1	1	2	2	19	No	No	No	N/A	N/A
70	W Hawthorne Rd	Whitworth University W	1	2	3	1	N/A	1	1	2	2	1	1	1	2	2	20	No	No	No	N/A	N/A
71	W Indiana Ave	N Atlantic St	3	2	3	1	N/A	2	1	3	2	2	1	2	1	1	24	No	No	No	N/A	N/A
72	W Lyons Ave	N Atlantic St	1	2	6	1	N/A	2	3	3	1	1	1	1	3	1	26	No	No	No	N/A	N/A
73	W Lyons Ave	N Normandie St	1	2	3	1	N/A	2	3	3	1	1	1	1	3	1	23	No	No	No	N/A	N/A
74	W Mission Ave	N Atlantic St	3	2	3	3	N/A	2	3	3	2	1	1	1	1	3	28	No	No	No	N/A	N/A
75	W Regina Ave	Brentwood ES	1	2	3	1	N/A	2	1	3	1	1	1	1	1	1	19	No	No	No	N/A	N/A
76	W Sharp Ave	N Atlantic St	3	2	3	3	N/A	2	3	3	2	3	1	2	1	3	31	No	No	No	N/A	N/A

Screening ID	Street 1	Street 2	Connectedness		Safety and Security		Sustainability			Barrier-Free Access		Retain and Grow Ridership		Advance Social Equity	Plan Compatibility	Funding Feasibility	Total Score	Included in Survey	Added Post Survey	Removed Post Survey	Design ID	Design Level
			1A	1B	2A	2B	3A*	3B	3C	4A	4B	5A	5B	6A	7A	8A						
77	W Wellesley Ave	N Whitehouse St	3	2	6	1	N/A	1	1	3	3	1	1	2	1	1	26	No	No	No	N/A	N/A
78	N Wall St	W Holland Ave	3	2	3	1	N/A	2	1	3	3	1	1	1	1	1	23	No	No	No	N/A	N/A
79	N Wall St	W Everett Ave	1	2	3	1	N/A	1	1	3	2	1	1	1	1	1	19	No	No	No	N/A	N/A
80	N Monroe St	W Everett Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	1	20	No	No	No	N/A	N/A
81	N Maple St	W Everett Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	2	21	No	No	No	N/A	N/A
82	N Ash St	W Everett Ave	1	2	3	1	N/A	1	1	3	3	1	1	1	1	2	21	No	No	No	N/A	N/A
83	N Newport Hwy	E Holland Ave	3	3	3	3	N/A	2	3	3	2	2	1	3	1	3	32	No	No	No	N/A	N/A
84	N Division St	E Magnesium Rd/Price Rd	3	3	6	1	N/A	2	3	3	2	2	1	1	3	1	31	No	No	No	N/A	N/A
85	W Holland Ave	N Ivanhoe Rd	1	2	3	1	N/A	2	1	3	1	1	1	2	1	2	21	No	No	No	N/A	N/A
86	E Bridgeport Ave	N Mayfair St	3	2	3	1	N/A	1	1	3	2	1	1	2	3	1	24	No	No	No	N/A	N/A
	N Division St	Stonewall Ave																N/A	Yes	No	24	Concept

*Measure 3.A. was not used in the active transportation project evaluation due to projects not yet being defined at the level required by the methodology.

APPENDIX O

Travel Demand Model Land Use Assumptions

Travel Demand Model Land Use Assumptions

DivisionConnects – Employment forecast assumptions, by node

This employment forecast examines the levels of development in the nodes already incorporated in the SRTC model and compares it to what is existing on the ground and what might be expected as BRT comes on line along the corridor. In most cases, the non-residential utilization of the land will be similar to what the model anticipates, however the location of retail or professional offices may shift from one part of the site to another as redevelopment patterns favor building placement closer to the street and BRT stations. There may also be some shifting between site area devoted to retail and site area devoted to non-retail in the various nodes, based on proximity to residential areas, historic patterns of use, anticipated declines in retail activity overall, or other factors which may favor one over the other.

The spaces between the nodes – areas not the primary focus of this modeling exercise - where employment may be gradually replaced replaced by residential ones, reflecting a general pattern where retail, institutional or office land uses will move toward the nodes and easier access to BRT.

The analysis pays particular attention to two things:

1. The shift in share between retail and non-retail employment, estimating the extent to which the balance between the two employment types may vary within each node, and
2. The overall level of development intensity, anticipating the development or redevelopment of sites likely to attract reinvestment between now and 2045. In some cases, the current SRTC model takes this into account, but the TOD opportunity related to BRT may generate a higher level or diversity of development than the model might have otherwise anticipated.

1 North Bank

We envision little divergence in the split between retail and non-retail land use in this node from what the SRTC 2045 model forecasts, but we do anticipate increased development intensity overall. The new numbers in the table reflect this, where underutilized land becomes the target for new development. This will likely occur incrementally, reflecting the relatively small parcel sizes in this part of the corridor and the gradual transformative influences of nearby Gonzaga University. TAZ 828 is a new zone, including the Holiday Inn Express

2 Foothills

This node will likely retain its heavy retail emphasis, though the character of that retail may shift as the blocks between Ruby and Division redevelop. In addition, there is a large vacant parcel at the southeast corner of Ruby and Foothills (TAZ 780) which may undergo significant change. We anticipate the street frontage will be retail, but the future project may also include a mix of office and residential interior to the site and on upper floors. A key influence on the site's eventual development will be its environmental condition and need for clean up or mitigation. This analysis presumes a 60%/40% split of retail and office on the ground floor, with residential uses above for that particular site.

3 Empire/Garland

TAZ 738 sees the greatest change in this node, anticipating redevelopment of land at the northeast corner of Division and Empire. The rest of the land in the node retains a forecast similar to that anticipated in the 2045 model. It is a relatively small node, including two parks.

4 Northtown

The level and type of employment for this node as forecast in the 2045 model appears consistent with what might be expected under a future TOD scenario. That forecast anticipates redevelopment of property in TAZ 716 consistent with BRT intensity and diversity and a gradual decline in both retail and non-retail employment in TAZ 116.

5 Rowan

Both the intensity and diversity of development anticipated in this node is unchanged from what was forecast in the 2045 model. The space is dominated by Holy Family Hospital, a newly revitalized shopping center, and Franklin Park. The major reinvestment opportunity is within TAZ 772, but the anticipated intensity and mix of employment there matches the SRTC forecast. New development may simply take on a new shape, with retail closer to Division.

6 Francis/Lyons

Changes to the SRTC 2045 model reflect anticipated additional retail development in TAZ 242 and TAZ 765, consuming land now vacant and finding new use for the former Lowe's warehouse. While new development will likely occur in TAZ 770, the forecast employment numbers for 2045 are consistent with the type and intensity anticipated under the BRT/TOD scenario.

7 Lincoln/Cascade

TAZ 113 will likely experience redevelopment pressure to realign its retail uses to be closer to Division and Lincoln. While the TAZ hosts regionally-significant retail uses, we anticipate the addition of more locally-oriented retail as part of the area's redevelopment. This results in a slight increase overall in the retail category for that particular TAZ. The non-retail employment number in TAZ 516 is also increased to reflect the existing hospitality use and its likelihood to remain. Other TAZ values remain unchanged.

8 The Y

We envision little divergence in the split between retail and non-retail land use in this node from what the SRTC 2045 model forecasts, carrying over the same numbers for the TOD 2045 estimates. The largest reinvestment opportunity is in TAZ 730, where vacant land is ready for development. Other increases in intensity will likely be incremental, relying on individual opportunities to redevelop existing properties when market conditions are ripe. Any larger-scale redevelopment will rely on enhancements to the transportation system to alleviate dependence on Division and Newport Highway for motorized and non-motorized travel.

9 Whitworth

The 2045 forecast anticipates overall intensification of retail employment in this node, consistent with what might be expected in a TOD future. The numbers for non-retail employment may shift only slightly from the 2045 forecast to reflect existing professional office uses in this node which will likely remain.

10 Mead

The proposed master planned development in this node was not factored into the 2045 model's forecast for retail or non-retail employment. Our estimates now do that, anticipating small-scale retail and service uses in TAZ 795 as part of the project's ultimate development.

