

Option Package 8 - New Western Arterial Corridor
 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 | 4,026 9.5% | 2,151 30.7% | 3,379 21.1% | 586 25.4% | 740 45.7% | 2,803 29.8% | 2,673 25.8% | 1,329 36.4% | 5,399 25.9% | 2,399 23.3% | 7,241 29.0% | 4,330 28.8% | 210 29.8% | 435 35.7% | 811 25.3% | 391 49.4% | 876 33.8% | 305 28.0% | 3,459 27.0% | 188 56.0% |
| | HOV | 1,509 3.6% | 920 13.1% | 1,770 11.1% | 358 15.5% | 698 43.1% | 1,853 19.7% | 1,910 18.4% | 951 26.0% | 3,762 18.0% | 1,226 11.9% | 4,620 18.5% | 2,312 15.4% | 153 21.7% | 286 23.4% | 426 13.3% | 231 29.2% | 525 20.2% | 109 10.0% | 2,784 21.7% | 91 27.1% |
| | Transit | 2,056 4.9% | 1,047 14.9% | 1,976 12.3% | 1,270 55.0% | 155 9.6% | 2,945 31.3% | 4,406 42.4% | 693 19.0% | 8,635 41.4% | 6,329 61.5% | 12,136 48.6% | 7,995 53.1% | 272 38.6% | 429 35.2% | 1,914 59.7% | 168 21.2% | 1,142 44.0% | 674 61.9% | 5,308 41.4% | 55 16.4% |
| | Bicycle/ Pedestrian | 34,785 82.1% | 2,888 41.2% | 8,880 55.5% | 97 4.2% | 28 1.7% | 1,793 19.1% | 1,391 13.4% | 678 18.6% | 3,072 14.7% | 331 3.2% | 971 3.9% | 412 2.7% | 69 9.8% | 70 5.7% | 57 1.8% | 1 0.1% | 52 2.0% | 0 0.0% | 1,255 9.8% | 2 0.6% |
| | Total | 42,376 100.0% | 7,006 100.0% | 16,005 100.0% | 2,311 100.0% | 1,621 100.0% | 9,394 100.0% | 10,380 100.0% | 3,651 100.0% | 20,868 100.0% | 10,285 100.0% | 24,968 100.0% | 15,049 100.0% | 704 100.0% | 1,220 100.0% | 3,208 100.0% | 791 100.0% | 2,595 100.0% | 1,088 100.0% | 12,806 100.0% | 336 100.0% |
| District 2 Central Industrial Eastside | SOV | 2,347 34.7% | 3,397 48.0% | 1,581 43.2% | 413 47.4% | 448 57.3% | 2,646 45.5% | 3,615 44.0% | 485 50.9% | 5,965 41.1% | 2,856 36.5% | 1,709 46.3% | 3,244 47.8% | 103 45.2% | 193 52.0% | 416 55.1% | 245 66.9% | 380 61.4% | 169 69.0% | 1,465 46.2% | 83 69.7% |
| | HOV | 845 12.5% | 1,283 18.1% | 833 22.7% | 232 26.6% | 286 36.6% | 1,551 26.7% | 2,258 27.5% | 305 32.0% | 3,748 25.8% | 1,492 19.1% | 864 23.4% | 1,511 22.3% | 57 25.0% | 97 26.1% | 172 22.8% | 103 28.1% | 165 26.7% | 48 19.6% | 1,013 31.9% | 28 23.5% |
| | Transit | 681 10.1% | 534 7.6% | 332 9.1% | 220 25.2% | 43 5.5% | 1,069 18.4% | 1,518 18.5% | 114 12.0% | 3,214 22.2% | 3,456 44.1% | 1,105 29.9% | 2,005 29.6% | 66 28.9% | 79 21.3% | 166 22.0% | 18 4.9% | 73 11.8% | 28 11.4% | 619 19.5% | 8 6.7% |
| | Bicycle/ Pedestrian | 2,888 42.7% | 1,858 26.3% | 916 25.0% | 7 0.8% | 5 0.6% | 545 9.4% | 820 10.0% | 48 5.0% | 1,580 10.9% | 28 0.4% | 12 0.3% | 22 0.3% | 2 0.9% | 2 0.5% | 1 0.1% | 0 0.0% | 1 0.2% | 0 0.0% | 74 2.3% | 0 0.0% |
| | Total | 6,761 100.0% | 7,072 100.0% | 3,662 100.0% | 872 100.0% | 782 100.0% | 5,811 100.0% | 8,211 100.0% | 952 100.0% | 14,507 100.0% | 7,832 100.0% | 3,690 100.0% | 6,782 100.0% | 228 100.0% | 371 100.0% | 755 100.0% | 366 100.0% | 619 100.0% | 245 100.0% | 3,171 100.0% | 119 100.0% |
| District 3 NW Portland/ Council Crest | SOV | 3,216 21.7% | 1,532 44.2% | 7,107 34.7% | 580 53.0% | 449 53.3% | 2,582 44.6% | 2,212 46.8% | 1,176 40.0% | 4,467 46.5% | 1,916 58.0% | 8,164 53.9% | 4,446 60.8% | 136 51.7% | 262 60.6% | 452 65.7% | 235 73.4% | 496 66.8% | 231 76.5% | 4,756 45.2% | 108 75.0% |
| | HOV | 1,478 10.0% | 773 22.3% | 4,070 19.9% | 307 28.0% | 341 40.5% | 1,674 28.9% | 1,368 29.0% | 824 28.0% | 2,679 27.9% | 705 21.3% | 4,614 30.4% | 1,780 24.4% | 67 25.5% | 109 25.2% | 141 20.5% | 77 24.1% | 174 23.4% | 51 16.9% | 3,525 33.5% | 30 20.8% |
