## Option Package 1d - Planned Regional Improvements Using RTP Priority and MTP Systems

Evaluation Measure 1.3.B: Downtown Person Trip Summary

Downtown Portland

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips From | Trips To | Trips Within | Total Trips | Trips <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{aligned} & 104,803 \\ & (31.7 \%) \end{aligned}$ | $\begin{aligned} & 104,803 \\ & (31.7 \%) \end{aligned}$ | $\begin{gathered} \hline 13,153 \\ (10.0 \%) \end{gathered}$ | $\begin{aligned} & 222,759 \\ & (28.1 \%) \end{aligned}$ | $\begin{aligned} & \hline 41,778 \\ & (28.4 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 24,870 \\ (31.4 \%) \end{gathered}$ | $\begin{gathered} 4,078 \\ (9.6 \%) \end{gathered}$ | $\begin{gathered} 70,726 \\ (26.3 \%) \end{gathered}$ |
| HOV | $\begin{gathered} 64,717 \\ (19.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 64,718 \\ (19.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 5,665 \\ (4.3 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 135,100 \\ & (17.0 \%) \end{aligned}$ | $\begin{gathered} 28,239 \\ (19.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 17,879 \\ (22.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 1,528 \\ (3.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 47,647 \\ (17.7 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 93,060 \\ (28.2 \%) \end{gathered}$ | $\begin{gathered} \hline 93,060 \\ (28.2 \%) \end{gathered}$ | $\begin{gathered} \hline 5,862 \\ (4.4 \%) \end{gathered}$ | $\begin{aligned} & \hline 191,982 \\ & (24.2 \%) \end{aligned}$ | $\begin{aligned} & 55,107 \\ & (37.4 \%) \end{aligned}$ | $\begin{gathered} 14,399 \\ (18.2 \%) \end{gathered}$ | $\begin{gathered} 2,020 \\ (4.8 \%) \end{gathered}$ | $\begin{gathered} \hline 71,526 \\ (26.6 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian ${ }^{2}$ | $\begin{gathered} \hline 67,921 \\ (20.6 \%) \end{gathered}$ | $\begin{aligned} & \hline 67,921 \\ & (20.6 \%) \end{aligned}$ | $\begin{aligned} & \hline 107,173 \\ & (81.3 \%) \end{aligned}$ | $\begin{aligned} & 243,014 \\ & (30.7 \%) \end{aligned}$ | $\begin{gathered} \hline 22,074 \\ (15.0 \%) \end{gathered}$ | $\begin{gathered} \hline 22,074 \\ (27.9 \%) \end{gathered}$ | $\begin{aligned} & \hline 34,831 \\ & (82.0 \%) \end{aligned}$ | $\begin{gathered} \hline 78,980 \\ (29.4 \%) \end{gathered}$ |
| Total | $\begin{gathered} \hline 330,502 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 330,502 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 131,852 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 792,856 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 147,199 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 79,223 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 42,458 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 268,879 \\ (100.0 \%) \end{gathered}$ |

${ }^{1}$ 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.

## Downtown Vancouver

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips From | $\begin{gathered} \text { Trips } \\ \text { To } \end{gathered}$ | Trips Within | Total <br> Trips | Trips From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{gathered} \hline 32,807 \\ (59.6 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 32,807 \\ & (59.6 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 6,576 \\ (51.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 72,191 \\ (58.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 13,692 \\ (59.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 7,969 \\ (55.3 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 2,073 \\ (50.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 23,734 \\ (57.2 \%) \\ \hline \end{gathered}$ |
| HOV | $\begin{gathered} 16,533 \\ (30.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 16,533 \\ (30.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,650 \\ (20.6 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 35,717 \\ & (29.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 6,778 \\ (29.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 4,959 \\ (34.4 \%) \end{gathered}$ | $\begin{gathered} \hline 803 \\ (19.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 12,540 \\ (30.2 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{aligned} & \hline 2,606 \\ & (4.7 \%) \end{aligned}$ | $\begin{aligned} & \hline 2,606 \\ & (4.7 \%) \end{aligned}$ | $\begin{gathered} 194 \\ (1.5 \%) \end{gathered}$ | $\begin{gathered} 5,407 \\ (4.4 \%) \end{gathered}$ | $\begin{aligned} & 1,542 \\ & (6.7 \%) \end{aligned}$ | $\begin{gathered} \hline 468 \\ (3.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 77 \\ (1.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,087 \\ (5.0 \%) \end{gathered}$ |
| Bicycle/Pedestrian ${ }^{2}$ | $\begin{gathered} \hline 3,110 \\ (5.6 \%) \end{gathered}$ | $\begin{gathered} \hline 3,110 \\ (5.6 \%) \end{gathered}$ | $\begin{gathered} \hline 3,445 \\ (26.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 9,665 \\ (7.9 \%) \end{gathered}$ | $\begin{gathered} 1,011 \\ (4.4 \%) \end{gathered}$ | $\begin{gathered} \hline 1,011 \\ (7.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,119 \\ (27.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 3,141 \\ (7.6 \%) \end{gathered}$ |
| Total | $\begin{gathered} \hline 55,057 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 55,057 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 12,866 \\ (100.0 \%) \end{gathered}$ | $\begin{aligned} & \hline 122,980 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 23,023 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 14,406 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4,073 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 41,502 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ 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.

