



**2018 Regional Transportation Plan (RTP) Update
System Performance Measures for Intra-MPA* Trips**

* within Metropolitan Planning Area (excludes Clark County, Washington)

Technical review draft
6/20/2018

| | 2015 Base | 2027 No Build | 2027 Constrained | 2040 No Build | 2040 Constrained | 2040 Strategic |
|--|-----------------|------------------|---------------------|------------------|---------------------|-------------------|
| Demographic Data | | | | | | |
| 1 Population | 1,605,672 | 1,904,815 | 1,904,815 | 2,178,848 | 2,178,848 | 2,178,848 |
| 2 Households | 636,467 | 776,202 | 776,202 | 896,451 | 896,451 | 896,451 |
| 3 Employment | 895,094 | 1,071,017 | 1,071,017 | 1,240,653 | 1,240,653 | 1,240,653 |
| Network Data | | | | | | |
| 1 a Total Road Miles in Network | 3,721 | 3,742 | 3,769 | 3,742 | 3,809 | 3,840 |
| <i>change from 2015</i> | | 21 0.6% | 48 1.3% | 21 0.6% | 88 2.4% | 120 3.2% |
| <i>change from 2040 No Build</i> | | | | | 67 2.4% | 98 3.2% |
| b Freeway Miles | 235 | 235 | 235 | 235 | 241 | 241 |
| <i>change from 2015</i> | | 0 0.0% | 0 0.0% | 0 0.0% | 6 2.4% | 6 2.4% |
| c Arterial Miles | 3,486 | 3,507 | 3,533 | 3,507 | 3,568 | 3,599 |
| <i>change from 2015</i> | | 21 0.6% | 48 1.4% | 21 0.6% | 82 2.4% | 114 3.3% |
| <i>change from 2040 No Build</i> | | | | | 61 2.3% | 92 3.2% |
| 2 a Total Lane Miles | 5,489 | 5,575 | 5,683 | 5,575 | 5,828 | 5,950 |
| <i>change from 2015</i> | | 86 1.6% | 194 3.5% | 86 1.6% | 339 6.2% | 461 8.4% |
| <i>change from 2040 No Build</i> | | | | | 253 6.1% | 375 8.3% |
| b Freeway Lane Miles | 630 | 640 | 657 | 640 | 680 | 687 |
| <i>change from 2015</i> | | 10 1.6% | 27 4.3% | 10 1.6% | 50 7.9% | 57 9.1% |
| <i>change from 2040 No Build</i> | | | | | 40 7.8% | 47 8.9% |
| c Arterial Lane Miles | 4,859 | 4,935 | 5,026 | 4,935 | 5,148 | 5,263 |
| <i>change from 2015</i> | | 76 1.6% | 167 3.4% | 76 1.6% | 289 5.9% | 403 8.3% |
| <i>change from 2040 No Build</i> | | | | | 213 5.9% | 327 8.2% |
| Travel Data - Average Weekday (AWD) | | | | | | |
| 1 a AWD Total Person Trips | 6,224,054 | 7,340,172 | 7,337,871 | 8,390,990 | 8,387,620 | 8,387,686 |
| <i>change from 2015</i> | | 1,116,118 17.9% | 1,113,817 17.9% | 2,166,936 34.8% | 2,163,566 34.8% | 2,163,632 34.8% |
| b AWD Total Work Trips (share of total person trips) | 1,899,560 30.5% | 2,294,557 31.3% | 2,293,281 31.3% | 2,672,289 31.8% | 2,669,797 31.8% | 2,669,609 31.8% |
| <i>change from 2015</i> | | 394,997 20.8% | 393,721 20.7% | 772,729 40.7% | 770,237 40.5% | 770,049 40.5% |
| c AWD Total Non-Work Trips (share of total person trips) | 4,324,494 69.5% | 5,045,615 68.7% | 5,044,589 68.7% | 5,718,701 68.2% | 5,717,823 68.2% | 5,718,077 68.2% |
| <i>change from 2015</i> | | 721,121 16.7% | 720,095 16.7% | 1,394,207 32.2% | 1,393,329 32.2% | 1,393,583 32.2% |
| 2 AWD Total Passenger Vehicle Person Trips | 5,104,062 | 5,961,525 | 5,861,911 | 6,778,806 | 6,586,163 | 6,541,616 |
| <i>change from 2015</i> | | 857,463 16.8% | 757,849 14.8% | 1,674,744 32.8% | 1,482,101 29.0% | 1,437,554 28.2% |
| <i>change from 2040 No Build</i> | | | | | -192,643 21.9% | -237,190 21.2% |
| 3 AWD Total Passenger Vehicle Trips | 3,755,180 | 4,398,754 | 4,299,527 | 5,016,335 | 4,834,680 | 4,797,704 |
| 4 AWD Total Passenger Vehicle VMT | 20,798,618 | 24,534,300 | 24,128,244 | 27,879,927 | 27,098,119 | 26,883,845 |
| <i>change from 2015</i> | | 3,735,682 18.0% | 3,329,626 16.0% | 7,081,309 34.0% | 6,299,501 30.3% | 6,085,227 29.3% |
| <i>change from 2040 No Build</i> | | | | | -781,808 -2.8% | -996,082 -3.6% |
| 5 AWD Passenger Vehicle VMT/Capita | 13.0 | 12.9 | 12.7 | 12.8 | 12.4 | 12.3 |
| <i>change from 2015</i> | | -0.1 -0.6% | -0.3 -2.2% | -0.2 -1.2% | -0.5 -4.0% | -0.6 -4.7% |
| <i>change from 2040 No Build</i> | | | | | -0.4 -4.0% | -0.5 -4.8% |
| 6 AWD Passenger Vehicle VMT/Employee | 23.2 | 22.9 | 22.5 | 22.5 | 21.8 | 21.7 |
| <i>change from 2015</i> | | -0.3 -1.4% | -0.7 -3.0% | -0.8 -3.3% | -1.4 -6.0% | -1.6 -6.7% |
| <i>change from 2040 No Build</i> | | | | | -0.6 -2.8% | -0.8 -3.6% |



