Option Package 8 - New Western Arterial Corridor
Evaluation Measure 1.3.A: Study Area Person Trip Summary

|  | Daily |  |  |  | PM Peak Period |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trips From | $\begin{gathered} \text { Trips } \\ \text { To } \end{gathered}$ | Trips Within | Total Trips | Trips From | $\begin{gathered} \text { Trips } \\ \text { To } \end{gathered}$ | Trips Within | Total Trips |
| SOV | $\begin{aligned} & \hline 451,494 \\ & (51.3 \%) \end{aligned}$ | $\begin{aligned} & \hline 451,494 \\ & (51.3 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 1,078,660 \\ (46.8 \%) \end{gathered}$ | $\begin{gathered} 1,981,648 \\ (48.8 \%) \end{gathered}$ | $\begin{aligned} & 178,445 \\ & (47.3 \%) \end{aligned}$ | $\begin{aligned} & 112,297 \\ & (48.3 \%) \end{aligned}$ | $\begin{aligned} & 340,380 \\ & (46.1 \%) \end{aligned}$ | $\begin{aligned} & \hline 631,122 \\ & (46.8 \%) \end{aligned}$ |
| HOV | $\begin{aligned} & 258,548 \\ & (29.4 \%) \end{aligned}$ | $\begin{aligned} & 258,548 \\ & (29.4 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 674,480 \\ & (29.3 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} 1,191,575 \\ (29.3 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 112,864 \\ & (29.9 \%) \end{aligned}$ | $\begin{gathered} \hline 83,733 \\ (36.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 211,089 \\ & (28.6 \%) \end{aligned}$ | $\begin{aligned} & 407,686 \\ & (30.2 \%) \end{aligned}$ |
| Transit ${ }^{1}$ | $\begin{aligned} & 120,971 \\ & (13.8 \%) \end{aligned}$ | $\begin{aligned} & 120,971 \\ & (13.8 \%) \end{aligned}$ | $\begin{gathered} 125,119 \\ (5.4 \%) \end{gathered}$ | $\begin{gathered} 367,061 \\ (9.0 \%) \end{gathered}$ | $\begin{gathered} \hline 70,415 \\ (18.7 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 20,497 \\ & (8.8 \%) \end{aligned}$ | $\begin{aligned} & 48,551 \\ & (6.6 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 139,463 \\ & (10.3 \%) \end{aligned}$ |
| Bicycle/Pedestrian² | $\begin{aligned} & 48,704 \\ & (5.5 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 48,704 \\ & (5.5 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 425,296 \\ & (18.5 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 522,704 \\ & (12.9 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 15,829 \\ & (4.2 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 15,829 \\ & (6.8 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 138,221 \\ & (18.7 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline 169,879 \\ & (12.6 \%) \\ & \hline \end{aligned}$ |
| Total | $\begin{gathered} \hline 879,717 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 879,717 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 2,303,555 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{aligned} & 4,062,988 \\ & (100.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 377,553 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 232,356 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 738,241 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 1,348,150 \\ & (100.0 \%) \\ & \hline \end{aligned}$ |

${ }^{1}$ 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.

