

Option Package 2 - Express Bus I-5 Three-Lanes
 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	4,135 9.7%	2,142 30.6%	3,527 21.7%	667 28.1%	719 45.3%	2,785 30.1%	2,656 25.7%	1,342 36.4%	5,384 25.9%	2,354 23.1%	7,045 28.8%	4,292 29.0%	282 38.0%	479 34.8%	827 26.2%	407 48.8%	857 29.8%	297 25.7%	3,441 27.0%	186 55.7%
	HOV	1,553 3.7%	918 13.1%	1,836 11.3%	390 16.4%	688 43.4%	1,830 19.8%	1,896 18.4%	959 26.0%	3,761 18.1%	1,201 11.8%	4,495 18.4%	2,290 15.5%	195 26.3%	314 22.8%	442 14.0%	240 28.8%	542 18.9%	111 9.6%	2,773 21.8%	95 28.4%
	Transit	1,956 4.6%	1,046 15.0%	1,986 12.2%	1,220 51.5%	153 9.6%	2,874 31.0%	4,393 42.5%	703 19.1%	8,587 41.3%	6,318 61.9%	11,961 48.9%	7,821 52.8%	192 25.9%	512 37.2%	1,833 58.0%	186 22.3%	1,420 49.4%	749 64.7%	5,266 41.4%	51 15.3%
	Bicycle/ Pedestrian	34,845 82.0%	2,889 41.3%	8,906 54.8%	94 4.0%	27 1.7%	1,775 19.2%	1,384 13.4%	685 18.6%	3,064 14.7%	329 3.2%	968 4.0%	411 2.8%	73 9.8%	73 5.3%	58 1.8%	1 0.1%	56 1.9%	0 0.0%	1,252 9.8%	2 0.6%
	Total	42,489 100.0%	6,995 100.0%	16,255 100.0%	2,371 100.0%	1,587 100.0%	9,264 100.0%	10,329 100.0%	3,689 100.0%	20,796 100.0%	10,202 100.0%	24,469 100.0%	14,814 100.0%	742 100.0%	1,378 100.0%	3,160 100.0%	834 100.0%	2,875 100.0%	1,157 100.0%	12,732 100.0%	334 100.0%
District 2 Central Industrial Eastside	SOV	2,333 34.6%	3,417 48.1%	1,611 43.4%	444 50.6%	441 57.1%	2,654 45.7%	3,619 44.0%	486 51.0%	5,972 41.1%	2,820 36.4%	1,663 46.2%	3,200 47.7%	128 49.6%	213 52.1%	418 55.5%	245 66.6%	397 58.1%	167 64.5%	1,452 46.3%	85 68.5%
	HOV	841 12.5%	1,291 18.2%	848 22.9%	238 27.1%	283 36.7%	1,544 26.6%	2,262 27.5%	305 32.0%	3,749 25.8%	1,472 19.0%	837 23.3%	1,491 22.2%	68 26.4%	106 25.9%	174 23.1%	103 28.0%	183 26.8%	51 19.7%	1,001 31.9%	31 25.0%
	Transit	688 10.2%	537 7.6%	333 9.0%	188 21.4%	43 5.6%	1,065 18.3%	1,518 18.5%	114 12.0%	3,214 22.1%	3,436 44.3%	1,087 30.2%	1,999 29.8%	59 22.9%	88 21.5%	160 21.2%	20 5.4%	102 14.9%	41 15.8%	610 19.4%	8 6.5%
	Bicycle/ Pedestrian	2,889 42.8%	1,859 26.2%	917 24.7%	7 0.8%	5 0.6%	545 9.4%	820 10.0%	48 5.0%	1,579 10.9%	28 0.4%	12 0.3%	22 0.3%	3 1.2%	2 0.5%	1 0.1%	0 0.0%	1 0.1%	0 0.0%	74 2.4%	0 0.0%
	Total	6,751 100.0%	7,104 100.0%	3,709 100.0%	877 100.0%	772 100.0%	5,808 100.0%	8,219 100.0%	953 100.0%	14,514 100.0%	7,756 100.0%	3,599 100.0%	6,712 100.0%	258 100.0%	409 100.0%	753 100.0%	368 100.0%	683 100.0%	259 100.0%	3,137 100.0%	124 100.0%
District 3 NW Portland/ Council Crest	SOV	3,331 22.2%	1,559 44.4%	6,935 34.2%	632 57.0%	438 53.2%	2,577 45.0%	2,224 47.0%	1,191 40.1%	4,538 46.7%	1,918 58.1%	7,923 53.9%	4,460 60.9%	170 58.4%	294 62.0%	480 65.8%	252 73.0%	535 66.0%	242 73.3%	4,756 45.3%	116 73.9%
