

**Option Package 7 - LRT Loop Express 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	4,057 9.6%	2,129 30.7%	3,390 21.3%	718 37.4%	775 46.4%	2,794 30.0%	2,656 25.9%	1,326 36.5%	5,353 25.8%	2,420 23.5%	7,140 29.0%	4,276 28.6%	248 32.0%	447 24.9%	700 17.9%	389 55.7%	922 31.9%	315 71.9%	3,434 27.1%	158 14.8%
	HOV	1,523 3.6%	910 13.1%	1,770 11.1%	411 21.4%	706 42.3%	1,839 19.7%	1,909 18.6%	950 26.2%	3,767 18.1%	1,248 12.1%	4,562 18.5%	2,307 15.4%	164 21.2%	275 15.3%	366 9.4%	229 32.8%	508 17.6%	108 24.7%	2,767 21.8%	68 6.3%
	Transit	2,010 4.8%	1,030 14.9%	1,937 12.2%	688 35.9%	159 9.5%	2,890 31.0%	4,289 41.9%	690 19.0%	8,596 41.4%	6,316 61.2%	11,954 48.6%	7,960 53.2%	285 36.8%	994 55.4%	2,786 71.2%	80 11.4%	1,398 48.4%	15 3.4%	5,253 41.4%	843 78.7%
	Bicycle/ Pedestrian	34,558 82.0%	2,861 41.3%	8,786 55.3%	101 5.3%	30 1.8%	1,794 19.3%	1,391 13.6%	666 18.3%	3,049 14.7%	332 3.2%	959 3.9%	408 2.7%	77 9.9%	77 4.3%	61 1.6%	1 0.1%	58 2.0%	0 0.0%	1,239 9.8%	2 0.2%
	Total	42,148 100.0%	6,930 100.0%	15,883 100.0%	1,918 100.0%	1,670 100.0%	9,317 100.0%	10,245 100.0%	3,632 100.0%	20,765 100.0%	10,316 100.0%	24,615 100.0%	14,951 100.0%	774 100.0%	1,793 100.0%	3,913 100.0%	699 100.0%	2,886 100.0%	438 100.0%	12,693 100.0%	1,071 100.0%
District 2 Central Industrial Eastside	SOV	2,318 34.6%	3,354 47.9%	1,559 43.1%	486 52.7%	458 57.2%	2,644 45.4%	3,562 43.6%	475 51.0%	5,899 40.9%	2,849 36.2%	1,671 46.2%	3,209 47.5%	115 41.5%	192 39.0%	351 40.3%	242 63.0%	417 58.3%	171 70.1%	1,440 46.1%	73 45.1%
	HOV	833 12.4%	1,262 18.0%	822 22.7%	256 27.7%	292 36.5%	1,546 26.6%	2,242 27.4%	298 32.0%	3,720 25.8%	1,492 19.0%	846 23.4%	1,506 22.3%	59 21.3%	91 18.5%	146 16.7%	105 27.3%	171 23.9%	49 20.1%	998 31.9%	24 14.8%
	Transit	685 10.2%	547 7.8%	329 9.1%	173 18.7%	46 5.7%	1,088 18.7%	1,550 19.0%	111 11.9%	3,246 22.5%	3,503 44.5%	1,086 30.0%	2,012 29.8%	100 36.1%	207 42.1%	373 42.8%	37 9.6%	126 17.6%	24 9.8%	612 19.6%	65 40.1%
	Bicycle/ Pedestrian	2,861 42.7%	1,836 26.2%	908 25.1%	8 0.9%	5 0.6%	543 9.3%	816 10.0%	47 5.0%	1,571 10.9%	28 0.4%	12 0.3%	22 0.3%	3 1.1%	2 0.4%	2 0.2%	0 0.0%	1 0.1%	0 0.0%	74 2.4%	0 0.0%
	Total	6,697 100.0%	6,999 100.0%	3,618 100.0%	923 100.0%	801 100.0%	5,821 100.0%	8,170 100.0%	931 100.0%	14,436 100.0%	7,872 100.0%	3,615 100.0%	6,749 100.0%	277 100.0%	492 100.0%	872 100.0%	384 100.0%	715 100.0%	244 100.0%	3,124 100.0%	162 100.0%
