# Option Package 3c - LRT Expo to Clark College Only With LRT and Arterial/HOV Joint Use Bridge 

Evaluation Measure 1.3.B: Downtown Person Trip Summary

Downtown Portland

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips <br> From | Trips To | Trips Within | Total <br> Trips | Trips <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{aligned} & 101,824 \\ & (30.8 \%) \end{aligned}$ | $\begin{aligned} & 101,825 \\ & (30.8 \%) \end{aligned}$ | $\begin{gathered} 13,307 \\ (10.1 \%) \end{gathered}$ | $\begin{aligned} & 216,956 \\ & (27.4 \%) \end{aligned}$ | $\begin{gathered} 40,383 \\ (27.2 \%) \end{gathered}$ | $\begin{gathered} 24,525 \\ (31.0 \%) \end{gathered}$ | $\begin{aligned} & 4,126 \\ & (9.7 \%) \end{aligned}$ | $\begin{gathered} 69,033 \\ (25.6 \%) \end{gathered}$ |
| HOV | $\begin{gathered} \hline 62,957 \\ (19.1 \%) \end{gathered}$ | $\begin{aligned} & \hline 62,957 \\ & (19.1 \%) \end{aligned}$ | $\begin{gathered} 5,734 \\ (4.3 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 131,649 \\ & (16.6 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 27,497 \\ (18.5 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 17,666 \\ & (22.4 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 1,550 \\ (3.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 46,713 \\ (17.3 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 97,551 \\ (29.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 97,551 \\ (29.5 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 5,686 \\ & (4.3 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 200,788 \\ & (25.3 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 58,367 \\ & (39.4 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 14,757 \\ (18.7 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 1,961 \\ & (4.6 \%) \end{aligned}$ | $\begin{gathered} 75,085 \\ (27.8 \%) \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{gathered} \hline 67,875 \\ (20.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 67,875 \\ (20.6 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 107,146 \\ & (81.2 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 242,896 \\ & (30.7 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 22,059 \\ & (14.9 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 22,059 \\ & (27.9 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 34,822 \\ & (82.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 78,941 \\ (29.3 \%) \\ \hline \end{gathered}$ |
| Total | $\begin{gathered} 330,208 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 330,208 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 131,874 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 792,290 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 148,306 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 79,007 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 42,459 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 269,772 \\ (100.0 \%) \end{gathered}$ |

${ }^{1}$ 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 <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{gathered} 32,205 \\ (57.4 \%) \end{gathered}$ | $\begin{gathered} \hline 32,205 \\ (57.4 \%) \end{gathered}$ | $\begin{gathered} 5,865 \\ (50.5 \%) \end{gathered}$ | $\begin{gathered} 70,275 \\ (56.8 \%) \end{gathered}$ | $\begin{gathered} 13,366 \\ (56.9 \%) \end{gathered}$ | $\begin{gathered} 7,838 \\ (53.3 \%) \end{gathered}$ | $\begin{gathered} 1,848 \\ (50.3 \%) \end{gathered}$ | $\begin{gathered} 23,052 \\ (55.1 \%) \end{gathered}$ |
| HOV | $\begin{gathered} 16,579 \\ (29.5 \%) \end{gathered}$ | $\begin{gathered} 16,579 \\ (29.5 \%) \end{gathered}$ | $\begin{gathered} \text { 2,393 } \\ (20.6 \%) \end{gathered}$ | $\begin{gathered} \hline 35,550 \\ (28.7 \%) \end{gathered}$ | $\begin{gathered} \hline 6,778 \\ (28.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 4,935 \\ (33.5 \%) \end{gathered}$ | $\begin{gathered} 722 \\ (19.7 \%) \end{gathered}$ | $\begin{aligned} & \hline 12,435 \\ & (29.7 \%) \\ & \hline \end{aligned}$ |
| Transit ${ }^{1}$ | $\begin{array}{r} 4,156 \\ (7.4 \%) \\ \hline \end{array}$ | $\begin{gathered} 4,156 \\ (7.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 175 \\ (1.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 8,487 \\ (6.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 2,312 \\ (9.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 914 \\ (6.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 69 \\ (1.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 3,295 \\ (7.9 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{aligned} & \hline 3,167 \\ & (5.6 \%) \end{aligned}$ | $\begin{gathered} \hline 3,167 \\ (5.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,180 \\ (27.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 9,514 \\ (7.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,029 \\ (4.4 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,029 \\ (7.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,034 \\ (28.1 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 3,092 \\ & (7.4 \%) \\ & \hline \end{aligned}$ |
| Total | $\begin{gathered} 56,107 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 56,107 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 11,614 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 123,827 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 23,486 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 14,716 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 3,673 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 41,874 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ 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.

