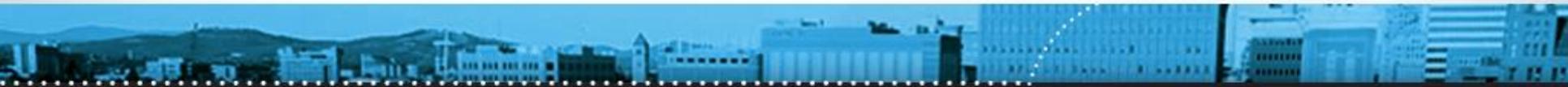


West Plains Transit Center

Technical Committee Meeting #1
September 11, 2014



Meeting Outline

- Introductions
- Review of the Agenda
- Review & Approval of August 7th Notes
- Agreement on Management Documents
 - Purpose & Need
 - Methods & Assumptions
 - Charter Agreement
- Base Condition Traffic Analysis
 - WSDOT Interchange Analysis
 - Weave Analysis
 - Initial Model Results
- Pedestrian Circulation Issues
 - Regional Non-Motorized Needs
 - Access to Transit Center
- Wrap Up & Next Steps
 - Schedule, Meeting Times/Dates
- Adjourn

Management Documents

West Plains Transit Center Interchange Justification Report

Review Comment and Resolution Form (RCR)

CODE	
A.	Accept comment - correct, add to, or clarify plans
D.	Dismiss comment
C.	Clarify or discuss and resolve prior to next design phase
R.	Resolve comment in next design phase
PI.	Preference comment to incorporate
PD.	Preference comment, not incorporated

Submittal Stage: Preliminary

Review Type: Milestone Review

Package Description: Methods and Assumptions, Purpose and Need

Package †

Due Date: 8/27/14

Position/Agency: STA

Reviewer:

Email:

Item No.	*Dwg. No. Page No.	Reviewer Last Name	Comments	Initial Code †	Resp. Person	Response/Transfer Discipline	Final Disposition † Code	Date	QC
1	G	Mike Frucci	Concerned about the bus being able to accelerate and exit at SR 904. Recommend doing a weave analysis first.	A	YZ	Weave analysis is complete. A memo will be submitted shortly.			
2	M&A Section 9	Don Peterson	Revise wording section 9 to reference DM Sections 550 and 1420. Also, should be worded "no new deviations."	A	YZ	Revised.			
3	M&A Section 6, Page 5	Mike Frucci	The text says the base year is 2010 which does not align with the presentation slide / discussion of 2014.	C	YZ	Existing traffic analysis is conducted with 2014 traffic counts, the 2010 base year MODEL is a VISUM mode used as a base for the traffic forecasting, not for traffic analysis.			
4	M&A Section 6	Mike Bjordahl	The old standard for post-processing (NCHRP 255) has been superseded with NCHRP 765 this year. I have not been able to read 765 yet, but I suggest they use 765 methodology instead of just adding the "model growth increment" method they propose (basically the volume difference between models).	A	YZ	The M&A document was revised to refer to NCHRP 765 chapter 6 instead of NCHRP 255, using Factoring Procedure-Difference Method. The Factoring Procedure-Difference Method is the same method as the "model growth increment" previously documented in NCHRP 255.			
5	M&A	Greg Figg	Development in this area is currently paying a mitigation fee for traffic added to the I-90/Medical Lake Interchange area. A discussion of the traffic generated by this project and whether or not it will result in an increase to the interchange needs to be addressed in the document. If an increase in traffic is expected at the I-90/Medical Lake Interchange, participation in interchange improvements needs to be discussed in the document.	R	YZ	Further discussion is needed to determine if the park & ride lot will create new trips or divert existing trips to the park & ride lot, which would result in a reduction of the total number of trips on the Interstate and through the interchange, as well as local intersections.			

Management Documents, Con't.

6	M&A	Greg Figg	The existing I-90/Medical Lake Interchange currently does not have sidewalks to accommodate pedestrians. If an increase in pedestrian traffic is expected at the interchange how they will be accommodated needs to be discussed. One option that was discussed previously would be to extend a pedestrian crossing to the north side of I-90.	R	YZ	Pedestrian traffic will be addressed in Policy Point 2 – Reasonable Alternatives and Policy Point 3 – Alternative Analysis.
7	M&A	Ryan Stewart	Under item 6 Travel Forecast, for the last bullet, it should read: • 2040 with TIP and unfunded regional improvements and 2040 land use	A	YZ	Revised the M&A as noted.
8	M&A	Ryan Stewart	For clarity in that same section, the SRTC TIP is a four year TIP .	A	YZ	Revised the M&A as noted.
9	P&N	John Witmer	The purpose part sounds ok, but the need also sounds like a purpose. Actually, it sounds like goals/objectives. Goals/objectives are good to have (indeed essential) for your alternatives analysis. However, I think you need to take a step back and think about the transportation problems that you are trying to solve. This will frame your need. Once you describe your transportation problems, your goals and objectives will more easily fall in line. Ideally, you will have a direct (explicit) relationship between the P&N and your goals/objectives.	A	SL	Revised the P&N document.
10	Charter Agreement	Mike Frucci	Title should be Assistant Regional Administrator for Project Development.	A	MB	Updated Charter Agreement.