District 3 NW Portland/ Council Crest	SOV	3,220 21.9%	1,511 44.1%	7,113 34.9%	662 56.9%	473 53.8%	2,555 44.6%	2,188 46.5%	1,182 40.2%	4,434 46.4%	1,910 57.9%	8,133 53.9%	4,417 60.8%	164 54.8%	289 60.0%	456 60.9%	245 73.4%	550 67.5%	248 80.5%	4,757 45.3%	113 65.3%
	HOV	1,479 10.1%	763 22.3%	4,065 19.9%	339 29.1%	350 39.8%	1,652 28.9%	1,366 29.1%	828 28.1%	2,680 28.1%	709 21.5%	4,613 30.6%	1,780 24.5%	78 26.1%	118 24.5%	147 19.6%	79 23.7%	187 22.9%	55 17.9%	3,530 33.6%	31 17.9%
	Transit	1,196 8.1%	243 7.1%	964 4.7%	131 11.3%	44 5.0%	743 13.0%	763 16.2%	221 7.5%	1,731 18.1%	653 19.8%	2,105 13.9%	1,023 14.1%	47 15.7%	67 13.9%	142 19.0%	10 3.0%	74 9.1%	5 1.6%	1,163 11.1%	29 16.8%
	Bicycle/ Pedestrian	8,786 59.8%	908 26.5%	8,239 40.4%	32 2.7%	12 1.4%	775 13.5%	384 8.2%	711 24.2%	709 7.4%	29 0.9%	242 1.6%	48 0.7%	10 3.3%	8 1.7%	4 0.5%	0 0.0%	4 0.5%	0 0.0%	1,042 9.9%	0 0.0%
	Total	14,681 100.0%	3,425 100.0%	20,381 100.0%	1,164 100.0%	879 100.0%	5,725 100.0%	4,701 100.0%	2,942 100.0%	9,554 100.0%	3,301 100.0%	15,093 100.0%	7,268 100.0%	299 100.0%	482 100.0%	749 100.0%	334 100.0%	815 100.0%	308 100.0%	10,492 100.0%	173 100.0%
District 4 North Portland North of Lombard	SOV	436 41.2%	312 55.1%	448 49.7%	5,885 55.5%	1,243 59.7%	4,095 49.6%	1,183 56.6%	728 60.3%	798 60.0%	1,464 69.7%	688 73.1%	864 76.9%	671 53.9%	973 58.2%	1,147 64.8%	518 71.6%	1,475 65.4%	453 77.0%	318 64.0%	245 69.2%
	HOV	328 31.0%	197 34.8%	319 35.4%	3,389 32.0%	736 35.4%	2,692 32.6%	691 33.1%	409 33.9%	353 26.5%	428 20.4%	188 20.0%	174 15.5%	408 32.7%	556 33.2%	514 29.0%	197 27.2%	717 31.8%	131 22.3%	133 26.8%	90 25.4%
	Transit	193 18.2%	49 8.7%	102 11.3%	276 2.6%	40 1.9%	493 6.0%	165 7.9%	31 2.6%	156 11.7%	206 9.8%	64 6.8%	86 7.7%	78 6.3%	114 6.8%	108 6.1%	8 1.1%	60 2.7%	4 0.7%	35 7.0%	19 5.4%
	Bicycle/ Pedestrian	101 9.5%	8 1.4%	32 3.6%	1,052 9.9%	62 3.0%	978 11.8%	50 2.4%	39 3.2%	23 1.7%	1 0.0%	1 0.1%	0 0.0%	89 7.1%	30 1.8%	2 0.1%	0 0.0%	4 0.2%	0 0.0%	11 2.2%	0 0.0%
	Total	1,058 100.0%	566 100.0%	901 100.0%	10,602 100.0%	2,081 100.0%	8,258 100.0%	2,089 100.0%	1,207 100.0%	1,330 100.0%	2,099 100.0%	941 100.0%	1,124 100.0%	1,246 100.0%	1,673 100.0%	1,771 100.0%	723 100.0%	2,256 100.0%	588 100.0%	497 100.0%	354 100.0%
District 5 Columbia Corridor	SOV	659 38.6%	409 51.9%	463 45.4%	1,479 59.6%	4,554 68.3%	2,278 52.2%	4,705 54.6%	229 55.6%	3,095 54.4%	11,725 62.3%	1,767 38.7%	3,727 57.0%	459 52.0%	833 56.6%	2,777 61.2%	1,297 66.0%	1,236 62.7%	571 68.5%	479 48.0%	461 61.5%
