

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

Evaluation Measure 1.3.C: District-to-District PM Peak Period Person Trips

		District 1 Downtown Portland	District 2 Central Industrial Eastside	District 3 NW Portland/ Council Crest	District 4 N. Portland North of Lombard	District 5 Columbia Corridor	District 6 N. Portland South of Lombard	District 7 NE Portland North of I-84	District 8 NW Portland Industrial Area	District 9 SE Portland South of I-84	District 10 East Multnomah Co. East of I-84	District 11 Washington County	District 12 Clackamas County	District 13 Vancouver West of I-5	District 14 Central Vancouver I-5 to Andresen Rd.	District 15 E. Vancouver Andresen Rd. to Clark Co. Line	District 16 Camas/Washougal and East of Clark Co.	District 17 Mid-Clark Co.	District 18 North Clark Co.	District 19 West Portland	District 20 Mid-Clark Co. East of I-205
District 1 Downtown Portland	SOV	4,078 9.6%	2,141 30.6%	3,530 21.7%	678 30.0%	745 45.8%	2,867 30.7%	2,676 26.2%	1,342 36.3%	5,406 25.9%	2,395 23.6%	7,207 29.3%	4,438 29.8%	278 43.5%	484 42.6%	956 30.3%	450 55.5%	952 38.8%	324 30.7%	3,482 27.2%	200 57.1%
	HOV	1,528 3.6%	919 13.2%	1,843 11.3%	405 17.9%	700 43.1%	1,906 20.4%	1,918 18.7%	960 26.0%	3,783 18.1%	1,233 12.2%	4,617 18.8%	2,380 16.0%	204 31.9%	324 28.5%	493 15.6%	252 31.1%	584 23.8%	118 11.2%	2,808 22.0%	90 25.7%
	Transit	2,020 4.8%	1,038 14.9%	1,978 12.2%	1,079 47.8%	152 9.4%	2,766 29.6%	4,248 41.5%	705 19.1%	8,620 41.3%	6,176 60.9%	11,796 48.0%	7,660 51.4%	89 13.9%	261 23.0%	1,652 52.3%	108 13.3%	870 35.4%	612 58.1%	5,242 41.0%	58 16.6%
	Bicycle/ Pedestrian	34,831 82.0%	2,888 41.3%	8,905 54.8%	97 4.3%	28 1.7%	1,794 19.2%	1,388 13.6%	686 18.6%	3,071 14.7%	329 3.2%	974 4.0%	414 2.8%	68 10.6%	68 6.0%	57 1.8%	1 0.1%	50 2.0%	0 0.0%	1,257 9.8%	2 0.6%
	Total	42,457 100.0%	6,986 100.0%	16,256 100.0%	2,259 100.0%	1,625 100.0%	9,333 100.0%	10,230 100.0%	3,693 100.0%	20,880 100.0%	10,133 100.0%	24,594 100.0%	14,892 100.0%	639 100.0%	1,137 100.0%	3,158 100.0%	811 100.0%	2,456 100.0%	1,054 100.0%	12,789 100.0%	350 100.0%
District 2 Central Industrial Eastside	SOV	2,334 34.5%	3,425 48.1%	1,615 43.5%	444 51.3%	447 57.2%	2,698 46.2%	3,623 44.0%	487 51.0%	5,975 41.1%	2,792 36.1%	1,676 46.1%	3,214 47.7%	122 58.4%	196 56.0%	438 58.5%	255 69.3%	382 64.2%	170 70.0%	1,461 46.4%	85 70.8%
	HOV	842 12.5%	1,295 18.2%	851 22.9%	240 27.7%	287 36.7%	1,569 26.9%	2,270 27.6%	305 32.0%	3,758 25.8%	1,458 18.8%	847 23.3%	1,497 22.2%	69 33.0%	98 28.0%	176 23.5%	104 28.3%	167 28.1%	47 19.3%	1,008 32.0%	27 22.5%
	Transit	695 10.3%	536 7.5%	330 8.9%	174 20.1%	43 5.5%	1,021 17.5%	1,513 18.4%	114 11.9%	3,224 22.2%	3,465 44.8%	1,097 30.2%	2,011 29.8%	16 7.7%	54 15.4%	133 17.8%	9 2.4%	45 7.6%	26 10.7%	608 19.3%	8 6.7%
	Bicycle/ Pedestrian	2,888 42.7%	1,862 26.2%	916 24.7%	8 0.9%	5 0.6%	546 9.4%	822 10.0%	48 5.0%	1,581 10.9%	28 0.4%	12 0.3%	22 0.3%	2 1.0%	2 0.6%	2 0.3%	0 0.0%	1 0.2%	0 0.0%	74 2.3%	0 0.0%