| | Transit | 1,213 8.2% | 244 7.0% | 1,000 4.9% | 178 16.3% | 42 5.0% | 766 13.2% | 762 16.1% | 223 7.6% | 1,745 18.2% | 655 19.8% | 2,131 14.1% | 1,033 14.1% | 51 19.4% | 54 12.5% | 92 13.4% | 8 2.5% | 69 9.3% | 20 6.6% | 1,192 11.3% | 6 4.2% |
| | Bicycle/ Pedestrian | 8,880 60.1% | 916 26.4% | 8,323 40.6% | 30 2.7% | 10 1.2% | 766 13.2% | 381 8.1% | 715 24.3% | 713 7.4% | 29 0.9% | 245 1.6% | 48 0.7% | 9 3.4% | 7 1.6% | 3 0.4% | 0 0.0% | 4 0.5% | 0 0.0% | 1,052 10.0% | 0 0.0% |
| | Total | 14,787 100.0% | 3,465 100.0% | 20,500 100.0% | 1,095 100.0% | 842 100.0% | 5,788 100.0% | 4,723 100.0% | 2,938 100.0% | 9,604 100.0% | 3,305 100.0% | 15,154 100.0% | 7,307 100.0% | 263 100.0% | 432 100.0% | 688 100.0% | 320 100.0% | 743 100.0% | 302 100.0% | 10,525 100.0% | 144 100.0% |
| District 4 North Portland North of Lombard | SOV | 365 37.6% | 269 54.6% | 389 48.4% | 5,971 54.5% | 1,235 59.9% | 4,073 48.7% | 1,128 56.9% | 761 59.7% | 695 60.4% | 1,428 69.1% | 619 72.9% | 786 76.9% | 1,026 60.8% | 1,695 72.2% | 1,154 66.9% | 523 72.2% | 1,568 66.0% | 478 77.9% | 274 63.9% | 252 72.4% |
| | HOV | 269 27.7% | 169 34.3% | 274 34.1% | 3,496 31.9% | 724 35.1% | 2,720 32.6% | 636 32.1% | 436 34.2% | 289 25.1% | 412 19.9% | 163 19.2% | 151 14.8% | 479 28.4% | 543 23.1% | 496 28.8% | 195 26.9% | 740 31.1% | 131 21.3% | 109 25.4% | 89 25.6% |
| | Transit | 240 24.7% | 48 9.7% | 110 13.7% | 392 3.6% | 42 2.0% | 588 7.0% | 173 8.7% | 37 2.9% | 145 12.6% | 227 11.0% | 66 7.8% | 85 8.3% | 101 6.0% | 84 3.6% | 73 4.2% | 6 0.8% | 64 2.7% | 5 0.8% | 36 8.4% | 7 2.0% |
| | Bicycle/ Pedestrian | 97 10.0% | 7 1.4% | 30 3.7% | 1,100 10.0% | 60 2.9% | 975 11.7% | 47 2.4% | 41 3.2% | 21 1.8% | 1 0.0% | 1 0.1% | 0 0.0% | 82 4.9% | 26 1.1% | 2 0.1% | 0 0.0% | 4 0.2% | 0 0.0% | 10 2.3% | 0 0.0% |
| | Total | 971 100.0% | 493 100.0% | 803 100.0% | 10,959 100.0% | 2,061 100.0% | 8,356 100.0% | 1,984 100.0% | 1,275 100.0% | 1,150 100.0% | 2,068 100.0% | 849 100.0% | 1,022 100.0% | 1,688 100.0% | 2,348 100.0% | 1,725 100.0% | 724 100.0% | 2,376 100.0% | 614 100.0% | 429 100.0% | 348 100.0% |
| District 5 Columbia Corridor | SOV | 641 38.5% | 400 51.9% | 441 45.5% | 1,450 58.8% | 4,693 68.3% | 2,382 52.4% | 4,781 55.0% | 237 56.4% | 3,079 54.7% | 11,798 62.4% | 1,736 38.4% | 3,692 57.0% | 426 51.8% | 813 58.2% | 2,850 63.2% | 1,303 66.1% | 1,193 63.0% | 580 69.0% | 459 47.7% | 470 63.7% |
| | HOV | 808 48.5% | 308 39.9% | 422 43.5% | 844 34.2% | 1,753 25.5% | 1,587 34.9% | 2,866 33.0% | 168 40.0% | 2,024 35.9% | 5,404 28.6% | 2,630 58.2% | 2,489 38.4% | 340 41.4% | 525 37.6% | 1,489 33.0% | 641 32.5% | 657 34.7% | 242 28.8% | 462 48.0% | 255 34.6% |
| | Transit | 189 11.3% | 58 7.5% | 97 10.0% | 111 4.5% | 88 1.3% | 339 7.5% | 600 6.9% | 12 2.9% | 478 8.5% | 1,479 7.8% | 153 3.4% | 296 4.6% | 42 5.1% | 54 3.9% | 156 3.5% | 27 1.4% | 41 2.2% | 19 2.3% | 38 3.9% | 12 1.6% |
| | Bicycle/ Pedestrian | 28 1.7% | 5 0.6% | 10 1.0% | 60 2.4% | 339 4.9% | 241 5.3% | 449 5.2% | 3 0.7% | 51 0.9% | 217 1.1% | 0 0.0% | 3 0.0% | 14 1.7% | 6 0.4% | 11 0.2% | 1 0.1% | 2 0.1% | 0 0.0% | 4 0.4% | 1 0.1% |
| | Total | 1,666 100.0% | 771 100.0% | 970 100.0% | 2,465 100.0% | 6,873 100.0% | 4,549 100.0% | 8,696 100.0% | 420 100.0% | 5,632 100.0% | 18,898 100.0% | 4,519 100.0% | 6,480 100.0% | 822 100.0% | 1,398 100.0% | 4,506 100.0% | 1,972 100.0% | 1,893 100.0% | 841 100.0% | 963 100.0% | 738 100.0% |
