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 | | | | |
|---------------------------------|----------|----------|----------|----------|----------------|----------|----------|----------|--|
| | Trips | Trips | Trips | Total | Trips | Trips | Trips | Total | |
| | From | To | Within | Trips | From | To | Within | Trips | |
| sov | 117,134 | 117,134 | 14,646 | 248,914 | 47,383 | 27,204 | 4,543 | 79,130 | |
| | (35.4%) | (35.4%) | (10.9%) | (31.2%) | (32.5%) | (34.2%) | (10.5%) | (29.4%) | |
| HOV | 70,230 | 70,230 | 6,100 | 146,560 | 30,514 | 19,190 | 1,665 | 51,368 | |
| | (21.2%) | (21.2%) | (4.5%) | (18.4%) | (20.9%) | (24.1%) | (3.8%) | (19.1%) | |
| Transit ¹ | 77,198 | 77,198 | 5,785 | 160,181 | 46,388 | 11,477 | 1,999 | 59,864 | |
| | (23.3%) | (23.3%) | (4.3%) | (20.1%) | (31.8%) | (14.4%) | (4.6%) | (22.3%) | |
| Bicycle/Pedestrian ² | 66,557 | 66,557 | 108,416 | 241,529 | 21,631 | 21,631 | 35,235 | 78,497 | |
| | (20.1%) | (20.1%) | (80.3%) | (30.3%) | (14.8%) | (27.2%) | (81.1%) | (29.2%) | |
| Total | 331,119 | 331,119 | 134,947 | 797,184 | 145,916 | 79,502 | 43,442 | 268,859 | |
| | (100.0%) | (100.0%) | (100.0%) | (100.0%) | (100.0%) | (100.0%) | (100.0%) | (100.0%) | |

¹ PM 4-hour peak period transit trips calculated as 1.8 * PM 2-hour peak period transit trips.

Downtown Vancouver

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

² PM 4-hour peak period bike/ped trips calculated as 0.325 * daily bike/ped trips.