	HOV	822 48.2%	313 39.7%	439 43.1%	850 34.3%	1,702 25.5%	1,525 34.9%	2,845 33.0%	166 40.3%	2,048 36.0%	5,388 28.6%	2,641 57.8%	2,504 38.3%	352 39.9%	536 36.4%	1,488 32.8%	641 32.6%	676 34.3%	244 29.3%	473 47.4%	256 34.1%
	Transit	195 11.4%	61 7.7%	105 10.3%	89 3.6%	90 1.3%	330 7.6%	611 7.1%	14 3.4%	496 8.7%	1,491 7.9%	158 3.5%	303 4.6%	56 6.3%	98 6.7%	260 5.7%	27 1.4%	56 2.8%	19 2.3%	41 4.1%	32 4.3%
	Bicycle/ Pedestrian	30 1.8%	5 0.6%	12 1.2%	62 2.5%	325 4.9%	232 5.3%	449 5.2%	3 0.7%	53 0.9%	219 1.2%	0 0.0%	3 0.0%	15 1.7%	6 0.4%	11 0.2%	1 0.1%	2 0.1%	0 0.0%	4 0.4%	1 0.1%
	Total	1,706 100.0%	788 100.0%	1,019 100.0%	2,480 100.0%	6,671 100.0%	4,365 100.0%	8,610 100.0%	412 100.0%	5,692 100.0%	18,823 100.0%	4,566 100.0%	6,537 100.0%	882 100.0%	1,473 100.0%	4,536 100.0%	1,966 100.0%	1,970 100.0%	834 100.0%	997 100.0%	750 100.0%
District 6 N. Portland South of Lombard	SOV	2,253 35.9%	2,075 49.7%	2,021 45.0%	3,453 46.5%	1,724 52.2%	11,836 41.5%	4,425 46.1%	1,319 52.8%	3,278 49.8%	3,143 57.1%	2,058 61.9%	2,481 63.6%	467 56.1%	711 59.1%	1,045 64.1%	578 74.4%	1,204 68.0%	412 78.5%	1,249 55.1%	222 68.1%
	HOV	1,355	1,234	1,359	2,588	1,217	8,309	3,118	898	1,965	1,218	843	817	241	325	352	168	457	104	723	66

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District 6 North Portland South of Lombard	SOV	21.6%	29.5%	30.2%	34.8%	36.9%	29.2%	32.5%	35.9%	29.8%	22.1%	25.4%	20.9%	29.0%	27.0%	21.6%	21.6%	25.8%	19.8%	31.9%	20.2%
	Transit	872	326	340	413	128	2,093	1,016	121	1,062	1,127	411	598	106	156	215	26	102	9	233	36
	Bicycle/ Pedestrian	1,794	543	775	978	232	6,254	1,039	162	281	21	13	7	18	11	18	5	7	0	62	2
	Total	6,274	4,178	4,495	7,432	3,301	28,492	9,598	2,500	6,586	5,509	3,325	3,903	832	1,203	1,630	777	1,770	525	2,267	326
		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	2,068	1,131	694	2,365	2,982	9,646	366	6,394	7,774	908	2,435	131	247	1,064	439	355	170	622	130
	HOV	1,201	1,607	939	519	2,004	2,558	8,622	286	4,753	4,887	422	1,070	78	122	462	212	151	46	429	50
	Transit	1,125	324	199	67	133	554	1,672	47	1,211	1,568	164	392	24	40	148	11	28	4	120	18
	Bicycle/ Pedestrian	1,391	816	384	50	449	1,039	6,130	56	1,920	342	7	12	3	3	4	0	1	0	55	0
	Total	5,209	4,815	2,653	1,330	4,951	7,133	26,070	755	14,278	14,571	1,501	3,909	236	412	1,678	662	535	220	1,226	198