*Indicate Drawing No. or Page No. or use "G" for General Comment.

† To be filled out by design lead or segment lead prior to resolution meeting

‡ To be determined at Review Meeting or in subsequent meeting/discussion

WSDOT Interchange Analysis

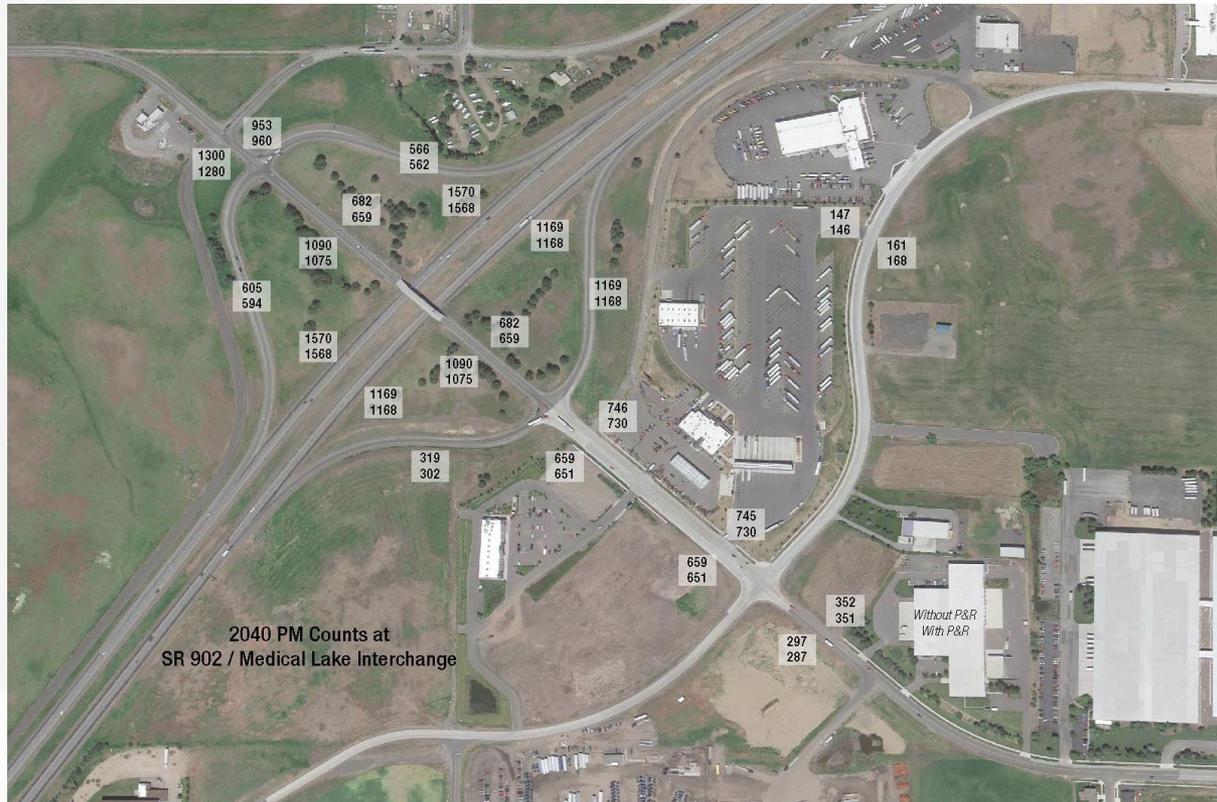


Weave Analysis



2040 Model Output

- Top number without P&R, bottom number with P&R.



Pedestrian Circulation Issues – Land Use



Wrap Up – Next Steps

West Plains Transit Center - Milestone Schedule														
Milestone	2014					2015								
	A	S	O	N	D	J	F	M	A	M	J	J	A	S
Interchange Justification Report														
Final Methods and Assumptions		11th												
Final Purpose and Need		11th												
Charter Agreement		11th												
Policy Points 1 & 2			2nd											
Policy Points 3 & 4				6th										
Policy Points 5 - 7					11th									
Policy Point 8 & Draft IJR								27th						
Parcel Acquisition														
Right of Entry		12th												
Site Assessment			17th											
Parcel Survey			3rd											
Acquisition				14th										
Environmental Documentation														
Biological Report			10th											
Environmental Tech Memos				24th										
Cultural Resources					5th									
NEPA Documentation								30th						