## Option Package 1a - No Build Financially Committed System

Evaluation Measure 1.3.A: Study Area Person Trip Summary

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips From | Trips To | Trips Within | Total Trips | Trips From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{aligned} & \hline 475,712 \\ & (55.9 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 475,712 \\ & (53.6 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 1,121,425 \\ (48.0 \%) \end{gathered}$ | $\begin{gathered} \hline 2,072,848 \\ (50.9 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 190,508 \\ & (52.6 \%) \end{aligned}$ | $\begin{aligned} & 116,117 \\ & (49.4 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 353,176 \\ & (47.4 \%) \end{aligned}$ | $\begin{aligned} & \hline 659,801 \\ & (49.1 \%) \\ & \hline \end{aligned}$ |
| HOV | $\begin{aligned} & 266,127 \\ & (31.3 \%) \end{aligned}$ | $\begin{aligned} & 266,127 \\ & (30.0 \%) \end{aligned}$ | $\begin{aligned} & 697,382 \\ & (29.9 \%) \end{aligned}$ | $\begin{gathered} 1,229,636 \\ (30.2 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 117,073 \\ & (32.3 \%) \end{aligned}$ | $\begin{aligned} & \hline 84,506 \\ & (36.0 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 218,673 \\ & (29.3 \%) \end{aligned}$ | $\begin{aligned} & 420,252 \\ & (31.3 \%) \end{aligned}$ |
| Transit ${ }^{1}$ | $\begin{aligned} & 79,655 \\ & (9.4 \%) \end{aligned}$ | $\begin{aligned} & 79,655 \\ & (9.0 \%) \end{aligned}$ | $\begin{aligned} & 88,522 \\ & (3.8 \%) \end{aligned}$ | $\begin{gathered} 247,831 \\ (6.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 45,297 \\ (12.5 \%) \end{gathered}$ | $\begin{aligned} & 12,979 \\ & (5.5 \%) \end{aligned}$ | $\begin{aligned} & 34,661 \\ & (4.6 \%) \end{aligned}$ | $\begin{aligned} & \hline 92,937 \\ & (6.9 \%) \end{aligned}$ |
| Bicycle/Pedestrian ${ }^{2}$ | $\begin{aligned} & 29,364 \\ & (3.5 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 65,928 \\ & (7.4 \%) \end{aligned}$ | $\begin{aligned} & 427,778 \\ & (18.3 \%) \end{aligned}$ | $\begin{aligned} & \hline 523,069 \\ & (12.8 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 9,543 \\ (2.6 \%) \end{gathered}$ | $\begin{aligned} & \hline 21,426 \\ & (9.1 \%) \end{aligned}$ | $\begin{aligned} & 139,028 \\ & (18.6 \%) \end{aligned}$ | $\begin{aligned} & 169,998 \\ & (12.7 \%) \end{aligned}$ |
| Total | $\begin{gathered} \hline 850,858 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 887,421 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 2,335,106 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 4,073,385 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 362,421 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 235,028 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 745,538 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 1,342,987 \\ (100.0 \%) \end{gathered}$ |

${ }^{1}$ 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.