| District 6 N. Portland South of Lombard | SOV | 2,296 36.2% | 2,095 49.9% | 2,061 45.3% | 3,421 45.6% | 1,785 52.2% | 11,495 41.5% | 4,505 46.4% | 1,337 52.3% | 3,317 50.2% | 3,174 57.4% | 2,115 61.8% | 2,524 63.7% | 524 56.5% | 708 62.0% | 1,053 67.8% | 568 74.3% | 1,205 67.8% | 413 77.3% | 1,282 55.3% | 222 73.8% |
| | HOV | 1,367 36.2% | 1,237 49.9% | 1,374 45.3% | 2,610 45.6% | 1,265 52.2% | 8,126 41.5% | 3,152 46.4% | 918 52.3% | 1,968 50.2% | 1,223 57.4% | 868 61.8% | 828 63.7% | 289 56.5% | 339 62.0% | 364 67.8% | 173 74.3% | 488 67.8% | 106 77.3% | 739 55.3% | 68 73.8% |

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|---|--|------------------------------------|--|---|---|---------------------------------|---|--|--|--|---|-------------------------------------|------------------------------------|--------------------------------------|---|---|---|------------------------------|--------------------------------|------------------------------|---|--------|
| District 6 North Portland South of Lombard | SOV | 21.5% | 29.5% | 30.2% | 34.8% | 37.0% | 29.3% | 32.5% | 35.9% | 29.8% | 22.1% | 25.4% | 20.9% | 31.2% | 29.7% | 23.4% | 22.6% | 27.4% | 19.9% | 31.9% | 22.6% | |
| | Transit | 889 | 320 | 347 | 494 | 128 | 1,983 | 1,000 | 127 | 1,046 | 1,113 | 424 | 602 | 91 | 85 | 120 | 18 | 77 | 15 | 238 | 10 | |
| | Bicycle/ Pedestrian | 1,793 | 545 | 766 | 975 | 241 | 6,122 | 1,049 | 174 | 279 | 20 | 13 | 7 | 23 | 10 | 16 | 5 | 8 | 0 | 61 | 1 | |
| | | 28.3% | 13.0% | 16.8% | 13.0% | 7.0% | 22.1% | 10.8% | 6.8% | 4.2% | 0.4% | 0.4% | 0.2% | 2.5% | 0.9% | 1.0% | 0.7% | 0.4% | 0.0% | 2.6% | 0.3% | |
| | Total | 6,345 | 4,197 | 4,548 | 7,500 | 3,419 | 27,726 | 9,706 | 2,556 | 6,610 | 5,530 | 3,420 | 3,961 | 927 | 1,142 | 1,553 | 764 | 1,778 | 534 | 2,320 | 301 | |
| | 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 7 NE Portland North of I-84 | SOV | 1,505 | 2,088 | 1,137 | 646 | 2,400 | 3,026 | 9,745 | 364 | 6,443 | 7,789 | 917 | 2,425 | 114 | 232 | 1,252 | 439 | 333 | 173 | 627 | 135 | |
| | HOV | 28.8% | 43.1% | 42.8% | 51.8% | 48.0% | 42.0% | 37.2% | 48.7% | 45.0% | 53.5% | 60.5% | 62.4% | 56.7% | 63.4% | 69.7% | 66.7% | 68.4% | 78.3% | 50.9% | 71.1% | |
| | Transit | 1,211 | 1,621 | 942 | 481 | 2,022 | 2,590 | 8,687 | 282 | 4,771 | 4,876 | 429 | 1,059 | 67 | 111 | 461 | 210 | 136 | 43 | 432 | 50 | |
| | | 23.2% | 33.5% | 35.4% | 38.5% | 40.4% | 35.9% | 33.1% | 37.8% | 33.3% | 33.5% | 28.3% | 27.3% | 33.3% | 30.3% | 25.7% | 31.9% | 27.9% | 19.5% | 35.1% | 26.3% | |
| | Total | 1,123 | 313 | 198 | 74 | 130 | 545 | 1,646 | 46 | 1,196 | 1,542 | 163 | 388 | 17 | 21 | 80 | 9 | 17 | 5 | 119 | 5 | |
| | 21.5% | 6.5% | 7.4% | 5.9% | 2.6% | 7.6% | 6.3% | 6.2% | 8.3% | 10.6% | 10.8% | 10.0% | 8.5% | 5.7% | 4.5% | 1.4% | 3.5% | 2.3% | 9.7% | 2.6% | | |
| District 8 NW Portland Industrial Area | Bicycle/ Pedestrian | 1,391 | 820 | 381 | 47 | 449 | 1,049 | 6,139 | 55 | 1,919 | 339 | 7 | 12 | 3 | 2 | 4 | 0 | 1 | 0 | 54 | 0 | |
| | | 26.6% | 16.9% | 14.3% | 3.8% | 9.0% | 14.5% | 23.4% | 7.4% | 13.4% | 2.3% | 0.5% | 0.3% | 1.5% | 0.5% | 0.2% | 0.0% | 0.2% | 0.0% | 4.4% | 0.0% | |
| | Total | 5,230 | 4,842 | 2,658 | 1,248 | 5,001 | 7,210 | 26,217 | 747 | 14,329 | 14,546 | 1,516 | 3,884 | 201 | 366 | 1,797 | 658 | 487 | 221 | 1,232 | 190 | |
| | | 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 | 1,139 | 429 | 1,187 | 775 | 218 | 1,869 | 882 | 2,688 | 1,125 | 772 | 3,722 | 1,029 | 117 | 171 | 266 | 132 | 331 | 149 | 719 | 67 |
| HOV | | 41.5% | 56.3% | 43.4% | 59.1% | 60.2% | 56.1% | 58.3% | 44.0% | 57.9% | 72.1% | 59.7% | 75.1% | 67.2% | 73.4% | 77.8% | 82.0% | 78.4% | 86.6% | 55.6% | 82.7% | |
