## Option Package 10 - Enhanced TDM

Evaluation Measure 1.3.B: Downtown Person Trip Summary

## Downtown Portland

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips <br> From | Trips To | Trips Within | Total Trips | Trips <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{aligned} & 101,744 \\ & (30.8 \%) \end{aligned}$ | $\begin{aligned} & 101,744 \\ & (30.8 \%) \end{aligned}$ | $\begin{gathered} 13,090 \\ (10.0 \%) \end{gathered}$ | $\begin{aligned} & 216,578 \\ & (27.3 \%) \end{aligned}$ | $\begin{gathered} 40,282 \\ (27.1 \%) \end{gathered}$ | $\begin{gathered} 24,606 \\ (31.0 \%) \end{gathered}$ | $\begin{aligned} & 4,058 \\ & (9.6 \%) \end{aligned}$ | $\begin{gathered} 68,946 \\ (25.5 \%) \end{gathered}$ |
| HOV | $\begin{aligned} & \hline 62,813 \\ & (19.0 \%) \end{aligned}$ | $\begin{aligned} & \hline 62,813 \\ & (19.0 \%) \end{aligned}$ | $\begin{gathered} 5,648 \\ (4.3 \%) \end{gathered}$ | $\begin{aligned} & 131,274 \\ & (16.6 \%) \end{aligned}$ | $\begin{gathered} 27,422 \\ (18.5 \%) \end{gathered}$ | $\begin{gathered} \hline 17,704 \\ (22.3 \%) \end{gathered}$ | $\begin{gathered} 1,526 \\ (3.6 \%) \end{gathered}$ | $\begin{gathered} \hline 46,651 \\ (17.3 \%) \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 97,871 \\ (29.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 97,871 \\ (29.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 5,811 \\ (4.4 \%) \end{gathered}$ | $\begin{aligned} & \hline 201,552 \\ & (25.4 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 58,552 \\ & (39.4 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 14,830 \\ (18.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,010 \\ (4.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 75,392 \\ (27.9 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{aligned} & \hline 68,297 \\ & (20.7 \%) \end{aligned}$ | $\begin{aligned} & \hline 68,297 \\ & (20.7 \%) \end{aligned}$ | $\begin{aligned} & \hline 106,183 \\ & (81.2 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 242,776 \\ & (30.6 \%) \end{aligned}$ | $\begin{aligned} & \hline 22,196 \\ & (15.0 \%) \end{aligned}$ | $\begin{aligned} & \hline 22,196 \\ & (28.0 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 34,509 \\ & (82.0 \%) \end{aligned}$ | $\begin{gathered} \hline 78,902 \\ (29.2 \%) \end{gathered}$ |
| Total | $\begin{gathered} \hline 330,724 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 330,724 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 130,732 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 792,180 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 148,453 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 79,336 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 42,103 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 269,892 \\ (100.0 \%) \end{gathered}$ |

${ }^{1}$ PM 4-hour peak period transit trips calculated as 1.8 * PM 2-hour peak period transit trips.
${ }^{2}$ PM 4-hour peak period bike/ped trips calculated as 0.325 * daily bike/ped trips.

## Downtown Vancouver

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips <br> From | Trips To | Trips Within | Total Trips | Trips <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{gathered} 28,513 \\ (51.9 \%) \end{gathered}$ | $\begin{gathered} 28,513 \\ (51.9 \%) \end{gathered}$ | $\begin{gathered} 5,769 \\ (45.8 \%) \end{gathered}$ | $\begin{gathered} 62,795 \\ (51.3 \%) \end{gathered}$ | $\begin{gathered} 11,449 \\ (48.3 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 7,377 \\ (51.4 \%) \end{gathered}$ | $\begin{gathered} 1,813 \\ (45.4 \%) \end{gathered}$ | $\begin{gathered} \hline 20,639 \\ (49.1 \%) \\ \hline \end{gathered}$ |
| HOV | $\begin{gathered} 16,247 \\ (29.6 \%) \end{gathered}$ | $\begin{gathered} \hline 16,247 \\ (29.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,460 \\ (19.5 \%) \end{gathered}$ | $\begin{aligned} & \hline 34,954 \\ & (28.5 \%) \end{aligned}$ | $\begin{gathered} 6,747 \\ (28.4 \%) \end{gathered}$ | $\begin{gathered} \hline 4,826 \\ (33.6 \%) \end{gathered}$ | $\begin{gathered} 743 \\ (18.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 12,316 \\ (29.3 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 6,680 \\ (12.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 6,680 \\ (12.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 195 \\ (1.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 13,555 \\ (11.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4,392 \\ (18.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 1,007 \\ (7.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 74 \\ (1.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 5,473 \\ (13.0 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{aligned} & \hline 3,502 \\ & (6.4 \%) \end{aligned}$ | $\begin{gathered} \hline 3,502 \\ (6.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4,185 \\ (33.2 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 11,189 \\ & (9.1 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 1,138 \\ (4.8 \%) \end{gathered}$ | $\begin{gathered} \hline 1,138 \\ (7.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,360 \\ (34.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,637 \\ (8.6 \%) \\ \hline \end{gathered}$ |
| Total | $\begin{gathered} \hline 54,942 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 54,942 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 12,609 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 122,493 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 23,726 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 14,349 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 3,991 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 42,065 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ PM 4-hour peak period transit trips calculated as 1.8 * PM 2-hour peak period transit trips.
${ }^{2}$ PM 4-hour peak period bike/ped trips calculated as 0.325 * daily bike/ped trips.