11 Hastings

The major shift in employment forecast in this node is a result of the anticipated redevelopment or reoccupancy of now-vacant retail space in TAZ 492. In addition, the BRT system may generate more interest in new retail along the Division St frontage in this node, provided safe pedestrian crossings of the highway are provided. Our estimates include only an allowance for new tenants in the existing space, but the future may offer something a bit different if the street environment along Division transforms. TAZ 506, now a par-3 golf course, may also redevelop. We have not included an estimate for this TAZ's new employment potential, believing the golf course may remain in its current condition through 2045.

12 Nevada Junction

Much of this node is either undeveloped or in the process of being developed, with the new YMCA, a car dealership, and the old Newport Cinemas properties dominating the three TAZ areas. The SRTC 2045 model predicted a drop in the number of retail and non-retail employment uses in TAZ 825, and our estimates predict no such drop will occur. Our estimates for the other two TAZs, however, align with the SRTC 2045 model, anticipating vacant land will develop and that a new retail use will occupy at least a portion of the site now used for RV sales and storage.

	Low		2045 Low		2045 Half TOD		2045 Full TOD	
	R	NR	R	NR	R	NR	R	NR
North Bank	741	2,983	741	3,215	881	3,996	881	3,996
Foothills	439	15	592	16	621	110	621	110
Empire/Garland	65	95	82	176	101	148	101	148
Northtown	1,673	290	1,736	398	1,812	362	1,764	440
Rowan	318	2,015	318	2,561	334	2,630	334	2,631
Francis/Lyons	599	118	623	190	652	209	1,110	209
Lincoln	515	295	585	512	944	539	944	539
The Y	1,087	470	1,163	512	1,253	496	1,146	594
Whitworth	166	152	200	200	201	252	201	252
Mead	413	0	504	0	559	12	559	12
Hastings	738	541	912	810	1,119	783	1,044	852
Nevada Junction	448	310	292	351	303	257	494	699
Total	7,201	7,284	7,749	8,940	8,780	9,795	9,199	10,482

	Low		2045 Low		2045 Half TOD		2045 Full TOD	
	SF	MF	SF	MF	SF	MF	SF	MF
North Bank	18	146	18	599	21	725	21	725
Foothills	31	0	31	0	31	166	31	166
Empire/Garland	132	19	134	19	134	137	134	137
Northtown	0	0	0	0	0	0	4	212
Rowan	41	27	43	29	43	45	43	45
Francis/Lyons	42	358	45	369	44	364	45	594
Lincoln	9	0	9	0	9	168	9	168
The Y	0	187	18	192	17	184	0	354
Whitworth	0	237	0	240	0	285	0	285
Mead	0	0	0	0	141	350	141	350
Hastings	0	0	0	0	0	0	40	358
Nevada Junction	0	0	0	0	0	0	0	478
Total	273	973	298	1,446	440	2,424	468	3,872

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
1		5	468	4	343	260	1249	260	1224
2		0	0	0	0	0	19	0	19
3		1	64	1	51	13	1274	13	1274
4		6	324	6	324	30	685	30	685
5		0	14	0	14	242	1258	242	1258
6		0	0	0	0	937	2526	937	2526
7		0	68	0	68	396	496	396	496
8		0	516	0	516	1207	1482	1207	1482
9		0	348	0	348	314	426	314	426
10		0	22	0	22	138	786	138	786
11		0	0	0	0	245	908	245	908
12		0	252	0	252	494	565	494	565
13		0	121	0	121	203	364	203	364
14		0	62	0	62	257	219	257	219
15		0	132	0	132	563	552	563	552
16		0	138	0	138	103	133	103	133
17		0	110	0	110	203	430	203	430
18		0	108	0	108	85	295	85	295
19		0	388	0	388	342	515	342	515
20		0	82	0	42	0	-235	308	939
21		0	0	0	0	0	570	0	570
22		0	98	0	98	562	243	562	243
26		678	0	678	0	8	27	8	27
27		841	0	841	0	14	89	14	89
28		1247	411	1247	411	3	96	3	96
29		1289	380	1289	380	507	335	507	335
30		655	236	655	236	72	336	72	336
31		578	28	578	28	35	67	35	67
32		892	28	892	28	2	33	2	33
33		793	112	793	112	26	302	26	302
34		896	0	896	0	176	85	176	85
35		847	151	847	151	445	547	445	547
36		358	2	358	2	44	98	44	98
37		543	102	543	102	0	101	0	101
38		277	19	277	19	3	12	3	12
39		494	0	494	0	6	14	6	14
40		199	0	199	0	0	36	0	36
41		189	23	183	23	0	30	0	30
42		304	9	299	9	1	65	1	65
43		356	2	356	2	11	3	11	3
44		297	0	297	0	3	7	3	7
45		332	1	332	1	1	5	1	5
46		413	1	412	1	111	178	111	169
47		176	0	171	0	0	3	0	3
48		190	0	188	0	12	21	12	21
49	Northtown	0	0	0	0	75	36	89	48
50		340	10	340	10	1	12	1	12
51		604	18	604	18	19	13	19	13
52		426	20	426	20	0	51	0	51
53		242	0	242	0	0	3	0	3
54		326	0	326	0	19	2	19	2
55		452	2	446	2	18	41	18	41
56		618	1	605	1	2	18	2	18
57		0	0	0	0	0	2638	0	2638
58		244	1	244	1	1	12	1	12
59		268	0	268	0	0	6	0	6
60		519	21	519	21	4	20	4	20
61		357	0	357	0	3	8	3	8
62		441	0	441	0	1	50	1	50
63		198	0	198	0	109	237	109	237
64		246	1	240	1	8	224	8	224
65		403	1	402	1	1	80	1	80
66		45	0	45	0	18	168	18	168
67		451	5	451	5	32	70	32	70
68		187	6	187	6	20	6	20	6
69		336	23	328	22	108	246	108	246
70		295	15	295	15	8	63	8	63
71		336	0	336	0	65	157	65	157
72		215	24	215	24	1	30	1	30
73		332	21	331	21	21	105	21	105
74		8	0	8	0	71	36	58	36

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
75		131	16	129	16	0	0	0	0
76		327	29	327	29	6	94	6	94
77		0	0	0	0	718	375	718	375
78		250	63	250	63	38	170	38	170
79		287	35	284	34	88	29	45	20
80		208	24	206	24	77	27	34	18
81		232	28	232	28	63	47	31	36
82		274	62	274	62	51	259	51	259
83		164	5	164	5	45	179	45	179
84		335	22	334	22	217	106	217	104
85		267	43	266	43	147	41	104	35
86		225	30	221	29	41	168	41	168
87		292	29	292	29	0	57	0	56
88		191	61	190	61	3	26	3	26
89		215	7	215	7	12	154	12	154
90		131	54	128	53	109	117	109	113
91	North Bank	0	0	0	0	54	60	54	60
92		2	155	2	155	6	1166	6	1166
93		387	629	387	629	56	235	56	235
94		683	28	683	28	9	126	9	126
95		238	46	237	46	18	218	18	216
96		145	104	144	104	92	314	92	312
97		99	298	96	288	189	443	189	442
98		501	78	501	78	22	32	22	32
99		237	199	237	199	48	179	48	179
100		45	189	45	189	143	3094	143	3089
101		258	80	258	80	3	362	3	362
102		478	291	478	291	47	115	47	115
103		111	31	111	31	0	2	0	2
104		95	1031	95	1031	194	283	194	283
105		230	40	230	40	0	54	0	54
106		41	712	41	712	28	151	28	151
107		13	213	13	213	298	331	298	331
108		102	13	102	13	56	43	56	43
109		257	436	257	436	256	229	256	229
110	The Y	0	35	0	60	156	272	127	282
111	Lincoln	9	36	9	36	139	58	139	58
112		60	535	60	535	165	499	165	499
113	Lincoln	0	84	0	84	389	127	389	127
114		150	1067	145	1034	0	48	0	29
115		11	0	11	0	454	659	454	634
116	Northtown	0	0	4	140	1297	11	1297	11
117		457	7	447	7	30	343	30	322
118		479	1	477	1	60	17	60	17
119		505	42	491	41	7	42	7	42
120		294	0	294	0	8	34	8	34
121		254	90	254	90	24	191	24	191
122		580	7	564	7	52	34	52	28
123		592	4	575	4	18	27	18	27
124		470	53	459	52	3	110	3	110
125		262	24	262	24	2	3	2	3
126		183	122	183	122	45	97	45	97
127		178	170	178	170	42	243	42	243
128		293	83	293	83	31	127	31	127
129		297	0	297	0	145	2847	145	2847
130	Empire/Garland	34	19	34	19	0	0	0	0
131		639	19	626	18	19	39	19	39
132		561	7	559	7	23	21	23	21
133		493	9	491	9	16	376	16	376
134		449	124	449	124	65	725	65	725
135		74	84	74	84	149	433	149	433
136		226	3	226	3	4	465	4	465
137		0	0	0	0	185	78	62	61
138		614	42	613	42	99	250	56	240
139		223	65	193	57	82	137	39	127
140		437	0	425	0	6	9	6	9
141		300	88	281	82	65	280	65	280
142		60	19	60	19	143	1058	67	1050
143		250	107	250	107	163	305	163	305
144		200	214	200	214	157	932	157	932
145		174	29	174	29	5	97	5	97