| Transit | | 602 | 226 | 657 | 415 | 135 | 997 | 416 | 2,225 | 495 | 192 | 2,152 | 234 | 39 | 47 | 56 | 27 | 75 | 21 | 375 | 12 | |
| | | 21.9% | 29.7% | 24.0% | 31.6% | 37.3% | 29.9% | 27.5% | 36.5% | 25.5% | 17.9% | 34.5% | 17.1% | 22.4% | 20.2% | 16.4% | 16.8% | 17.8% | 12.2% | 29.0% | 14.8% | |
| Total | | 327 | 59 | 175 | 81 | 6 | 290 | 161 | 208 | 269 | 106 | 292 | 106 | 17 | 14 | 20 | 2 | 16 | 2 | 105 | 2 | |
| | 11.9% | 7.7% | 6.4% | 6.2% | 1.7% | 8.7% | 10.6% | 3.4% | 13.8% | 9.9% | 4.7% | 7.7% | 9.8% | 6.0% | 5.8% | 1.2% | 3.8% | 1.2% | 8.1% | 2.5% | | |
| District 10 East Multnomah Co. East of I-84 | Bicycle/ Pedestrian | 678 | 48 | 715 | 41 | 3 | 174 | 55 | 982 | 55 | 1 | 71 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 95 | 0 | |
| | | 24.7% | 6.3% | 26.2% | 3.1% | 0.8% | 5.2% | 3.6% | 16.1% | 2.8% | 0.1% | 1.1% | 0.1% | 0.6% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 7.3% | 0.0% | |
| | Total | 2,746 | 762 | 2,734 | 1,312 | 362 | 3,330 | 1,514 | 6,103 | 1,944 | 1,071 | 6,237 | 1,370 | 174 | 233 | 342 | 161 | 422 | 172 | 1,294 | 81 | |
| | | 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 | 2,935 | 3,463 | 2,224 | 389 | 1,354 | 2,087 | 6,072 | 459 | 33,671 | 18,985 | 2,335 | 20,080 | 100 | 223 | 930 | 467 | 369 | 227 | 2,247 | 153 |
| HOV | | 27.1% | 41.2% | 43.1% | 58.5% | 47.2% | 49.1% | 44.8% | 52.6% | 39.8% | 54.5% | 63.7% | 57.0% | 63.7% | 69.5% | 68.2% | 72.6% | 76.2% | 83.8% | 51.3% | 76.5% | |
| Transit | | 2,289 | 2,664 | 1,799 | 199 | 1,375 | 1,482 | 4,638 | 301 | 28,032 | 12,343 | 991 | 12,321 | 40 | 78 | 359 | 168 | 99 | 39 | 1,516 | 42 | |
| | | 21.1% | 31.7% | 34.8% | 29.9% | 48.0% | 34.9% | 34.2% | 34.5% | 33.1% | 35.4% | 27.0% | 35.0% | 25.5% | 24.3% | 26.3% | 26.1% | 20.5% | 14.4% | 34.6% | 21.0% | |
| Total | | 2,549 | 691 | 429 | 56 | 86 | 400 | 939 | 58 | 5,611 | 2,206 | 324 | 1,934 | 16 | 19 | 71 | 8 | 16 | 5 | 368 | 5 | |
| | 23.5% | 8.2% | 8.3% | 8.4% | 3.0% | 9.4% | 6.9% | 6.6% | 6.3% | 6.3% | 8.8% | 5.5% | 10.2% | 5.9% | 5.2% | 1.2% | 3.3% | 1.8% | 8.4% | 2.5% | | |
| District 11 Washington | Bicycle/ Pedestrian | 3,072 | 1,580 | 713 | 21 | 51 | 279 | 1,919 | 55 | 17,324 | 1,287 | 17 | 865 | 1 | 1 | 3 | 0 | 0 | 0 | 250 | 0 | |
| | | 28.3% | 18.8% | 13.8% | 3.2% | 1.8% | 6.6% | 14.1% | 6.3% | 20.5% | 3.7% | 0.5% | 2.5% | 0.6% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 5.7% | 0.0% | |
| | Total | 10,845 | 8,398 | 5,165 | 665 | 2,866 | 4,248 | 13,568 | 873 | 84,638 | 34,821 | 3,667 | 35,200 | 157 | 321 | 1,363 | 643 | 484 | 271 | 4,381 | 200 | |
| | | 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 | 810 | 1,289 | 576 | 545 | 4,949 | 1,373 | 6,316 | 187 | 18,359 | 96,387 | 950 | 25,788 | 119 | 357 | 1,897 | 882 | 512 | 386 | 423 | 298 |
| HOV | | 28.4% | 48.2% | 51.8% | 64.5% | 54.9% | 55.8% | 52.3% | 64.7% | 53.3% | 52.1% | 73.2% | 60.7% | 68.0% | 70.4% | 67.9% | 73.1% | 78.9% | 85.0% | 58.7% | 76.4% | |
| Transit | | 582 | 985 | 387 | 244 | 3,617 | 813 | 4,464 | 87 | 12,311 | 63,003 | 222 | 13,617 | 42 | 120 | 743 | 309 | 122 | 62 | 233 | 83 | |
| | | 20.4% | 36.8% | 34.8% | 28.9% | 40.1% | 33.0% | 36.9% | 30.1% | 35.7% | 34.0% | 17.1% | 32.0% | 24.0% | 23.7% | 26.6% | 25.6% | 18.8% | 13.7% | 32.3% | 21.3% | |
| Total | | 1,133 | 373 | 120 | 55 | 232 | 255 | 968 | 14 | 2,513 | 8,356 | 125 | 2,348 | 14 | 28 | 147 | 15 | 15 | 6 | 62 | 9 | |
