## Option Package 6 - Express Bus I-5 Four-Lanes

Evaluation Measure 1.3.B: Downtown Person Trip Summary

Downtown Portland

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips <br> From | Trips To | Trips Within | Total Trips | Trips <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{aligned} & 103,562 \\ & (31.2 \%) \end{aligned}$ | $\begin{aligned} & 103,562 \\ & (31.2 \%) \end{aligned}$ | $\begin{gathered} 13,123 \\ (10.0 \%) \end{gathered}$ | $\begin{aligned} & 220,247 \\ & (27.7 \%) \end{aligned}$ | $\begin{gathered} 40,972 \\ (27.5 \%) \end{gathered}$ | $\begin{gathered} 25,018 \\ (31.5 \%) \end{gathered}$ | $\begin{aligned} & 4,068 \\ & (9.7 \%) \end{aligned}$ | $\begin{gathered} \hline 70,059 \\ (25.9 \%) \\ \hline \end{gathered}$ |
| HOV | $\begin{gathered} \hline 64,057 \\ (19.3 \%) \end{gathered}$ | $\begin{aligned} & \hline 64,057 \\ & (19.3 \%) \end{aligned}$ | $\begin{gathered} \hline 5,656 \\ (4.3 \%) \end{gathered}$ | $\begin{aligned} & \hline 133,769 \\ & (16.9 \%) \end{aligned}$ | $\begin{gathered} \hline 27,842 \\ (18.7 \%) \end{gathered}$ | $\begin{gathered} 18,086 \\ (22.8 \%) \end{gathered}$ | $\begin{gathered} 1,528 \\ (3.6 \%) \end{gathered}$ | $\begin{gathered} \hline 47,456 \\ (17.6 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} 96,746 \\ (29.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 96,746 \\ (29.2 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 5,774 \\ (4.4 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 199,267 \\ & (25.1 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 58,180 \\ (39.1 \%) \end{gathered}$ | $\begin{gathered} \hline 14,523 \\ (18.3 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 1,998 \\ (4.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 74,700 \\ (27.6 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{aligned} & \hline 67,169 \\ & (20.3 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 67,169 \\ & (20.3 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 106,165 \\ & (81.2 \%) \end{aligned}$ | $\begin{aligned} & \hline 240,503 \\ & (30.3 \%) \end{aligned}$ | $\begin{gathered} \hline 21,830 \\ (14.7 \%) \end{gathered}$ | $\begin{gathered} \hline 21,830 \\ (27.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 34,504 \\ (82.0 \%) \end{gathered}$ | $\begin{gathered} \hline 78,164 \\ (28.9 \%) \\ \hline \end{gathered}$ |
| Total | $\begin{gathered} \hline 331,534 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 331,534 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 130,718 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 793,786 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 148,825 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 79,457 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 42,097 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 270,378 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ 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.

## Downtown Vancouver

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips From | Trips To | Trips Within | Total Trips | Trips <br> From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{gathered} 33,183 \\ (59.1 \%) \\ \hline \end{gathered}$ | $\begin{array}{r} 33,183 \\ (59.1 \%) \\ \hline \end{array}$ | $\begin{gathered} 5,975 \\ (51.3 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 72,340 \\ (58.3 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 13,802 \\ (58.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 8,056 \\ (54.6 \%) \end{gathered}$ | $\begin{gathered} 1,883 \\ (51.1 \%) \end{gathered}$ | $\begin{gathered} 23,741 \\ (56.7 \%) \\ \hline \end{gathered}$ |
| HOV | $\begin{gathered} 16,839 \\ (30.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 16,839 \\ (30.0 \%) \end{gathered}$ | $\begin{gathered} \hline 2,402 \\ (20.6 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 36,081 \\ (29.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 6,912 \\ (29.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 5,014 \\ (34.0 \%) \end{gathered}$ | $\begin{gathered} \hline 725 \\ (19.7 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 12,652 \\ (30.2 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} 3,111 \\ (5.5 \%) \end{gathered}$ | $\begin{gathered} 3,111 \\ (5.5 \%) \end{gathered}$ | $\begin{gathered} 178 \\ (1.5 \%) \end{gathered}$ | $\begin{aligned} & 6,401 \\ & (5.2 \%) \end{aligned}$ | $\begin{gathered} 1,726 \\ (7.4 \%) \end{gathered}$ | $\begin{gathered} 701 \\ (4.7 \%) \end{gathered}$ | $\begin{gathered} 71 \\ (1.9 \%) \end{gathered}$ | $\begin{gathered} \hline 2,498 \\ (6.0 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{gathered} \hline 3,043 \\ (5.4 \%) \end{gathered}$ | $\begin{gathered} \hline 3,043 \\ (5.4 \%) \end{gathered}$ | $\begin{gathered} \hline 3,096 \\ (26.6 \%) \end{gathered}$ | $\begin{gathered} \hline 9,183 \\ (7.4 \%) \end{gathered}$ | $\begin{gathered} \hline 989 \\ (4.2 \%) \end{gathered}$ | $\begin{gathered} \hline 989 \\ (6.7 \%) \end{gathered}$ | $\begin{gathered} \hline 1,006 \\ (27.3 \%) \end{gathered}$ | $\begin{gathered} \hline 2,984 \\ (7.1 \%) \end{gathered}$ |
| Total | $\begin{gathered} \hline 56,177 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 56,177 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 11,651 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 124,005 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 23,429 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 14,760 \\ (100.0 \%) \end{gathered}$ | 3,686 $(100.0 \%)$ | $\begin{gathered} \hline 41,875 \\ (100.0 \%) \end{gathered}$ |

${ }^{1}$ 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.

