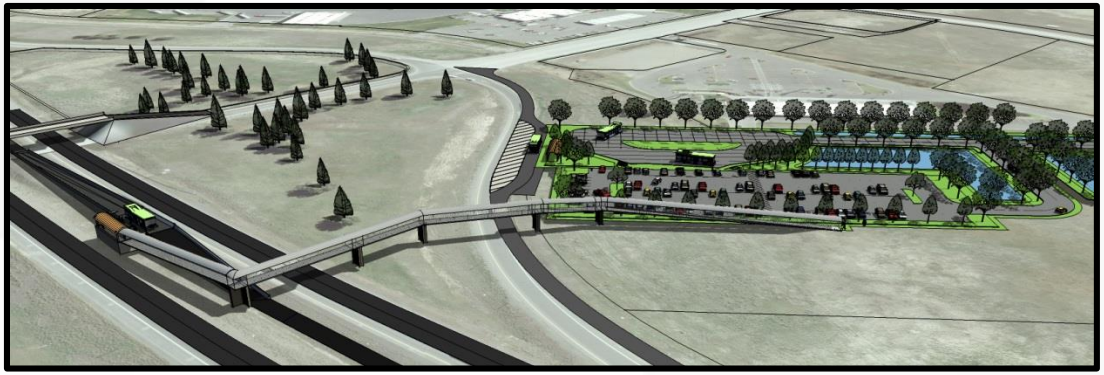
West Plains Transit Center

Technical Committee Meeting #5

February 12, 2015



Meeting Outline

- Review of the Agenda
- Meeting Summary – January 8th
  - Comments and Approval
- Policy Point 3
  - Final Comments and Approval
- Policy Point 4 – Access Connections and Design
- Policy Point 5 – Land Use and Transportation Plans
- Policy Point 6 – Future Interchanges
- Alternative Scoring Analysis/Ranking
  - Comments and Approval
- Charter Agreement/M&A signatures
- Wrap Up & Next Steps
  - Schedule
  - Meeting Times/Dates
- Adjourn

Policy Point 3

Policy Point 3 – Operational and Collision Analysis

How will the proposal affect safety and traffic operations at year of opening and design year?

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

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

Policy Point 4

Policy Point 4 – Access Connections & Design

Will the proposal provide fully directional interchanges connected to public streets or roads, spaced appropriately, and designed to full design level geometric control criteria?

West Plains Transit Center and freeway flier stops are designed to:

- Provide fast and convenient transit service along I-90 corridor
- Improve connectivity between the cities of the West Plains
- Improve transit to adjacent residential and employment centers
- Provide faster connections between Spokane and Cheney/EWU