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
146		451	3	451	3	16	13	16	13
147		185	65	182	64	9	0	5	0
148		230	54	228	53	31	164	31	161
149		32	715	31	692	27	1567	27	1503
150		626	20	626	20	0	14	0	14
151		0	0	0	0	9	29	9	29
152		345	113	339	111	236	33	236	33
153		386	413	386	413	9	34	9	34
154		404	163	404	163	44	110	44	110
155		0	0	0	0	0	29	0	28
156	North Bank	0	539	0	539	197	92	197	92
157		69	462	66	442	203	656	203	653
158		262	198	262	198	5	132	5	132
159		387	165	387	165	1	64	1	64
160		0	191	0	191	136	2027	136	2027
161		15	301	15	301	546	1972	546	1972
162		54	75	54	75	499	1751	499	1751
163		100	91	100	91	301	1427	301	1427
164		19	6	19	6	34	878	34	878
165		17	11	17	11	85	710	85	710
166		1	0	1	0	239	1943	239	1943
167		0	0	0	0	134	830	134	830
168		100	39	100	39	100	841	100	841
169		173	38	173	38	244	434	244	434
170		42	15	42	15	226	626	226	626
171		95	604	95	604	1	173	1	173
172		69	588	69	588	97	248	97	248
173		0	575	0	575	56	3662	56	3662
174		1	214	1	214	91	1423	91	1423
175		33	246	33	246	45	478	45	478
176		1	191	1	191	36	818	36	818
177		451	4	451	4	7	64	7	64
178		435	367	435	367	16	38	16	38
179		397	279	397	279	230	107	230	107
181		320	114	320	114	11	42	11	42
182		273	129	273	129	38	293	38	293
183		111	185	111	185	103	270	103	270
184		690	1018	690	1018	1	34	1	34
185		353	3	353	3	0	74	0	74
186		542	52	542	52	375	244	375	244
187		465	2	465	2	17	138	17	138
188		667	0	667	0	15	98	15	98
189		330	14	330	14	2	45	2	45
190		0	167	0	167	44	7035	44	7035
191		0	0	0	0	0	1321	0	1321
192		437	6	437	6	62	119	62	119
193		759	29	759	29	9	43	9	43
194		236	136	236	136	126	335	126	335
195		305	7	305	7	85	45	85	45
196		107	1	107	1	0	0	0	0
197		351	1	351	1	61	109	61	109
198		2964	52	2964	52	267	223	267	223
199		85	219	85	219	47	2038	47	2038
200		331	353	331	353	33	630	33	630
201		317	309	317	309	52	334	52	334
202		175	32	175	32	6	34	6	34
203		288	60	288	60	0	89	0	89
204		458	94	458	94	293	96	293	96
205		343	37	343	37	1	35	1	35
206		359	17	359	17	6	15	6	15
207		457	12	457	12	84	244	84	244
208		276	12	276	12	2	17	2	17
209		668	63	668	63	17	98	17	98
210		445	16	445	16	63	213	63	213
211		440	0	440	0	7	28	7	28
212		372	32	372	32	48	29	48	29
213		390	61	390	61	4	105	4	105
214		232	0	232	0	37	122	37	122
215		480	56	480	56	177	242	177	242
216		272	531	272	531	55	691	55	691
217		6	293	6	293	447	203	447	203

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
218		455	3	455	3	12	79	12	79
219		587	1	587	1	4	169	4	169
220		417	6	417	6	13	41	13	41
221		548	12	548	12	350	232	350	232
222		559	330	559	330	4	99	4	99
223		391	342	391	342	37	397	37	397
224		143	339	143	339	423	301	423	301
225		592	94	592	94	129	138	129	138
226		526	84	526	84	47	102	47	102
227		306	3	306	3	32	2	32	2
228		374	1	374	1	25	21	25	21
229		311	10	311	10	13	151	13	151
230		350	263	350	263	313	412	313	412
231		589	89	589	89	31	81	31	81
232		659	6	659	6	0	19	0	19
233		228	6	228	6	161	16	161	16
234		324	0	324	0	5	20	5	20
235		137	675	137	675	478	205	478	205
236		420	0	420	0	38	46	38	46
237		276	641	276	641	422	179	422	179
238		1	0	0	0	1411	1089	1152	1066
239		83	284	81	276	0	78	0	78
240		502	159	502	159	61	117	61	117
241		269	85	269	85	0	221	0	221
242	Francis/Lyons	0	0	0	64	264	54	512	39
243		240	660	237	652	126	357	126	327
244		997	58	957	56	56	145	56	124
245		0	109	0	108	79	590	79	552
246	Rowan	0	0	0	0	0	0	0	0
247		84	5	84	5	0	0	0	0
248		3	0	3	0	285	22	192	22
249		220	4	219	4	8	17	8	17
250		268	8	268	8	15	11	15	11
251		69	176	68	173	43	503	43	500
252		38	151	38	150	650	620	650	614
253	North Bank	6	12	6	12	156	87	156	87
254		154	58	154	58	547	803	547	803
255		31	23	31	23	280	1393	280	1393
281		360	1	360	1	0	9	0	9
282		513	13	513	13	159	156	159	156
283		242	7	242	7	10	57	10	57
284		252	80	252	80	83	430	83	430
285		13	10	13	10	83	986	83	986
286		1	0	1	0	1438	642	1438	642
287		1	2	1	2	270	302	270	302
288		117	12	117	12	436	2728	436	2728
289		586	32	586	32	3	85	3	85
290		130	326	130	326	499	1520	499	1520
291		34	0	34	0	597	981	597	981
292		247	12	247	12	41	379	41	379
293		475	500	475	500	3	131	3	131
294		207	17	207	17	273	312	273	312
295		251	40	251	40	558	425	558	425
296		348	0	348	0	0	26	0	26
297		292	43	292	43	22	17	22	17
298		203	205	203	205	182	557	182	557
299		59	0	59	0	156	341	156	341
300		356	10	356	10	25	100	25	100
301		159	14	159	14	99	636	99	636
302		143	69	143	69	11	539	11	539
303		221	3	221	3	514	1364	514	1364
304		390	1	390	1	1	31	1	31
305		391	2	391	2	4	172	4	172
306		233	221	233	221	93	500	93	500
307		46	4	46	4	365	248	365	248
308		121	2	121	2	150	91	150	91
309		218	92	218	92	145	587	145	587
310		46	244	46	244	128	490	128	490
311		126	141	126	141	92	130	92	130
312		96	74	96	74	306	398	306	398
313		728	102	728	102	34	187	34	187