	HOV	1,537 10.2%	788 22.5%	3,995 19.7%	322 29.0%	335 40.7%	1,662 29.0%	1,373 29.0%	835 28.1%	2,723 28.0%	705 21.3%	4,453 30.3%	1,789 24.4%	82 28.2%	125 26.4%	155 21.2%	83 24.1%	201 24.8%	58 17.6%	3,518 33.5%	34 21.7%
	Transit	1,228 8.2%	245 7.0%	974 4.8%	126 11.4%	42 5.1%	737 12.9%	757 16.0%	224 7.5%	1,736 17.9%	652 19.7%	2,077 14.1%	1,024 14.0%	30 10.3%	48 10.1%	92 12.6%	10 2.9%	70 8.6%	30 9.1%	1,164 11.1%	7 4.5%
	Bicycle/ Pedestrian	8,906 59.4%	917 26.1%	8,362 41.3%	29 2.6%	9 1.1%	750 13.1%	378 8.0%	723 24.3%	712 7.3%	29 0.9%	245 1.7%	48 0.7%	9 3.1%	7 1.5%	3 0.4%	0 0.0%	4 0.5%	0 0.0%	1,053 10.0%	0 0.0%
	Total	15,002 100.0%	3,509 100.0%	20,266 100.0%	1,109 100.0%	824 100.0%	5,726 100.0%	4,732 100.0%	2,973 100.0%	9,709 100.0%	3,304 100.0%	14,698 100.0%	7,321 100.0%	291 100.0%	474 100.0%	730 100.0%	345 100.0%	810 100.0%	330 100.0%	10,491 100.0%	157 100.0%
District 4 North Portland North of Lombard	SOV	399 40.5%	279 55.6%	414 50.4%	6,032 55.7%	1,263 60.7%	4,145 50.1%	1,182 57.5%	709 60.6%	712 61.6%	1,443 70.6%	616 74.1%	787 77.9%	1,025 61.9%	1,833 71.9%	1,210 67.5%	524 72.3%	1,571 65.0%	474 75.5%	276 64.8%	267 71.4%
	HOV	296 30.1%	176 35.1%	289 35.2%	3,445 31.8%	729 35.0%	2,687 32.5%	671 32.7%	393 33.6%	296 25.6%	409 20.0%	160 19.3%	152 15.0%	462 27.9%	611 24.0%	522 29.1%	192 26.5%	791 32.7%	145 23.1%	110 25.8%	101 27.0%
	Transit	196 19.9%	40 8.0%	90 10.9%	279 2.6%	33 1.6%	465 5.6%	154 7.5%	29 2.5%	126 10.9%	190 9.3%	54 6.5%	71 7.0%	64 3.9%	71 2.8%	59 3.3%	9 1.2%	52 2.2%	9 1.4%	30 7.0%	6 1.6%
	Bicycle/ Pedestrian	94 9.5%	7 1.4%	29 3.5%	1,077 9.9%	55 2.6%	972 11.8%	48 2.3%	39 3.3%	21 1.8%	1 0.0%	1 0.1%	0 0.0%	104 6.3%	34 1.3%	2 0.1%	0 0.0%	4 0.2%	0 0.0%	10 2.3%	0 0.0%
	Total	985 100.0%	502 100.0%	822 100.0%	10,833 100.0%	2,080 100.0%	8,269 100.0%	2,055 100.0%	1,170 100.0%	1,155 100.0%	2,043 100.0%	831 100.0%	1,010 100.0%	1,655 100.0%	2,549 100.0%	1,793 100.0%	725 100.0%	2,418 100.0%	628 100.0%	426 100.0%	374 100.0%
District 5 Columbia Corridor	SOV	621 38.2%	390 51.6%	429 45.5%	1,505 60.4%	4,644 68.3%	2,327 52.8%	4,773 55.0%	213 55.6%	3,072 54.7%	11,811 62.4%	1,705 38.1%	3,641 56.8%	509 54.3%	880 58.6%	2,862 63.2%	1,300 66.0%	1,273 62.9%	581 68.3%	445 47.4%	473 63.6%
	HOV	796 49.0%	304 40.2%	412 43.7%	844 33.9%	1,729 25.4%	1,530 34.7%	2,856 32.9%	156 40.7%	2,015 35.9%	5,409 28.6%	2,618 58.5%	2,475 38.6%	372 39.7%	559 37.2%	1,497 33.1%	638 32.4%	703 34.7%	247 29.0%	454 48.3%	258 34.7%