	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	1,156	421	1,212	734	216	1,832	894	2,823	1,140	799	3,754	1,047	87	154	245	123	288	136	720	62
	HOV	608	223	665	385	133	961	428	2,303	505	199	2,159	236	28	42	53	25	63	19	372	11
	Transit	324	58	173	57	6	261	168	211	277	110	290	106	11	14	25	1	13	1	103	4
	Bicycle/ Pedestrian	666	47	711	39	3	162	56	987	55	1	71	1	1	1	0	0	0	0	94	0
	Total	2,754	749	2,761	1,215	358	3,216	1,546	6,324	1,977	1,109	6,274	1,390	127	211	323	149	364	156	1,289	77
	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	3,443	2,222	442	1,367	2,088	6,014	457	33,486	18,919	2,323	20,042	112	230	903	470	386	223	2,244	148
	HOV	2,288	2,645	1,796	232	1,389	1,483	4,627	300	27,945	12,339	976	12,328	44	82	366	171	105	39	1,517	42
	Transit	2,547	704	420	51	90	408	961	56	5,651	2,234	322	1,949	22	36	125	9	27	4	367	17
	Bicycle/ Pedestrian	3,049	1,571	709	23	53	281	1,920	55	17,300	1,289	17	866	2	1	3	0	0	0	250	0
	Total	10,816	8,363	5,147	748	2,899	4,260	13,522	868	84,382	34,781	3,638	35,185	180	349	1,397	650	518	266	4,378	207
	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	829	1,300	584	555	4,919	1,372	6,295	191	18,301	96,202	973	25,792	113	339	1,826	880	485	360	432	284
	HOV	595	989	390	252	3,605	811	4,482	89	12,309	62,894	189	13,624	38	115	744	309	116	57	234	81
	Transit	1,138	387	122	47	237	260	1,002	14	2,542	8,376	131	2,356	19	50	246	18	33	8	64	32
	Bicycle/ Pedestrian	332	28	29	1	219	21	342	1	1,289	17,397	1	759	0	2	5	0	0	0	3	0
	Total	2,894	2,704	1,125	855	8,980	2,464	12,121	295	34,441	184,869	1,294	42,531	170	506	2,821	1,207	634	425	733	397
	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 11 Washington	SOV	4,162	943	5,116	584	1,318	1,718	1,564	4,037	3,763	2,872	377,316	39,357	211	398	778	287	818	409	15,776	198
	HOV	3,049	563	3,628	155	2,123	768	580	2,256	1,358	432	228,232	15,150	40	62	94	39	104	33	8,879	19
	Transit	3,563	219	1,086	47	107	338	351	159	882	591	34,734	2,593	38	60	125	9	48	6	2,179	24
	30.4%	12.6%	10.8%	6.0%	3.0%	11.9%	14.0%	2.4%	14.7%	15.2%	4.9%	4.5%	13.1%	11.5%	12.5%	2.7%	4.9%	1.3%	7.9%	10.0%	

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County	Bicycle/ Pedestrian	959 8.2%	12 0.7%	242 2.4%	1 0.1%	0 0.0%	13 0.5%	7 0.3%	71 1.1%	17 0.3%	1 0.0%	64,836 9.2%	729 1.3%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	684 2.5%	0 0.0%	