	Total	6,759 100.0%	7,118 100.0%	3,712 100.0%	866 100.0%	782 100.0%	5,834 100.0%	8,228 100.0%	954 100.0%	14,538 100.0%	7,743 100.0%	3,632 100.0%	6,744 100.0%	209 100.0%	350 100.0%	749 100.0%	368 100.0%	595 100.0%	243 100.0%	3,151 100.0%	120 100.0%
District 3 NW Portland/ Council Crest	SOV	3,332 22.2%	1,562 44.5%	6,932 34.2%	638 57.0%	459 53.6%	2,644 45.5%	2,245 47.1%	1,191 40.1%	4,549 46.7%	1,912 57.9%	7,947 53.9%	4,491 60.9%	153 61.9%	270 65.1%	468 68.9%	240 75.2%	508 69.8%	231 77.0%	4,769 45.3%	109 75.7%
	HOV	1,539 10.3%	790 22.5%	3,995 19.7%	328 29.3%	346 40.4%	1,702 29.3%	1,385 29.0%	834 28.1%	2,730 28.1%	701 21.2%	4,471 30.3%	1,803 24.5%	75 30.4%	114 27.5%	141 20.8%	75 23.5%	182 25.0%	51 17.0%	3,530 33.6%	29 20.1%
	Transit	1,231 8.2%	245 7.0%	969 4.8%	124 11.1%	41 4.8%	703 12.1%	759 15.9%	224 7.5%	1,742 17.9%	663 20.1%	2,084 14.1%	1,030 14.0%	11 4.5%	24 5.8%	67 9.9%	4 1.3%	34 4.7%	18 6.0%	1,164 11.1%	6 4.2%
	Bicycle/ Pedestrian	8,905 59.3%	916 26.1%	8,351 41.2%	30 2.7%	10 1.2%	765 13.2%	381 8.0%	723 24.3%	711 7.3%	29 0.9%	245 1.7%	48 0.7%	8 3.2%	7 1.7%	3 0.4%	0 0.0%	4 0.5%	0 0.0%	1,054 10.0%	0 0.0%
	Total	15,007 100.0%	3,513 100.0%	20,247 100.0%	1,120 100.0%	856 100.0%	5,814 100.0%	4,770 100.0%	2,972 100.0%	9,732 100.0%	3,305 100.0%	14,747 100.0%	7,372 100.0%	247 100.0%	415 100.0%	679 100.0%	319 100.0%	728 100.0%	300 100.0%	10,517 100.0%	144 100.0%
District 4 North Portland North of Lombard	SOV	410 40.9%	285 55.8%	426 50.5%	6,620 56.0%	1,284 60.4%	4,202 50.3%	1,198 57.8%	730 60.7%	739 61.7%	1,518 70.1%	648 74.1%	826 77.9%	779 60.7%	1,490 71.5%	1,089 66.9%	514 71.7%	1,355 65.5%	449 77.1%	289 64.9%	234 72.0%
	HOV	301 30.0%	176 34.4%	295 35.0%	3,765 31.9%	746 35.1%	2,700 32.3%	672 32.4%	405 33.7%	305 25.5%	437 20.2%	168 19.2%	158 14.9%	373 29.0%	511 24.5%	486 29.9%	200 27.9%	670 32.4%	128 22.0%	115 25.8%	86 26.5%
	Transit	194 19.4%	42 8.2%	92 10.9%	293 2.5%	37 1.7%	472 5.7%	156 7.5%	29 2.4%	133 11.1%	208 9.6%	58 6.6%	77 7.3%	57 4.4%	59 2.8%	50 3.1%	3 0.4%	40 1.9%	5 0.9%	31 7.0%	5 1.5%
	Bicycle/ Pedestrian	97 9.7%	8 1.6%	30 3.6%	1,143 9.7%	60 2.8%	979 11.7%	48 2.3%	39 3.2%	21 1.8%	1 0.0%	1 0.1%	0 0.0%	75 5.8%	24 1.2%	2 0.1%	0 0.0%	3 0.1%	0 0.0%	10 2.2%	0 0.0%
	Total	1,002 100.0%	511 100.0%	843 100.0%	11,821 100.0%	2,127 100.0%	8,353 100.0%	2,074 100.0%	1,203 100.0%	1,198 100.0%	2,164 100.0%	875 100.0%	1,061 100.0%	1,284 100.0%	2,084 100.0%	1,627 100.0%	717 100.0%	2,068 100.0%	582 100.0%	445 100.0%	325 100.0%
District 5 Columbia Corridor	SOV	641 38.6%	399 52.0%	450 46.0%	1,505 59.7%	4,731 68.3%	2,403 53.0%	4,794 55.2%	219 55.6%	3,065 54.7%	11,818 62.4%	1,725 38.3%	3,621 56.7%	417 52.4%	804 58.6%	2,909 64.0%	1,330 66.5%	1,185 63.3%	593 69.5%	454 47.6%	477 63.9%
