

Data Table of Key Evaluation Factors

Key Evaluation Factors	Existing Conditions 2000	Compared to Existing Conditions		Compared to Baseline					
		No Build 2020	Baseline 2020	West Arterial	3 Lane (w/Express Bus-Short; 4-lane Bridge)	3 Lane (w/LRT Loop; 4-lane Bridge)	Add a 4th Lane (w/Express Bus-long; 6-lane Bridge)	Add a 4th Lane(w/LRT Loop; 6-lane Bridge)	
TRANSIT PERFORMANCE									
A	Number of people crossing the Columbia River using transit during the evening peak period	2,100 riders	3,300 riders	6,500 riders	8,800 riders (+35%)	9,000 riders (+38%)	13,100 riders (+100%)	10,600 riders (+63%)	12,600 riders (+94%)
B	Percent of people using transit from downtown Portland to all destinations in region during the evening peak period	23.5%	29.3%	37.4%	38.8% (+3.7%)	38.7% (+3.5%)	39.4% (+5.4%)	39.1% (+4.6%)	39.1% (+4.6%)
C	Percent of people using transit from downtown Vancouver to all destinations in region during the evening peak period	5.6%	4.9%	6.7%	7.2% (+7.5%)	7.2% (+7.5%)	9.8% (+46%)	7.4% (+10%)	9.5% (+42%)
D	Percent of people using transit from all trips in region to any destinations in Clark County during the evening peak period	5.4%	4.0%	7.1%	9.3% (+32%)	9.4% (+32%)	13.9% (+96%)	11.1% (+56%)	13.3% (+87%)
E	Time to travel via transit between downtown Portland and downtown Vancouver during the evening peak period	27.3 minutes	55 min.	40.5 min.	35.9 min. (-4.6 min.)	35.4 min. (-5.1 min.)	24.6 min. (-15.9 min.)	25.3 min. (-15.2 min.)	24.6 min. (-15.9 min.)
FREEWAY PERFORMANCE									
F	Traffic volumes on I-5 during the evening peak period (Northbound)	24,800	25,600	25,800	22,900 (-11%)	21,300 (-17%)	20,500 (-21%)	15,700 (-39%)	14,800 (-43%)
G	Total traffic volumes on I-5 Br. and new bridges during the evening peak period (Northbound)	24,800	25,600	25,800	32,300 (+25%)	35,900 (+39%)	34,200 (+33%)	36,400 (+41%)	36,200 (+40%)
H	Traffic volumes on I-205 during the evening peak period (Northbound)	27,500	32,200	32,500	27,700 (-15%)	25,600 (-21%)	24,200 (-25%)	24,400 (-25%)	22,300 (-31%)
I	Traffic volumes on all bridges across the Columbia River during the evening peak period (Northbound)	52,300	57,800	58,300	60,000 (+3%)	61,500 (+5%)	58,300 (0.0%)	60,800 (+4%)	58,300 (0.0%)
J	Southbound vehicle trips on I-5 south of Portland Blvd.	16,200	16,300	16,600	16,800 (+1.2%)	17,000 (+2.4%)	16,900 (+1.8%)	23,100 (+39.2%)	22,300 (+34.3%)
K	Southbound vehicle trips on I-5 south of I-405	12,100	12,600	12,500	12,700 (+1.6%)	13,400 (+7.2%)	13,200 (+5.6%)	14,400 (15.2%)	16,400 (+31.2%)
L	Southbound vehicle trips on the Fremont Bridge (I-405)	17,000	18,800	18,300	17,700 (-3.2%)	18,400 (+0.5%)	18,300 (0.0%)	20,000 (+9.2%)	20,500 (+12%)
