

Alternatives Screening: Modal and Operational Alternatives (MOA)

- By 2040, average daily traffic on the existing bridge is projected to increase by 15,700 vehicles/day on a non-summer weekday and 16,700 vehicles/day on a summer weekend.
- Results of the screening process show that as a standalone alternative, none of the MOA meet project needs. Therefore, the MOAs have been eliminated from further analysis in this Tier 1 NEPA study.
- TSM/TDM, Ferry Service, and Bus Rapid Transit would be studied in combination with alignment alternatives in Tier 2 NEPA.
- Due to its high costs/impacts, Rail would not be studied in combination with alignment alternatives in Tier 2 NEPA.

