Monroe Street Project Advisory Board Meeting
September 8, 2016
Review of Notes
From 8-25-2016
Overview

1. Level of Service Comparison – 20% Shift
2. Travel Time With Buses
2011 Traffic Data Used in Analysis
Analysis Focused on PM Peak Hour Analysis
Peak Hour Typically from 5-6 PM
Northbound is Critical Movement
Bus Dwell: 15 seconds per stop
TRAFFIC VOLUME REDUCTION AND SHIFT

320 CARS

20% reduction in volume during PM Peak Hour

ESTIMATED DIVERSION DISTRIBUTION

DIVISION

MAPLE/ASH 80 CARS 25%

POST ST. 80 CARS 25%

LOCAL ROUTES 30 CARS 10%
# Levels of Service for Intersections with Traffic Signals

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Delay per Vehicle (seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤10</td>
</tr>
<tr>
<td>B</td>
<td>11-20</td>
</tr>
<tr>
<td>C</td>
<td>21-35</td>
</tr>
<tr>
<td>D</td>
<td>36-55</td>
</tr>
<tr>
<td>E</td>
<td>56-80</td>
</tr>
<tr>
<td>F</td>
<td>&gt;80</td>
</tr>
</tbody>
</table>

### Factors Affecting LOS of Signalized Intersections

**Traffic Signal Conditions:**
- Signal Coordination
- Cycle Length
- Protected left turn
- Timing
- Pre-timed or traffic activated signal
- Etc.

**Geometric Conditions:**
- Left- and right-turn lanes
- Number of lanes
- Etc.

**Traffic Conditions:**
- Percent of truck traffic
- Number of pedestrians
- Etc.

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Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections
## Level of Service Comparison 20% Traffic Shift

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Existing Conditions - 2011 PM Peak</th>
<th>3-Lane Monroe - 2011 PM Peak</th>
<th>Corridor</th>
<th>Existing Conditions - 2011 PM Peak</th>
<th>3-Lane Monroe - 2011 PM Peak</th>
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<tbody>
<tr>
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<td>LOS</td>
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<tr>
<td><strong>Maple-Ash Corridor</strong></td>
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<td></td>
<td><strong>Division Corridor</strong></td>
<td></td>
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</tr>
<tr>
<td>Ash / Garland</td>
<td>B</td>
<td>B</td>
<td>Division / Garland</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Maple / Garland</td>
<td>C</td>
<td>C</td>
<td>Division / Montgomery</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Ash / NW Blvd</td>
<td>B</td>
<td>B</td>
<td>Ruby / Montgomery</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Maple / NW Blvd</td>
<td>C</td>
<td>D</td>
<td>Division / Indiana</td>
<td>B</td>
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</tr>
<tr>
<td>Ash / Indiana</td>
<td>A</td>
<td>A</td>
<td>Ruby / Indiana</td>
<td>A</td>
<td>A</td>
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<tr>
<td>Maple / Indiana</td>
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<td>A</td>
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<tr>
<td><strong>Wall-Post Corridor</strong></td>
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<td></td>
<td><strong>Monroe Corridor</strong></td>
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<tr>
<td>Post / Garland</td>
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<td>B</td>
<td>Monroe/Indiana</td>
<td>C</td>
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<tr>
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<tr>
<td>Post / Indiana</td>
<td>B</td>
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</tbody>
</table>
Travel Time

5 LANE

Northbound (North of Indiana to Garland)
3.3 min

Northbound (South of Indiana to Garland)
4.6 min

3 LANE

Northbound (North of Indiana to Garland)
3.5 min

Northbound (South of Indiana to Garland)
4.8 min
QUESTIONS?
Surviving Construction Meetings

Thursday Mornings
Construction is scheduled to begin in 2018, and it is never too early to start planning. Join other business owners and the City of Spokane to talk about surviving construction, your priorities and needs as we prepare to schedule construction.

Questions?

Contact Boris @ bborisov@spokanecity.org or 625-6156