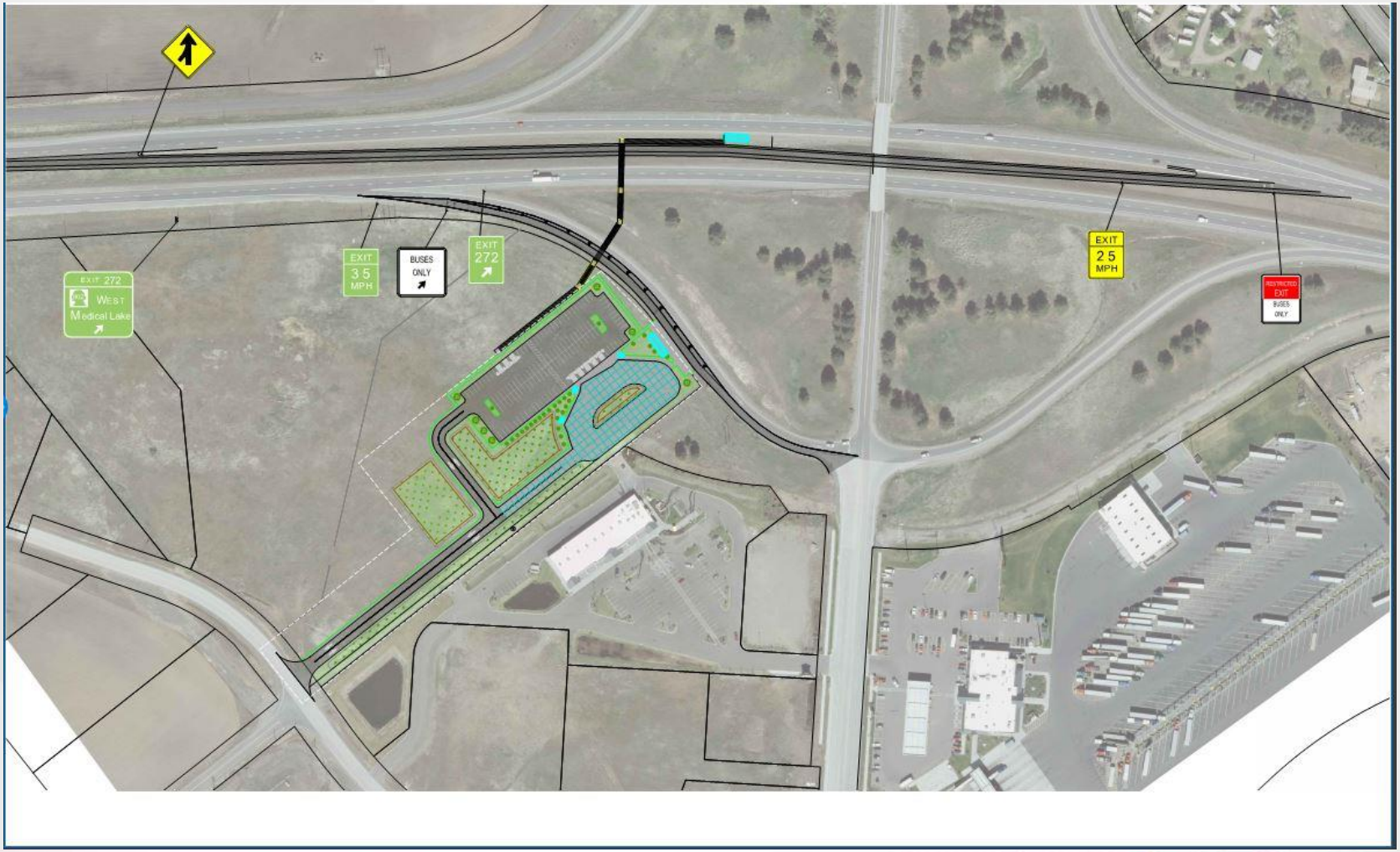
Conceptual Layouts and Signing Plans

- Flier stops and bus exclusive ramps designed to Full Design standards per WSDOT DM, M22-01: Division 13 & 14
- A deviation for shoulder width may be required

Present and Future Interchange Spacing

- Maintains the existing interchange spacing
  - Geiger Boulevard/Grove Road Interchange is 3.51 miles to the east
  - SR 904/Four Lakes/Cheney Interchange is 2.26 miles to the west

Policy Point 4



Policy Point 5

Policy Point 5 – Land Use and Transportation Plans

Is the proposed access point revision compatible with all land use and transportation plans?

Existing land use and transportation plans for the area

- Connect Spokane – A Comprehensive Plan for Public Transportation (revised 2014)
- I-90/SR 902 Interchange Improvements (2013)
- Spokane County Comprehensive Plan (2012)
- Horizon 2040 – Spokane Metropolitan Transportation Plan (2013)
- The Washington State Transportation Plan (WTP 2007 – 2026, and WTP 2030) (revised 2013).

Policy Point 6

Policy Point 6 – Future Interchanges

Is the proposed access point revision compatible with a comprehensive network plan? Is the proposal compatible with other known new access points and known revisions to existing points?

Summary

- Beyond the modifications proposed in this IJR, there are no proposed new access points planned from I-90/SR-904 (west) to I-90/South Grove Road (east) within the project vicinity.
- The preferred alternative is compatible with the WSDOT I-90/SR 902 Interchange Improvement project described on the previous slide.

Alternatives Scoring Analysis

Weighting the Alternatives

Results of the Scoring Analysis:

Method 1 – STA/Lochner

Ranking	Score	Alternative
2	123.0	No Build
1	139.0	Alt 2
2	123.0	Alt 3A
3	107.0	Alt 3B

Method 2 – Tiered Scoring

Ranking	Score	Alternative
2	122.0	No Build
1	136.0	Alt 2
3	120.0	Alt 3A
4	105.0	Alt 3B

Method 3 Tech Committee

Ranking	Score	Alternative
2	117.0	No Build
1	139.5	Alt 2
3	115.0	Alt 3A
4	102.5	Alt 3B

All three methods yielded similar results and the same preferred alternative:
Alternative 2 – Median Flyer Stop

Questions, comments?