	Transit	182 11.2%	57 7.5%	93 9.9%	89 3.6%	88 1.3%	320 7.3%	599 6.9%	11 2.9%	475 8.5%	1,484 7.8%	149 3.3%	292 4.6%	40 4.3%	57 3.8%	155 3.4%	30 1.5%	47 2.3%	23 2.7%	36 3.8%	12 1.6%
	Bicycle/ Pedestrian	27 1.7%	5 0.7%	9 1.0%	55 2.2%	336 4.9%	232 5.3%	449 5.2%	3 0.8%	51 0.9%	218 1.2%	0 0.0%	3 0.0%	16 1.7%	6 0.4%	11 0.2%	1 0.1%	2 0.1%	0 0.0%	4 0.4%	1 0.1%
	Total	1,626 100.0%	756 100.0%	943 100.0%	2,493 100.0%	6,797 100.0%	4,409 100.0%	8,677 100.0%	383 100.0%	5,613 100.0%	18,922 100.0%	4,472 100.0%	6,411 100.0%	937 100.0%	1,502 100.0%	4,525 100.0%	1,969 100.0%	2,025 100.0%	851 100.0%	939 100.0%	744 100.0%
District 6 N. Portland South of Lombard	SOV	2,257 36.3%	2,082 49.8%	2,051 45.7%	3,468 46.7%	1,728 52.2%	12,009 41.8%	4,478 46.4%	1,282 53.1%	3,274 50.2%	3,115 57.3%	2,022 62.0%	2,465 63.6%	509 59.2%	747 62.5%	1,127 68.3%	604 74.2%	1,197 67.0%	412 75.0%	1,242 55.4%	233 73.3%
	HOV	1,349 36.3%	1,232 49.8%	1,357 45.7%	2,585 46.7%	1,224 52.2%	8,377 41.8%	3,126 46.4%	863 53.1%	1,935 50.2%	1,195 57.3%	816 62.0%	804 63.6%	264 59.2%	353 62.5%	385 68.3%	179 74.2%	492 67.0%	112 75.0%	709 55.4%	73 73.3%

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District 6 North Portland South of Lombard	SOV	21.7%	29.5%	30.2%	34.8%	37.0%	29.1%	32.4%	35.7%	29.7%	22.0%	25.0%	20.8%	30.7%	29.5%	23.3%	22.0%	27.5%	20.4%	31.7%	23.0%	
	Transit	844	318	329	401	124	2,053	995	115	1,034	1,104	408	598	69	85	122	26	90	25	229	10	
	Bicycle/ Pedestrian	1,775	545	750	972	232	6,309	1,044	156	277	20	13	7	18	10	17	5	7	0	60	2	
		28.5%	13.0%	16.7%	13.1%	7.0%	21.9%	10.8%	6.5%	4.2%	0.4%	0.4%	0.2%	2.1%	0.8%	1.0%	0.6%	0.4%	0.0%	2.7%	0.6%	
	Total	6,225	4,177	4,487	7,426	3,308	28,748	9,643	2,416	6,520	5,434	3,259	3,874	860	1,195	1,651	814	1,786	549	2,240	318	
	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	1,491	2,093	1,147	686	2,397	3,021	9,787	360	6,456	7,765	885	2,371	141	254	1,256	432	357	171	616	133	
	HOV	28.7%	43.1%	43.0%	52.8%	48.0%	42.1%	37.2%	48.9%	45.0%	53.5%	60.6%	62.4%	58.0%	62.7%	70.0%	66.9%	66.6%	76.3%	51.0%	70.7%	
	Transit	1,199	1,624	945	503	2,016	2,573	8,716	277	4,769	4,860	409	1,031	83	126	458	205	155	45	422	50	
		23.1%	33.5%	35.4%	38.7%	40.4%	35.8%	33.2%	37.6%	33.3%	33.5%	28.0%	27.1%	34.2%	31.1%	25.5%	31.7%	28.9%	20.1%	34.9%	26.6%	
	Total	5,195	4,851	2,666	1,299	4,992	7,178	26,292	736	14,339	14,508	1,461	3,798	243	405	1,794	646	536	224	1,209	188	
	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	1,167	436	1,231	713	198	1,789	883	2,839	1,154	787	3,791	1,057	87	152	249	124	278	134	739	62	
	HOV	41.7%	56.6%	43.9%	60.6%	59.6%	57.3%	58.4%	44.6%	58.2%	72.4%	59.9%	75.4%	70.7%	74.5%	78.5%	81.6%	77.9%	84.8%	55.9%	83.8%	