| | 39.7% | 13.9% | 10.8% | 6.5% | 2.6% | 10.4% | 8.0% | 4.8% | 7.3% | 4.5% | 9.6% | 5.5% | 8.0% | 5.5% | 5.3% | 1.2% | 2.3% | 1.3% | 8.6% | 2.3% | | |
| District 11 Washington | Bicycle/ Pedestrian | 331 | 28 | 29 | 1 | 217 | 20 | 339 | 1 | 1,287 | 17,389 | 1 | 758 | 0 | 2 | 5 | 0 | 0 | 0 | 3 | 0 | |
| | | 11.6% | 1.0% | 2.6% | 0.1% | 2.4% | 0.8% | 2.8% | 0.3% | 3.7% | 9.4% | 0.1% | 1.8% | 0.0% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | |
| | Total | 2,856 | 2,675 | 1,112 | 845 | 9,015 | 2,461 | 12,087 | 289 | 34,470 | 185,135 | 1,298 | 42,511 | 175 | 507 | 2,792 | 1,206 | 649 | 454 | 721 | 390 | |
| | | 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 | 4,204 | 962 | 5,109 | 563 | 1,316 | 1,757 | 1,595 | 4,039 | 3,812 | 2,895 | 377,511 | 39,411 | 197 | 381 | 774 | 269 | 761 | 319 | 15,774 | 180 |
| HOV | | 35.5% | 54.4% | 50.6% | 71.8% | 37.1% | 60.5% | 62.8% | 61.9% | 62.7% | 73.2% | 53.5% | 68.1% | 71.6% | 78.6% | 82.6% | 84.6% | 83.7% | 86.7% | 57.3% | 87.4% | |
| Transit | | 3,090 | 574 | 3,643 | 145 | 2,120 | 788 | 585 | 2,258 | 1,369 | 462 | 228,304 | 15,170 | 43 | 69 | 103 | 45 | 112 | 36 | 8,890 | 22 | |
| | | 26.1% | 32.4% | 36.1% | 18.5% | 59.8% | 27.1% | 23.0% | 34.6% | 22.5% | 11.7% | 32.4% | 26.2% | 15.6% | 14.2% | 11.0% | 14.2% | 12.3% | 9.8% | 32.3% | 10.7% | |
| Total | | 3,583 | 221 | 1,108 | 75 | 107 | 346 | 351 | 161 | 885 | 596 | 34,730 | 2,594 | 35 | 35 | 60 | 4 | 36 | 13 | 2,187 | 4 | |
| | 30.2% | 12.5% | 11.0% | 9.6% | 3.0% | 11.9% | 13.8% | 2.5% | 14.5% | 15.1% | 4.9% | 4.5% | 12.7% | 7.2% | 6.4% | 1.3% | 4.0% | 3.5% | 7.9% | 1.9% | | |

Option Package 8 - New Western Arterial Corridor
 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 |
|--|------------------------|------------------------------------|--|---|---|---------------------------------|---|--|--|--|---|-------------------------------------|------------------------------------|--------------------------------------|---|---|---|------------------------------|--------------------------------|------------------------------|---|
| County | Bicycle/ Pedestrian | 971 8.2% | 12 0.7% | 245 2.4% | 1 0.1% | 0 0.0% | 13 0.4% | 7 0.3% | 71 1.1% | 17 0.3% | 1 0.0% | 64,867 9.2% | 728 1.3% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 685 2.5% | 0 0.0% | |
| | Total | 11,848 100.0% | 1,769 100.0% | 10,105 100.0% | 784 100.0% | 3,543 100.0% | 2,904 100.0% | 2,538 100.0% | 6,529 100.0% | 6,083 100.0% | 3,954 100.0% | 705,412 100.0% | 57,903 100.0% | 275 100.0% | 485 100.0% | 937 100.0% | 318 100.0% | 909 100.0% | 368 100.0% | 27,536 100.0% | 206 100.0% |
| District 12 Clackamas County | SOV | 1,556 36.3% | 1,206 51.5% | 1,559 53.6% | 287 72.7% | 1,423 43.5% | 990 59.6% | 1,703 59.6% | 299 68.4% | 18,979 55.5% | 22,524 59.5% | 22,089 61.9% | 234,364 54.3% | 76 74.5% | 184 79.0% | 759 77.7% | 337 81.2% | 325 84.6% | 221 88.8% | 4,881 56.4% | 148 85.1% |
| | HOV | 1,171 27.3% | 867 37.0% | 1,059 36.4% | 80 20.3% | 1,788 54.6% | 507 30.5% | 886 31.0% | 118 27.0% | 12,087 35.3% | 12,328 32.6% | 11,610 32.5% | 151,055 35.0% | 16 15.7% | 35 15.0% | 162 16.6% | 73 17.6% | 46 12.0% | 22 8.8% | 3,044 35.2% | 22 12.6% |
| | Transit | 1,144 26.7% | 246 10.5% | 241 8.3% | 28 7.1% | 60 1.8% | 156 9.4% | 254 8.9% | 19 4.3% | 2,288 6.7% | 2,256 6.0% | 1,282 3.6% | 13,187 3.1% | 10 9.8% | 14 6.0% | 56 5.7% | 5 1.2% | 13 3.4% | 6 2.4% | 526 6.1% | 4 2.3% |
| | Bicycle/ Pedestrian | 412 9.6% | 22 0.9% | 48 1.7% | 0 0.0% | 3 0.1% | 7 0.4% | 12 0.4% | 1 0.2% | 865 2.5% | 758 2.0% | 728 2.0% | 32,750 7.6% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 198 2.3% | 0 0.0% |