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| | 2015 Base | 2027 No Build | 2027 Constrained | 2040 No Build | 2040 Constrained | 2040 Strategic |
|--|--------------|------------------|---------------------|------------------|---------------------|-------------------|
| 7 Single Occupant Vehicle (SOV) Percent of Person Trips | 44.7% | 44.5% | 43.3% | 44.6% | 42.6% | 42.2% |
| 8 Non-SOV Percent of Person Trips (shared ride, walk, bike, transit) | 55.3% | 55.5% | 56.7% | 55.4% | 57.4% | 57.8% |
| 9 AWD Average Trip Length (miles) | 4.9 | 4.9 | 5.0 | 4.9 | 5.0 | 5.0 |
| 10 AWD Passenger Vehicle Average Trip Length (miles) | 5.5 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 |
| 11 AWD Home-Based Work Average Trip Length (miles) | 7.7 | 7.8 | 7.9 | 7.9 | 8.0 | 8.0 |
| 12 AWD Home-Based Work Passenger Vehicle Average Trip Length (miles) | 8.2 | 8.4 | 8.5 | 8.5 | 8.6 | 8.6 |
| Passenger Vehicle Data - PM 2 Hour Peak | | | | | | |
| 1 PM 2-HR Passenger Vehicle Average Travel Time (minutes) | 12.5 | 13.3 | 13.2 | 13.5 | 13.6 | 13.4 |
| 2 PM 2-HR Average Passenger Vehicle Travel Speed (miles per hour) | 27.3 | 25.7 | 26.1 | 24.8 | 25.2 | 25.5 |
| 3 a PM 2-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network) | 60 1.6% | 99 2.7% | 88 2.3% | 131 3.5% | 127 3.3% | 120 3.1% |
| change from 2015 | | 39.7 66.4% | 28.4 47.5% | 71.6 119.9% | 67.5 113.1% | 60.8 101.8% |
| change from 2040 No Build | | | | | -4.1 -3.1% | -10.8 -8.2% |
| b PM 2-HR Freeway Congested miles (share of freeway miles in network) | 30 12.8% | 44 18.5% | 41 17.3% | 50 21.1% | 53 22.2% | 54 22.6% |
| change from 2015 | | 13.6 45.1% | 10.7 35.7% | 19.7 65.4% | 23.4 77.9% | 24.3 80.9% |
| change from 2040 No Build | | | | | 3.8 7.5% | 4.6 9.3% |
| c PM 2-HR Arterial Congested miles (share of arterial miles in network) | 30 0.8% | 56 1.6% | 47 1.3% | 82 2.3% | 74 2.1% | 66 1.8% |
| change from 2015 | | 26.1 88.1% | 17.6 59.5% | 51.9 175.2% | 44.1 148.7% | 36.5 123.1% |
| change from 2040 No Build | | | | | -7.9 -9.6% | -15.5 -19.0% |
| 4 a PM 2-HR Total Severely Congested miles (v/c >=1) (share of total miles in network) | 31 0.8% | 63 1.7% | 52 1.4% | 91 2.4% | 73 1.9% | 66 1.7% |
| change from 2015 | | 32.1 104.1% | 21.6 69.9% | 60.5 196.2% | 42.0 136.0% | 35.1 113.7% |
| change from 2040 No Build | | | | | -18.6 -20.3% | -25.5 -27.9% |
| b PM 2-HR Freeway Severely Congested miles (share of freeway miles in network) | 15 6.3% | 25 10.5% | 19 7.9% | 31 13.1% | 23 9.4% | 20 8.1% |
| change from 2015 | | 9.8 66.2% | 3.8 25.8% | 16.1 108.9% | 8.0 53.9% | 4.8 32.1% |
| change from 2040 No Build | | | | | -8.1 -26.3% | -11.4 -36.7% |