	Transit	615	228	673	371	126	928	413	2,320	501	193	2,172	237	28	42	53	26	67	20	381	11	
		22.0%	29.6%	24.0%	31.5%	38.0%	29.7%	27.3%	36.4%	25.3%	17.8%	34.3%	16.9%	22.8%	20.6%	16.7%	17.1%	18.8%	12.7%	28.8%	14.9%	
	Total	2,797	770	2,803	1,176	332	3,123	1,511	6,367	1,982	1,087	6,331	1,401	123	204	317	152	357	158	1,321	74	
	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	2,932	3,470	2,277	404	1,348	2,075	6,080	462	33,860	18,972	2,276	19,948	112	229	916	460	374	222	2,223	150	
	HOV	27.1%	41.3%	43.4%	60.5%	47.2%	49.4%	44.8%	52.8%	39.8%	54.5%	63.9%	57.0%	65.9%	69.2%	68.2%	72.8%	74.7%	82.2%	51.4%	76.1%	
	Transit	2,287	2,665	1,831	199	1,369	1,458	4,636	301	28,164	12,333	953	12,244	44	81	356	164	106	40	1,493	42	
		21.1%	31.7%	34.9%	29.8%	48.0%	34.7%	34.2%	34.4%	33.1%	35.4%	26.8%	35.0%	25.9%	24.5%	26.5%	25.9%	21.2%	14.8%	34.5%	21.3%	
	Total	10,815	8,406	5,242	668	2,854	4,199	13,570	875	84,984	34,803	3,562	34,989	170	331	1,344	632	501	270	4,325	197	
	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	797	1,275	581	549	4,958	1,366	6,310	186	18,386	96,610	943	25,741	117	344	1,860	865	489	368	418	289	
	HOV	28.2%	48.2%	52.1%	66.1%	54.9%	56.2%	52.3%	64.8%	53.3%	52.1%	73.4%	60.6%	68.8%	69.9%	67.9%	73.2%	78.1%	84.2%	58.8%	76.3%	
	Transit	569	973	387	237	3,620	795	4,453	86	12,305	63,116	216	13,606	41	117	733	301	118	59	229	81	
		20.1%	36.8%	34.7%	28.6%	40.1%	32.7%	36.9%	30.0%	35.7%	34.0%	16.8%	32.1%	24.1%	23.8%	26.8%	25.5%	18.8%	13.5%	32.2%	21.4%	
	Total	1,135	369	119	43	235	249	965	14	2,512	8,367	124	2,343	12	29	142	15	19	10	61	9	
	40.1%	14.0%	10.7%	5.2%	2.6%	10.2%	8.0%	4.9%	7.3%	4.5%	9.7%	5.5%	7.1%	5.9%	5.2%	1.3%	3.0%	2.3%	8.6%	2.4%		
District 11 Washington	Bicycle/ Pedestrian	329	28	29	1	218	20	339	1	1,288	17,404	1	758	0	2	5	0	0	0	3	0	
		11.6%	1.1%	2.6%	0.1%	2.4%	0.8%	2.8%	0.3%	3.7%	9.4%	0.1%	1.8%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.4%	0.0%	
	Total	2,830	2,645	1,116	830	9,031	2,430	12,067	287	34,491	185,497	1,284	42,448	170	492	2,740	1,181	626	437	711	379	
		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	4,067	928	4,944	562	1,297	1,686	1,528	4,058	3,689	2,835	377,920	39,797	214	394	777	278	779	347	15,863	189	
HOV	35.4%	54.5%	50.7%	75.1%	36.9%	61.2%	63.1%	61.9%	62.9%	73.4%	53.5%	68.1%	75.9%	79.3%	82.3%	84.5%	83.0%	85.7%	57.4%	87.1%		
Transit	2,972	551	3,499	137	2,112	734	555	2,268	1,309	448	228,619	15,293	46	71	105	46	121	39	8,920	23		
	25.8%	32.4%	35.9%	18.3%	60.1%	26.7%	22.9%	34.6%	22.3%	11.6%	32.4%	26.2%	16.3%	14.3%	11.1%	14.0%	12.9%	9.6%	32.3%	10.6%		