	Total	11,733 100.0%	1,737 100.0%	10,072 100.0%	787 100.0%	3,548 100.0%	2,837 100.0%	2,502 100.0%	6,523 100.0%	6,020 100.0%	3,896 100.0%	705,118 100.0%	57,829 100.0%	289 100.0%	520 100.0%	997 100.0%	335 100.0%	970 100.0%	448 100.0%	27,518 100.0%	241 100.0%
District 12 Clackamas County	SOV	1,553 36.3%	1,203 51.4%	1,563 53.9%	302 72.8%	1,431 43.5%	984 59.7%	1,704 59.3%	299 68.9%	18,927 55.4%	22,498 59.4%	22,156 61.9%	234,112 54.3%	76 74.5%	177 76.3%	723 74.5%	338 81.8%	316 84.5%	221 91.3%	4,888 56.5%	141 81.5%
	HOV	1,166 27.3%	864 36.9%	1,056 36.4%	89 21.4%	1,797 54.6%	501 30.4%	898 31.2%	116 26.7%	12,090 35.4%	12,336 32.6%	11,596 32.4%	150,930 35.0%	12 11.8%	29 12.5%	159 16.4%	69 16.7%	37 9.9%	18 7.4%	3,044 35.2%	19 11.0%
	Transit	1,147 26.8%	250 10.7%	235 8.1%	24 5.8%	61 1.9%	155 9.4%	261 9.1%	18 4.1%	2,309 6.8%	2,265 6.0%	1,284 3.6%	13,235 3.1%	14 13.7%	26 11.2%	89 9.2%	6 1.5%	21 5.6%	3 1.2%	527 6.1%	13 7.5%
	Bicycle/ Pedestrian	408 9.5%	22 0.9%	48 1.7%	0 0.0%	3 0.1%	7 0.4%	12 0.4%	1 0.2%	866 2.5%	759 2.0%	729 2.0%	32,723 7.6%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	199 2.3%	0 0.0%
	Total	4,274 100.0%	2,339 100.0%	2,902 100.0%	415 100.0%	3,292 100.0%	1,647 100.0%	2,875 100.0%	434 100.0%	34,192 100.0%	37,858 100.0%	35,765 100.0%	431,000 100.0%	102 100.0%	232 100.0%	971 100.0%	413 100.0%	374 100.0%	242 100.0%	8,658 100.0%	173 100.0%
District 13 Vancouver West of I-5	SOV	120 32.7%	61 49.2%	78 47.9%	583 53.8%	296 48.3%	342 52.5%	161 53.8%	36 61.0%	123 56.7%	175 62.1%	119 70.8%	115 70.6%	4,414 46.5%	3,739 52.8%	3,574 60.3%	1,358 72.2%	6,129 62.2%	1,386 75.0%	42 62.7%	809 64.7%
	HOV	99 27.0%	45 36.3%	60 36.8%	376 34.7%	289 47.1%	225 34.6%	94 31.4%	19 32.2%	56 25.8%	55 19.5%	28 16.7%	21 12.9%	2,394 25.2%	2,025 28.6%	1,570 26.5%	463 24.6%	2,976 30.2%	424 22.9%	19 28.4%	308 24.6%
	Transit	71 19.3%	15 12.1%	15 9.2%	35 3.2%	13 2.1%	66 10.1%	41 13.7%	3 5.1%	36 16.6%	52 18.4%	21 12.5%	27 16.6%	300 3.2%	691 9.8%	701 11.8%	54 2.9%	466 4.7%	32 1.7%	6 9.0%	123 9.8%
	Bicycle/ Pedestrian	77 21.0%	3 2.4%	10 6.1%	89 8.2%	15 2.4%	18 2.8%	3 1.0%	1 1.7%	2 0.9%	0 0.0%	0 0.0%	0 0.0%	2,377 25.1%	628 8.9%	80 1.4%	7 0.4%	290 2.9%	7 0.4%	0 0.0%	10 0.8%
	Total	367 100.0%	124 100.0%	163 100.0%	1,083 100.0%	613 100.0%	651 100.0%	299 100.0%	59 100.0%	217 100.0%	282 100.0%	168 100.0%	163 100.0%	9,485 100.0%	7,083 100.0%	5,925 100.0%	1,882 100.0%	9,861 100.0%	1,849 100.0%	67 100.0%	1,250 100.0%
