Option Package 8 - New Western Arterial Corridor
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 From | Trips To | Trips Within | Total Trips |
| SOV | $\begin{aligned} & 103,215 \\ & (31.2 \%) \end{aligned}$ | $\begin{aligned} & 103,215 \\ & (31.2 \%) \end{aligned}$ | $\begin{aligned} & 12,985 \\ & (9.9 \%) \end{aligned}$ | $\begin{aligned} & 219,414 \\ & (27.7 \%) \end{aligned}$ | $\begin{aligned} & 40,960 \\ & (27.6 \%) \end{aligned}$ | $\begin{gathered} 24,771 \\ (31.2 \%) \end{gathered}$ | $\begin{aligned} & 4,026 \\ & (9.5 \%) \end{aligned}$ | $\begin{gathered} 69,756 \\ (25.8 \%) \end{gathered}$ |
| HOV | $\begin{gathered} \hline 63,750 \\ (19.3 \%) \end{gathered}$ | $\begin{gathered} \hline 63,750 \\ (19.3 \%) \end{gathered}$ | $\begin{gathered} \hline 5,596 \\ (4.3 \%) \end{gathered}$ | $\begin{aligned} & \hline 133,096 \\ & (16.8 \%) \end{aligned}$ | $\begin{gathered} \hline 27,746 \\ (18.7 \%) \end{gathered}$ | $\begin{gathered} \hline 17,853 \\ (22.5 \%) \end{gathered}$ | $\begin{gathered} 1,509 \\ (3.6 \%) \end{gathered}$ | $\begin{gathered} \hline 47,109 \\ (17.4 \%) \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} \hline 96,193 \\ (29.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 96,193 \\ (29.1 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 5,944 \\ (4.5 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & 198,330 \\ & (25.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 57,550 \\ (38.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 14,714 \\ (18.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,056 \\ (4.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 74,320 \\ (27.5 \%) \\ \hline \end{gathered}$ |
| Bicycle/Pedestrian² | $\begin{gathered} \hline 67,832 \\ (20.5 \%) \end{gathered}$ | $\begin{gathered} \hline 67,832 \\ (20.5 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 107,031 \\ & (81.4 \%) \end{aligned}$ | $\begin{aligned} & \hline 242,694 \\ & (30.6 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 22,045 \\ (14.9 \%) \end{gathered}$ | $\begin{aligned} & \hline 22,045 \\ & (27.8 \%) \end{aligned}$ | $\begin{aligned} & \hline 34,785 \\ & (82.1 \%) \end{aligned}$ | $\begin{gathered} \hline 78,876 \\ (29.2 \%) \end{gathered}$ |
| Total | $\begin{gathered} \hline 330,989 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 330,990 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 131,556 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 793,535 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 148,302 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 79,383 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 42,377 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 270,061 \\ (100.0 \%) \end{gathered}$ |

${ }^{1}$ 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 <br> Trips | Trips <br> From | Trips To | Trips Within | Total <br> Trips |
| SOV | $\begin{aligned} & \hline 32,539 \\ & (58.8 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 32,539 \\ (58.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 6,287 \\ (50.8 \%) \\ \hline \end{gathered}$ | $\begin{array}{r} \hline 71,365 \\ (58.0 \%) \\ \hline \end{array}$ | $\begin{gathered} \hline 13,658 \\ (59.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 7,816 \\ (53.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 1,980 \\ (50.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 23,455 \\ (56.4 \%) \\ \hline \end{gathered}$ |
| HOV | $\begin{gathered} \hline 16,525 \\ (29.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 16,525 \\ (29.9 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 2,565 \\ (20.7 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 35,616 \\ & (29.0 \%) \\ & \hline \end{aligned}$ | $\begin{gathered} \hline 6,820 \\ (29.5 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 4,936 \\ (34.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 776 \\ (19.8 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 12,532 \\ (30.1 \%) \\ \hline \end{gathered}$ |
| Transit ${ }^{1}$ | $\begin{gathered} 3,170 \\ (5.7 \%) \end{gathered}$ | $\begin{gathered} 3,170 \\ (5.7 \%) \end{gathered}$ | $\begin{gathered} 193 \\ (1.6 \%) \end{gathered}$ | $\begin{aligned} & \hline 6,532 \\ & (5.3 \%) \end{aligned}$ | $\begin{gathered} 1,674 \\ (7.2 \%) \end{gathered}$ | $\begin{gathered} 773 \\ (5.3 \%) \end{gathered}$ | $\begin{gathered} 76 \\ (1.9 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 2,523 \\ & (6.1 \%) \end{aligned}$ |
| Bicycle/Pedestrian ${ }^{2}$ | $\begin{gathered} \hline 3,085 \\ (5.6 \%) \end{gathered}$ | $\begin{gathered} \hline 3,085 \\ (5.6 \%) \end{gathered}$ | $\begin{gathered} \hline 3,342 \\ (27.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 9,511 \\ (7.7 \%) \end{gathered}$ | $\begin{gathered} \hline 1,002 \\ (4.3 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 1,002 \\ & (6.9 \%) \end{aligned}$ | $\begin{gathered} \hline 1,086 \\ (27.7 \%) \\ \hline \end{gathered}$ | $\begin{aligned} & \hline 3,091 \\ & (7.4 \%) \\ & \hline \end{aligned}$ |
| Total | $\begin{gathered} \hline 55,319 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} 55,319 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 12,386 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 123,023 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 23,155 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 14,527 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} \hline 3,918 \\ (100.0 \%) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 41,600 \\ (100.0 \%) \\ \hline \end{gathered}$ |

${ }^{1}$ 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.