Total	3,494	212	1,057	48	106	320	333	159	847	580	34,791	2,618	22	32	62	5	39	19	2,175	5		
	30.4%	12.4%	10.8%	6.4%	3.0%	11.6%	13.7%	2.4%	14.4%	15.0%	4.9%	4.5%	7.8%	6.4%	6.6%	1.5%	4.2%	4.7%	7.9%	2.3%		

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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	968 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%	64,899 9.2%	729 1.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	684 2.5%	0 0.0%	
	Total	11,501 100.0%	1,703 100.0%	9,745 100.0%	748 100.0%	3,515 100.0%	2,753 100.0%	2,423 100.0%	6,557 100.0%	5,862 100.0%	3,864 100.0%	706,229 100.0%	58,437 100.0%	282 100.0%	497 100.0%	944 100.0%	329 100.0%	939 100.0%	405 100.0%	27,642 100.0%	217 100.0%
District 12 Clackamas County	SOV	1,536 36.5%	1,190 51.5%	1,572 53.9%	289 74.3%	1,410 43.3%	976 60.1%	1,666 59.8%	301 68.7%	18,861 55.5%	22,528 59.5%	22,368 61.9%	234,398 54.3%	77 75.5%	178 78.4%	730 77.6%	326 81.3%	313 83.5%	214 87.7%	4,887 56.5%	142 84.5%
	HOV	1,152 27.4%	854 37.0%	1,062 36.4%	78 20.1%	1,780 54.7%	490 30.2%	862 30.9%	118 26.9%	12,003 35.3%	12,322 32.5%	11,723 32.5%	151,194 35.0%	17 16.7%	35 15.4%	158 16.8%	70 17.5%	46 12.3%	21 8.6%	3,043 35.2%	22 13.1%
	Transit	1,109 26.4%	244 10.6%	232 8.0%	22 5.7%	60 1.8%	150 9.2%	248 8.9%	18 4.1%	2,275 6.7%	2,253 6.0%	1,300 3.6%	13,194 3.1%	8 7.8%	14 6.2%	53 5.6%	5 1.2%	16 4.3%	9 3.7%	523 6.0%	4 2.4%
	Bicycle/ Pedestrian	411 9.8%	22 1.0%	48 1.6%	0 0.0%	3 0.1%	7 0.4%	12 0.4%	1 0.2%	867 2.5%	758 2.0%	729 2.0%	32,759 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	4,208 100.0%	2,310 100.0%	2,914 100.0%	389 100.0%	3,253 100.0%	1,623 100.0%	2,788 100.0%	438 100.0%	34,006 100.0%	37,861 100.0%	36,120 100.0%	431,545 100.0%	102 100.0%	227 100.0%	941 100.0%	401 100.0%	375 100.0%	244 100.0%	8,651 100.0%	168 100.0%
District 13 Vancouver West of I-5	SOV	136 37.0%	62 51.2%	79 49.7%	695 51.3%	331 49.8%	383 54.6%	174 52.9%	36 62.1%	120 60.3%	180 65.0%	112 70.9%	112 72.3%	4,471 47.1%	3,841 54.9%	3,732 63.5%	1,364 71.7%	6,082 62.5%	1,367 73.5%	39 63.9%	854 70.0%
	HOV	115 31.3%	47 38.8%	60 37.7%	431 31.8%	309 46.5%	248 35.3%	100 30.4%	19 32.8%	54 27.1%	59 21.3%	32 20.3%	25 16.1%	2,399 25.3%	2,044 29.2%	1,602 27.3%	463 24.3%	2,952 30.3%	429 23.1%	18 29.5%	320 26.2%
	Transit	44 12.0%	9 7.4%	11 6.9%	126 9.3%	9 1.4%	53 7.5%	52 15.8%	2 3.4%	24 12.1%	38 13.7%	14 8.9%	18 11.6%	254 2.7%	481 6.9%	464 7.9%	69 3.6%	413 4.2%	57 3.1%	4 6.6%	36 3.0%
	Bicycle/ Pedestrian	73 19.8%	3 2.5%	9 5.7%	104 7.7%	16 2.4%	18 2.6%	3 0.9%	1 1.7%	1 0.5%	0 0.0%	0 0.0%	0 0.0%	2,373 25.0%	624 8.9%	80 1.4%	7 0.4%	281 2.9%	7 0.4%	0 0.0%	10 0.8%