| c PM 2-HR Arterial Severely Congested miles (share of arterial miles in network) | 16 0.5% | 38 1.1% | 34 1.0% | 60 1.7% | 50 1.4% | 46 1.3% |
| change from 2015 | | 22.3 139.0% | 17.7 110.6% | 44.4 276.7% | 34.0 211.7% | 30.3 188.9% |
| change from 2040 No Build | | | | | -10.4 -17.3% | -14.1 -23.3% |
| 5 PM 2-HR Passenger Vehicle Hours | 112,494 | 139,330 | 135,603 | 157,550 | 155,104 | 153,217 |
| 6 a PM 2-HR Passenger Vehicle Hours of Delay (share of total PM 2 Passenger Vehicle Hours) | 5,519 4.9% | 10,641 7.6% | 9,239 6.8% | 13,563 8.6% | 12,140 7.8% | 11,351 7.4% |
| b PM 2-HR Freeway VHD (share of total PM 2 Passenger Vehicle Hours) | 3,526 3.1% | 6,639 4.8% | 5,707 4.2% | 7,900 5.0% | 7,077 4.6% | 6,588 4.3% |
| c PM 2-HR Arterial VHD (share of total PM 2 Passenger Vehicle Hours) | 1,993 1.8% | 4,003 2.9% | 3,533 2.6% | 5,663 3.6% | 5,063 3.3% | 4,762 3.1% |
| <i>Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9</i> | | | | | | |
| Passenger Vehicle Data - Midday 1 Hour | | | | | | |
| 1 MD 1-HR Passenger Vehicle Average Travel Time (minutes) | 10.3 | 10.7 | 10.7 | 11.1 | 11.0 | 10.9 |
| 2 MD 1-HR Average Passenger Vehicle Travel Speed (miles per hour) | 30.2 | 29.2 | 29.5 | 28.0 | 28.7 | 28.9 |
| 3 a MD 1-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network) | 11 0.3% | 23 0.6% | 21 0.6% | 61 1.6% | 36 0.9% | 33 0.9% |
| b MD 1-HR Freeway Congested miles (share of freeway miles in network) | 8 3.3% | 12 5.3% | 12 4.9% | 34 14.5% | 17 7.2% | 17 6.9% |
| c MD 1-HR Arterial Congested miles (share of arterial miles in network) | 4 0.1% | 10 0.3% | 10 0.3% | 27 0.8% | 18 0.5% | 17 0.5% |
| 4 a MD 1-HR Total Severely Congested miles (v/c >=1) (share of total miles in network) | 5 0.1% | 10 0.3% | 10 0.3% | 19 0.5% | 14 0.4% | 12 0.3% |
| b MD 1-HR Freeway Severely Congested miles (share of freeway miles in network) | 2 0.7% | 5 2.1% | 5 2.1% | 9 3.8% | 6 2.5% | 5 1.9% |
| c MD 1-HR Arterial Severely Congested miles (share of arterial miles in network) | 3 0.1% | 5 0.1% | 5 0.1% | 10 0.3% | 8 0.2% | 7 0.2% |
| 5 MD 1-HR Passenger Vehicle Hours | 38,422 | 46,556 | 45,473 | 55,146 | 52,658 | 51,951 |
| 6 a MD 1-HR Passenger Vehicle Hours of Delay (share of total MD 1 Passenger Vehicle Hours) | 326 0.8% | 801 1.7% | 701 1.5% | 1,668 3.0% | 986 1.9% | 891 1.7% |
| b MD 1-HR Freeway VHD (share of total MD 1 Passenger Vehicle Hours) | 198 0.5% | 584 1.3% | 515 1.1% | 1,211 2.2% | 647 1.2% | 578 1.1% |
| c MD 1-HR Arterial VHD (share of total MD 1 Passenger Vehicle Hours) | 127 0.3% | 217 0.5% | 186 0.4% | 457 0.8% | 339 0.6% | 313 0.6% |
| <i>Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9</i> | | | | | | |