Management Documents

Finalizing the Management Documents

Wrap Up – Next Steps

APPENDIX B AGENCY COORDINATION	2014						2015			
	A	S	O	N	D	J	F	M	A	M
Core Stakeholder Group Meetings										
Kick-Off Meeting	7th									
Meeting 1				6th						
Meeting 2							11th			
Technical Stakeholder Committee										
Kick-Off Meeting	7th									
Meeting 1		11th								
Meeting 2			2nd							
Meeting 3				6th						
Meeting 4						8th				
Meeting 5							11th			
Meeting 6									2nd	

Agency Coordination meeting dates are subject to change. An announcement with agenda will be sent 2-weeks prior to meeting date.

Scoring Analysis – Method 1

METHOD 1 - STA/LOCHNER SCORING		BASE SCALE				WEIGHTED SCALE			
MEASURE	WEIGHT	NB	2	3A	3B	NB	2	3A	3B
Travel Time	9	1	4	3	4	9	36	27	36
Safety	8	2	2	2	2	16	16	16	16
Pedestrian Travel Distance	7	4	2	1	1	28	14	7	7
Deviations	6	4	3	4	2	24	18	24	12
Environmental Impacts	5	4	4	4	1	20	20	20	5
Compatibility with Local Plans	4	2	4	4	4	8	16	16	16
Operations and Maintenance Cost	3	4	3	2	2	12	9	6	6
Systems Operations Cost	2	1	4	3	4	2	8	6	8
Construction Cost	1	4	2	1	1	4	2	1	1
TOTAL		26	28	24	21	123	139	123	107

Ranking	Score	Alternative
2	123.0	No Build
1	139.0	alternative 2
2	123.0	alternative 3A
3	107.0	alternative 3B

Scoring Analysis – Method 2

METHOD 2 - TIERED SCORING		BASE SCALE				WEIGHTED SCALE			
MEASURE	WEIGHT	NB	2	3A	3B	NB	2	3A	3B
Travel Time	9	1	4	3	4	9	36	27	36
Safety	9	2	2	2	2	18	18	18	18
Pedestrian Travel Distance	9	4	2	1	1	36	18	9	9
Deviations	5	4	3	4	2	20	15	20	10
Environmental Impacts	5	4	4	4	1	20	20	20	5
Compatibility with Local Plans	5	2	4	4	4	10	20	20	20
Operations and Maintenance Cost	1	4	3	2	2	4	3	2	2
Systems Operations Cost	1	1	4	3	4	1	4	3	4
Construction Cost	1	4	2	1	1	4	2	1	1
TOTAL		26	28	24	21	122	136	120	105

Ranking	Score	Alternative
2	122.0	No Build
1	136.0	alternative 2
3	120.0	alternative 3A
4	105.0	alternative 3B

Scoring Analysis – Method 3

METHOD 3 - TECHNICAL COMMITTEE SCORING

CRITERIA WEIGHTING

		Travel Time	Safety	Pedestrian Travel Distance	Deviations	Environmental Impacts	Compatibility with Local Plans	Operations and Maintenance Cost	Systems Operations Cost	Construction Cost	TOTAL	Percentage of Total
		a	b	c	d	e	f	g	h	i	j	k
a	Travel Time	x	b	a	a	a	a	a	a/h	a	7.5	16.67%
b	Safety		x	b	b	b	b	b	b	b	9	20.00%
c	Pedestrian Travel Distance			x	c/d	c/e	c	g	h	c/i	3.5	7.78%
d	Deviations				x	e	d/f	g	h	i	2	4.44%
e	Environmental Impacts					x	e	e/g	e	e	6	13.33%
f	Compatibility with Local Plans						x	g	h	i	1.5	3.33%
g	Operations and Maintenance Cost							x	h	i	4.5	10.00%
h	Systems Operations Cost								x	h	6.5	14.44%
i	Construction Cost									x	4.5	10.00%
	TOTAL										45	100.00%

SCREENING OF ALTERNATIVES (4=Best, 3=Good, 2=Neutral, 1=Poor)

Alternative:	Travel Time 7.5	Safety 9	Pedestrian Travel Distance 3.5	Deviations 2	Environmental Impacts 6	Compatibility with Local Plans 1.5	Operations and Maintenance Cost 4.5	Systems Operations Cost 6.5	Construction Cost 4.5	SCORE
No Build	1	2	4	4	4	2	4	1	4	117
alternative 2	4	2	2	3	4	4	3	4	2	139.5
alternative 3A	3	2	1	4	4	4	2	3	1	115
alternative 3B	4	2	1	2	1	4	1	4	1	102.5

Ranking	Score	Alternative
2	117.0	No Build
1	139.5	alternative 2
3	115.0	alternative 3A
4	102.5	alternative 3B