	HOV	807 48.6%	307 40.0%	424 43.3%	861 34.2%	1,768 25.5%	1,575 34.7%	2,864 32.9%	160 40.6%	2,014 36.0%	5,417 28.6%	2,627 58.3%	2,470 38.7%	334 42.0%	517 37.7%	1,503 33.1%	649 32.5%	650 34.7%	242 28.4%	460 48.2%	256 34.3%
	Transit	185 11.1%	57 7.4%	95 9.7%	93 3.7%	88 1.3%	320 7.1%	587 6.8%	12 3.0%	472 8.4%	1,481 7.8%	152 3.4%	290 4.5%	32 4.0%	47 3.4%	124 2.7%	19 1.0%	35 1.9%	18 2.1%	36 3.8%	12 1.6%
	Bicycle/ Pedestrian	28 1.7%	5 0.7%	10 1.0%	60 2.4%	343 4.9%	240 5.3%	447 5.1%	3 0.8%	51 0.9%	217 1.1%	0 0.0%	3 0.0%	13 1.6%	5 0.4%	11 0.2%	1 0.1%	2 0.1%	0 0.0%	4 0.4%	1 0.1%
	Total	1,661 100.0%	768 100.0%	979 100.0%	2,519 100.0%	6,930 100.0%	4,538 100.0%	8,692 100.0%	394 100.0%	5,602 100.0%	18,933 100.0%	4,504 100.0%	6,384 100.0%	796 100.0%	1,373 100.0%	4,547 100.0%	1,999 100.0%	1,872 100.0%	853 100.0%	954 100.0%	746 100.0%
District 6 N. Portland South of Lombard	SOV	2,316 36.6%	2,118 50.1%	2,108 45.9%	3,469 46.6%	1,796 52.5%	12,178 41.9%	4,559 46.6%	1,306 53.2%	3,346 50.3%	3,157 57.4%	2,091 62.1%	2,528 63.7%	403 61.2%	625 65.1%	1,001 70.4%	546 75.9%	1,047 69.4%	388 78.1%	1,280 55.6%	204 74.7%
	HOV	1,385 36.6%	1,247 50.1%	1,391 45.9%	2,592 46.6%	1,262 52.5%	8,483 41.9%	3,167 46.6%	877 53.2%	1,973 50.3%	1,201 57.4%	846 62.1%	824 63.7%	209 61.2%	288 65.1%	325 70.4%	160 75.9%	409 69.4%	96 78.1%	732 55.6%	60 74.7%

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District 6 North Portland South of Lombard	SOV	21.9%	29.5%	30.3%	34.8%	36.9%	29.2%	32.4%	35.7%	29.7%	21.8%	25.1%	20.8%	31.8%	30.0%	22.9%	22.3%	27.1%	19.3%	31.8%	22.0%	
	Transit	833	318	329	400	126	2,065	999	116	1,050	1,119	417	607	32	39	81	9	47	13	230	8	
	Bicycle/ Pedestrian	1,794	546	765	979	240	6,353	1,050	158	280	21	13	7	14	8	15	4	6	0	61	1	
		28.4%	12.9%	16.7%	13.2%	7.0%	21.8%	10.7%	6.4%	4.2%	0.4%	0.4%	0.2%	2.1%	0.8%	1.1%	0.6%	0.4%	0.0%	2.6%	0.4%	
	Total	6,328	4,229	4,593	7,440	3,424	29,079	9,775	2,457	6,649	5,498	3,367	3,966	658	960	1,422	719	1,509	497	2,303	273	
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
District 7 NE Portland North of I-84	SOV	1,492	2,096	1,153	678	2,400	3,056	9,752	362	6,456	7,712	888	2,350	112	225	1,144	452	331	180	616	139	
	HOV	28.7%	43.1%	43.0%	52.6%	48.0%	42.2%	37.1%	48.9%	45.0%	53.4%	60.5%	62.4%	60.2%	64.3%	68.1%	67.4%	69.5%	78.6%	51.0%	71.3%	
	Transit	1,202	1,628	951	500	2,023	2,595	8,746	279	4,776	4,848	412	1,021	63	107	470	215	132	44	423	51	
		23.2%	33.5%	35.5%	38.8%	40.5%	35.9%	33.3%	37.7%	33.3%	33.5%	28.1%	27.1%	33.9%	30.6%	28.0%	32.0%	27.7%	19.2%	35.0%	26.2%	
	Total	5,192	4,859	2,680	1,288	4,999	7,234	26,295	741	14,349	14,454	1,467	3,766	186	350	1,680	671	476	229	1,208	195	
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
District 8 NW Portland Industrial Area	SOV	1,169	438	1,233	723	205	1,817	896	2,836	1,165	791	3,806	1,072	76	137	231	112	260	125	747	57	
	HOV	41.7%	56.6%	44.0%	60.5%	59.9%	57.5%	58.6%	44.6%	58.2%	72.4%	59.9%	75.4%	71.0%	75.3%	79.9%	82.4%	79.8%	86.2%	56.0%	83.8%	
	Transit	616	229	673	379	129	942	418	2,315	506	193	2,177	241	25	38	47	23	59	18	385	10	