Freight Data - Average Weekday (AWD)



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| | 2015 Base | 2027 No Build | | 2027 Constrained | | 2040 No Build | | 2040 Constrained | | 2040 Strategic | |
|---|----------------------|--------------------------|-------|-----------------------------|-------|--------------------------|-------|-----------------------------|-------|---------------------------|-------|
| 1 AWD Total Truck Trips | 26,451 | 35,666 | | 35,666 | | 45,649 | | 45,649 | | 45,649 | |
| <i>change from 2015</i> | | 9,215 | 34.8% | 9,215 | 34.8% | 19,197 | 72.6% | 19,197 | 72.6% | 19,197 | 72.6% |
| <i>change from 2040 No Build</i> | | | | | | | | - | 0.0% | - | 0.0% |
| 2 AWD Truck Average Trip Length (miles) | 13.7 | 14.0 | | 14.0 | | 14.3 | | 14.3 | | 14.3 | |
| 3 Freight Network Lane Miles | 1,851 | 1,879 | | 1,913 | | 1,879 | | 1,956 | | 1,992 | |
| <i>change from 2015</i> | | 28 | 1.5% | 61 | 3.3% | 28 | 1.5% | 105 | 5.7% | 141 | 7.6% |
| <i>change from 2040 No Build</i> | | | | | | | | 77 | 4.1% | 113 | 6.0% |



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| | 2015 Base | 2027 No Build | 2027 Constrained | 2040 No Build | 2040 Constrained | 2040 Strategic |
|---|--------------|------------------|---------------------|------------------|---------------------|-------------------|
| Freight Data - PM 2 Hour Peak | | | | | | |
| 1 PM 2-HR Truck Average Travel Time (minutes) | 28.9 | 32.0 | 31.3 | 34.0 | 33.5 | 33.3 |
| 2 PM 2-HR Truck Hours | 1,128 | 1,682 | 1,647 | 2,283 | 2,253 | 2,235 |
| 3 a PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9) | 167 | 388 | 311 | 612 | 446 | 426 |
| b PM 2-HR Truck Vehicle Hours of Delay on Freight Network | 154 | 364 | 290 | 576 | 409 | 392 |
| Freight Data - Midday 1 Hour | | | | | | |
| 1 MD 1-HR Truck Average Travel Time (minutes) | 25.8 | 27.8 | 27.4 | 29.9 | 29.1 | 28.9 |
| 2 MD 1-HR Truck Hours | 859 | 1,246 | 1,230 | 1,718 | 1,670 | 1,658 |
| 3 a MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9) | 30 | 96 | 88 | 225 | 97 | 92 |
| b MD 1-HR Truck Vehicle Hours of Delay on Freight Network | 24 | 81 | 74 | 200 | 82 | 77 |
| Freight Data - 1pm - 3pm | | | | | | |
| 1 1pm - 3pm Truck Hours | 1,664 | 2,447 | 2,395 | 3,600 | 3,318 | 3,268 |
| <i>change from 2015</i> | | 784 47.1% | 732 44.0% | 1,937 116.4% | 1,654 99.4% | 1,604 96.4% |
| Transit Data | | | | | | |
| 1 AWD Total Transit Trips (originating riders) | 258,991 | 361,919 | 448,639 | 433,274 | 612,526 | 666,733 |
| <i>change from 2015</i> | | 102,929 39.7% | 189,648 73.2% | 174,283 67.3% | 353,535 136.5% | 407,742 157.4% |
| <i>change from 2040 No Build</i> | | | | | 179,252 81.6% | 233,459 94.1% |
| 2 Transit Percent of Person Trips | 4.2% | 4.9% | 6.1% | 5.2% | 7.3% | 7.9% |
| Pedestrian Data | | | | | | |
| 1 AWD Total Walk Trips (does not include walk trips to transit) | 461,305 | 544,429 | 554,276 | 633,489 | 649,729 | 646,532 |
| <i>change from 2015</i> | | 83,124 18.0% | 92,971 20.2% | 172,184 37.3% | 188,424 40.8% | 185,227 40.2% |
| <i>change from 2040 No Build</i> | | | | | 16,240 29.7% | 13,043 29.2% |
| 2 Walk Percent of Person Trips | 7.4% | 7.4% | 7.6% | 7.5% | 7.7% | 7.7% |
| Bicycle Data | | | | | | |
| 1 AWD Total Bike Trips | 232,240 | 288,076 | 293,030 | 342,802 | 347,874 | 344,268 |
| <i>change from 2015</i> | | 55,836 24.0% | 60,790 26.2% | 110,562 47.6% | 115,634 49.8% | 112,028 48.2% |
| <i>change from 2040 No Build</i> | | | | | 5,071 1.5% | 1,466 0.4% |
| 2 Bike Percent of Person Trips | 3.7% | 3.9% | 4.0% | 4.1% | 4.1% | 4.1% |
| 3 AWD Bike Miles Traveled (BMT) | 750,707 | 970,434 | 997,531 | 1,198,724 | 1,231,769 | 1,204,307 |
| 4 AWD BMT/Capita | 0.5 | 0.5 | 0.5 | 0.6 | 0.6 | 0.6 |