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
314		474	1	474	1	16	120	16	120
315		300	51	300	51	37	340	37	340
316		0	2	0	2	111	1715	111	1715
317		0	0	0	0	331	2786	331	2786
318		268	0	268	0	0	1116	0	1116
319		487	1	487	1	3	23	3	23
320		39	1684	39	1684	604	1834	604	1834
321		0	0	0	0	902	1314	902	1314
322		0	0	0	0	863	54	863	54
323		0	0	0	0	2145	35	2145	35
324		1	0	1	0	235	381	235	381
325		910	3	910	3	35	18	35	18
326		482	65	482	65	72	73	72	73
327		534	0	534	0	26	12	26	12
328		201	0	201	0	71	462	71	462
329		21	310	21	310	10	496	10	496
330		299	845	299	845	4	313	4	313
331		499	208	499	208	171	770	171	770
332		381	13	381	13	207	768	207	768
333		327	552	327	552	982	563	982	563
334		420	21	420	21	669	274	669	274
335		275	166	275	166	289	437	289	437
336		244	34	244	34	396	531	396	531
337		180	405	180	405	464	240	464	240
338		115	137	115	137	651	466	651	466
339		74	62	74	62	60	107	60	107
340		148	60	148	60	151	73	151	73
341		202	76	202	76	0	31	0	31
342		305	366	305	366	3	24	3	24
343		451	31	451	31	14	57	14	57
344		372	1	372	1	7	225	7	225
345		617	12	617	12	0	34	0	34
346		5	2	5	2	245	297	245	297
347		85	245	85	245	729	368	729	368
348		33	276	33	276	166	112	166	112
349		52	101	52	101	323	309	323	309
350		98	29	98	29	1	29	1	29
351		394	55	394	55	4	74	4	74
352		456	440	456	440	7	446	7	446
353		215	31	215	31	110	541	110	541
354		172	45	172	45	1	185	1	185
355		452	5	452	5	14	84	14	84
356		346	5	346	5	6	329	6	329
357		515	40	515	40	49	169	49	169
358		236	6	236	6	7	88	7	88
359		313	10	313	10	1	209	1	209
360		481	0	481	0	0	118	0	118
361		304	109	304	109	14	5	14	5
362		289	110	289	110	33	23	33	23
363		480	4	480	4	9	25	9	25
364		473	15	473	15	17	129	17	129
365		664	16	664	16	10	26	10	26
366		183	448	183	448	614	443	614	443
367		282	86	282	86	539	984	539	984
368		114	504	114	504	234	244	234	244
369		1090	57	1090	57	75	367	75	367
370		337	26	337	26	87	182	87	182
371		352	111	352	111	14	406	14	406
372		271	277	271	277	38	348	38	348
373		435	5	435	5	3	55	3	55
374		375	0	375	0	0	177	0	177
375		370	0	370	0	1	74	1	74
376		125	283	125	283	8	252	8	252
377		234	5	234	5	0	36	0	36
378		275	10	275	10	0	23	0	23
379		205	1	205	1	17	12	17	12
380		348	24	348	24	3	105	3	105
381		339	61	339	61	8	11	8	11
382		399	219	399	219	60	100	60	100
383		345	0	345	0	2	44	2	44
384		326	5	326	5	30	28	30	28

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
385		189	0	189	0	1	40	1	40
386		609	88	609	88	38	38	38	38
387		565	23	565	23	0	441	0	441
388		262	795	262	795	236	1386	236	1386
389		1016	728	1016	728	39	362	39	362
390		701	41	701	41	18	52	18	52
391		265	0	265	0	18	40	18	40
392		388	47	388	47	2	9	2	9
393		324	1	324	1	9	31	9	31
394		392	61	392	61	69	111	69	111
395		162	47	162	47	199	693	199	693
396		155	259	155	259	123	2181	123	2181
397		191	218	191	218	4	49	4	49
436		212	39	212	39	20	8	20	8
437		115	14	115	14	33	22	33	22
438		130	2	130	2	232	405	232	405
439		265	30	265	30	115	349	115	349
442		1764	969	1764	969	768	952	768	952
443		99	0	99	0	6	13	6	13
444		703	24	703	24	15	36	15	36
445		718	517	718	517	119	248	119	248
446		346	356	346	356	850	5693	850	5693
447		77	3	77	3	217	244	217	244
448		1256	432	1256	432	165	136	165	136
449		871	302	871	302	6	39	6	39
450		933	15	933	15	54	207	54	207
459		2492	1560	2492	1560	270	510	270	510
460		41	1	41	1	0	802	0	802
461		0	0	0	0	1939	213	1939	213
462		35	1871	35	1871	180	862	180	862
463		23	1	23	1	588	85	588	85
464		609	101	609	101	528	1513	528	1513
471		675	423	675	423	52	366	52	366
472		316	558	316	558	426	307	426	307
473		160	250	160	250	32	1703	32	1703
474		328	929	328	929	14	496	14	496
475		769	914	769	914	703	818	703	818
476		45	735	45	735	13	8	13	8
477		473	211	473	211	23	40	23	40
483		1249	14	1249	14	104	358	104	358
484		864	26	864	26	11	98	11	98
485		201	0	201	0	0	8	0	8
486		1561	94	1561	94	49	907	49	907
487		307	175	307	175	558	440	558	440
488		665	8	665	8	0	587	0	587
489		1035	11	1035	11	52	263	52	263
490		434	0	434	0	1	65	1	65
491		1227	368	1227	368	75	76	75	76
492	Hastings	0	0	0	64	103	32	203	33
493		261	20	234	18	7	271	0	269
494		503	0	503	0	13	52	13	52
495		1086	5	1086	5	380	238	380	238
496		269	3	269	3	539	372	539	372
497		809	2	809	2	46	455	46	455
498		687	2	687	2	40	363	40	363
499		837	9	837	9	45	163	45	163
500		18	3	18	3	13	2	13	2
501		104	0	104	0	24	9	24	9
502		324	1	324	1	3	210	3	210
503		647	83	647	83	74	43	74	43
504		317	303	317	303	81	93	74	93
505		514	9	506	9	45	12	34	11
506	Hastings	0	0	40	220	0	0	0	12
507		0	0	0	0	0	449	0	449
508		780	21	780	21	46	460	46	460
509		562	81	562	81	27	191	27	191
510		1167	2	1167	2	59	149	59	149
511		326	2	316	2	27	49	1	47
512		0	0	0	0	69	37	48	32
513		165	0	158	0	59	18	59	16
514		246	9	239	9	0	116	0	114

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
515		469	0	461	0	3	98	3	98
516	Lincoln	0	0	0	0	32	48	32	48
517	Lincoln	0	48	0	48	384	232	384	232
518		0	0	0	0	286	62	286	55
519		340	233	331	226	444	278	444	259
520		344	0	335	0	0	0	0	0
521		13	279	13	279	228	794	228	794
522		291	4	291	4	36	37	36	37
523		481	21	481	21	77	235	77	235
524		259	0	259	0	39	248	39	248
525		210	0	210	0	0	18	0	18
526		224	1	224	1	11	23	11	23
527		520	96	520	96	34	82	34	82
528		244	653	244	653	5	86	5	86
529		611	1	611	1	2	41	2	41
530		799	249	799	249	20	106	20	106
531		411	8	411	8	2	66	2	66
532		411	3	411	3	4	154	4	154
533		676	40	676	40	16	143	16	143
534		100	1	100	1	1	78	1	78
535		1009	13	1009	13	65	352	65	352
536		515	3	515	3	10	64	10	64
537		570	15	570	15	28	97	28	97
538		245	0	245	0	36	40	36	40
539		630	0	630	0	26	118	26	118
540		710	4	710	4	1	493	1	493
541		213	13	213	13	28	23	28	23
542		565	0	565	0	52	153	52	153
543		1141	8	1141	8	317	601	317	601
544		1151	6	1151	6	573	349	573	349
545		222	4	222	4	179	64	179	64
546		403	419	403	419	200	616	200	616
547		347	34	347	34	354	678	354	678
548		221	37	221	37	195	1057	195	1057
549		851	519	851	519	427	5327	427	5327
550		31	511	31	511	1510	3118	1510	3118
551		14	1	14	1	1324	3985	1324	3985
552		36	7	36	7	569	1296	569	1296
553		1593	319	1593	319	603	1270	603	1270
554		151	7	151	7	67	33	67	33
555		1166	223	1166	223	279	861	279	861
556		220	16	220	16	597	65	597	65
557		864	5	864	5	205	69	205	69
558		392	173	392	173	363	1704	363	1704
559		1209	10	1209	10	215	992	215	992
560		642	7	642	7	6	270	6	270
561		546	143	546	143	45	82	45	82
562		343	4	343	4	3	144	3	144
563		38	1248	38	1248	737	377	737	377
564		346	175	346	175	7	33	7	33
565		119	87	119	87	2	143	2	143
566		522	68	522	68	28	28	28	28
567		419	14	419	14	4	42	4	42
568		578	122	578	122	642	225	642	225
569		267	27	267	27	2	119	2	119
570		443	9	443	9	7	96	7	96
571		135	0	135	0	0	9	0	9
572		539	39	539	39	19	68	19	68
573		248	540	248	540	78	55	78	55
574		541	6	541	6	17	25	17	25
575		492	1	492	1	8	55	8	55
576		381	15	381	15	3	28	3	28
577		423	0	423	0	60	60	60	60
578		328	0	328	0	79	127	79	127
579		918	8	918	8	16	149	16	149
580		235	0	235	0	0	21	0	21
581		717	0	717	0	7	75	7	75
582		583	13	583	13	41	376	41	376
583		567	16	567	16	80	69	80	69
584		529	12	529	12	25	287	25	287
585		995	16	995	16	86	198	86	198