		22.0%	29.6%	24.0%	31.7%	37.7%	29.8%	27.3%	36.4%	25.3%	17.7%	34.3%	16.9%	23.4%	20.9%	16.3%	16.9%	18.1%	12.4%	28.9%	14.7%	
	Total	2,802	774	2,805	1,195	342	3,161	1,530	6,357	2,002	1,093	6,353	1,422	107	182	289	136	326	145	1,334	68	
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
District 9 SE Portland South of I-84	SOV	2,923	3,466	2,272	406	1,348	2,104	6,089	462	33,835	18,979	2,271	19,918	105	228	954	478	375	235	2,213	158	
	HOV	27.0%	41.2%	43.4%	60.3%	47.2%	49.6%	44.8%	52.8%	39.8%	54.5%	63.9%	57.0%	69.1%	71.3%	69.4%	73.2%	77.5%	84.2%	51.4%	76.7%	
	Transit	2,285	2,669	1,831	203	1,369	1,479	4,642	302	28,168	12,332	953	12,230	40	77	363	171	98	39	1,487	43	
		21.1%	31.7%	35.0%	30.2%	48.0%	34.9%	34.2%	34.5%	33.2%	35.4%	26.8%	35.0%	26.3%	24.1%	26.4%	26.2%	20.2%	14.0%	34.5%	20.9%	
	Total	10,820	8,408	5,232	673	2,854	4,243	13,583	875	84,955	34,813	3,556	34,943	152	320	1,375	653	484	279	4,305	206	
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
District 10 East Multnomah Co. East of I-84	SOV	786	1,254	571	565	4,966	1,356	6,280	183	18,334	96,454	921	25,625	131	373	1,960	909	539	406	408	308	
	HOV	28.1%	48.0%	52.0%	65.6%	54.9%	56.3%	52.3%	64.7%	53.3%	52.0%	73.4%	60.6%	70.4%	71.2%	69.0%	73.7%	79.5%	85.3%	58.7%	76.8%	
	Transit	563	962	382	252	3,627	791	4,435	85	12,287	63,142	211	13,581	44	123	758	318	126	64	225	84	
		20.1%	36.8%	34.8%	29.3%	40.1%	32.9%	36.9%	30.0%	35.7%	34.1%	16.8%	32.1%	23.7%	23.5%	26.7%	25.8%	18.6%	13.4%	32.4%	20.9%	
	Total	1,124	367	116	43	232	239	951	14	2,501	8,381	121	2,333	11	27	117	7	13	6	59	9	
	40.1%	14.1%	10.6%	5.0%	2.6%	9.9%	7.9%	4.9%	7.3%	4.5%	9.6%	5.5%	5.9%	5.2%	4.1%	0.6%	1.9%	1.3%	8.5%	2.2%		
District 11 Washington	Bicycle/ Pedestrian	329	28	29	1	217	21	339	1	1,288	17,407	1	758	0	1	5	0	0	0	3	0	
		11.7%	1.1%	2.6%	0.1%	2.4%	0.9%	2.8%	0.4%	3.7%	9.4%	0.1%	1.8%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.4%	0.0%	
	Total	2,802	2,611	1,098	861	9,042	2,407	12,005	283	34,410	185,384	1,254	42,297	186	524	2,840	1,234	678	476	695	401	
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	SOV	4,100	936	4,949	577	1,308	1,728	1,545	4,059	3,706	2,841	377,725	39,867	206	370	758	257	722	278	15,847	168	
HOV	35.4%	54.5%	50.7%	75.3%	37.0%	61.7%	63.2%	61.9%	62.9%	73.2%	53.5%	68.1%	79.8%	81.3%	84.0%	85.7%	84.8%	86.1%	57.4%	88.0%		
Transit	3,005	557	3,509	143	2,118	757	560	2,269	1,313	445	228,656	15,305	42	66	96	41	108	33	8,912	19		
	25.9%	32.4%	36.0%	18.7%	60.0%	27.0%	22.9%	34.6%	22.3%	11.5%	32.4%	26.1%	16.3%	14.5%	10.6%	13.7%	12.7%	10.2%	32.3%	9.9%		
Total	3,518	213	1,056	45	106	304	332	159	852	592	34,798	2,628	10	19	48	2	21	12	2,175	4		
	30.3%	12.4%	10.8%	5.9%	3.0%	10.8%	13.6%	2.4%	14.5%	15.3%	4.9%	4.5%	3.9%	4.2%	5.3%	0.7%	2.5%	3.7%	7.9%	2.1%		