District 14 Central Vancouver I-5 to Andresen Rd.	SOV	157 33.1%	76 49.7%	100 51.0%	631 54.2%	409 48.3%	391 54.8%	202 57.2%	45 63.4%	172 62.1%	311 67.0%	137 78.3%	153 78.5%	3,334 55.4%	9,668 50.1%	9,840 57.7%	2,450 71.2%	6,462 62.6%	1,594 73.4%	48 64.0%	1,889 62.5%
	HOV	133 28.1%	59 38.6%	75 38.3%	473 40.6%	417 49.3%	266 37.3%	123 34.8%	23 32.4%	81 29.2%	119 25.6%	27 15.4%	28 14.4%	1,800 29.9%	5,851 30.3%	5,412 31.8%	903 26.3%	3,287 31.8%	542 25.0%	23 30.7%	957 31.7%
	Transit	107 22.6%	16 10.5%	13 6.6%	31 2.7%	14 1.7%	45 6.3%	25 7.1%	2 2.8%	23 8.3%	32 6.9%	11 6.3%	14 7.2%	258 4.3%	676 3.5%	743 4.4%	56 1.6%	264 2.6%	21 1.0%	4 5.3%	117 3.9%
	Bicycle/ Pedestrian	77 16.2%	2 1.3%	8 4.1%	30 2.6%	6 0.7%	11 1.5%	3 0.8%	1 1.4%	1 0.4%	2 0.4%	0 0.0%	0 0.0%	628 10.4%	3,099 16.1%	1,048 6.1%	30 0.9%	311 3.0%	14 0.6%	0 0.0%	58 1.9%
	Total	474 100.0%	153 100.0%	196 100.0%	1,165 100.0%	846 100.0%	713 100.0%	353 100.0%	71 100.0%	277 100.0%	464 100.0%	175 100.0%	195 100.0%	6,020 100.0%	19,294 100.0%	17,043 100.0%	3,439 100.0%	10,324 100.0%	2,171 100.0%	75 100.0%	3,021 100.0%
District 15 East Vancouver Andresen Rd. to Clark Co. Line	SOV	191 30.5%	113 50.0%	115 55.3%	534 56.0%	1,119 49.4%	450 57.9%	568 54.7%	51 68.0%	538 59.1%	1,206 61.0%	167 81.9%	418 73.2%	1,891 56.7%	8,312 55.0%	49,314 50.3%	13,311 62.4%	7,016 62.1%	3,331 70.4%	65 59.1%	7,389 59.0%
	HOV	136 21.7%	83 36.7%	75 36.1%	396 41.6%	1,105 48.8%	245 31.5%	412 39.7%	22 29.3%	319 35.0%	669 33.8%	25 12.3%	125 21.9%	1,208 36.2%	5,136 34.0%	30,916 31.5%	7,146 33.5%	3,788 33.5%	1,308 27.7%	39 35.5%	4,199 33.5%
	Transit	238 38.0%	28 12.4%	14 6.7%	21 2.2%	28 1.2%	64 8.2%	55 5.3%	2 2.7%	51 5.6%	98 5.0%	12 5.9%	28 4.9%	158 4.7%	619 4.1%	2,249 2.3%	131 0.6%	245 2.2%	57 1.2%	6 5.5%	337 2.7%
	Bicycle/ Pedestrian	61 9.7%	2 0.9%	4 1.9%	2 0.2%	11 0.5%	18 2.3%	4 0.4%	0 0.0%	3 0.3%	5 0.3%	0 0.0%	0 0.0%	80 2.4%	1,048 6.9%	15,626 15.9%	755 3.5%	255 2.3%	33 0.7%	0 0.0%	603 4.8%
	Total	626 100.0%	226 100.0%	208 100.0%	953 100.0%	2,263 100.0%	777 100.0%	1,039 100.0%	75 100.0%	911 100.0%	1,978 100.0%	204 100.0%	571 100.0%	3,337 100.0%	15,115 100.0%	98,105 100.0%	21,343 100.0%	11,304 100.0%	4,729 100.0%	110 100.0%	12,528 100.0%
District 16 Camas/ Washougal and East of Clark Co.	SOV	121 52.4%	65 55.6%	54 60.7%	169 56.0%	431 49.0%	212 64.0%	189 54.5%	22 71.0%	178 60.1%	350 62.5%	56 88.9%	129 78.2%	369 60.4%	1,075 62.6%	8,140 56.7%	23,793 50.8%	1,051 66.6%	2,177 60.5%	42 53.2%	1,514 55.7%