| | Total | 4,283 100.0% | 2,341 100.0% | 2,907 100.0% | 395 100.0% | 3,274 100.0% | 1,660 100.0% | 2,855 100.0% | 437 100.0% | 34,219 100.0% | 37,866 100.0% | 35,709 100.0% | 431,356 100.0% | 102 100.0% | 233 100.0% | 977 100.0% | 415 100.0% | 384 100.0% | 249 100.0% | 8,649 100.0% | 174 100.0% |
| District 13 Vancouver West of I-5 | SOV | 96 31.0% | 49 50.0% | 59 45.7% | 649 49.5% | 271 47.6% | 406 53.3% | 136 51.3% | 53 62.4% | 105 59.7% | 179 64.2% | 92 68.7% | 104 71.7% | 4,576 46.9% | 3,871 54.9% | 3,765 63.8% | 1,402 72.6% | 6,011 62.9% | 1,383 75.8% | 31 60.8% | 836 70.4% |
| | HOV | 82 26.5% | 38 38.8% | 46 35.7% | 433 33.0% | 276 48.5% | 267 35.0% | 77 29.1% | 28 32.9% | 46 26.1% | 60 21.5% | 26 19.4% | 23 15.9% | 2,465 25.3% | 2,063 29.2% | 1,619 27.4% | 477 24.7% | 2,880 30.1% | 416 22.8% | 15 29.4% | 310 26.1% |
| | Transit | 63 20.3% | 9 9.2% | 15 11.6% | 147 11.2% | 8 1.4% | 66 8.7% | 49 18.5% | 3 3.5% | 24 13.6% | 40 14.3% | 16 11.9% | 18 12.4% | 273 2.8% | 491 7.0% | 441 7.5% | 45 2.3% | 395 4.1% | 19 1.0% | 5 9.8% | 32 2.7% |
| | Bicycle/ Pedestrian | 69 22.3% | 2 2.0% | 9 7.0% | 82 6.3% | 14 2.5% | 23 3.0% | 3 1.1% | 1 1.2% | 1 0.6% | 0 0.0% | 0 0.0% | 0 0.0% | 2,447 25.1% | 629 8.9% | 80 1.4% | 7 0.4% | 278 2.9% | 7 0.4% | 0 0.0% | 9 0.8% |
| | Total | 310 100.0% | 98 100.0% | 129 100.0% | 1,311 100.0% | 569 100.0% | 762 100.0% | 265 100.0% | 85 100.0% | 176 100.0% | 279 100.0% | 134 100.0% | 145 100.0% | 9,761 100.0% | 7,054 100.0% | 5,905 100.0% | 1,931 100.0% | 9,564 100.0% | 1,825 100.0% | 51 100.0% | 1,187 100.0% |
| District 14 Central Vancouver I-5 to Andresen Rd. | SOV | 145 37.0% | 67 51.9% | 83 51.2% | 597 53.4% | 386 48.0% | 384 55.3% | 173 58.4% | 50 64.1% | 153 63.8% | 309 67.9% | 108 75.5% | 140 77.8% | 2,989 52.9% | 9,270 49.1% | 10,189 59.1% | 2,489 71.6% | 6,427 62.8% | 1,611 73.9% | 36 61.0% | 1,974 64.6% |
| | HOV | 125 31.9% | 53 41.1% | 62 38.3% | 452 40.5% | 404 50.2% | 267 38.4% | 105 35.5% | 25 32.1% | 71 29.6% | 123 27.0% | 29 20.3% | 32 17.8% | 1,822 32.2% | 5,989 31.7% | 5,496 31.9% | 907 26.1% | 3,272 32.0% | 541 24.8% | 20 33.9% | 969 31.7% |
| | Transit | 52 13.3% | 7 5.4% | 10 6.2% | 42 3.8% | 8 1.0% | 34 4.9% | 16 5.4% | 2 2.6% | 15 6.3% | 21 4.6% | 6 4.2% | 8 4.4% | 212 3.8% | 496 2.6% | 517 3.0% | 48 1.4% | 223 2.2% | 15 0.7% | 3 5.1% | 56 1.8% |
| | Bicycle/ Pedestrian | 70 17.9% | 2 1.6% | 7 4.3% | 26 2.3% | 6 0.7% | 10 1.4% | 2 0.7% | 1 1.3% | 1 0.4% | 2 0.4% | 0 0.0% | 0 0.0% | 629 11.1% | 3,114 16.5% | 1,043 6.0% | 30 0.9% | 304 3.0% | 14 0.6% | 0 0.0% | 57 1.9% |
| | Total | 392 100.0% | 129 100.0% | 162 100.0% | 1,117 100.0% | 804 100.0% | 695 100.0% | 296 100.0% | 78 100.0% | 240 100.0% | 455 100.0% | 143 100.0% | 180 100.0% | 5,652 100.0% | 18,869 100.0% | 17,245 100.0% | 3,474 100.0% | 10,226 100.0% | 2,181 100.0% | 59 100.0% | 3,056 100.0% |
| District 15 East Vancouver Andresen Rd. to Clark Co. Line | SOV | 223 38.3% | 120 54.3% | 105 57.1% | 510 56.4% | 1,119 49.7% | 443 58.9% | 565 56.1% | 55 68.8% | 528 60.3% | 1,202 62.3% | 148 79.1% | 403 73.3% | 1,943 57.6% | 8,394 55.7% | 48,831 50.2% | 13,103 62.0% | 7,080 62.7% | 3,360 71.0% | 59 58.4% | 7,291 59.3% |
| | HOV | 169 29.0% | 89 40.3% | 66 35.9% | 377 41.7% | 1,106 49.1% | 245 32.6% | 405 40.2% | 24 30.0% | 309 35.3% | 664 34.4% | 33 17.6% | 128 23.3% | 1,231 36.5% | 5,221 34.7% | 31,146 32.0% | 7,100 33.6% | 3,762 33.3% | 1,299 27.5% | 39 38.6% | 4,232 34.4% |