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		District 1 Downtown Portland	District 2 Central Industrial Eastside	District 3 NW Portland/ Council Crest	District 4 N. Portland North of Lombard	District 5 Columbia Corridor	District 6 N. Portland South of Lombard	District 7 NE Portland North of I-84	District 8 NW Portland Industrial Area	District 9 SE Portland South of I-84	District 10 East Multnomah Co. East of I-84	District 11 Washington County	District 12 Clackamas County	District 13 Vancouver West of I-5	District 14 Central Vancouver I-5 to Andresen Rd.	District 15 E. Vancouver Andresen Rd. to Clark Co. Line	District 16 Camas/Washougal and East of Clark Co.	District 17 Mid-Clark Co.	District 18 North Clark Co.	District 19 West Portland	District 20 Mid-Clark Co. East of I-205
County	Bicycle/ Pedestrian	974 8.4%	12 0.7%	245 2.5%	1 0.1%	0 0.0%	13 0.5%	7 0.3%	72 1.1%	17 0.3%	1 0.0%	64,891 9.2%	728 1.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	684 2.5%	0 0.0%	
	Total	11,597 100.0%	1,718 100.0%	9,759 100.0%	766 100.0%	3,532 100.0%	2,802 100.0%	2,444 100.0%	6,559 100.0%	5,888 100.0%	3,879 100.0%	706,070 100.0%	58,528 100.0%	258 100.0%	455 100.0%	902 100.0%	300 100.0%	851 100.0%	323 100.0%	27,618 100.0%	191 100.0%
District 12 Clackamas County	SOV	1,554 36.6%	1,191 51.4%	1,576 53.9%	294 74.4%	1,406 43.3%	989 60.2%	1,654 59.8%	303 68.7%	18,821 55.4%	22,522 59.5%	22,318 61.9%	234,206 54.3%	82 80.4%	189 80.8%	773 78.9%	338 82.0%	332 86.2%	223 89.2%	4,877 56.5%	152 85.4%
	HOV	1,169 27.5%	857 37.0%	1,069 36.5%	80 20.3%	1,779 54.8%	501 30.5%	854 30.9%	119 27.0%	11,987 35.3%	12,309 32.5%	11,716 32.5%	151,251 35.1%	16 15.7%	35 15.0%	160 16.3%	72 17.5%	45 11.7%	22 8.8%	3,040 35.2%	22 12.4%
	Transit	1,113 26.2%	245 10.6%	232 7.9%	21 5.3%	59 1.8%	145 8.8%	244 8.8%	18 4.1%	2,270 6.7%	2,255 6.0%	1,296 3.6%	13,194 3.1%	4 3.9%	10 4.3%	47 4.8%	2 0.5%	8 2.1%	5 2.0%	522 6.0%	4 2.2%
	Bicycle/ Pedestrian	414 9.7%	22 1.0%	48 1.6%	0 0.0%	3 0.1%	7 0.4%	12 0.4%	1 0.2%	866 2.6%	758 2.0%	728 2.0%	32,771 7.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	198 2.3%	0 0.0%
	Total	4,250 100.0%	2,315 100.0%	2,925 100.0%	395 100.0%	3,247 100.0%	1,642 100.0%	2,764 100.0%	441 100.0%	33,944 100.0%	37,844 100.0%	36,058 100.0%	431,422 100.0%	102 100.0%	234 100.0%	980 100.0%	412 100.0%	385 100.0%	250 100.0%	8,637 100.0%	178 100.0%
District 13 Vancouver West of I-5	SOV	111 35.9%	49 51.6%	60 49.6%	466 47.2%	251 46.7%	253 54.5%	113 53.3%	25 61.0%	96 61.5%	174 64.7%	79 72.5%	94 72.9%	4,824 47.4%	3,985 55.2%	3,798 63.8%	1,394 72.7%	6,216 63.1%	1,407 75.8%	26 63.4%	848 70.4%
	HOV	97 31.4%	38 40.0%	47 38.8%	324 32.8%	267 49.7%	167 36.0%	66 31.1%	14 34.1%	42 26.9%	59 21.9%	22 20.2%	20 15.5%	2,561 25.2%	2,109 29.2%	1,635 27.5%	470 24.5%	2,965 30.1%	423 22.8%	13 31.7%	315 26.2%
	Transit	33 10.7%	6 6.3%	6 5.0%	122 12.4%	6 1.1%	30 6.5%	31 14.6%	1 2.4%	17 10.9%	36 13.4%	8 7.3%	15 11.6%	269 2.6%	489 6.8%	437 7.3%	46 2.4%	381 3.9%	18 1.0%	2 4.9%	32 2.7%