M	Percentage of lane-miles congested on I-5 and I-205 during the evening peak period	24.1% congested miles	33.7%	30.4%	25.2% (-17%)	19.8% (-35%)	19.5% (-36%)	13.6% (-55%)	13.0% (-57%)
N	Percentage of lane-miles congested on I-5 and I-205 during the morning peak period	24.4% congested miles	32.6%	32.3%	27.4% (-15%)	23.5% (-27.2%)	22.1% (-32%)	18.9% (-41.5%)	15.6% (-51.7%)
O	Percentage of lane-miles congested on I-5 and I-205 during the midday period	11.9% congested miles	20%	12.6%	13.2% (-1.5%)	12.9% (-3.7%)	12.6% (-6.0%)	6.9% (-48.5%)	8.4% (-37.3%)
P	Number of people crossing the Columbia River in automobiles (HOV/SOV) during the evening peak period	82,700 people	83,000 people	84,000 people	86,900 people (+3.4%)	89,800 people (+7.0%)	85,400 people (+1.7%)	89,900 people (+7.0%)	85,800 people (+2.1%)
Q	Number of people crossing the Columbia River in automobiles (HOV/SOV) in peak direction during the evening peak period	61,100 people	65,000	65,600	67,200 (+2.4%)	69,200 (+5.5%)	65,700 (+0.2%)	68,500 (+4.4%)	65,800 (+0.3%)
		1	2	3	4	5	6	7	8

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R Number of people crossing the Columbia River in automobiles (HOV/SOV) in peak direction during the morning peak period	45,800 people	50,100	49,600	50,500 (+1.8%)	51,400 (+3.6%)	47,400 (-4.4%)	50,400 (+1.6%)	49,000 (-1.2%)
S Number of people crossing the Columbia River in peak direction during the evening peak period (by Transit/HOV/SOV)	64,700 people by all modes	67,900	71,100	74,700 (+5.1%)	76,900 (+8.2%)	76,900 (+8.2%)	77,700 (+9.3%)	76,200 (+7.2%)
T Number of people crossing the Columbia River in peak direction during the morning peak period (by Transit/HOV/SOV)	48,600 people by all modes	52,400	53,900	56,300 (+4.5%)	57,400 (+6.5%)	56,100 (+4.1%)	57,600 (+6.9%)	57,100 (+5.9%)
U Time to travel via autos and trucks between downtown Portland and downtown Vancouver during the evening peak period	28 minutes	34.2 min.	30.1 min.	24.5 min. (-5.6 min.)	21.5 min. (-8.6 min.)	20.6min. (-9.5 min.)	21.3 min. (-8.8 min.)	19.2 min. (-10.9 min.)
V Time to travel via autos and trucks between Salmon Creek to downtown Portland during the morning peak period	37 minutes	42.9 min.	42.3 min.	35 min. (-7.3 min.)	32.2 min. (-10.1 min.)	31.4 min. (-10.9 min.)	30 min. (-12.3 min.)	21.1 min. (-21.2 min.)
W Time to travel via HOV between downtown Portland and downtown Vancouver during the evening peak period	23 minutes	27.0 min.	25.1 min.	19.8 min. (-5.3 min.)	18.4 min. (-6.7 min.)	17.7 min. (-7.4 min.)	19.6 min. (-5.5 min.)	17.0 min. (-8.1 min.)
X Time to travel via HOV between Salmon Creek to downtown Portland during the morning peak period	37 minutes	41.7 min.	37.8 min.	30.1 min. (-7.7 min.)	26.1 min. (-11.7 min.)	25.7 min. (-12.1 min.)	23.4 min. (-14.4 min.)	20.9 min. (-16.9 min.)
