

Westside Multimodal Improvements Study: Draft Scenario Groupings

In order to evaluate how different investment options may influence the studies goals and objectives, staff and consultants, with help from the Project Management Group, have grouped investment options into scenarios for testing. For tests 1 through 4, each test will be “additive” meaning that Scenario 1 will be measured alone, but Scenario 2 will build on the elements tested in Scenario 1. Scenario 3 will continue building, using Scenario 2 as a starting point, and Scenario 4 will continue building, using Scenario 3 as a starting point. Scenario 5 will be tested alone. All of these scenarios will include projects that are currently planned and for which funding is reasonably expected to be available.

Some items in each Scenario can be modeled using the Regional Travel Demand Model, while others will be addressed using other quantitative and qualitative methods.

Scenario Level of Effort/ Cost to implement	Scenario Question	Example
1 low	What can we achieve with system management tools? <i>Testing: what can we do with the pavement already on the ground?</i>	<ul style="list-style-type: none"> • TDM, commuter programs, bikeshare, etc. • Ramp meters, signal timing, etc. • Increased transit travel times and fare subsidies. • Regional bike network enhancements.
Elements of Scenario 1 plus Scenario 2		
2 medium	What can we achieve with more transit and moderate construction? <i>Testing: What can we achieve by implementing relatively short-term, moderate cost, improvements?</i>	<ul style="list-style-type: none"> • Express buses, new transit, and park and rides. • Improvements to key interchanges. • Regional pedestrian network enhancements.

Elements of Scenarios 1 and 2, plus Scenario 3		
3 high	<p>What can we achieve with improvements to existing infrastructure?</p> <p><i>Testing: What improvements do we see with new or enhanced parallel local routes and doubled transit?</i></p>	<ul style="list-style-type: none"> • Widen Cornelius Pass Road., and Barnes/ Burnside • Extend roadways: Huffman St. & Schaaf St. • Add arterial crossings of I-5/US 26 • Add 231st overcrossing US 26 • Ross Island Bridgehead • Managed lanes • Double transit service
Elements of Scenarios 1, 2 and 3, plus Scenario 4		
4 high+	<p>What can we achieve with new infrastructure projects?</p> <p><i>Testing: How significant of an improvement can be seen with new infrastructure investments when added to the previous scenarios?</i></p>	<ul style="list-style-type: none"> • Reconfigure US26 and I405 merge • New Northern Connector • New North Willamette Freight Bridge • New MAX Tunnel under downtown Portland
Scenario 5 Only		
5 Low	<p>Congestion pricing</p> <p><i>Testing: What happens if tolling/congestion pricing is applied?</i></p>	<ul style="list-style-type: none"> • Apply tolls to US 26 and OR 217

The baseline assumption is that items listed in 2018 Regional Transportation Plan and the 2040 Financially Constrained System are in place.