

West Plains Transit Center

Project Kick Off Meeting
August 7, 2014

Core Stakeholder Group and Technical Committee



Meeting Outline

- Introductions
- Review of the Agenda
- Purpose of the Project
 - Project History, and Purpose and Need
- Purpose of Each Committee
 - Core Stakeholder Group, Technical Committee, Charter Agreement
- Open Discussion
 - Opportunities, Hurdles, Definition of Success
- Scope of Current Work Program
 - IJR, Methods and Assumptions, Milestone Schedule
- Next Steps
 - Questions, Committee Schedule, Meeting Times/Dates
- Adjourn



Project History

- Early 2012, STA initiated a feasibility study for a facility at Exit 272
- The southern quadrant of the interchange was identified as the preferred site
- In October 2012, the project was included in the Capital Improvement Program
- March 2013, preliminary concepts and cost estimates completed
- In August 2013, STA was awarded federal funds (CMAQ) for engineering services

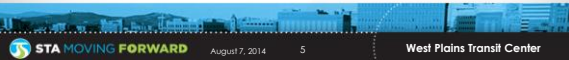
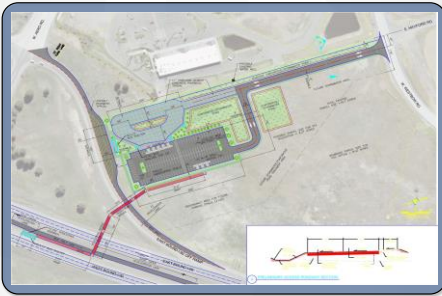


Project Description

- 100+ space park and ride lot, with room for future expansion
- Three passenger loading platforms
 - Park and Ride platform (three bus bays)
 - Eastbound off-ramp flyer stop (eastbound buses)
 - I-90 center median flyer stop (westbound buses)
- Pedestrian bridge from park and ride lot to flyer stop
- Shelters, bicycle lockers, real time information signage
- Service and improvements will be part of the future High Performance Transit (HPT) Network



Project Description



Project Description



Project Description

- Project Benefits Include:
 - Improve connectivity between cities on the West Plains
 - Provide transit access to adjacent developments
 - Provide park and ride capacity to bus and vanpool commuters
 - Increase use and efficiency on existing service investments
 - Allows riders to avoid downtown Spokane
 - Reduce congestion by eliminating over 1.1 million vehicle miles traveled annually



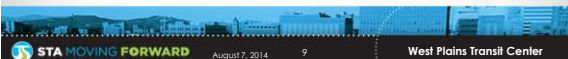
Project Status

- In February 2014, H.W. Lochner, Inc. was selected to provide engineering, right of way acquisition and construction management services
- Committees have been formed to assist in major decision making, design level assistance and review and public outreach efforts
- Project website has been created
 - www.stamovingforward.com
 - Click on "High Performance Transit Network"
 - Click on "West Plains Transit Center"
- First phase is the completion of the Interchange Justification Report (IJR) process



Purpose and Need

- Primary purpose or purposes
 - The primary purpose is the "driver" of the project ... the goal that reflects the fundamental reason that the project is being pursued. All project alternatives must achieve the primary purpose.
 - Improve connectivity between cities and to the West Plains area.
 - Provide easy and fast connections to express bus service along the I-90 corridor in the West Plains Area.
 - Improve transit access to residential and employment areas adjacent to Exit 272 by providing convenient transfers between local and express bus services.
 - Reduce congestion by providing an attractive alternative for SOV users.
- Any comments, questions, concerns?



Purpose and Need

■ Need

- Need(s) provide the factual foundation for the statement of project purpose, describing problems that the proposed action is intended to address, and, to the extent possible, explaining the underlying causes of those problems.
 - Provide more direct bus service for the West Plains area to Cheney/Eastern Washington University.
 - Provide improved transit travel time.
 - Reduce operating costs.
 - Increased demand for service due to population and employment growth.
 - Provide more direct transit connection between major employers in the Airway Heights, Spokane International Airport, and the Medical Lake area.

■ Any comments, questions, concerns?