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
586		434	3	434	3	20	81	20	81
587		412	5	412	5	7	106	7	106
588		472	3	472	3	1	46	1	46
589		567	3	567	3	18	89	18	89
590		555	7	555	7	24	355	24	355
591		820	12	820	12	13	133	13	133
592		788	3	788	3	12	60	12	60
593		1703	44	1703	44	17	456	17	456
594		205	88	205	88	65	68	65	68
595	Hastings	0	0	0	0	312	39	217	31
596		79	0	79	0	0	46	0	46
597		564	14	564	14	467	398	467	398
598		215	10	172	8	217	971	213	971
599		80	5	80	5	121	769	121	769
600		147	0	147	0	6	205	6	205
601		119	9	119	9	84	31	84	31
602		299	4	299	4	9	112	9	112
603		13	8	13	8	8	2616	8	2616
604		526	134	526	134	22	28	22	28
605		331	243	331	243	148	232	148	232
606		319	0	319	0	18	23	18	23
607		617	7	617	7	0	106	0	106
700		0	64	0	51	64	322	64	322
701	North Bank	0	26	0	26	89	1479	89	1479
702	North Bank	0	0	0	0	0	114	0	114
703	North Bank	0	0	0	0	54	1448	54	1448
704	North Bank	0	0	0	0	107	180	107	180
705	Northtown	0	0	0	0	75	21	89	25
706		113	0	110	0	0	40	0	40
707	Rowan	43	27	43	27	0	21	0	22
708		14	26	13	25	75	21	75	18
709		53	26	52	25	0	48	0	48
710	Francis/Lyons	6	26	6	34	75	17	89	21
711	Rowan	0	0	0	0	0	116	0	116
712		54	0	52	0	0	0	0	0
713		407	272	401	268	166	131	135	123
714		130	0	129	0	0	0	0	0
715		109	0	108	0	0	0	0	0
716	Northtown	0	0	0	36	192	217	157	254
717		0	0	0	0	77	42	51	42
718	Empire/Garland	0	0	0	0	0	0	0	0
719	Empire/Garland	66	0	66	0	0	0	0	0
720	Empire/Garland	0	20	0	20	63	136	63	136
721		0	0	0	0	38	21	25	21
722	Foothills	12	0	12	0	35	45	35	45
724		6	0	6	0	105	246	40	232
725	Foothills	19	0	19	0	41	0	41	0
726	Foothills	0	66	0	66	5	0	5	0
727		27	56	27	55	161	446	161	446
728	The Y	17	149	0	180	0	0	0	0
729	The Y	0	0	0	0	311	62	287	122
730	The Y	0	0	0	24	78	18	72	22
731		0	155	0	153	1011	388	871	386
732		9	0	9	0	0	0	0	0
733		9	0	9	0	95	113	31	107
734		9	177	9	177	0	0	0	0
735		138	173	138	173	0	0	0	0
736	Empire/Garland	0	18	0	18	14	12	14	12
737		135	0	134	0	0	0	0	0
738	Empire/Garland	0	80	0	80	24	0	24	0
739	Empire/Garland	34	0	34	0	0	0	0	0
740	Empire/Garland	0	0	0	0	0	0	0	0
741		135	0	134	0	0	0	0	0
742		0	0	0	0	162	14	94	14
743	Northtown	0	0	0	36	172	77	132	102
744		339	18	337	18	0	0	0	0
745		410	55	409	55	10	0	3	0
746		0	0	0	0	14	0	7	0
747		0	0	0	0	23	12	12	12
748	Foothills	0	0	0	0	101	0	101	0
749	Foothills	0	0	0	0	101	27	101	27

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
750		0	0	0	0	135	97	73	76
751		0	47	0	47	6	0	6	0
752		0	0	0	0	9	39	9	39
753		21	0	20	0	6	124	6	124
754		189	109	184	106	0	14	0	14
755	North Bank	2	38	2	38	5	112	5	112
756		0	0	0	0	95	26	95	26
757		5	24	5	23	11	122	11	121
758		89	177	88	176	0	39	0	39
759	North Bank	0	0	0	0	113	99	113	99
760	North Bank	0	0	0	0	56	102	56	102
761	North Bank	0	86	0	86	28	102	28	102
762		22	0	22	0	164	2221	164	2217
763	Francis/Lyons	0	114	0	120	0	0	0	0
764		26	227	25	220	22	894	18	845
765	Francis/Lyons	0	0	0	80	0	0	189	0
766		0	0	0	0	132	0	105	0
767		0	0	0	0	0	487	0	462
768		13	228	12	222	22	0	18	0
769		89	566	86	546	0	0	0	0
770	Francis/Lyons	0	127	0	136	159	52	159	52
771		28	126	27	123	79	540	79	527
772	Rowan	0	0	0	0	329	18	329	18
773	Rowan	0	0	0	0	0	2211	0	2211
774		38	0	38	0	0	2	0	2
775		6	0	6	0	82	101	82	94
776		210	5	210	5	0	13	0	13
777	Rowan	0	18	0	18	5	264	5	264
778	Foothills	0	60	0	60	278	3	278	3
779		0	0	0	0	0	501	0	474
780	Foothills	0	40	0	40	60	35	60	35
781		63	35	62	35	13	0	9	0
782	North Bank	13	24	13	24	22	10	22	10
783		89	207	83	195	33	103	33	103
784	Hastings	0	0	0	20	103	0	203	0
785		1013	14	1013	14	0	13	0	13
786	Hastings	0	0	0	54	20	88	15	345
787	Hastings	0	0	0	0	269	195	246	226
788		0	0	0	0	0	0	0	0
789	Mead	29	0	29	0	0	0	0	0
790		286	0	255	0	0	0	0	0
791		143	0	128	0	0	0	0	0
792		135	161	110	130	0	0	0	0
793		143	0	128	0	0	0	0	0
794	Mead	0	0	0	0	511	0	511	0
795	Mead	112	350	112	350	48	12	48	12
796		0	0	0	0	0	0	0	0
797		254	126	45	22	34	2	23	2
798		0	0	0	0	69	65	48	65
799		93	0	92	0	0	0	0	0
800		0	0	0	0	0	0	0	0
801		47	26	46	26	34	0	24	0
802		47	26	46	26	0	0	0	0
803	Whitworth	0	0	0	0	86	151	86	151
804	Whitworth	0	115	0	115	86	5	86	5
805		94	159	93	157	34	0	24	0
806		0	0	0	0	0	3	0	3
807	Whitworth	0	0	0	0	29	0	29	0
808	Whitworth	0	0	0	0	0	96	0	96
809	Whitworth	0	170	0	170	0	0	0	0
810		0	0	0	0	0	0	0	0
811		187	79	185	78	438	161	6	152
812	The Y	0	0	0	36	295	26	272	33
813	The Y	0	0	0	0	295	76	272	77
814		0	0	0	0	119	91	113	89
815		272	75	272	75	0	220	0	218
816	The Y	0	0	0	54	119	43	116	58
817		163	1	159	1	0	0	0	0
818		0	0	0	0	0	34	0	34
819	Lincoln	0	0	0	0	0	74	0	74
820	Francis/Lyons	20	14	20	40	28	42	30	33