	Bicycle/ Pedestrian	68 22.0%	2 2.1%	8 6.6%	75 7.6%	13 2.4%	14 3.0%	2 0.9%	1 2.4%	1 0.6%	0 0.0%	0 0.0%	0 0.0%	2,515 24.7%	642 8.9%	81 1.4%	7 0.4%	283 2.9%	7 0.4%	0 0.0%	9 0.7%
	Total	309 100.0%	95 100.0%	121 100.0%	987 100.0%	537 100.0%	464 100.0%	212 100.0%	41 100.0%	156 100.0%	269 100.0%	109 100.0%	129 100.0%	10,169 100.0%	7,225 100.0%	5,951 100.0%	1,917 100.0%	9,845 100.0%	1,855 100.0%	41 100.0%	1,204 100.0%
District 14 Central Vancouver I-5 to Andresen Rd.	SOV	148 38.7%	63 52.5%	80 51.9%	516 52.4%	367 47.5%	294 55.9%	156 58.2%	33 62.3%	144 63.7%	301 67.9%	93 76.9%	128 77.6%	3,136 53.6%	9,356 49.2%	10,183 59.0%	2,483 71.7%	6,505 63.0%	1,621 74.0%	32 61.5%	1,964 64.5%
	HOV	130 34.0%	50 41.7%	61 39.6%	412 41.8%	394 51.0%	204 38.8%	97 36.2%	18 34.0%	68 30.1%	122 27.5%	24 19.8%	30 18.2%	1,873 32.0%	6,031 31.7%	5,510 31.9%	901 26.0%	3,309 32.0%	542 24.7%	18 34.6%	970 31.8%
	Transit	36 9.4%	5 4.2%	6 3.9%	33 3.4%	7 0.9%	20 3.8%	13 4.9%	1 1.9%	13 5.8%	19 4.3%	4 3.3%	7 4.2%	203 3.5%	491 2.6%	510 3.0%	48 1.4%	209 2.0%	14 0.6%	2 3.8%	56 1.8%
	Bicycle/ Pedestrian	68 17.8%	2 1.7%	7 4.5%	24 2.4%	5 0.6%	8 1.5%	2 0.7%	1 1.9%	1 0.4%	1 0.2%	0 0.0%	0 0.0%	642 11.0%	3,131 16.5%	1,045 6.1%	30 0.9%	305 3.0%	14 0.6%	0 0.0%	57 1.9%
	Total	382 100.0%	120 100.0%	154 100.0%	985 100.0%	773 100.0%	526 100.0%	268 100.0%	53 100.0%	226 100.0%	443 100.0%	121 100.0%	165 100.0%	5,854 100.0%	19,009 100.0%	17,248 100.0%	3,462 100.0%	10,328 100.0%	2,191 100.0%	52 100.0%	3,047 100.0%
District 15 East Vancouver Andresen Rd. to Clark Co. Line	SOV	253 42.3%	122 55.0%	104 58.1%	464 55.6%	1,120 49.7%	392 60.9%	561 56.1%	42 68.9%	519 60.3%	1,191 62.2%	137 80.6%	381 73.4%	2,019 58.3%	8,476 55.9%	48,840 50.2%	13,022 61.9%	7,143 62.8%	3,373 71.1%	57 58.8%	7,291 59.3%
	HOV	183 30.6%	89 40.1%	65 36.3%	358 42.9%	1,111 49.3%	204 31.7%	406 40.6%	18 29.5%	306 35.6%	665 34.7%	29 17.1%	121 23.3%	1,253 36.2%	5,251 34.6%	31,159 32.0%	7,082 33.7%	3,779 33.2%	1,300 27.4%	38 39.2%	4,232 34.4%
	Transit	105 17.6%	9 4.1%	7 3.9%	10 1.2%	12 0.5%	33 5.1%	29 2.9%	1 1.6%	32 3.7%	53 2.8%	4 2.4%	17 3.3%	113 3.3%	403 2.7%	1,736 1.8%	168 0.8%	196 1.7%	38 0.8%	2 2.1%	184 1.5%
	Bicycle/ Pedestrian	57 9.5%	2 0.9%	3 1.7%	2 0.2%	11 0.5%	15 2.3%	4 0.4%	0 0.0%	3 0.3%	5 0.3%	0 0.0%	0 0.0%	81 2.3%	1,045 6.9%	15,589 16.0%	755 3.6%	253 2.2%	32 0.7%	0 0.0%	596 4.8%
	Total	598 100.0%	222 100.0%	179 100.0%	834 100.0%	2,254 100.0%	644 100.0%	1,000 100.0%	61 100.0%	860 100.0%	1,914 100.0%	170 100.0%	519 100.0%	3,466 100.0%	15,175 100.0%	97,324 100.0%	21,027 100.0%	11,371 100.0%	4,743 100.0%	97 100.0%	12,303 100.0%
District 16 Camas/ Washougal and East of Clark Co.	SOV	134 53.6%	66 56.9%	52 61.2%	165 55.4%	435 49.0%	196 66.0%	189 54.3%	20 69.0%	172 59.5%	343 61.4%	47 81.0%	117 75.0%	383 61.3%	1,098 63.2%	8,133 56.7%	23,890 50.9%	1,065 67.5%	2,191 60.7%	41 51.9%	1,525 56.0%
