



Spokane CCTAA: Alternative Screening Questions

Introduction

In order to be considered reasonable and to be forwarded into a full evaluation, alternatives considered for the Spokane Central City Transit Alternatives Analysis must be financially feasible and physically constructible. Alternatives must serve at least two of the three major activity centers within the study area, must create a more direct connection to activity centers than exists today, and must result in reduced transit travel times. Alternatives must also enhance pedestrian mobility in the downtown area and serve at least one Targeted Area Development district.

The following list of questions may be used to narrow the initial list of alternatives considered to a list that will be forwarded into the evaluation stage.

Alternative Objectives and Screening Questions

| OBJECTIVE | SCREENING QUESTION(S) |
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| 1: Increase the effectiveness and efficiency of transit within downtown Spokane | 1A: Would the alternative generally decrease transit travel times to activity centers in the corridor from what they are today? 1B: Would this alternative perform similarly or better than other alternatives that serve the same activity centers (e.g. have a low cost, provide a reduced travel time, or avoid major impacts)? 1C: Is this alternative configured in an efficient and logical way? If not, could parts of the alternative be combined with parts of another alternative to make it more efficient or logical? |
| 2: Provide improved transit connections to, from and between downtown activity areas | 2A: Would the alternative serve the Downtown Core and either the University District or the Medical District? 2B: Would the alternative create a more direct transit connection to activity centers than exists today? |
| 3: Support and help stimulate new downtown development and redevelopment | 3: Would the alternative serve at least one Targeted Area Development district? |
| 4: Comply with and support local and regional land use goals, objectives and plans | 4: Would the alternative improve and extend pedestrian mobility in the downtown area? |
| 5: Optimize local fiscal investments in downtown transit infrastructure and service | 5A: Would the alternative avoid major physical or geographic constraints that would cause it to be significantly more expensive to build than other alternatives? 5B: Could the alternative be developed in logical and cost- |

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| | effective phases? |
| 6: Optimize the engineering design and environmental sensitivity of the project | 6: Is the alternative feasible to build? |

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