2018 Regional Transportation Plan (RTP) Update
System Performance Measures for Total Region* Trips

Technical review draft
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* includes Clackamas, Multnomah, Washington and Clark counties

| | 2015 Base | 2027 No Build | 2027 Constrained | 2040 No Build | 2040 Constrained | 2040 Strategic |
|--|-----------------|------------------|---------------------|------------------|---------------------|-------------------|
| Demographic Data | | | | | | |
| 1 Population | 2,190,615 | 2,601,873 | 2,601,873 | 2,962,646 | 2,962,646 | 2,962,646 |
| 2 Households | 850,898 | 1,035,124 | 1,035,124 | 1,187,018 | 1,187,018 | 1,187,018 |
| 3 Employment | 1,072,925 | 1,315,085 | 1,315,085 | 1,530,551 | 1,530,551 | 1,530,551 |
| Network Data | | | | | | |
| 1 a Total Road Miles in Network | 7,256 | 7,287 | 7,313 | 7,287 | 7,422 | 7,457 |
| <i>change from 2015</i> | | 31 0.4% | 57 0.8% | 31 0.4% | 166 2.3% | 201 2.8% |
| <i>change from 2040 No Build</i> | | | | | 135 2.3% | 170 2.8% |
| b Freeway Miles | 418 | 418 | 418 | 418 | 436 | 436 |
| <i>change from 2015</i> | | 0 0.0% | 0 0.0% | 0 0.0% | 18 4.2% | 18 4.2% |
| c Arterial Miles | 6,838 | 6,869 | 6,895 | 6,869 | 6,986 | 7,021 |
| <i>change from 2015</i> | | 31 0.4% | 57 0.8% | 31 0.4% | 148 2.2% | 183 2.7% |
| <i>change from 2040 No Build</i> | | | | | 118 2.2% | 153 2.7% |
| 2 a Total Lane Miles | 9,845 | 9,970 | 10,081 | 9,970 | 10,438 | 10,565 |
| <i>change from 2015</i> | | 125 1.3% | 236 2.4% | 125 1.3% | 593 6.0% | 720 7.3% |
| <i>change from 2040 No Build</i> | | | | | 468 5.9% | 595 7.2% |
| b Freeway Lane Miles | 1,040 | 1,053 | 1,070 | 1,053 | 1,140 | 1,147 |
| <i>change from 2015</i> | | 13 1.2% | 30 2.9% | 13 1.2% | 100 9.6% | 108 10.3% |
| <i>change from 2040 No Build</i> | | | | | 88 9.5% | 95 10.2% |
| c Arterial Lane Miles | 8,805 | 8,918 | 9,011 | 8,918 | 9,298 | 9,418 |
| <i>change from 2015</i> | | 113 1.3% | 206 2.3% | 113 1.3% | 493 5.6% | 613 7.0% |
| <i>change from 2040 No Build</i> | | | | | 380 5.5% | 500 6.9% |
| Travel Data - Average Weekday (AWD) | | | | | | |
| 1 a AWD Total Person Trips | 8,446,441 | 10,063,976 | 10,063,976 | 11,483,797 | 11,483,797 | 11,483,797 |
| b AWD Total Work Trips (share of total person trips) | 2,558,926 30.3% | 3,136,477 31.2% | 3,136,477 31.2% | 3,650,364 31.8% | 3,650,364 31.8% | 3,650,364 31.8% |
| c AWD Total Non-Work Trips (share of total person trips) | 5,887,515 69.7% | 6,927,499 68.8% | 6,927,499 68.8% | 7,833,433 68.2% | 7,833,433 68.2% | 7,833,433 68.2% |