	HOV	94 40.7%	49 41.9%	34 38.2%	131 43.4%	445 50.6%	98 29.6%	155 44.7%	9 29.0%	115 38.9%	206 36.8%	6 9.5%	34 20.6%	226 37.0%	570 33.2%	5,379 37.5%	18,178 38.8%	473 30.0%	1,306 36.3%	36 45.6%	1,066 39.2%
	Transit	15 6.5%	3 2.6%	1 1.1%	2 0.7%	2 0.2%	16 4.8%	3 0.9%	0 0.0%	3 1.0%	4 0.7%	1 1.6%	2 1.2%	9 1.5%	41 2.4%	84 0.6%	124 0.3%	20 1.3%	2 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 1.5%	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%	4,706 10.1%	34 2.2%	112 3.1%	0 0.0%	126 4.6%
	Total	231 100.0%	117 100.0%	89 100.0%	302 100.0%	879 100.0%	331 100.0%	347 100.0%	31 100.0%	296 100.0%	560 100.0%	63 100.0%	165 100.0%	611 100.0%	1,716 100.0%	14,358 100.0%	46,801 100.0%	1,578 100.0%	3,597 100.0%	79 100.0%	2,719 100.0%

**Option Package 7 - LRT Loop Express 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	261 42.0%	118 54.6%	144 56.0%	688 54.3%	470 48.0%	470 56.8%	185 57.8%	60 66.7%	155 64.6%	230 70.1%	167 82.7%	128 84.2%	3,154 53.8%	4,312 56.2%	5,830 60.1%	1,794 71.2%	27,852 66.0%	6,946 61.5%	59 59.2%	3,023 59.2%
	HOV	217 34.9%	88 40.7%	100 38.9%	560 44.2%	500 51.1%	321 38.8%	123 38.4%	29 32.2%	74 30.8%	85 25.9%	30 14.9%	18 11.8%	2,267 38.7%	2,850 37.2%	3,376 34.8%	673 26.7%	19,988 36.6%	3,373 32.1%	35 36.5%	1,822 35.7%
	Transit	86 13.8%	9 4.2%	9 3.5%	14 1.1%	7 0.7%	29 3.5%	11 3.4%	1 1.1%	11 4.6%	13 4.0%	5 2.5%	6 3.9%	152 2.6%	197 2.6%	242 2.5%	20 0.8%	676 1.2%	43 0.4%	2 2.1%	95 1.9%
	Bicycle/ Pedestrian	58 9.3%	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%	290 4.9%	311 4.1%	255 2.6%	34 1.3%	6,104 11.2%	162 1.5%	0 0.0%	167 3.3%
	Total	622 100.0%	216 100.0%	257 100.0%	1,266 100.0%	979 100.0%	827 100.0%	320 100.0%	90 100.0%	240 100.0%	328 100.0%	202 100.0%	152 100.0%	5,863 100.0%	7,670 100.0%	9,703 100.0%	2,521 100.0%	54,620 100.0%	10,524 100.0%	96 100.0%	5,107 100.0%
District 18 North Clark County	SOV	61 58.1%	32 62.7%	42 66.7%	121 59.0%	154 47.8%	94 62.7%	48 61.5%	20 76.9%	51 71.8%	90 75.6%	55 93.2%	46 92.0%	368 61.2%	600 61.6%	1,557 61.5%	2,485 60.1%	4,673 60.5%	23,820 54.7%	27 58.7%	1,676 58.4%
	HOV	41 39.0%	18 35.3%	21 33.3%	83 40.5%	167 51.9%	55 36.7%	29 37.2%	6 23.1%	19 26.8%	28 23.5%	4 6.8%	4 8.0%	222 36.9%	352 36.1%	920 36.3%	1,534 37.1%	2,848 36.9%	16,885 38.8%	19 41.3%	1,115 38.9%
	Transit	3 2.9%	1 2.0%	0 0.0%	1 0.5%	1 0.3%	1 0.7%	1 1.3%	0 0.0%	1 1.4%	1 0.8%	0 0.0%	0 0.0%	4 0.7%	8 0.8%	21 0.8%	3 0.1%	40 0.5%	104 0.2%	0 0.0%	14 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%	33 1.3%	112 2.7%	162 2.1%	2,759 6.3%	0 0.0%	64 2.2%