| | Transit | 134 23.0% | 11 5.0% | 10 5.4% | 16 1.8% | 15 0.7% | 48 6.4% | 33 3.3% | 1 1.3% | 36 4.1% | 58 3.0% | 6 3.2% | 19 3.5% | 118 3.5% | 408 2.7% | 1,743 1.8% | 166 0.8% | 204 1.8% | 39 0.8% | 3 3.0% | 184 1.5% |
| | Bicycle/ Pedestrian | 57 9.8% | 1 0.5% | 3 1.6% | 2 0.2% | 11 0.5% | 16 2.1% | 4 0.4% | 0 0.0% | 3 0.3% | 5 0.3% | 0 0.0% | 0 0.0% | 80 2.4% | 1,043 6.9% | 15,580 16.0% | 755 3.6% | 253 2.2% | 32 0.7% | 0 0.0% | 596 4.8% |
| | Total | 583 100.0% | 221 100.0% | 184 100.0% | 905 100.0% | 2,251 100.0% | 752 100.0% | 1,007 100.0% | 80 100.0% | 876 100.0% | 1,929 100.0% | 187 100.0% | 550 100.0% | 3,372 100.0% | 15,066 100.0% | 97,300 100.0% | 21,124 100.0% | 11,299 100.0% | 4,730 100.0% | 101 100.0% | 12,303 100.0% |
| District 16 Camas/ Washougal and East of Clark Co. | SOV | 122 50.4% | 64 56.1% | 51 60.7% | 167 56.2% | 430 48.9% | 208 63.8% | 186 54.2% | 24 70.6% | 172 59.5% | 341 61.7% | 51 79.7% | 122 74.8% | 380 60.5% | 1,093 63.0% | 8,139 56.7% | 23,898 50.9% | 1,060 67.2% | 2,186 60.6% | 41 51.9% | 1,524 55.9% |
| | HOV | 100 41.3% | 48 42.1% | 32 38.1% | 129 43.4% | 446 50.7% | 99 30.4% | 153 44.6% | 10 29.4% | 113 39.1% | 206 37.3% | 12 18.8% | 39 23.9% | 233 37.1% | 570 32.9% | 5,323 37.1% | 18,171 38.7% | 467 29.6% | 1,305 36.2% | 38 48.1% | 1,063 39.0% |
| | Transit | 19 7.9% | 2 1.8% | 1 1.2% | 1 0.3% | 2 0.2% | 14 4.3% | 4 1.2% | 0 0.0% | 4 1.4% | 6 1.1% | 1 1.6% | 2 1.2% | 8 1.3% | 41 2.4% | 131 0.9% | 179 0.4% | 18 1.1% | 3 0.1% | 0 0.0% | 12 0.4% |
| | 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% | 4,710 10.0% | 33 2.1% | 112 3.1% | 0 0.0% | 126 4.6% |
| | Total | 242 100.0% | 114 100.0% | 84 100.0% | 297 100.0% | 879 100.0% | 326 100.0% | 343 100.0% | 34 100.0% | 289 100.0% | 553 100.0% | 64 100.0% | 163 100.0% | 628 100.0% | 1,734 100.0% | 14,348 100.0% | 46,958 100.0% | 1,578 100.0% | 3,606 100.0% | 79 100.0% | 2,725 100.0% |

Option Package 8 - New Western Arterial Corridor
 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 | 242 42.6% | 100 54.9% | 121 55.5% | 694 54.3% | 441 47.5% | 484 56.7% | 158 58.3% | 72 66.1% | 135 65.2% | 224 70.0% | 138 78.4% | 115 80.4% | 3,038 54.2% | 4,320 56.9% | 5,839 60.9% | 1,788 71.5% | 28,251 51.1% | 6,574 64.5% | 49 58.3% | 3,172 60.7% |
| | HOV | 211 37.1% | 77 42.3% | 86 39.4% | 566 44.3% | 481 51.8% | 338 39.6% | 106 39.1% | 36 33.0% | 66 31.9% | 89 27.8% | 35 19.9% | 25 17.5% | 2,176 38.8% | 2,825 37.2% | 3,342 34.8% | 665 26.6% | 20,198 36.6% | 3,402 33.4% | 33 39.3% | 1,841 35.2% |
| | Transit | 63 11.1% | 4 2.2% | 7 3.2% | 14 1.1% | 4 0.4% | 24 2.8% | 6 2.2% | 1 0.9% | 6 2.9% | 7 2.2% | 3 1.7% | 3 2.1% | 117 2.1% | 145 1.9% | 160 1.7% | 16 0.6% | 643 1.2% | 49 0.5% | 2 2.4% | 50 1.0% |
| | Bicycle/ Pedestrian | 52 9.2% | 1 0.5% | 4 1.8% | 4 0.3% | 2 0.2% | 8 0.9% | 1 0.4% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 278 5.0% | 304 4.0% | 253 2.6% | 33 1.3% | 6,158 11.1% | 162 1.6% | 0 0.0% | 166 3.2% |
| | Total | 568 100.0% | 182 100.0% | 218 100.0% | 1,278 100.0% | 928 100.0% | 854 100.0% | 271 100.0% | 109 100.0% | 207 100.0% | 320 100.0% | 176 100.0% | 143 100.0% | 5,609 100.0% | 7,594 100.0% | 9,594 100.0% | 2,502 100.0% | 55,250 100.0% | 10,187 100.0% | 84 100.0% | 5,229 100.0% |
| District 18 North Clark County | SOV | 62 51.2% | 30 62.5% | 38 65.5% | 121 59.6% | 152 47.9% | 93 62.0% | 45 61.6% | 22 75.9% | 49 70.0% | 89 73.0% | 43 84.3% | 42 82.4% | 356 61.5% | 598 62.0% | 1,550 61.9% | 2,616 61.3% | 4,730 60.6% | 24,626 55.5% | 25 55.5% | 1,679 58.6% |
