

Option Package 1b - Constrained Baseline Without Delta/Lombard and Rose Quarter Improvements

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	470,632 (53.8%)	470,632 (53.8%)	1,115,052 (47.8%)	2,056,316 (50.4%)	187,652 (50.4%)	116,101 (50.4%)	352,034 (47.2%)	655,787 (48.6%)
HOV	262,293 (30.0%)	262,293 (30.0%)	689,187 (29.6%)	1,213,773 (29.7%)	114,735 (30.8%)	84,078 (36.5%)	216,130 (29.0%)	414,943 (30.8%)
Transit¹	94,249 (10.8%)	94,249 (10.8%)	98,254 (4.2%)	286,752 (7.0%)	54,406 (14.6%)	14,568 (6.3%)	38,573 (5.2%)	107,548 (8.0%)
Bicycle/Pedestrian²	47,533 (5.4%)	47,533 (5.4%)	428,583 (18.4%)	523,650 (12.8%)	15,448 (4.2%)	15,448 (6.7%)	139,290 (18.7%)	170,186 (12.6%)
Total	874,707 (100.0%)	874,708 (100.0%)	2,331,077 (100.0%)	4,080,492 (100.0%)	372,241 (100.0%)	230,196 (100.0%)	746,027 (100.0%)	1,348,464 (100.0%)

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.