Y Number of hours of delay for vehicles on all study area roadways during the evening peak period	18,140 hours of delay	32,050 hrs.	21,450 hrs.	17,200 hrs. (-20%)	16,640 (-22%)	15,800 (-26%)	15,900 hrs. (-26%)	13,100 hrs. (-39%)
Z Number of hours of delay for vehicles on all study area roadways during the morning peak period	12,800 hours of delay	21,700 hrs.	16,700 hrs.	12,400 hrs. (-25.7%)	11,600 hrs. (-30.5%)	11,000 hrs. (-34%)	11,200 hrs. (-32.9%)	11,000 hrs. (-34%)
AA Number of hours of delay for vehicles on all study area roadways during the midday period	9,300 hours of delay	15,700 hrs.	11,300 hrs.	9,400 hrs. (-16.8%)	9,200 hrs. (-18.6%)	9,000 hrs. (-20.4%)	9,300 hrs. (-17.7%)	7,600 hrs. (-32.7%)
BB Percent of congested study area truck route lane-miles during the evening peak period	19% truck route miles congested	30.1%	25.1%	22.6% (-10%)	21% (-16%)	20.7% (-18%)	18.9% (-25%)	18.7% (-26%)
CC Percent of congested study area truck route lane-miles during the morning peak period	18.5% truck route miles congested	27%	23.5%	21.1% (-10.2%)	20.8% (-11.5%)	19.9% (-15.3%)	19.1% (-18.7%)	17.9% (-23.8%)
DD Percent of congested study area truck route lane-miles during the midday period	10.8% truck route miles congested	16.9%	11.2%	10.3% (-8%)	10.3% (-8%)	9.8% (-12.5%)	8.0% (-28.6%)	8.8% (-21.4%)
EE Number of hours of delay on trucks routes in the study area during the evening peak period	13,400 hours delay on truck routes	25,800 hrs.	17,100 hrs.	13,100 hrs. (-23%)	12,300 hrs. (-28%)	11,600 hrs. (-32%)	12,000 hrs. (-30%)	10,400 hrs. (-39%)
FF Number of hours of delay on trucks routes in the study area during the morning peak period	10,100 hours delay on truck routes	18,000 hrs.	14,300 hrs.	10,100 hrs. (-29.3%)	9,400 hrs. (-34.3%)	8,800 hrs. (-38.5%)	9,200 hrs. (-35.7%)	9,100 hrs. (-36.4%)
GG Number of hours of delay on trucks routes in the study area during the midday period	7,000 hours delay on truck routes	13,300 hrs.	9,300 hrs.	7,700 hrs. (-17.2%)	7,200 hrs. (-22.6%)	7,000 hrs. (-24.7%)	7,600 hrs. (-18.3%)	5,900 hrs. (-36.6%)
HH Number of vehicle-miles traveled in the region per capita (24 hours).	16.41 VMT/cap	16.16 VMT/cap	15.83 VMT/cap	15.73 VMT/cap (-.3%)	15.82 VMT/cap (-.1%)	15.73 VMT/cap (-.6%)	15.81 VMT/cap -.1%)	15.76 VMT/cap (-.4%)
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IMPACTS									
II	Representative neighborhood traffic diversion in North Portland – during the evening peak period. (N-S Arterials north of Going/Prescott Sts.)	60,900 vehicles	79,900 veh.	65,900 veh.	65,000 veh. (-1.4%)	67,800 veh. (+2.9%)	66,200 veh. (+0.5%)	58,400 veh. (-11%)	56,700 veh. (-14%)(
JJ	Representative neighborhood traffic diversion in North Portland – during the evening peak period. (E-W arterials west of Interstate Ave.)	45,000 vehicles	50,800 veh.	47,000 veh.	40,900 veh. (-13%)	44,600 veh. (-5.1%)	44,100 veh. (-6.2%)	46,100 veh. (-1.9%)	45,700 veh. (-2.8%)
KK	Representative neighborhood traffic diversion in North Portland – during the evening peak period. (E-W arterials east of I-5 & west of MLK Blvd.)	65,100 vehicles	76,600 veh.	66,800 veh.	66,400 veh. (-0.6%)	66,500 veh. (-0.4%)	65,500 veh. (-1.9%)	67,200 veh. (+0.6%)	65,500 veh. (-0.4%)