| | HOV | 45 37.2% | 17 35.4% | 19 32.8% | 82 40.4% | 165 52.1% | 56 37.3% | 27 37.0% | 7 24.1% | 20 28.6% | 32 26.2% | 8 15.7% | 8 15.7% | 213 36.8% | 346 35.9% | 905 36.1% | 1,534 36.0% | 2,868 36.7% | 16,899 38.1% | 20 44.4% | 1,110 38.7% |
| | Transit | 14 11.6% | 1 2.1% | 1 1.7% | 0 0.0% | 0 0.0% | 1 0.7% | 1 1.4% | 0 0.0% | 1 1.4% | 1 0.8% | 0 0.0% | 1 2.0% | 3 0.5% | 7 0.7% | 18 0.7% | 3 0.1% | 45 0.6% | 120 0.3% | 0 0.0% | 13 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 1.5% | 32 1.3% | 112 2.6% | 162 2.1% | 2,758 6.2% | 0 0.0% | 64 2.2% |
| | Total | 121 100.0% | 48 100.0% | 58 100.0% | 203 100.0% | 317 100.0% | 150 100.0% | 73 100.0% | 29 100.0% | 70 100.0% | 122 100.0% | 51 100.0% | 51 100.0% | 579 100.0% | 965 100.0% | 2,505 100.0% | 4,265 100.0% | 7,805 100.0% | 44,403 100.0% | 45 100.0% | 2,866 100.0% |
| District 19 West Portland | SOV | 2,093 32.7% | 798 48.6% | 2,956 42.4% | 182 60.5% | 269 42.4% | 840 52.3% | 735 53.8% | 432 48.9% | 2,464 52.3% | 798 64.1% | 13,710 57.6% | 6,114 60.5% | 41 64.1% | 78 69.6% | 168 71.2% | 97 65.1% | 155 73.1% | 88 74.6% | 10,106 38.7% | 39 73.6% |
| | HOV | 1,764 27.5% | 646 39.4% | 2,557 36.7% | 85 28.2% | 351 55.3% | 572 35.6% | 440 32.2% | 312 35.3% | 1,548 32.9% | 315 25.3% | 8,035 33.8% | 3,311 32.8% | 16 25.0% | 27 24.1% | 56 23.7% | 51 34.2% | 50 23.6% | 28 23.7% | 8,973 34.3% | 13 24.5% |
| | Transit | 1,291 20.2% | 123 7.5% | 411 5.9% | 24 8.0% | 11 1.7% | 132 8.2% | 136 10.0% | 44 5.0% | 449 9.5% | 129 10.4% | 1,377 5.8% | 479 4.7% | 7 10.9% | 7 6.3% | 12 5.1% | 1 0.7% | 7 3.3% | 2 1.7% | 1,562 6.0% | 1 1.9% |
| | Bicycle/ Pedestrian | 1,255 19.6% | 74 4.5% | 1,052 15.1% | 10 3.3% | 4 0.6% | 61 3.8% | 54 4.0% | 95 10.8% | 250 5.3% | 3 0.2% | 685 2.9% | 198 2.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 5,506 21.1% | 0 0.0% |
| | Total | 6,403 100.0% | 1,641 100.0% | 6,976 100.0% | 301 100.0% | 635 100.0% | 1,605 100.0% | 1,365 100.0% | 883 100.0% | 4,711 100.0% | 1,245 100.0% | 23,807 100.0% | 10,102 100.0% | 64 100.0% | 112 100.0% | 236 100.0% | 149 100.0% | 212 100.0% | 118 100.0% | 26,147 100.0% | 53 100.0% |
| District 20 Mid-Clark Co. East of I-205 | SOV | 41 51.3% | 18 60.0% | 21 61.8% | 85 57.8% | 161 46.3% | 71 60.7% | 61 59.2% | 12 75.0% | 61 63.5% | 133 66.2% | 28 82.4% | 52 77.6% | 328 59.5% | 1,318 58.7% | 5,763 55.8% | 2,091 58.6% | 3,099 60.1% | 2,452 63.3% | 12 57.1% | 5,249 48.6% |
| | HOV | 30 37.5% | 11 36.7% | 12 35.3% | 61 41.5% | 185 53.2% | 41 35.0% | 40 38.8% | 4 25.0% | 32 33.3% | 64 31.8% | 6 17.6% | 14 20.9% | 204 37.0% | 826 36.8% | 3,823 37.0% | 1,336 37.5% | 1,841 35.7% | 1,331 34.3% | 9 42.9% | 3,765 34.8% |
| | Transit | 7 8.8% | 1 3.3% | 1 2.9% | 1 0.7% | 1 0.3% | 4 3.4% | 2 1.9% | 0 0.0% | 3 3.1% | 4 2.0% | 0 0.0% | 1 1.5% | 10 1.8% | 43 1.9% | 144 1.4% | 14 0.4% | 51 1.0% | 29 0.7% | 0 0.0% | 110 1.0% |
| | Bicycle/ Pedestrian | 2 2.5% | 0 0.0% | 0 0.0% | 0 0.0% | 1 0.3% | 1 0.9% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 0 0.0% | 9 1.6% | 57 2.5% | 596 5.8% | 126 3.5% | 166 3.2% | 64 1.7% | 0 0.0% | 1,682 15.6% |
| | Total | 80 100.0% | 30 100.0% | 34 100.0% | 147 100.0% | 348 100.0% | 117 100.0% | 103 100.0% | 16 100.0% | 96 100.0% | 201 100.0% | 34 100.0% | 67 100.0% | 551 100.0% | 2,244 100.0% | 10,326 100.0% | 3,567 100.0% | 5,157 100.0% | 3,876 100.0% | 21 100.0% | 10,806 100.0% |