

Summary of 9 Concepts

Concept Number	Name	Traffic Volumes		Level of Service (e.g. mainline, ramp, diverge, merge, ramp terminal intersections?)	Performance						Design Criteria (e.g. schematic, scaled single line, detailed design)			Air and Marine Navigation		Structures	
		Year	Assignment Process (e.g. hand, model, none, growth factor?)		Travel Time	Transit Travel Time	Vehicle Hours of Delay	Congested Lane Miles	Mode of Travel	Vehicle Miles of Travel	Vehicle User Cost Savings	Cross-Section	Horizontal	Profile	Air Navigation		Marine Navigation
	Existing Conditions No-Build 2020	Variety 2020	Automatic Traffic Recorders			2020 transit travel time, LRT to Bus	2020 vehicle hours of delay 2020 Vehicle Hours of delay on truck routes, estimated dollar value too; 2020 vehicle hours of delay on all routes	congested lane miles on truck routes; 2020 congested lane miles	2020 decline with no improvements								
9-1	Baseline 2020	2020	Model assignments, Truck volume growth across the river comparing existing to baseline		2020 vehicle travel times - for the four hour peak period; 2020 transit travel time		2020 vehicle hours of delay, other roads and truck routes all vehicles	2020 congested land miles, congested lane miles on truck routes	person trips across the columbia river by mode	Regional VMT Per Capita		Schematic					
9-2	Express Bus/3 Lanes	2020	Model assignments		2020 vehicle travel times - for the four hour peak period; 2020 transit travel time	2020 travel times	2020 truck delay, 2020 delay other roads and truck routes all vehicles	2020 congested land miles, congested lane miles on truck routes	person trips across the columbia river by mode; transit trips across the river	Regional VMT Per Capita	Annual vehicle user cost savings		Schematic				
9-3	Light Rail/3 Lanes	2020	Model assignments		2020 vehicle travel times - for the four hour peak period	2020 travel times	2020 truck delay, 2020 delay other roads and truck routes all vehicles	2020 congested land miles, congested lane miles on truck routes	person trips across the columbia river by mode; transit trips across the river	Regional VMT Per Capita	Annual vehicle user cost savings	Schematic	Schematic				
9-4	Commuter Rail/3 Lanes	2020	Ridership estimated assuming peak hour service - estimate of reduction in vehicle trips too, based on metro emme/2 data, assumed separate rail lines from freight movement	Conceptual schedules and train starts estimated, insufficient capacity if operate on existing freight lines	Estimated based on dual track, separate from freight				Estimated impact on cross river person travel				Schematic				
9-5	Planned regional Bus System/ 4 Lanes - Analyzed with Option 9-6																
9-6	Express Bus/4-Lanes	2020	Model assignments		2020 vehicle travel times - for the four hour peak period	2020 travel times	2020 truck delay, 2020 delay other roads and truck routes all vehicles	2020 congested land miles, congested lane miles on truck routes	person trips across the columbia river by mode; transit trips across the river	Regional VMT Per Capita	Annual vehicle user cost savings	Schematic	Schematic				
9-7	Light Rail/4-Lanes	2020	Model assignments		2020 vehicle travel times - for the four hour peak period; 2020 transit travel time	2020 travel times	2020 truck delay, 2020 delay other roads and truck routes all vehicles	2020 congested land miles	person trips across the columbia river by mode; transit trips across the river	Regional VMT Per Capita	Annual vehicle user cost savings		Schematic				
9-8	West Arterial Road	2020	Model assignments		2020 vehicle travel times - for the four hour peak period; 2020 transit travel time			2020 congested land miles	person trips across the columbia river by mode	Regional VMT Per Capita	Annual vehicle user cost savings		Schematic				
9-9	New Freeway Corridor												Schematic				

Cost Estimating	Natural and Cultural/Historic Resources			Status (e.g. dropped, why? Or further evaluation why?)
	Fish Habitat	Wetlands and Parks	Cultural/Historic Resources	
				Study Further
	Transit Options will have moderate fish impacts because they include new structures	Expected to be low	Expected to be low	Study Further
	Transit Options will have moderate fish impacts because they include new structures		Expected to be low	Study Further
1.5-1.7 Billion in Capital; 8.8 million annual operating				Dropped from further study
				Analysed/Integrated into 9-6
	Transit Options will have moderate fish impacts because they include new structures	Expected to be low	Expected to be low	Study Further
	Transit Options will have moderate fish impacts because they include new structures		Expected to be low	Study Further
				Study Further
				Decision to drop by Governors Task Force