Zone	Node	HalfTOD_SF	HalfTOD_MF	FullTOD_SF	FullTOD_MF	HalfTOD_Retail	HalfTOD_NonRetail	FullTOD_Retail	FullTOD_NonRetail
821	Francis/Lyons	18	84	19	120	127	44	131	64
822	Hastings	0	0	0	0	312	428	160	205
823		327	592	265	481	69	380	31	377
824		40	27	39	27	83	42	83	42
825	Nevada Junction	0	0	0	0	0	0	136	163
826	Nevada Junction	0	0	0	128	269	142	246	183
827	Nevada Junction	0	0	0	350	34	114	112	353
828	North Bank	0	0	0	0	0	112	0	112
1001		0	0	0	0	0	0	0	0
1002		0	0	0	0	0	0	0	0
1003		0	0	0	0	0	0	0	0
1004		0	0	0	0	0	0	0	0
1005		0	0	0	0	0	0	0	0
1006		0	0	0	0	0	0	0	0
1007		0	0	0	0	0	0	0	0
1008		0	0	0	0	0	0	0	0
1009		0	0	0	0	0	0	0	0
1010		0	0	0	0	0	0	0	0
1011		0	0	0	0	0	0	0	0
1012		0	0	0	0	0	0	0	0
1013		0	0	0	0	0	0	0	0
1014		0	0	0	0	0	0	0	0
1015		0	0	0	0	0	0	0	0
1016		0	0	0	0	0	0	0	0
1017		0	0	0	0	0	0	0	0
1018		0	0	0	0	0	0	0	0
1019		0	0	0	0	0	0	0	0
10001		0	0	0	0	0	0	0	0
10002		0	0	0	0	0	0	0	0
10003		0	0	0	0	0	0	0	0
10004		0	0	0	0	0	0	0	0
10005		0	0	0	0	0	0	0	0
10006		0	0	0	0	0	0	0	0
10007		0	0	0	0	0	0	0	0
10008		0	0	0	0	0	0	0	0
10009		0	0	0	0	0	0	0	0
10010		0	0	0	0	0	0	0	0
10011		0	0	0	0	0	0	0	0
10012		0	0	0	0	0	0	0	0
10013		0	0	0	0	0	0	0	0
10014		0	0	0	0	0	0	0	0
10015		0	0	0	0	0	0	0	0
10016		0	0	0	0	0	0	0	0
10017		0	0	0	0	0	0	0	0
10018		0	0	0	0	0	0	0	0
10019		0	0	0	0	0	0	0	0
10020		0	0	0	0	0	0	0	0
10021		0	0	0	0	0	0	0	0
10022		0	0	0	0	0	0	0	0
10023		0	0	0	0	0	0	0	0
10024		0	0	0	0	0	0	0	0
10025		0	0	0	0	0	0	0	0
10026		0	0	0	0	0	0	0	0
10027		0	0	0	0	0	0	0	0
10028		0	0	0	0	0	0	0	0
10029		0	0	0	0	0	0	0	0
10030		0	0	0	0	0	0	0	0
10031		0	0	0	0	0	0	0	0
10032		0	0	0	0	0	0	0	0
10033		0	0	0	0	0	0	0	0
10034		0	0	0	0	0	0	0	0

DivisonConnects - Node Land Use Forecast
Residential

Full	Half		Node	TAZ	Land use	Old SRTC Model 2015	2040 (low)	New SRTC Model 2019	2045 (low)	Old SRTC Min Growth (2015-2040)	New SRTC Min Growth (2019-2045)	Old vs. New SRTC Growth Difference	% Growth Difference	2045 (TOD)
	1	1	North Bank	91	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	91	MF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	156	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	156	MF	15	150	90	539	135	449	314	233%	539
	1	1	North Bank	253	SF	6	6	5	5	0	0	0	0%	6
	1	1	North Bank	253	MF	0	0	0	0	0	0	0	0%	12
	1	1	North Bank	701	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	701	MF	0	0	0	0	0	0	0	0%	26
	1	1	North Bank	702	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	702	MF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	703	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	703	MF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	704	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	704	MF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	759	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	759	MF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	760	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	760	MF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	761	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	761	MF	0	0	0	0	0	0	0	0%	86
	1	1	North Bank	755	SF	2	13	2	2	11	0	-11	-99%	2
	1	1	North Bank	755	MF	36	38	36	36	2	0	-2	-93%	38
	1	1	North Bank	782	SF	13	13	11	11	0	0	0	0%	13
	1	1	North Bank	782	MF	18	18	20	24	0	4	4	0%	24
	1	1	North Bank	828	SF	0	0	0	0	0	0	0	0%	0
	1	1	North Bank	828	MF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	722	SF	12	12	12	12	0	0	0	0%	12
	1	1	Foothills	722	MF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	725	SF	19	19	13	13	0	0	0	0%	19
	1	1	Foothills	725	MF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	726	SF	0	0	6	6	0	0	0	0%	0
	1	1	Foothills	726	MF	0	0	0	0	0	0	0	0%	66
	1	1	Foothills	748	SF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	748	MF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	749	SF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	749	MF	0	0	0	0	0	0	0	0%	
	1	1	Foothills	778	SF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	778	MF	0	0	0	0	0	0	0	0%	60
	1	1	Foothills	780	SF	0	0	0	0	0	0	0	0%	0
	1	1	Foothills	780	MF	0	0	0	0	0	0	0	0%	40
	1	1	Empire/Garland	130	SF	33	34	34	34	1	0	-1	-60%	34
	1	1	Empire/Garland	130	MF	16	16	19	19	0	0	0	0%	19
	1	1	Empire/Garland	718	SF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	718	MF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	719	SF	65	65	65	66	0	1	1	0%	66
	1	1	Empire/Garland	719	MF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	720	SF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	720	MF	0	0	0	0	0	0	0	0%	20
	1	1	Empire/Garland	736	SF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	736	MF	0	0	0	0	0	0	0	0%	18
	1	1	Empire/Garland	738	SF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	738	MF	0	0	0	0	0	0	0	0%	80
	1	1	Empire/Garland	739	SF	33	34	34	34	1	0	-1	-60%	34
	1	1	Empire/Garland	739	MF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	740	SF	0	0	0	0	0	0	0	0%	0
	1	1	Empire/Garland	740	MF	0	0	0	0	0	0	0	0%	0
	1		Northtown	49	SF	0	0	0	0	0	0	0	0%	0
	1		Northtown	49	MF	0	0	0	0	0	0	0	0%	0
	1		Northtown	705	SF	0	0	0	0	0	0	0	0%	0
	1		Northtown	705	MF	0	0	0	0	0	0	0	0%	0
	1		Northtown	716	SF	0	0	0	0	0	0	0	0%	0
	1		Northtown	716	MF	0	0	0	0	0	0	0	0%	36
	1		Northtown	743	SF	0	0	0	0	0	0	0	0%	0
	1		Northtown	743	MF	0	0	0	0	0	0	0	0%	36
	1		Northtown	116	SF	0	4	0	0	4	0	-4	-100%	4
	1		Northtown	116	MF	0	0	0	0	0	0	0	0%	140
	1	1	Rowan	246	SF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	246	MF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	707	SF	42	42	41	43	0	2	2	0%	43
	1	1	Rowan	707	MF	23	23	25	27	0	2	2	0%	27
	1	1	Rowan	711	SF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	711	MF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	772	SF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	772	MF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	773	SF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	773	MF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	777	SF	0	0	0	0	0	0	0	0%	0
	1	1	Rowan	777	MF	4	9	1	1	5	0	-5	-100%	18
	1		Francis/Lyons	242	SF	0	0	0	0	0	0	0	0%	0
	1		Francis/Lyons	242	MF	0	0	0	0	0	0	0	0%	64
	1		Francis/Lyons	710	SF	6	6	6	6	0	0	0	0%	6
	1		Francis/Lyons	710	MF	23	23	25	27	0	2	2	0%	34
	1		Francis/Lyons	763	SF	0	0	0	0	0	0	0	0%	0
	1		Francis/Lyons	763	MF	111	111	111	116	0	5	5	0%	120
	1		Francis/Lyons	765	SF	0	0	0	0	0	0	0	0%	0
	1		Francis/Lyons	765	MF	0	0	0	0	0	0	0	0%	80
	1		Francis/Lyons	770	SF	0	0	0	0	0	0	0	0%	0
	1		Francis/Lyons	770	MF	116	120	126	128	4	1	-3	-65%	136
	1		Francis/Lyons	820	SF	14	15	19	20	1	1	0	0%	20
	1		Francis/Lyons	820	MF	19	19	13	14	0	1	1	0%	40
	1		Francis/Lyons	821	SF	18	18	18	19	0	1	1	0%	19
	1		Francis/Lyons	821	MF	83	86	83	84	3	1	-2	-67%	120
	1	1	Lincoln	111	SF	9	9	9	9	0	0	0	0%	9
	1	1	Lincoln	111	MF	0	0	0	0	0	0	0	0%	36
	1	1	Lincoln	113	SF	0	0	0	0	0	0	0	0%	0
	1	1	Lincoln	113	MF	0	0	0	0	0	0	0	0%	84
	1	1	Lincoln	516	SF	0	0	0	0	0	0	0	0%	0
	1	1	Lincoln	516	MF	0	0	0	0	0	0	0	0%	0
	1	1	Lincoln	517	SF	0	0	0	0	0	0	0	0%	0
	1	1	Lincoln	517	MF	0	0	0	0	0	0	0	0%	48
	1	1	Lincoln	819	SF	0	0	0	0	0	0	0	0%	0
	1	1	Lincoln	819	MF	0	0	0	0	0	0	0	0%	0
	1		The Y	110	SF	0	0	0	0	0	0	0	0%	0
	1		The Y	110	MF	34	40	34	35	6	1	-5	-85%	60
	1		The Y	728	SF	0	0	0	18	0	18	18	0%	0
	1		The Y	728	MF	151	180	153	157	29	4	-25	-86%	180
	1		The Y	729	SF	0	0	0	0	0	0	0	0%	0
	1		The Y	729	MF	0	0	0	0	0	0	0	0%	0
	1		The Y	730	SF	0	0	0	0	0	0	0	0%	0
	1		The Y	730	MF	0	0	0	0	0	0	0	0%	24