	HOV	105 42.0%	49 42.2%	32 37.6%	132 44.3%	450 50.7%	90 30.3%	156 44.8%	9 31.0%	114 39.4%	211 37.7%	11 19.0%	38 24.4%	228 36.5%	567 32.7%	5,311 37.1%	18,176 38.7%	463 29.3%	1,305 36.1%	38 48.1%	1,061 39.0%
	Transit	10 4.0%	1 0.9%	1 1.2%	1 0.3%	1 0.1%	7 2.4%	3 0.9%	0 0.0%	3 1.0%	5 0.9%	0 0.0%	1 0.6%	7 1.1%	41 2.4%	134 0.9%	180 0.4%	17 1.1%	3 0.1%	0 0.0%	12 0.4%
	Bicycle/ Pedestrian	1 0.4%	0 0.0%	0 0.0%	0 0.0%	1 0.1%	4 1.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 1.1%	30 1.7%	755 5.3%	4,711 10.0%	33 2.1%	112 3.1%	0 0.0%	126 4.6%
	Total	250 100.0%	116 100.0%	85 100.0%	298 100.0%	887 100.0%	297 100.0%	348 100.0%	29 100.0%	289 100.0%	559 100.0%	58 100.0%	156 100.0%	625 100.0%	1,736 100.0%	14,333 100.0%	46,957 100.0%	1,578 100.0%	3,611 100.0%	79 100.0%	2,724 100.0%

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

Evaluation Measure 1.3.C: District-to-District PM Peak Period Person Trips

		District 1 Downtown Portland	District 2 Central Industrial Eastside	District 3 NW Portland/ Council Crest	District 4 N. Portland North of Lombard	District 5 Columbia Corridor	District 6 N. Portland South of Lombard	District 7 NE Portland North of I-84	District 8 NW Portland Industrial Area	District 9 SE Portland South of I-84	District 10 East Multnomah Co. East of I-84	District 11 Washington County	District 12 Clackamas County	District 13 Vancouver West of I-5	District 14 Central Vancouver I-5 to Andresen Rd.	District 15 E. Vancouver Andresen Rd. to Clark Co. Line	District 16 Camas/Washougal and East of Clark Co.	District 17 Mid-Clark Co.	District 18 North Clark Co.	District 19 West Portland	District 20 Mid-Clark Co. East of I-205
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
District 17 Mid-Clark Co.	SOV	248 44.2%	96 55.2%	120 56.3%	589 53.4%	426 47.2%	370 57.0%	144 58.1%	49 66.2%	128 65.3%	221 69.7%	124 79.0%	107 80.5%	3,182 54.7%	4,384 57.1%	5,835 60.9%	1,776 71.6%	28,402 51.2%	6,567 64.5%	46 58.2%	3,150 60.5%
	HOV	217 38.7%	74 42.5%	85 39.9%	502 45.5%	471 52.2%	258 39.8%	98 39.5%	24 32.4%	63 32.1%	90 28.4%	31 19.7%	23 17.3%	2,245 38.6%	2,853 37.1%	3,344 34.9%	658 26.5%	20,279 36.6%	3,400 33.4%	32 40.5%	1,840 35.3%
	Transit	46 8.2%	3 1.7%	4 1.9%	9 0.8%	4 0.4%	15 2.3%	5 2.0%	1 1.4%	5 2.6%	6 1.9%	2 1.3%	3 2.3%	112 1.9%	142 1.8%	157 1.6%	15 0.6%	621 1.1%	47 0.5%	1 1.3%	50 1.0%
	Bicycle/ Pedestrian	50 8.9%	1 0.6%	4 1.9%	3 0.3%	2 0.2%	6 0.9%	1 0.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	283 4.9%	305 4.0%	253 2.6%	33 1.3%	6,177 11.1%	162 1.6%	0 0.0%	166 3.2%
	Total	561 100.0%	174 100.0%	213 100.0%	1,103 100.0%	903 100.0%	649 100.0%	248 100.0%	74 100.0%	196 100.0%	317 100.0%	157 100.0%	133 100.0%	5,822 100.0%	7,684 100.0%	9,589 100.0%	2,482 100.0%	55,479 100.0%	10,176 100.0%	79 100.0%	5,206 100.0%
District 18 North Clark County	SOV	63 52.1%	29 63.0%	38 65.5%	114 59.1%	152 48.1%	81 62.3%	45 62.5%	17 73.9%	49 70.0%	90 72.6%	37 84.1%	41 83.7%	367 61.9%	603 62.2%	1,549 61.9%	2,600 61.2%	4,751 60.7%	24,517 55.3%	24 54.5%	1,679 58.6%
