

West Plains Transit Center

Technical Committee Meeting #3
November 6, 2014




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Meeting Outline

- Review of the Agenda
- Review & Approval of October 2nd Notes
- Finalize Management Documents
 - Purpose & Need
 - Charter Agreement
 - Methods & Assumptions
- Policy Point 1, 2 & 3
 - Revisions to Policy Point 1
 - Introduction of Policy Point 3
 - Confirmation of Policy Point 2
- Alternative Scoring Analysis
- Wrap Up & Next Steps
 - Schedule
 - Meeting Times/Dates
- Adjourn





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Management Documents

Finalizing the Management Documents



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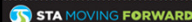
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Policy Point 1

Policy Point 1 – Need for Access Point Revision

Analysis of existing traffic conditions

- Revision to Policy Point 1 include:
 - Document summarizes results
 - Emphasize the need for the transit flyer stops based on the base conditions operation analysis
 - Detailed traffic analysis moved to Policy Point 3


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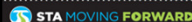
Policy Point 3

Policy Point 3 – Operational and Collision Analysis

Documents the operational and collision effects of the proposed build alternatives:

- Current year 2014
- Opening year 2020
- Design year 2040

"The collision analyses indicate that the build alternatives have minor impact on the safety of the freeway and the adjacent local street system in the study area, as compared to base conditions in 2040. This is because the build alternatives only involve a few express buses accessing the West Plains Transit Center during the peak hours."


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Policy Point 3

Current Year 2014

- Description
 - Existing Conditions
- Travel Times

EB AM Peak	4 min 46 sec	EB PM Peak	4 min 46 sec
WB AM Peak	4 min 47 sec	WB PM Peak	4 min 47 sec
- Freeway LOS – All freeway movements LOS B or better
- Intersection LOS – Three intersections with LOS D or less

EB Ramp @ SR 902/I-90	AM LOS E – PM LOS D
WB Ramp @ SR 902/I-90	AM & PM LOS D
Hayford Rd @ Medical Lake Rd	AM LOS D – PM LOS F


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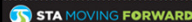
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Future Year 2020

- Description
 - Transit Center constructed
 - No Flyer Stops
 - WSDOT Roundabouts on W. Aero Rd not constructed
- Travel Times

EB AM Peak	20 min 3 sec	EB PM Peak	22 min 54 sec
WB AM Peak	18 min 9 sec	WB PM Peak	20 min 17 sec
- Freeway LOS – All freeway movements LOS C or better
- Intersection LOS – Three Intersections with LOS D or less

EB Ramp @ SR 902/I-90	AM & PM LOS F
WB Ramp @ SR 902/I-90	AM & PM LOS F
Hayford Rd @ Medical Lake Rd	AM & PM LOS F


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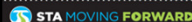
Policy Point 3

Future Year 2040 Without WSDOT Roundabouts Project

- Description
 - Transit Center constructed
 - No Flyer Stops
 - WSDOT Roundabouts on W. Aero Rd not constructed
- Travel Times

EB AM Peak	34 min 11 sec	EB PM Peak	43 min 4 sec
WB AM Peak	22 min 42 sec	WB PM Peak	24 min 52 sec
- Freeway LOS – All freeway movements LOS C or better
- LOS – Three intersections with LOS D or less

EB Ramp @ SR 902/I-90	AM & PM LOS F
WB Ramp @ SR 902/I-90	AM & PM LOS F
Hayford Rd @ Medical Lake Rd	AM & PM LOS F



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Policy Point 3

Future Year 2040 With WSDOT Roundabouts Project

- Description
 - Transit Center constructed
 - No Flyer Stops
 - WSDOT Roundabouts on W. Aero Rd is constructed
- Travel Times

EB AM Peak	12 min 46 sec	EB PM Peak	13 min 11 sec
WB AM Peak	14 min 54 sec	WB PM Peak	15 min 45 sec
- Freeway LOS – All freeway movements LOS C or better
- LOS – No intersections with LOS D or less


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Policy Point 3

Transit Travel Times (in minutes)

Table 3.8: 2020 and 2040 Transit Travel Time (in minutes)

Location	Peak Hour	2020 (Opening Year)				2040 (Design Year)			
		Baseline	Alternative 2	Alternative 3A	Alternative 3B	Baseline	Alternative 2	Alternative 3A	Alternative 3B
I-90, Westbound									
Without WSDOT Roundabouts	AM	18.2	6.4	11.4	6.4	22.7	6.5	15.7	6.5
	PM	20.3	6.5	13.0	6.5	24.9	6.7	17.4	6.7
With WSDOT Roundabouts	AM	-	-	-	-	14.9	6.5	7.8	6.5
	PM	-	-	-	-	15.8	6.7	8.1	6.7
I-90, Eastbound									
Without WSDOT Roundabouts	AM	20.1	14.2	14.2	14.2	34.2	29.2	29.2	29.2
	PM	22.9	16.4	16.4	16.4	43.1	37.7	37.7	37.7
With WSDOT Roundabouts	AM	-	-	-	-	12.8	7.8	7.8	7.8
	PM	-	-	-	-	13.2	7.8	7.8	7.8

