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

${ }^{1}$ 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.