	Total	368 100.0%	121 100.0%	159 100.0%	1,356 100.0%	665 100.0%	702 100.0%	329 100.0%	58 100.0%	199 100.0%	277 100.0%	158 100.0%	155 100.0%	9,497 100.0%	6,990 100.0%	5,878 100.0%	1,903 100.0%	9,728 100.0%	1,860 100.0%	61 100.0%	1,220 100.0%
District 14 Central Vancouver I-5 to Andresen Rd.	SOV	172 38.8%	78 52.7%	99 52.1%	699 54.2%	438 49.2%	419 56.0%	206 58.5%	44 64.7%	165 63.7%	313 68.2%	123 75.9%	145 77.5%	3,027 53.4%	9,163 49.2%	10,122 59.0%	2,460 71.1%	6,438 62.9%	1,589 73.0%	43 63.2%	1,972 64.7%
	HOV	149 33.6%	61 41.2%	75 39.5%	519 40.2%	437 49.1%	284 38.0%	125 35.5%	22 32.4%	77 29.7%	123 26.8%	33 20.4%	34 18.2%	1,814 32.0%	5,899 31.7%	5,457 31.8%	902 26.1%	3,273 32.0%	542 24.9%	22 32.4%	963 31.6%
	Transit	49 11.1%	7 4.7%	9 4.7%	38 2.9%	9 1.0%	35 4.7%	19 5.4%	1 1.5%	16 6.2%	21 4.6%	6 3.7%	8 4.3%	201 3.5%	496 2.7%	537 3.1%	68 2.0%	226 2.2%	33 1.5%	3 4.4%	57 1.9%
	Bicycle/ Pedestrian	73 16.5%	2 1.4%	7 3.7%	34 2.6%	6 0.7%	10 1.3%	2 0.6%	1 1.5%	1 0.4%	2 0.4%	0 0.0%	0 0.0%	624 11.0%	3,079 16.5%	1,036 6.0%	30 0.9%	304 3.0%	14 0.6%	0 0.0%	57 1.9%
	Total	443 100.0%	148 100.0%	190 100.0%	1,290 100.0%	890 100.0%	748 100.0%	352 100.0%	68 100.0%	259 100.0%	459 100.0%	162 100.0%	187 100.0%	5,666 100.0%	18,637 100.0%	17,152 100.0%	3,460 100.0%	10,241 100.0%	2,178 100.0%	68 100.0%	3,049 100.0%
District 15 East Vancouver Andresen Rd. to Clark Co. Line	SOV	232 38.5%	123 54.7%	117 56.8%	561 57.2%	1,145 50.0%	489 59.4%	574 56.3%	51 68.9%	537 60.4%	1,215 62.5%	157 79.3%	406 73.7%	1,952 58.0%	8,295 55.6%	48,820 50.2%	13,077 61.9%	7,008 62.6%	3,327 70.6%	61 59.2%	7,254 59.2%
	HOV	177 29.4%	90 40.0%	76 36.9%	404 41.2%	1,119 48.8%	265 32.2%	407 39.9%	22 29.7%	311 35.0%	664 34.2%	35 17.7%	126 22.9%	1,220 36.2%	5,172 34.7%	31,156 32.0%	7,119 33.7%	3,736 33.3%	1,288 27.3%	39 37.9%	4,222 34.4%
	Transit	135 22.4%	11 4.9%	10 4.9%	13 1.3%	16 0.7%	52 6.3%	34 3.3%	1 1.4%	38 4.3%	60 3.1%	6 3.0%	19 3.4%	116 3.4%	415 2.8%	1,788 1.8%	181 0.9%	207 1.8%	63 1.3%	3 2.9%	185 1.5%
	Bicycle/ Pedestrian	58 9.6%	1 0.4%	3 1.5%	2 0.2%	11 0.5%	17 2.1%	4 0.4%	0 0.0%	3 0.3%	5 0.3%	0 0.0%	0 0.0%	80 2.4%	1,036 6.9%	15,583 16.0%	755 3.6%	252 2.2%	32 0.7%	0 0.0%	595 4.9%
	Total	602 100.0%	225 100.0%	206 100.0%	980 100.0%	2,291 100.0%	823 100.0%	1,019 100.0%	74 100.0%	889 100.0%	1,944 100.0%	198 100.0%	551 100.0%	3,368 100.0%	14,918 100.0%	97,347 100.0%	21,132 100.0%	11,203 100.0%	4,710 100.0%	103 100.0%	12,256 100.0%
