Option Package 2 - Express Bus I-5 Three-Lanes
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 | $\begin{aligned} & 103,214 \\ & (31.2 \%) \end{aligned}$ | $\begin{aligned} & 103,214 \\ & (31.2 \%) \end{aligned}$ | $\begin{gathered} 13,337 \\ (10.1 \%) \end{gathered}$ | $\begin{aligned} & 219,765 \\ & (27.7 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 40,963 \\ (27.7 \%) \end{gathered}$ | $\begin{gathered} 24,785 \\ (31.3 \%) \end{gathered}$ | $\begin{aligned} & 4,135 \\ & (9.7 \%) \end{aligned}$ | $\begin{gathered} 69,883 \\ (25.9 \%) \end{gathered}$ |
| HOV | $\begin{gathered} \hline 63,742 \\ (19.3 \%) \end{gathered}$ | $\begin{gathered} \hline 63,742 \\ (19.3 \%) \end{gathered}$ | $\begin{gathered} 5,745 \\ (4.4 \%) \end{gathered}$ | $\begin{aligned} & 133,230 \\ & (16.8 \%) \end{aligned}$ | $\begin{gathered} \hline 27,781 \\ (18.8 \%) \end{gathered}$ | $\begin{gathered} \hline 17,858 \\ (22.6 \%) \end{gathered}$ | $\begin{gathered} 1,553 \\ (3.7 \%) \end{gathered}$ | $\begin{gathered} \hline 47,193 \\ (17.5 \%) \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 95,689 \\ (29.0 \%) \end{gathered}$ | $\begin{gathered} 95,689 \\ (29.0 \%) \end{gathered}$ | $\begin{gathered} \hline 5,668 \\ (4.3 \%) \end{gathered}$ | $\begin{aligned} & \hline 197,046 \\ & (24.9 \%) \end{aligned}$ | $\begin{gathered} \hline 57,270 \\ (38.7 \%) \end{gathered}$ | $\begin{gathered} \hline 14,474 \\ (18.3 \%) \end{gathered}$ | $\begin{gathered} 1,956 \\ (4.6 \%) \end{gathered}$ | $\begin{gathered} 73,700 \\ (27.3 \%) \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{aligned} & \hline 67,832 \\ & (20.5 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 67,832 \\ & (20.5 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 107,216 \\ & (81.2 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 242,880 \\ & (30.6 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 22,046 \\ & (14.9 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 22,046 \\ (27.8 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 34,845 \\ & (82.0 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 78,936 \\ & (29.3 \%) \\ & \hline \end{aligned}$ |
| Total | $\begin{gathered} \hline 330,477 \\ (100.0 \%) \end{gathered}$ | $\begin{aligned} & \hline 330,477 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 131,966 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 792,921 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 148,060 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 79,163 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 42,489 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 269,711 \\ (100.0 \%) \end{gathered}$ |

${ }^{1}$ 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 <br> From | Trips To | Trips Within | Total Trips | Trips From | Trips To | Trips Within | Total <br> Trips |
| SOV | $\begin{gathered} 33,310 \\ (59.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 33,310 \\ (59.2 \%) \end{gathered}$ | $\begin{gathered} 5,937 \\ (50.9 \%) \end{gathered}$ | $\begin{gathered} 72,558 \\ (58.4 \%) \end{gathered}$ | $\begin{gathered} 13,811 \\ (59.0 \%) \end{gathered}$ | 8,098 $(55.0 \%)$ | $\begin{gathered} 1,872 \\ (50.7 \%) \end{gathered}$ | $\begin{gathered} 23,781 \\ (56.9 \%) \end{gathered}$ |
| HOV | $\begin{gathered} 16,854 \\ (29.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 16,854 \\ (29.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 2,401 \\ (20.6 \%) \end{gathered}$ | $\begin{gathered} \hline 36,109 \\ (29.1 \%) \end{gathered}$ | $\begin{gathered} \hline 6,887 \\ (29.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4,999 \\ (33.9 \%) \end{gathered}$ | $\begin{gathered} 725 \\ (19.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 12,610 \\ (30.1 \%) \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 3,001 \\ (5.3 \%) \end{gathered}$ | $\begin{aligned} & 3,001 \\ & (5.3 \%) \end{aligned}$ | $\begin{gathered} 177 \\ (1.5 \%) \end{gathered}$ | $\begin{gathered} \hline 6,180 \\ (5.0 \%) \end{gathered}$ | $\begin{aligned} & 1,695 \\ & (7.2 \%) \end{aligned}$ | $\begin{gathered} 626 \\ (4.3 \%) \end{gathered}$ | $\begin{gathered} 70 \\ (1.9 \%) \end{gathered}$ | $\begin{gathered} \hline 2,392 \\ (5.7 \%) \end{gathered}$ |
| Bicycle/Pedestrian ${ }^{2}$ | $\begin{gathered} \hline 3,109 \\ (5.5 \%) \end{gathered}$ | $\begin{gathered} \hline 3,109 \\ (5.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,156 \\ (27.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 9,374 \\ (7.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,010 \\ (4.3 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,010 \\ (6.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,026 \\ (27.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,047 \\ (7.3 \%) \\ \hline \end{gathered}$ |
| Total | $\begin{gathered} \hline 56,275 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 56,275 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 11,671 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 124,221 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 23,404 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 14,733 \\ (100.0 \%) \\ \hline \end{gathered}$ | 3,693 $(100.0 \%)$ | $\begin{gathered} \hline 41,830 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ 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.