Full	Half	Node	TAZ	Land use	Old SRTC Model 2015	2040 (low)	New SRTC Model 2019	2045 (low)	Old SRTC Min Growth (2015-2040)	New SRTC Min Growth (2019-2045)	Old vs. New SRTC Growth Difference	% Growth Difference	2045 (TOD)
	1	The Y	812	SF	0	0	0	0	0	0	0	0%	0
	1	The Y	812	MF	0	0	0	0	0	0	0	0%	36
	1	The Y	813	SF	0	0	0	0	0	0	0	0%	0
	1	The Y	813	MF	0	0	0	0	0	0	0	0%	0
	1	The Y	816	SF	0	0	0	0	0	0	0	0%	0
	1	The Y	816	MF	0	0	0	0	0	0	0	0%	54
	1	1 Whitworth	803	SF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	803	MF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	804	SF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	804	MF	74	75	79	80	1	1	0	-10%	115
	1	1 Whitworth	807	SF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	807	MF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	808	SF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	808	MF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	809	SF	0	0	0	0	0	0	0	0%	0
	1	1 Whitworth	809	MF	147	149	158	160	2	2	0	-10%	170
	1	1 Mead	789	SF	0	0	0	0	0	0	0	0%	29
	1	1 Mead	789	MF	0	0	0	0	0	0	0	0%	0
	1	1 Mead	794	SF	0	0	0	0	0	0	0	0%	0
	1	1 Mead	794	MF	0	0	0	0	0	0	0	0%	0
	1	1 Mead	795	SF	0	0	0	0	0	0	0	0%	112
	1	1 Mead	795	MF	0	0	0	0	0	0	0	0%	350
	1	Hastings	492	SF	0	0	0	0	0	0	0	0%	0
	1	Hastings	492	MF	0	0	0	0	0	0	0	0%	64
	1	Hastings	506	SF	0	0	0	0	0	0	0	0%	40
	1	Hastings	506	MF	0	0	0	0	0	0	0	0%	220
	1	Hastings	595	SF	0	0	0	0	0	0	0	0%	0
	1	Hastings	595	MF	0	0	0	0	0	0	0	0%	0
	1	Hastings	784	SF	0	0	0	0	0	0	0	0%	0
	1	Hastings	784	MF	0	0	0	0	0	0	0	0%	20
	1	Hastings	786	SF	0	0	0	0	0	0	0	0%	0
	1	Hastings	786	MF	0	0	0	0	0	0	0	0%	54
	1	Hastings	787	SF	0	0	0	0	0	0	0	0%	0
	1	Hastings	787	MF	0	0	0	0	0	0	0	0%	0
	1	Hastings	822	SF	0	0	0	0	0	0	0	0%	0
	1	Hastings	822	MF	0	0	0	0	0	0	0	0%	0
	1	Nevada Junction	825	SF	0	0	0	0	0	0	0	0%	0
	1	Nevada Junction	825	MF	0	0	0	0	0	0	0	0%	0
	1	Nevada Junction	826	SF	0	0	0	0	0	0	0	0%	0
	1	Nevada Junction	826	MF	0	0	0	0	0	0	0	0%	128
	1	Nevada Junction	827	SF	0	0	0	0	0	0	0	0%	0
	1	Nevada Junction	827	MF	0	0	0	0	0	0	0	0%	350

