

Regional North-South Travel Capacity Study

EVALUATION CRITERIA

Criterion	Technical Advisory Committee Weight
North and Southbound Delay Reduced Sum of average northbound and southbound vehicle delay at 5 study intersections ¹ times the number of vehicles at each intersection	4
Side Street Delay Reduced Sum of average northbound and southbound vehicle delay at 5 study intersections ¹ times the number of vehicles at each intersection	2
Travel Time Savings for 8 Origin-Destination Pairs Sum of Travel Time for each of the 12 Origin-Destination Pairs time number of vehicles ²	5
Cost Engineering, Construction, Right-of-Way	5
Ease of Implementation Ability to Phase Fundability Property Acquisition (ROW) Environmental Processes (NEPA/SEPA)	4
Safety Reduced vehicle conflicts Bicycle/Pedestrian safety benefits Provision of Alternate Routes/emergency response	10
Human Impacts Environmental Justice Noise Impact to homes and businesses (ROW takes)	6
Environmental Impacts Wetlands Cultural/Archaeological site areas Parks Endangered species Unstable soils	4
Impacts Future HOV Lanes Uses up available Right-of-Way, or would require conversion of existing lanes	3

NOTES

- 1 5 Study intersections include: SR 240/Aaron Drive, SR 240, Duportail Street, SR 240/Van Giesen Street, SR 240/Stevens Drive/Jadwin Ave and George Washington Way/Columbia Point Drive
- 2 12 Origin and Destination Pairs include:
 Origins: SR 240 west of Twin Bridge Road, Stevens Drive north of Horn Rapids Road and George Washington Way north of Sprout Street
 Destinations: Bombing Range Road north of Keene Road, Queensgate Drive south of I-182, SR 240 south of I-182 and I-182 at Columbia River Bridge