

Option Packages evaluated Summer and Fall, 2001		
"Standard" Name for option	Terms used in analyses	Description of option package
EXISTING CONDITIONS	OPTION 0	
BASELINE OPTIONS	BASELINE OPTIONS	
No Build	Baseline Option 1a	Financially Committed System
Constrained Baseline without Delta/Lombard & Rose Quarter Improvements	Baseline Option 1b	Financially Constrained System without Delta/Lombard & Rose Quarter Improvements (and without I-5 corridor improvements)
Constrained Baseline with Delta/Lombard & Rose Quarter Improvements	Baseline Option 1c	Financially Constrained System with Delta/Lombard & Rose Quarter Improvements (and without I-5 corridor improvements)
Priority Baseline	Baseline Option 1d	Priority System with Planned Regional Improvements (and without I-5 corridor improvements)
Northern Ramps to Columbia Blvd Interchange	Baseline Option 1d Suboption A	Priority System with Planned Regional Improvements (and without I-5 corridor improvements) adding Northern Ramps to Columbia Blvd Interchange
Ramp Meter bypass for trucks???????	Baseline Option 1d Suboption B ???	Priority System with Planned Regional Improvements (and without I-5 corridor improvements) with Ramp Meter bypass for trucks???????
Marine Drive Interchange Improvements	Baseline Option 1d Suboption C	Priority System with Planned Regional Improvements (and without I-5 corridor improvements) with Marine Drive Interchange Improvements
any other suboptions??	??	
"Build" Option Packages - All based on Priority Baseline		
EXPRESS BUS - SHORT WITH 3-LANE I-5	OPTION 2	EXPRESS BUS TO PORTLAND INTERNATIONAL RACEWAY (PIR) LIGHT RAIL TRANSIT STATION ON NEW HOV/EXPRESS BUS AND ARTERIAL BRIDGE) WITH 3-LANE I-5
SHORT LIGHT RAIL TRANSIT WITH 3-LANE I-5	OPTION 3B	SHORT LIGHT RAIL TRANSIT FROM EXPO CENTER TO CLARK COLLEGE ON LRT-ONLY BRIDGE WITH 3-LANE I-5
LIGHT RAIL LOOP WITH 3-LANE I-5	OPTION 3C (A?)	CLARK COUNTY LIGHT RAIL LOOP WITH JOINT-USE LRT/ARTERIAL/HOV BRIDGE WITH 3-LANE I-5
COMMUTER RAIL	OPTION 4	COMMUTER RAIL on waht network???????????
PLANNED REGIONAL BUS IMPROVEMENTS WITH ADDED 4TH LANE ON I-5	OPTION 5	not modeled separately - dropped...
EXPRESS BUS - LONG WITH ADDED 4TH LANE (HOV) ON I-5	OPTION 6	EXPRESS BUS TO DOWNTOWN PORTLAND WITH ADDED 4TH LANE (HOV) ON I-5
LIGHT RAIL LOOP WITH WITH ADDED 4TH (EXPRESS) LANE ON I-5	OPTION 7C	LIGHT RAIL LOOP WITH WITH ADDED 4TH (EXPRESS) LANE ON I-5 (MODELED AS A 5/3-LANE REVERSIBLE EXPRESS LANE SYSTEM)
NEW WEST ARTERIAL ROAD	OPTION 8	NEW WEST ARTERIAL ROAD (CORRIDOR)
WESTERN BYPASS	OPTION 9	WESTERN BYPASS (Connection to Washington County)
ENHANCED TRANSPORTATION DEMAND MANAGEMENT (TDM) / TRANSIT	OPTION 10	TRANSPORTATION DEMAND MANAGEMENT (TDM) / TRANSIT (ON OPTION 1b NETWORK)
Note: Several river crossing alternatives were evaluated. The above Option Packages were evaluated as described for Natural and Cultural Resource impacts. The other crossing options were evaluated for Land Use impacts, cost, and transportation performance.		
River crossing Options evaluated:		
4-lane Supplemental Bridge for Express Bus, HOV and Hayden Island access		
4-lane Supplemental Bridge for LRT, HOV and Hayden Island access		
2-lane Supplemental Bridge for LRT, HOV and Hayden Island access		
LRT only Supplemental Bridge		
5-lane Supplemental Bridge – various conceptual configurations with LRT, HOV and GP lanes		
6-lane Supplemental Bridge with separate LRT Bridge		
6-lane Supplemental Bridge with joint-use LRT		
10-lane Replacement Bridge with separate LRT bridge		
10-lane Replacement Bridge with joint-use LRT bridge		
4-lane Supplemental Tunnel		