	HOV	45 37.2%	16 34.8%	19 32.8%	79 40.9%	164 51.9%	48 36.9%	26 36.1%	6 26.1%	20 28.6%	33 26.6%	7 15.9%	8 16.3%	216 36.4%	347 35.8%	904 36.1%	1,533 36.1%	2,873 36.7%	16,885 38.1%	20 45.5%	1,110 38.7%
	Transit	13 10.7%	1 2.2%	1 1.7%	0 0.0%	0 0.0%	1 0.8%	1 1.4%	0 0.0%	1 1.4%	1 0.8%	0 0.0%	0 0.0%	3 0.5%	6 0.6%	17 0.7%	3 0.1%	42 0.5%	158 0.4%	0 0.0%	13 0.5%
	Bicycle/ Pedestrian	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	7 1.2%	14 1.4%	32 1.3%	112 2.6%	162 2.1%	2,759 6.2%	0 0.0%	64 2.2%
	Total	121 100.0%	46 100.0%	58 100.0%	193 100.0%	316 100.0%	130 100.0%	72 100.0%	23 100.0%	70 100.0%	124 100.0%	44 100.0%	49 100.0%	593 100.0%	970 100.0%	2,502 100.0%	4,248 100.0%	7,828 100.0%	44,319 100.0%	44 100.0%	2,866 100.0%
District 19 West Portland	SOV	2,092 32.7%	790 48.6%	2,966 42.5%	190 62.9%	268 42.3%	837 52.9%	722 54.0%	439 49.1%	2,423 52.4%	780 64.1%	13,794 57.6%	6,117 60.6%	42 68.9%	77 71.3%	170 72.3%	97 65.1%	154 73.7%	85 73.9%	10,146 38.7%	39 73.6%
	HOV	1,769 27.7%	641 39.4%	2,559 36.7%	86 28.5%	351 55.4%	564 35.7%	430 32.2%	316 35.3%	1,517 32.8%	306 25.1%	8,070 33.7%	3,309 32.8%	16 26.2%	27 25.0%	55 23.4%	51 34.2%	50 23.9%	28 24.3%	9,021 34.4%	13 24.5%
	Transit	1,274 19.9%	120 7.4%	393 5.6%	16 5.3%	11 1.7%	119 7.5%	131 9.8%	43 4.8%	438 9.5%	128 10.5%	1,383 5.8%	477 4.7%	3 4.9%	4 3.7%	10 4.3%	1 0.7%	5 2.4%	2 1.7%	1,558 5.9%	1 1.9%
	Bicycle/ Pedestrian	1,257 19.7%	74 4.6%	1,054 15.1%	10 3.3%	4 0.6%	61 3.9%	54 4.0%	96 10.7%	249 5.4%	3 0.2%	684 2.9%	198 2.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5,503 21.0%	0 0.0%
	Total	6,392 100.0%	1,625 100.0%	6,972 100.0%	302 100.0%	634 100.0%	1,581 100.0%	1,337 100.0%	894 100.0%	4,627 100.0%	1,217 100.0%	23,931 100.0%	10,101 100.0%	61 100.0%	108 100.0%	235 100.0%	149 100.0%	209 100.0%	115 100.0%	26,228 100.0%	53 100.0%
District 20 Mid-Clark Co. East of I-205	SOV	41 51.9%	18 60.0%	20 62.5%	78 56.9%	161 46.3%	60 61.2%	60 58.8%	9 75.0%	60 63.8%	132 66.0%	25 83.3%	50 78.1%	341 60.0%	1,328 58.9%	5,759 55.8%	2,086 58.6%	3,117 60.2%	2,454 63.3%	12 57.1%	5,252 48.6%
	HOV	29 36.7%	11 36.7%	11 34.4%	58 42.3%	185 53.2%	33 33.7%	40 39.2%	3 25.0%	31 33.0%	64 32.0%	5 16.7%	13 20.3%	208 36.6%	828 36.7%	3,820 37.0%	1,332 37.4%	1,845 35.6%	1,330 34.3%	9 42.9%	3,768 34.8%
	Transit	7 8.9%	1 3.3%	1 3.1%	1 0.7%	1 0.3%	4 4.1%	2 2.0%	0 0.0%	3 3.2%	4 2.0%	0 0.0%	1 1.6%	10 1.8%	43 1.9%	143 1.4%	14 0.4%	50 1.0%	29 0.7%	0 0.0%	111 1.0%
	Bicycle/ Pedestrian	2 2.5%	0 0.0%	0 0.0%	0 0.0%	1 0.3%	1 1.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	9 1.6%	57 2.5%	596 5.8%	126 3.5%	166 3.2%	64 1.7%	0 0.0%	1,684 15.6%
	Total	79 100.0%	30 100.0%	32 100.0%	137 100.0%	348 100.0%	98 100.0%	102 100.0%	12 100.0%	94 100.0%	200 100.0%	30 100.0%	64 100.0%	568 100.0%	2,256 100.0%	10,318 100.0%	3,558 100.0%	5,178 100.0%	3,877 100.0%	21 100.0%	10,815 100.0%