Core Stakeholder Group

- The group represents a wide range of local, state and federal agencies and organizations

• FTA	• FHWA	• WSDOT
• Spokane Co.	• SIA	• City of Cheney
• SRTC	• STA	• West Plains Chamber

- The purpose of the group is to provide assistance with:
 - Major decision making
 - Provide overall policy input
 - Identify partnership opportunities and grant strategies
 - Review of preferred alternatives from Technical Committee
 - Assist in public outreach efforts

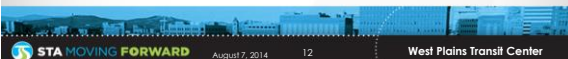


Technical Committee

- The committee represents a wide range of local, state and federal agencies:

• FTA	• FHWA	• WSDOT	• STA
• Spokane Co.	• SIA	• SRTC	

- The committee will be tasked with:
 - Providing technical expertise to ensure the best design
 - Conducting reviews of design plans and documents
 - Identifying opportunities for partnerships



Charter Agreement

■ How is a Charter Agreement used for the West Plains Transit Center Project?

- The Charter Agreement defines
 - The level of documentation anticipated and budgeted (pg. 4);
 - It defines the key participants and their responsibilities (pgs. 5-6);
 - It sets forth the schedule and decision making process (see [Project Notebook](#) & pg. 7);
 - It establishes a process by which conflict is resolved (pg. 8);
 - It provides a method through which to address late in process changes (pg.8);
 - It includes possible success measures and risk items (pg. 8)
 - It clarifies how internal and external communication is to be handled (pg. 9)



Open Discussion



Interchange Justification Report (IJR)

■ Required by FHWA for revisions to the Interstate System

- Potential Revisions to I-90
 - Ramp modification for bus only slip ramp and loading platform
 - Break in right-of-way for pedestrian bridge
 - Break in access for center median and mainline transit service loading platform



Methods and Assumptions

Purpose

- Concurrence by the Technical Committee of the methods and assumptions to be applied for this IJR
 - **Environmental document** is a Documented Categorical Exclusion
 - **Policy Point 2:** Three alternatives
 - Park & Ride lot
 - Center median option
 - North side lane option
 - **Policy Point 3:** No need to evaluate upstream and downstream interchanges
 - **Policy Point 4:** Local street access will not be changed
 - **Analysis Years:**
 - Base Year-2014
 - Opening Year-2020
 - Design Year-2040

Methods and Assumptions

Study Area

- Intersections of:
 - Medical Lake Rd./I-90 Ramps
 - Aero Rd./Westbow Blvd
 - Westbow Blvd./Hayford Rd.
 - Hayford Rd./Medical Lake Rd.
- Merge, Diverge & weave analysis on I-90



Methods and Assumptions

Operations Analysis

- Highway Capacity Software for merge/diverge analysis
- Synchro 8 for signalized intersections
- SIDRA for roundabout intersections
- SimTraffic for queuing and turn lane spillover analysis
- HCS for weave sections and interstate level of service analysis
- No micro-simulation model of interstate operations will be required

Travel Forecast

- SRTC Travel Demand Model

Safety Issues

- Current Collision Analysis Location/Collision Analysis Corridor (CAL/CAC) criteria
- Current Intersection Analysis Location (IAL) criteria
- Local collision data for local streets
- Most recent five years of data

Methods and Assumptions

■ Measures of Effectiveness (pg. 5)

- Travel time in minutes for bus routes
- LOS and density along I-90
- LOS at merge/diverge locations
- Average delay (seconds) at ramp terminals
- Maximum queue length on ramps and arterials (95% queue lengths)
- Critical habitat impacted
- Local plan compatibility
- Safety
- Deviations needed



Milestone Schedule

Milestone	Date
Project Kick Off	August 2014
Draft IJR	December 2014
Final IJR	February 2015
Approval of IJR	April 2015
Right of Way Acquisition	January 2015
30% Design	June 2015
60% Design	September 2015
90% Design	December 2015



Next Steps

- Final comments, questions or concerns
- Tentative Meeting Schedule

Core Stakeholder Group	Technical Committee
2014 • November 2015 • February **Additional meetings scheduled as needed	2014 • August • September • October • December 2015 • January • May

- Meeting time and place