DivisonConnects - Node Land Use Forecast

Employment

Full	Half	Node	TAZ	Land use	Old SRTC Model 2015	2040 (low)	New SRTC Model 2019	2045 (low)	Old SRTC Min Growth (2015-2040)	New SRTC Min Growth (2019-2045)	Old vs. New SRTC Growth Difference	% Growth Difference	2045 (TOD)	2045 (TOD revised)
1	1	North Bank	91	R	50	54	40	40	4	0	-4	-100%	54	54
1	1	North Bank	91	NR	57	60	133	133	3	0	-3	-100%	60	60
1	1	North Bank	156	R	197	197	191	191	0	0	0	0%	197	197
1	1	North Bank	156	NR	36	42	45	50	6	6	-1	-8%	42	42
1	1	North Bank	253	R	142	156	117	117	14	0	-14	-100%	156	156
1	1	North Bank	253	NR	5	5	4	54	0	50	50	0%	5	54
1	1	North Bank	701	R	80	89	64	64	9	0	-9	-100%	89	89
1	1	North Bank	701	NR	1260	1282	1014	1014	22	0	-22	-100%	1282	1282
1	1	North Bank	702	R	0	0	0	0	0	0	0	0%	0	0
1	1	North Bank	702	NR	112	114	107	107	2	0	-2	-100%	114	114
1	1	North Bank	703	R	48	53	38	38	5	0	-5	-100%	53.25	54
1	1	North Bank	703	NR	1399	1431	1288	1448	32	160	128	400%	1431.1	1448
1	1	North Bank	704	R	96	107	77	77	11	0	-11	-100%	107	107
1	1	North Bank	704	NR	128	130	144	144	2	0	-2	-100%	130	144
1	1	North Bank	759	R	113	113	109	109	0	0	0	0%	113	113
1	1	North Bank	759	NR	41	49	48	54	8	6	-3	-31%	49	49
1	1	North Bank	760	R	56	56	55	55	0	0	0	0%	56	56
1	1	North Bank	760	NR	40	46	50	56	6	6	-1	-8%	46	46
1	1	North Bank	761	R	28	28	27	27	0	0	0	0%	28	28
1	1	North Bank	761	NR	40	46	50	56	6	6	-1	-8%	46	46
1	1	North Bank	755	R	5	5	6	6	0	0	0	0%	5	5
1	1	North Bank	755	NR	45	45	67	67	0	0	0	0%	45	45
1	1	North Bank	782	R	20	22	17	17	2	0	-2	-100%	22	22
1	1	North Bank	782	NR	10	10	33	33	0	0	0	0%	10	10
1	1	North Bank	828	R	0	0	0	0	0	0	0	0%	0	0
1	1	North Bank	828	NR	0	0	0	0	0	0	0	0%	0	112
1	1	Foothills	722	R	0	0	31	46	0	15	15	0%	0	0
1	1	Foothills	722	R	0	0	0	0	0	0	0	0%	0	35
1	1	Foothills	722	NR										45
1	1	Foothills	725	R	41	41	20	35	0	15	15	0%	41	41
1	1	Foothills	725	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Foothills	726	R	5	5	20	35	0	15	15	0%	5	5
1	1	Foothills	726	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Foothills	748	R	83	83	72	101	0	29	29	0%	83	101
1	1	Foothills	748	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Foothills	749	R	83	83	72	101	0	29	29	0%	83	101
1	1	Foothills	749	NR	14	14	13	13	0	0	0	0%	14	14
1	1	Foothills	778	R	278	278	191	234	0	43	43	0%	278	278
1	1	Foothills	778	NR	3	3	2	3	0	1	1	0%	3	3
1	1	Foothills	780	R	49	49	34	42	0	8	8	0%	49	60
1	1	Foothills	780	NR	0	0	0	0	0	0	0	0%	0	35
1	1	Empire/Garland	130	R	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	130	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	718	R	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	718	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	719	R	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	719	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	720	R	30	30	51	63	0	12	12	0%	30	63
1	1	Empire/Garland	720	NR	90	90	95	136	0	41	41	0%	90	136
1	1	Empire/Garland	736	R	11	11	10	14	0	4	4	0%	11	14
1	1	Empire/Garland	736	NR	1	1	0	40	0	40	40	0%	1	12
1	1	Empire/Garland	738	R	4	4	4	6	0	1	1	0%	4	24
1	1	Empire/Garland	738	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	739	R	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	739	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	740	R	0	0	0	0	0	0	0	0%	0	0
1	1	Empire/Garland	740	NR	0	0	0	0	0	0	0	0%	0	0
1		Northtown	49	R	89	89	75	75	0	0	0	0%	89	89
1		Northtown	49	NR	44	44	33	40	0	7	7	0%	44	44
1		Northtown	705	R	89	89	75	75	0	0	0	0%	89	89
1		Northtown	705	NR	21	21	18	25	0	7	7	0%	21	21
1		Northtown	716	R	76	76	127	157	0	30	30	0%	76	157
1		Northtown	716	NR	153	153	175	221	0	46	46	0%	153	221
1		Northtown	743	R	101	101	99	132	0	34	34	0%	101	132
1		Northtown	743	NR	28	28	53	102	0	49	49	0%	28	102
1		Northtown	116	R	1330	1340	1297	1297	10	0	-10	-100%	1340	1297
1		Northtown	116	NR	34	34	11	11	0	0	0	0%	34	11
1	1	Rowan	246	R	0	0	0	0	0	0	0	0%	0	0
1	1	Rowan	246	NR	53	53	52	52	0	0	0	0%	53	0
1	1	Rowan	707	R	0	0	0	0	0	0	0	0%	0	0
1	1	Rowan	707	NR	18	18	12	12	0	0	0	0%	18	18
1	1	Rowan	711	R	0	0	0	0	0	0	0	0%	0	0
1	1	Rowan	711	NR	53	53	45	58	0	13	13	0%	53	58
1	1	Rowan	772	R	329	329	314	314	0	0	0	0%	329	329
1	1	Rowan	772	NR	8	18	11	11	10	0	-10	-100%	18	18
1	1	Rowan	773	R	0	0	0	0	0	0	0	0%	0	0
1	1	Rowan	773	NR	2016	2211	1688	2203	195	515	320	164%	2211	2211
1	1	Rowan	777	R	5	5	4	4	0	0	0	0%	5	5
1	1	Rowan	777	NR	174	264	208	225	90	18	-73	-81%	264	264
1		Francis/Lyons	242	R	447	480	210	235	33	25	-8	-25%	480	512
1		Francis/Lyons	242	NR	39	39	42	67	0	25	25	0%	39	39
1		Francis/Lyons	710	R	89	89	75	75	0	0	0	0%	89	89
1		Francis/Lyons	710	NR	14	14	14	21	0	7	7	0%	14	21
1		Francis/Lyons	763	R	0	0	0	0	0	0	0	0%	0	0
1		Francis/Lyons	763	NR	0	0	0	0	0	0	0	0%	0	0
1		Francis/Lyons	765	R	0	0	0	0	0	0	0	0%	0	189
1		Francis/Lyons	765	NR	0	0	0	0	0	0	0	0%	0	0
1		Francis/Lyons	770	R	117	122	159	159	5	0	-5	-100%	122	159
1		Francis/Lyons	770	NR	0	0	0	0	0	0	0	0%	0	0
1		Francis/Lyons	820	R	29	30	28	28	1	0	-1	-100%	30	30
1		Francis/Lyons	820	NR	29	33	42	42	4	0	-4	-100%	33	33
1		Francis/Lyons	821	R	131	131	127	127	0	0	0	0%	131	131
1		Francis/Lyons	821	NR	18	19	20	61	1	41	40	4000%	19	61
1	1	Lincoln	111	R	60	88	69	139	28	70	42	150%	88	139
1	1	Lincoln	111	NR	41	99	36	36	58	0	-58	-100%	99	58
1	1	Lincoln	113	R	313	313	375	375	0	0	0	0%	313	389
1	1	Lincoln	113	NR	78	78	70	225	0	155	155	0%	78	78
1	1	Lincoln	516	R	29	32	25	26	3	1	-2	-80%	32	32
1	1	Lincoln	516	NR	0	0	0	0	0	0	0	0%	0	48
1	1	Lincoln	517	R	340	384	45	45	44	0	-44	-100%	384	384
1	1	Lincoln	517	NR	190	224	127	174	34	47	13	38%	224	224
1	1	Lincoln	819	R	0	0	0	0	0	0	0	0%	0	0
1	1	Lincoln	819	NR	74	74	62	77	0	15	15	0%	74	74
1		The Y	110	R	215	127	134	144	-88	10	98	-111%	127	127
1		The Y	110	NR	92	92	262	282	0	20	20	0%	92	282
1		The Y	728	R	0	0	0	0	0	0	0	0%	0	0
1		The Y	728	NR	0	0	0	0	0	0	0	0%	0	0
1		The Y	729	R	250	254	267	287	4	20	16	400%	254	287
1		The Y	729	NR	60	60	62	62	0	0	0	0%	60	60
1		The Y	730	R	62	63	67	72	1	5	4	400%	63	72
1		The Y	730	NR	21	21	15	22	0	8	8	0%	21	22
1		The Y	812	R	212	232	253	272	20	19	-1	-5%	232	272
1		The Y	812	NR	25	28	26	27	3	1	-3	-83%	28	27
1		The Y	813	R	212	232	253	272	20	19	-1	-5%	232	272
1		The Y	813	NR	47	56	68	77	9	9	-1	-6%	56	77
1		The Y	816	R	131	144	113	116	13	3	-10	-79%	144	116
1		The Y	816	NR	30	34	38	43	4	5	1	25%	34	43
1	1	Whitworth	803	R	53	58	71	86	5	15	10	194%	58	86
1	1	Whitworth	803	NR	98	114	104	151	16	48	32	197%	114	151
1	1	Whitworth	804	R	53	58	71	86	5	15	10	194%	58	86
1	1	Whitworth	804	NR	0	0	0	0	0	0	0	0%	0	5
1	1	Whitworth	807	R	18	19	24	29	1	5	4	390%	19	29
1	1	Whitworth	807	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Whitworth	808	R	0	0	0	0	0	0	0	0%	0	0
1	1	Whitworth	808	NR	124	124	48	48	0	0	0	0%	124	48
1	1	Whitworth	809	R	0	0	0	0	0	0	0	0%	0	0
1	1	Whitworth	809	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Mead	789	R	0	0	0	0	0	0	0	0%	0	0
1	1	Mead	789	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Mead	794	R	57	511	413	504	454	91	-363	-80%	511	511
1	1	Mead	794	NR	0	0	0	0	0	0	0	0%	0	0
1	1	Mead	795	R	0	0	0	0	0	0	0	0%	0	48
1	1	Mead	795	NR	0	0	0	0	0	0	0	0%	0	12
1		Hastings	492	R	179	203	93	98	24	5	-19	-79%	203	203
1		Hastings	492	NR	26	31	30	33	5	3	-2	-40%	31	33
1		Hastings	506	R	0	0	0	0	0	0	0	0%	0	0
1		Hastings	506	NR	0	0	0	0	0	0	0	0%	0	12
1		Hastings	595	R	147	160	138	217	13	80	67	513%	160	217
1		Hastings	595	NR	28	31	37	42	3	5	2	80%	31	31
1		Hastings	784	R	179	203	93	98	24	5	-19	-79%	203	203
1		Hastings	784	NR	0	0	0	0	0	0	0	0%	0	0
1		Hastings	786	R	11	15	18	19	4	1	-3	-80%	15	15
1		Hastings	786	NR	275	313	79	98	38	19	-19	-50%	313	313
1		Hastings	787	R	225	246	259	264	21	5	-17	-79%	246	246
1		Hastings	787	NR	198	226	186	201	28	15	-13	-47%	226	226
1		Hastings	822	R	0	160	138	217	160	80	-80	-50%	160	160
1		Hastings	822	NR	0	205	209	436	205	227	22	11%	205	205
1		Nevada Junction	825	R	123	135	166	0	13	-166	-179	-1417%	135.1	136

Full	Half	Node	TAZ	Land use	Old SRTC Model 2015	2040 (low)	New SRTC Model 2019	2045 (low)	Old SRTC Min Growth (2015-2040)	New SRTC Min Growth (2019-2045)	Old vs. New SRTC Growth Difference	% Growth Difference	2045 (TOD)	2045 (TOD revised)
	1	Nevada Junction	825	NR	146	163	143	0	17	-143	-160	-941%	163	163
	1	Nevada Junction	826	R	225	246	259	264	21	5	-17	-79%	246	246
	1	Nevada Junction	826	NR	113	130	139	146	17	7	-10	-58%	130.4	146
	1	Nevada Junction	827	R	3	28	23	28	25	5	-20	-80%	28.4	112
	1	Nevada Junction	827	NR	23	376	28	205	353	177	-176	-50%	376	353