Policy Point 3

Intersection LOS without roundabouts

No.	Intersection	Traffic Control	AM Peak Hour				PM Peak Hour			
			Base Conditions	Alternative 2	Alternative 3a	Alternative 3b	Base Conditions	Alternative 2	Alternative 3a	Alternative 3b
1	EB Ramp @ SR 902 / I-90	TW	F/1724	F/1355	F/1355	F/1355	F/2445	F/1855	F/1855	F/1855
2	WB Ramp @ SR 902 / I-90	TW	F/340	F/320	F/340	F/320	F/371	F/354	F/371	F/354
3	Aero Rd @ Westbow Blvd	AW	B/11.9	B/11.9	B/11.9	B/11.9	C/15.5	C/15.5	C/15.5	C/15.5
4	Westbow Blvd @ Hayford Rd	TW	A/8.8	A/8.8	A/8.8	A/8.8	B/13.7	B/13.7	B/13.7	B/13.7
5	Hayford Rd @ Medical Lake Rd	TW	B/11.9	B/11.9	B/11.9	B/11.9	F/5741	F/5741	F/5741	F/5741

S: Signalized intersection, TW: two way stop controlled intersection, AW: all way controlled intersection

Policy Point 3


Intersection LOS with roundabouts

No.	Intersection	Traffic Control	AM Peak Hour				PM Peak Hour			
			Base Conditions	Alternative 2	Alternative 3a	Alternative 3b	Base Conditions	Alternative 2	Alternative 3a	Alternative 3b
1	EB Ramp @ SR 902 / I-90	RA	A/8.6	A/8.6	A/8.6	A/8.6	A/8	A/8	A/8	A/8
2	WB Ramp @ SR 902 / I-90	RA	A/6.7	A/6.7	A/6.7	A/6.7	A/7.8	A/7.8	A/7.8	A/7.8
3	Aero Rd @ Westbow Blvd	AW	B/11.9	B/11.9	B/11.9	B/11.9	C/15.5	C/15.5	C/15.5	C/15.5
4	Westbow Blvd @ Hayford Rd	TW	A/8.8	A/8.8	A/8.8	A/8.8	B/13.7	B/13.7	B/13.7	B/13.7
5	Hayford Rd @ Medical Lake Rd	RA	A/3.8	A/3.8	A/3.8	A/3.8	A/7.2	A/7.2	A/7.2	A/7.2

S: Signalized intersection, TW: two way stop controlled intersection, AW: all way controlled intersection
Two Way stop intersection becomes roundabout under "2040 with Roundabout" option

Policy Point 2

Alternative 3A – Eastbound & Westbound Ramp Flyer Stop

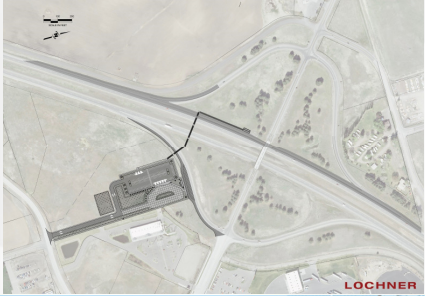


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Policy Point 2

Alternative 3B – Eastbound Ramp Flyer Stop and Westbound Shoulder Flyer Stop



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Alternatives Scoring Analysis

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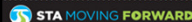
West Plains Transit Project		SCORING				
Measures of Effectiveness						
Travel time for bus routes on the interstate and local streets through the project area						
LOS and density along I-90 and LOS at merge and diverge locations						
Average delay times (in seconds) at all ramp terminals with an LOS table						
Maximum queue length on ramps and arterials (95% queue lengths)						
Area of critical environmental habitat impacted by improvements						
Scoring Key		○ Poor	◐ Fair	◑ Neutral	◒ Good	● Best

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Alternatives Scoring Analysis


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Compatibility with local plans					
Safety analysis results (collision potential/risk reduction)					
Deviations needed to implement/improvements					
Operations and Maintenance					
Construction Cost					
Pedestrian Travel Distance					
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	Poor	Fair	Neutral	Good	Best


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Wrap Up – Next Steps

West Plains Transit Center - Milestone Schedule											
Milestones	2014					2015					
	A	S	O	N	D	J	F	M	A	M	J
Interchange Justification Report											
Policy Points 1 & 2			2nd								
Policy Points 1 (prev) & 3				65%							
Policy Points 4 & 5						80%					
Policy Points 6 & 7						50%					
Policy Point 8 & Draft LAR								2nd			
Site Assessment											
Right of Entry			20th								
Geotechnical Investigations				17th							
Parcel Survey				20th							
Phase 1 Site Assessment					10th						
Acquisition Complete						10th					
Environmental Documentation											
Environmental Tech Manual					14th						
Noise Study						10th					
Cultural Resources						25th					
NEPA Documentation							4th				


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