



*Appendix*

**Alternatives Ranking**

Assessment of the Administration's Recommended Alternatives for Further Study

Value or Goal <sup>1</sup>	Current System	Alternative		
		Enhanced Delay	Travel Time	
The LOS measure is documented and validated by professional transportation organizations.	The City's "planning capacity" concept is unique, and not been validated by other professional organizations. However, the V/C concept is well-respected.	1 This system would be based on the traditional delay concept, which is well-respected and documented in the Highway Capacity Manual.	5 This system would likely be based on calculations of travel time, rather than real-life data. Travel time calculations are less documented than V/C ratios.	3
The LOS measure is easy to administer and understand.	The current system involves a fairly complicated spreadsheet, not necessarily difficult to administer, but quite difficult to understand.	2 This system would likely be somewhat more difficult to administer than the current system, but has the potential to be better understood.	3 This system would likely be somewhat more difficult to administer than the current system, but has the potential to be better understood.	3
The LOS measure has been tested and is legally defensible.	The City has been operating this system since 1998, and has not had any legal issues.	3 This system would likely be the most defensible system because it uses the principles of the Highway Capacity Manual for all the engineering calculations.	4 This system is being used by several other agencies in the State of Washington, and has been legally defensible to date.	2
The system should be based mostly on engineering principles, applying policy decisions when setting the LOS measures.	The current system applies policy decisions at both the LOS measures level and the capacity calculation level, which is less desirable.	1 This system could easily be compliant with the value/goal.	4 This system would probably apply policy decisions for both the LOS standards and the travel time calculations.	3
The system should be multimodal, specifically addressing vehicle, non-motorized, and transit travel.	The current system addresses vehicle and non-motorized travel.	3 This system could easily be compliant with the value/goal.	4 This system could comply with the value/goal, but would be more difficult to set travel time standards for non-motorized and transit travel.	3
The system should monitor both intersections and corridors (similar to screenpoints).	The current system monitors screenpoints, which is not really a "corridor". It's a select point along a corridor. It does a poor job of actually identifying real deficiencies in the system.	1 This system could easily be compliant with the value/goal.	5 This system could easily be compliant with the corridor approach, but less compliant with a traditional intersection analysis. For intersections, may need to resort to delay analysis.	3
The system should make use of the existing travel demand model.	This system is compliant with the value/goal.	5 This system could easily be compliant with the value/goal.	5 This system could easily be compliant with the value/goal.	5
The system should be able to readily incorporate newly annexed areas, such as Providence Point and Greenwood Point South Cove.	The current system allows for newly annexed areas to be incorporated. The forecasting model takes considerable time and resource to update. Inventory of annexation network is required.	3 The current system allows for newly annexed areas to be incorporated. The forecasting model takes considerable time and resource to update. Inventory of annexation network is more intensive than the existing system.	2 The current system allows for newly annexed areas to be incorporated. The forecasting model takes considerable time and resource to update. Inventory of annexation network is more intensive than the existing and enhanced system.	1
The system should address the disproportionate use of City streets for regional (pass-through) traffic.	The current system attempts to address this issue by assigning more capacity to "regional" arterials.	1 This system would basically address the regional problem much like the current system, except the adjustment would be made to the standard, not to the capacity calc.	1 This system would basically address the regional problem much like the current system, except the adjustment would be made to the standard, not to the capacity calc.	1
<b>Total Score</b>		<b>20</b>	<b>33</b>	<b>24</b>