LL	Representative neighborhood traffic diversion in Vancouver during the evening peak period. (N-S arterials parallel to I-5)	36,600 vehicles	41,900 veh.	45,700 veh.	47,800 veh. (+4.6%)	46,800 veh. (+2.0%)	44,300 veh. (-3.0%)	43,300 veh. (-5.2%)	38,000 veh. (-17%)
MM	Representative neighborhood traffic diversion in Vancouver during the evening peak period. (E-W arterials west of I-5)	33,200 vehicles	43,400 veh.	43,500 veh.	47,200 veh. (+8.5%)	45,400 veh. (+4.4%)	43,300 veh. (-0.5%)	42,700 veh. (-1.8%)	42,500 veh. (-2.3%)
NN	Representative neighborhood traffic diversion in Vancouver during the evening peak period. (E-W arterials east of I-5 & south of SR 500)	23,900 vehicles	28,700 veh.	25,700 veh.	27,000 veh. (+5.1%)	26,600 veh. (+3.5%)	26,200 veh. (+1.9%)	26,000 veh. (1.2%)	24,900 veh. (-3.1%)
OO	Representative neighborhood traffic diversion in Vancouver during the evening peak period. (E-W arterials east of I-5 & north of SR 500)	10,100 vehicles	16,500 veh.	14,600 veh.	14,800 veh. (+1.4%)	15,100 veh. (+3.4%)	14,400 veh. (-1.4%)	14,800 veh. (+1.4%)	14,200 veh. (-2.7%)
PP	Number of residences displaced by highway options. (Number of displacements varies with bridge type and location. See Decision 5 for further information).	0	OR 0/WA 0	OR +5/WA 0	OR +13/WA 0	OR +15/WA 0	OR +15/WA 0	OR +3/WA +32	OR +3/WA +32
QQ	Number of businesses displaced by highway options. (Number of displacements varies with bridge type and location. See Decision 5 for further information).	0	OR 0/WA 0	OR +7/WA 0	OR +8/WA +1	OR +9/WA 0	OR +9/WA 0	OR +4/WA +3	OR +4/WA +3
RR	Number of residences displaced by transit options. (Number of displacements varies with bridge type and location. See Decision 5 for further information).	0	OR 0/WA 0	OR 0/WA 0	OR 0/WA 0	OR 0/WA 0	OR 0/WA +55	OR 0/WA 0	OR 0/WA +55
SS	Number of businesses displaced by transit options. (Number of displacements varies with bridge type and location. See Decision 5 for further information).	0	OR 0/WA 0	OR 0/WA 0	OR 0/WA 0	OR 0/WA +1	OR 0/WA +12	OR 0/WA 0	OR 0/WA +12
TT	Impact to natural resources	0	0	Minor	Major	Moderate	Moderate	Moderate	Moderate
UU	Impact to historical and cultural resources (most impacts are minor or indirect)	0	0	OR +1/WA 0	OR 0/WA 0	OR +3/WA +4	OR +3/WA +12	OR +9/WA +5	OR +9/WA +15
VV	Impact to air quality Percent increase or decrease in CO: Carbon monoxide VOC: Volatile organic compounds (contributes to ground level ozone or smog) NOx: Nitrogen Oxides (contributes to ground level ozone or smog) PM10: Particulates	CO 0 VOC 0 NOx 0 PM10 0	CO -44% VOC -76% NOx -88% PM10 12%	CO -37% VOC -73% NOx -86% PM10 25%	CO 0% VOC 0% NOx 0% PM10 1%	CO 15% VOC 67% NOx 15% PM10 7%	CO 15% VOC 67% NOx 15% PM10 7%	CO 25% VOC 66% NOx 24% PM10 16%	CO 15% VOC 11% NOx 15% PM10 14%
		Compared to Existing Conditions	Compared to Existing Conditions	Compared to Existing Conditions	Compared to Baseline	Compared to Baseline	Compared to Baseline	Compared to Baseline	Compared to Baseline
COSTS									
WW	Highway cost (2001 \$ Millions)	\$0	NA	\$291	+\$947	+\$668	+\$668	+\$1,477	+\$1,477
XX	Transit capital cost (2001 \$ Millions)	\$0	NA	NA	NA	+\$14	+\$1,222	+\$31	+\$1,222
YY	Transit operating cost (Annual 2001 \$ Millions)	\$0	NA	NA	NA	+\$3	+\$12	+\$5	+\$12
YY	Annual vehicle user cost savings compared to baseline (\$ Millions)				\$38.6	\$33.6	\$56.7	\$43.9	\$62.5
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