

Policy Point 4: Access Connections and 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?

Summary

The proposed freeway flyer stops are designed to provide fast and convenient transit service, connecting the West Plains and Medical Lake area with downtown Spokane, the City of Cheney, Eastern Washington University and the Spokane International Airport, through the West Plains Transit Center, located at the SR 902/Medical Lake Interchange with Interstate 90 (I-90). With this project, the Spokane Transit Authority (STA) is able to efficiently operate express buses along I-90 and minimize time on local roads and in the transit center. By routing buses through the flyer stops, buses will be off I-90 for less than two minutes as compared to the 8 to 11 minutes for buses using local streets to access the transit center.

The combined flyer stops and bus exclusive ramps are designed to meet full design standards, allow pedestrians to move quickly and safely to meet express buses, and reduce travel time for all users. With the conceptual level design completed, no design deviations have been identified for the eastbound off-ramp flyer stop. A shoulder width deviation may be required for the median flyer stop, but additional survey information is required to determine the need. The proposed flyer stops do not alter the existing interchange spacing, which exceed the rural interchange spacing requirements.

Further information about the alternative selection for this project is summarized in the *Alternative Review and Selection Technical Memorandum* attached as Appendix PP4-A.

Conceptual Layout and Signing Plans

The conceptual layouts and signing plans for the proposed flyer stops connected to STA West Plains Transit Center project are illustrated on *Preferred Alternative Plan Sheet 1* through 5 attached as Appendix PP4-B. These conceptual layouts show the proposed flyer stops, bus ramps, and signing plans to direct buses/pedestrians through the interchange. The flyer stops and exclusive bus ramps will be designed to full design standards including lane and shoulder width, and vertical and horizontal alignments. The median flyer stop provides westbound express transit service and the eastbound off-ramp flyer stop provides eastbound transit service to the STA West Plains Transit Center. These conceptual plans will be further developed during preliminary design as part of the environmental documentation phase of the project.

Present and Future Interchange Spacing

The proposed flyer stops associated with STA's West Plains Transit Center project maintains the existing interchange spacing. The distance between the SR 902/Medical Lake Interchange and the SR 904/Four Lakes/Cheney Interchange to the west is approximately 2.26 miles. The distance between the SR 902/Medical Lake Interchange and the Geiger Boulevard/Grove Road Interchange to the east is approximately 3.51 miles. The interchange spacing for the West Plains Transit Center project exceeds the minimum spacing.

The distance between the gore areas for adjacent ramps along westbound mainline I-90 from the proposed transit only ramp to the westbound off-ramp at the SR 904/Four Lakes/Cheney Interchange is greater than 4,300 feet, which exceeds the minimum requirements of 2,000 feet (WSDOT Design Manual Page 1360-7). The distance between gore areas for the existing eastbound on-ramp at the SR 904/Four Lakes/Cheney Interchange to the modified eastbound off-ramp at the SR 902/Medical Lake Interchange along the eastbound mainline is greater than 10,000 feet and also surpass the minimum requirements.