District 16 Camas/ Washougal and East of Clark Co.	SOV	120 48.8%	64 56.1%	56 60.9%	166 56.7%	431 49.0%	225 63.9%	184 54.4%	22 68.8%	172 59.9%	340 62.0%	54 80.6%	122 75.8%	370 60.4%	1,075 62.5%	8,152 56.7%	23,873 50.8%	1,054 66.8%	2,180 60.5%	40 51.3%	1,522 55.8%
	HOV	99 40.2%	48 42.1%	35 38.0%	125 42.7%	445 50.6%	104 29.5%	150 44.4%	10 31.3%	111 38.7%	202 36.9%	12 17.9%	37 23.0%	225 36.7%	567 33.0%	5,338 37.1%	18,156 38.6%	470 29.8%	1,307 36.3%	37 47.4%	1,065 39.1%
	Transit	26 10.6%	2 1.8%	1 1.1%	2 0.7%	2 0.2%	18 5.1%	4 1.2%	0 0.0%	4 1.4%	6 1.1%	1 1.5%	2 1.2%	11 1.8%	48 2.8%	142 1.0%	239 0.5%	21 1.3%	5 0.1%	1 1.3%	13 0.5%
	Bicycle/ Pedestrian	1 0.4%	0 0.0%	0 0.0%	0 0.0%	1 0.1%	5 1.4%	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 5.2%	4,712 10.0%	33 2.1%	112 3.1%	0 0.0%	126 4.6%
	Total	246 100.0%	114 100.0%	92 100.0%	293 100.0%	879 100.0%	352 100.0%	338 100.0%	32 100.0%	287 100.0%	548 100.0%	67 100.0%	161 100.0%	613 100.0%	1,720 100.0%	14,387 100.0%	46,980 100.0%	1,578 100.0%	3,604 100.0%	78 100.0%	2,726 100.0%

Option Package 2 - Express Bus I-5 Three-Lanes
 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	265 42.3%	112 54.4%	140 55.3%	746 54.3%	489 48.2%	480 56.7%	183 57.9%	58 65.9%	144 64.3%	226 70.0%	150 77.7%	119 79.9%	3,124 54.3%	4,307 56.8%	5,843 60.8%	1,798 71.2%	28,232 51.2%	6,542 64.2%	53 59.6%	3,213 61.0%
	HOV	238 38.0%	87 42.2%	102 40.3%	610 44.4%	518 51.0%	334 39.4%	123 38.9%	29 33.0%	71 31.7%	88 27.2%	39 20.2%	26 17.4%	2,218 38.5%	2,810 37.1%	3,329 34.6%	671 26.6%	20,018 36.3%	3,381 33.2%	34 38.2%	1,833 34.8%
	Transit	67 10.7%	6 2.9%	7 2.8%	13 0.9%	6 0.6%	26 3.1%	9 2.8%	1 1.1%	9 4.0%	9 2.8%	4 2.1%	4 2.7%	133 2.3%	163 2.1%	187 1.9%	25 1.0%	718 1.3%	98 1.0%	2 2.2%	55 1.0%
	Bicycle/ Pedestrian	56 8.9%	1 0.5%	4 1.6%	4 0.3%	2 0.2%	7 0.8%	1 0.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	281 4.9%	304 4.0%	252 2.6%	33 1.3%	6,128 11.1%	162 1.6%	0 0.0%	166 3.2%
	Total	626 100.0%	206 100.0%	253 100.0%	1,373 100.0%	1,015 100.0%	847 100.0%	316 100.0%	88 100.0%	224 100.0%	323 100.0%	193 100.0%	149 100.0%	5,756 100.0%	7,584 100.0%	9,611 100.0%	2,527 100.0%	55,096 100.0%	10,183 100.0%	89 100.0%	5,267 100.0%
District 18 North Clark County	SOV	64 49.6%	31 60.8%	42 64.6%	129 58.6%	156 48.0%	95 61.3%	47 61.0%	19 76.0%	49 69.0%	88 72.7%	47 82.5%	42 82.4%	359 60.7%	594 61.7%	1,551 61.7%	2,597 61.1%	4,697 60.3%	24,565 55.3%	25 56.8%	1,678 58.5%
	HOV	48 37.2%	19 37.3%	22 33.8%	90 40.9%	168 51.7%	58 37.4%	28 36.4%	6 24.0%	20 28.2%	31 25.6%	9 15.8%	8 15.7%	216 36.5%	344 35.6%	901 35.9%	1,538 36.2%	2,850 36.6%	16,800 37.8%	19 43.2%	1,109 38.7%
