

# Spokane CCTAA: Evaluation Framework



## OBJECTIVE/ CRITERIA

## MEASURES

### **Increase the effectiveness and efficiency of transit within downtown Spokane**

Travel time	<ul style="list-style-type: none"> <li>• Actual travel time between select downtown locations</li> <li>• Perceived travel time between select downtown locations</li> </ul>
Ridership potential	<ul style="list-style-type: none"> <li>• Likely ridership response</li> </ul>
Ease of use	<ul style="list-style-type: none"> <li>• Ability of new and infrequent riders to understand the service and find stops</li> </ul>
Reliability of service	<ul style="list-style-type: none"> <li>• Ability of transit service to be maintained due to scheduled or unscheduled events or weather conditions</li> <li>• Length of reserved transit lanes</li> </ul>
Accommodate growth	<ul style="list-style-type: none"> <li>• Ability of mode to serve new land use changes in the downtown area</li> <li>• Ability of mode to accommodate growth in demand</li> </ul>
Efficiency of the Transit Network	<ul style="list-style-type: none"> <li>• Travel time savings for the existing system</li> </ul>

### **Provide improved transit connections to, from and between downtown activity areas**

Transit accessibility	<ul style="list-style-type: none"> <li>• Number of major activity centers served</li> <li>• Number of residential units located within a quarter-mile of the alternative</li> <li>• Number of jobs located within a quarter-mile of the alternative</li> </ul>
Pedestrian accessibility	<ul style="list-style-type: none"> <li>• Number of significant pedestrian barriers crossed</li> </ul>

### **Support and help stimulate new downtown development and redevelopment**

Potential to create jobs and business opportunities	<ul style="list-style-type: none"> <li>• Number of districts identified by the City as priority job creation areas</li> <li>• Percentage of parcels within a quarter-mile of the alternative that are considered “developable but underutilized”</li> </ul>
Urban form and activity	<ul style="list-style-type: none"> <li>• Increased pedestrian activity at street level</li> </ul>

### **Comply with and support local and regional adopted goals, objectives and plans**

Land use plans and economic development goals	<ul style="list-style-type: none"> <li>• Consistency with the City of Spokane’s Comprehensive Plan</li> <li>• Support of Targeted Area Development Districts</li> </ul>
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- Transportation plans
  - Consistency with Spokane Transit Authority’s High Performance Transit Network Plan
  - Consistency with Metropolitan Transportation Plan

**Optimize fiscal investments in downtown transit infrastructure and service**

- Affordability
  - Projected capital cost
  - Projected operating cost
- Availability of funding
  - Potential capital cost funding source(s)
  - Potential operating cost funding source(s)
- Leverage
  - Potential to leverage other public/private investments

**Optimize the engineering design and environmental sensitivity of the project**

- Environmental impacts
  - Number of parcels of land directly affected by the project
  - Number of historic properties potentially adversely affected
  - Number of 4(f) properties potentially used
  - Number of noise-sensitive land uses adjacent to the alternative
- Equity
  - Approximate number of low-income persons within ¼ mile of the alternative
  - Approximate number of persons of a minority race or ethnicity within ¼ mile of the alternative
  - Approximate number of transit-inclined persons within ¼ mile of the alternative
- Constructability
  - Number of new river crossings needed
  - Major design considerations
- Energy conservation
  - Reduction in greenhouse gases

*Notes:*

*The project’s objectives and criteria define the key elements of the project’s Purpose Statement. One of the objectives for the project is to garner broad public support. The ability of each alternative to meet that objective will be measured through public, jurisdiction and agency input and comments received throughout the life of the project.*