	Total	105 100.0%	51 100.0%	63 100.0%	205 100.0%	322 100.0%	150 100.0%	78 100.0%	26 100.0%	71 100.0%	119 100.0%	59 100.0%	50 100.0%	601 100.0%	974 100.0%	2,531 100.0%	4,134 100.0%	7,723 100.0%	43,568 100.0%	46 100.0%	2,869 100.0%
District 19 West Portland	SOV	2,085 32.8%	784 48.5%	2,962 42.6%	203 61.7%	277 42.7%	822 52.3%	721 53.5%	429 49.0%	2,450 52.1%	793 64.1%	13,710 57.6%	6,103 60.5%	47 65.3%	84 68.3%	165 67.9%	99 65.6%	165 73.3%	96 76.8%	10,121 38.7%	40 71.4%
	HOV	1,755 27.6%	636 39.3%	2,558 36.8%	97 29.5%	357 55.0%	559 35.6%	435 32.3%	309 35.3%	1,548 32.9%	313 25.3%	8,030 33.7%	3,309 32.8%	18 25.0%	29 23.6%	55 22.6%	50 33.1%	51 22.7%	28 22.4%	8,984 34.3%	12 21.4%
	Transit	1,280 20.1%	123 7.6%	397 5.7%	18 5.5%	11 1.7%	129 8.2%	136 10.1%	43 4.9%	451 9.6%	129 10.4%	1,375 5.8%	481 4.8%	7 9.7%	10 8.1%	23 9.5%	2 1.3%	9 4.0%	1 0.8%	1,562 6.0%	4 7.1%
	Bicycle/ Pedestrian	1,239 19.5%	74 4.6%	1,042 15.0%	11 3.3%	4 0.6%	62 3.9%	55 4.1%	94 10.7%	250 5.3%	3 0.2%	684 2.9%	199 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	6,359 100.0%	1,617 100.0%	6,959 100.0%	329 100.0%	649 100.0%	1,572 100.0%	1,347 100.0%	875 100.0%	4,699 100.0%	1,238 100.0%	23,799 100.0%	10,092 100.0%	72 100.0%	123 100.0%	243 100.0%	151 100.0%	225 100.0%	125 100.0%	26,170 100.0%	56 100.0%
District 20 Mid-Clark Co. East of I-205	SOV	31 28.7%	17 53.1%	23 60.5%	88 56.8%	162 46.0%	73 59.8%	62 57.4%	11 73.3%	63 63.0%	135 65.5%	34 87.2%	55 79.7%	329 58.1%	1,289 57.7%	5,687 55.2%	2,287 60.7%	3,418 62.3%	2,937 67.3%	13 59.1%	5,408 49.3%
	HOV	19 17.6%	11 34.4%	13 34.2%	64 41.3%	186 52.8%	40 32.8%	41 38.0%	4 26.7%	32 32.0%	63 30.6%	3 7.7%	11 15.9%	206 36.4%	816 36.5%	3,800 36.9%	1,337 35.5%	1,822 33.2%	1,332 30.5%	8 36.4%	3,731 34.0%
	Transit	56 51.9%	4 12.5%	2 5.3%	3 1.9%	3 0.9%	7 5.7%	5 4.6%	0 0.0%	5 5.0%	8 3.9%	2 5.1%	3 4.3%	21 3.7%	70 3.1%	218 2.1%	16 0.4%	80 1.5%	32 0.7%	1 4.5%	144 1.3%
	Bicycle/ Pedestrian	2 1.9%	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%	58 2.6%	603 5.8%	126 3.3%	167 3.0%	64 1.5%	0 0.0%	1,689 15.4%
	Total	108 100.0%	32 100.0%	38 100.0%	155 100.0%	352 100.0%	122 100.0%	108 100.0%	15 100.0%	100 100.0%	206 100.0%	39 100.0%	69 100.0%	566 100.0%	2,233 100.0%	10,308 100.0%	3,766 100.0%	5,487 100.0%	4,365 100.0%	22 100.0%	10,972 100.0%