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

## Evaluation Measure 1.3.B: Downtown Person Trip Summary

## Downtown Portland

|  | Daily |  |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

${ }^{1}$ 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 From | Trips To | Trips Within | Total <br> Trips |
| SOV | $\begin{gathered} \hline 33,211 \\ (60.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 33,211 \\ (60.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 6,680 \\ (51.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 73,102 \\ (59.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 13,860 \\ (60.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 8,066 \\ (55.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,107 \\ (51.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 24,033 \\ (57.6 \%) \\ \hline \end{gathered}$ |
| HOV | $\begin{gathered} \hline 16,648 \\ (30.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 16,648 \\ (30.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,704 \\ (20.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 36,000 \\ (29.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 6,843 \\ (29.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4,985 \\ (34.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 821 \\ (20.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 12,649 \\ (30.3 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} 2,329 \\ (4.2 \%) \end{gathered}$ | $\begin{gathered} 2,329 \\ (4.2 \%) \end{gathered}$ | $\begin{gathered} 199 \\ (1.5 \%) \end{gathered}$ | $\begin{gathered} 4,858 \\ (3.9 \%) \end{gathered}$ | $\begin{gathered} 1,379 \\ (6.0 \%) \end{gathered}$ | $\begin{gathered} 429 \\ (3.0 \%) \end{gathered}$ | $\begin{gathered} 79 \\ (1.9 \%) \end{gathered}$ | $\begin{gathered} 1,887 \\ (4.5 \%) \end{gathered}$ |
| Bicycle/Pedestrian ${ }^{2}$ | $\begin{gathered} \hline 3,097 \\ (5.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,097 \\ (5.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,404 \\ (26.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 9,598 \\ (7.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 1,007 \\ (4.4 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 1,007 \\ & (6.9 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 1,106 \\ (26.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 3,119 \\ (7.5 \%) \end{gathered}$ |
| Total | $\begin{gathered} \hline 55,286 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 55,286 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 12,987 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 123,558 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 23,089 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 14,486 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 4,113 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 41,688 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ 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.