	Transit	17 13.2%	1 2.0%	1 1.5%	1 0.5%	1 0.3%	2 1.3%	2 2.6%	0 0.0%	2 2.8%	2 1.7%	1 1.8%	1 2.0%	9 1.5%	13 1.3%	28 1.1%	5 0.1%	80 1.0%	329 0.7%	0 0.0%	17 0.6%
	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 1.5%	32 1.3%	112 2.6%	162 2.1%	2,761 6.2%	0 0.0%	64 2.2%
	Total	129 100.0%	51 100.0%	65 100.0%	220 100.0%	325 100.0%	155 100.0%	77 100.0%	25 100.0%	71 100.0%	121 100.0%	57 100.0%	51 100.0%	591 100.0%	965 100.0%	2,512 100.0%	4,252 100.0%	7,789 100.0%	44,455 100.0%	44 100.0%	2,868 100.0%
District 19 West Portland	SOV	2,079 32.7%	786 48.6%	2,960 42.5%	186 62.6%	262 42.1%	815 52.7%	718 53.9%	436 49.0%	2,423 52.3%	781 64.1%	13,805 57.7%	6,108 60.5%	47 68.1%	83 70.3%	167 71.1%	96 64.9%	159 72.6%	91 74.6%	10,194 38.8%	40 74.1%
	HOV	1,754 27.6%	636 39.4%	2,551 36.7%	84 28.3%	346 55.5%	547 35.4%	428 32.1%	314 35.3%	1,519 32.8%	309 25.3%	8,073 33.7%	3,306 32.8%	18 26.1%	29 24.6%	56 23.8%	50 33.8%	52 23.7%	28 23.0%	9,043 34.4%	13 24.1%
	Transit	1,270 20.0%	120 7.4%	394 5.7%	17 5.7%	11 1.8%	124 8.0%	132 9.9%	43 4.8%	438 9.5%	126 10.3%	1,383 5.8%	477 4.7%	4 5.8%	6 5.1%	12 5.1%	2 1.4%	8 3.7%	3 2.5%	1,560 5.9%	1 1.9%
	Bicycle/ Pedestrian	1,252 19.7%	74 4.6%	1,053 15.1%	10 3.4%	4 0.6%	60 3.9%	54 4.1%	96 10.8%	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%	5,510 20.9%	0 0.0%
	Total	6,355 100.0%	1,616 100.0%	6,958 100.0%	297 100.0%	623 100.0%	1,546 100.0%	1,332 100.0%	889 100.0%	4,629 100.0%	1,219 100.0%	23,945 100.0%	10,089 100.0%	69 100.0%	118 100.0%	235 100.0%	148 100.0%	219 100.0%	122 100.0%	26,307 100.0%	54 100.0%
District 20 Mid-Clark Co. East of I-205	SOV	44 50.0%	19 59.4%	24 61.5%	98 57.6%	166 46.6%	77 60.2%	62 59.0%	11 73.3%	62 63.9%	135 66.5%	31 81.6%	53 77.9%	340 59.5%	1,307 58.7%	5,763 55.8%	2,098 58.6%	3,071 60.0%	2,442 63.1%	13 59.1%	5,239 48.5%
	HOV	34 38.6%	12 37.5%	14 35.9%	71 41.8%	188 52.8%	44 34.4%	40 38.1%	4 26.7%	32 33.0%	64 31.5%	6 15.8%	14 20.6%	210 36.8%	819 36.8%	3,823 37.0%	1,340 37.4%	1,829 35.7%	1,327 34.3%	9 40.9%	3,761 34.9%
	Transit	8 9.1%	1 3.1%	1 2.6%	1 0.6%	1 0.3%	5 3.9%	3 2.9%	0 0.0%	3 3.1%	4 2.0%	1 2.6%	1 1.5%	11 1.9%	45 2.0%	145 1.4%	15 0.4%	52 1.0%	38 1.0%	0 0.0%	110 1.0%
	Bicycle/ Pedestrian	2 2.3%	0 0.0%	0 0.0%	0 0.0%	1 0.3%	2 1.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	10 1.8%	57 2.6%	595 5.8%	126 3.5%	166 3.2%	64 1.7%	0 0.0%	1,681 15.6%
	Total	88 100.0%	32 100.0%	39 100.0%	170 100.0%	356 100.0%	128 100.0%	105 100.0%	15 100.0%	97 100.0%	203 100.0%	38 100.0%	68 100.0%	571 100.0%	2,228 100.0%	10,326 100.0%	3,579 100.0%	5,118 100.0%	3,871 100.0%	22 100.0%	10,791 100.0%