| 2 AWD Total Passenger Vehicle Person Trips | 7,218,904 | 8,542,112 | 8,459,647 | 9,696,612 | 9,584,067 | 9,552,967 |
| 3 AWD Total Passenger Vehicle Trips | 5,360,275 | 6,364,853 | 6,280,866 | 7,242,867 | 7,136,163 | 7,113,057 |
| 4 AWD Total Passenger Vehicle VMT | 33,757,069 | 40,079,516 | 39,802,005 | 45,299,449 | 44,936,098 | 44,725,477 |
| <i>change from 2015</i> | | 6,322,447 18.7% | 6,044,936 17.9% | 11,542,380 34.2% | 11,179,029 33.1% | 10,968,408 32.5% |
| <i>change from 2040 No Build</i> | | | | | -363,351 -0.8% | -573,972 -1.3% |
| 5 AWD Passenger Vehicle VMT/Capita | 15.4 | 15.4 | 15.3 | 15.3 | 15.2 | 15.1 |
| <i>change from 2015</i> | | 0.0 0.0% | -0.1 -0.7% | -0.1 -0.8% | -0.2 -1.6% | -0.3 -2.0% |
| <i>change from 2040 No Build</i> | | | | | -0.1 -1.6% | -0.2 -2.0% |
| 6 AWD Passenger Vehicle VMT/Employee | 31.5 | 30.5 | 30.3 | 29.6 | 29.4 | 29.2 |
| <i>change from 2015</i> | | -1.0 -3.1% | -1.2 -3.8% | -1.9 -5.9% | -2.1 -6.7% | -2.2 -7.1% |
| <i>change from 2040 No Build</i> | | | | | -0.2 -0.8% | -0.4 -1.3% |
| 7 Single Occupant Vehicle (SOV) Percent of Person Trips | 45.5% | 45.6% | 44.6% | 45.7% | 44.1% | 43.8% |
| 8 Non-SOV Percent of Person Trips (shared ride, walk, bike, transit) | 54.5% | 54.4% | 55.4% | 54.3% | 55.9% | 56.2% |
| 9 AWD Average Trip Length (miles) | 5.6 | 5.7 | 5.7 | 5.6 | 5.7 | 5.8 |
| 10 AWD Passenger Vehicle Average Trip Length (miles) | 6.3 | 6.3 | 6.3 | 6.3 | 6.3 | 6.3 |
| 11 AWD Home-Based Work Average Trip Length (miles) | 9.2 | 9.2 | 9.2 | 9.2 | 9.2 | 9.2 |



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| | 2015 Base | 2027 No Build | 2027 Constrained | 2040 No Build | 2040 Constrained | 2040 Strategic |
|--|--------------|------------------|---------------------|------------------|---------------------|-------------------|
| 12 AWD Home-Based Work Passenger Vehicle Average Trip Length (miles) | 10.0 | 10.0 | 10.1 | 10.0 | 10.0 | 10.0 |
| Passenger Vehicle Data - PM 2 Hour Peak | | | | | | |
| 1 PM 2-HR Passenger Vehicle Average Travel Time (minutes) | 14.2 | 14.8 | 14.7 | 14.9 | 14.9 | 14.8 |
| 2 PM 2-HR Average Passenger Vehicle Travel Speed (miles per hour) | 30.6 | 29.0 | 29.4 | 28.1 | 28.6 | 28.9 |
| 3 a PM 2-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network) | 63 0.9% | 109 1.5% | 96 1.3% | 149 2.0% | 141 1.9% | 136 1.8% |
| b PM 2-HR Freeway Congested miles (share of freeway miles in network) | 31 7.4% | 44 10.6% | 42 10.0% | 52 12.4% | 56 12.8% | 56 13.0% |
| c PM 2-HR Arterial Congested miles (share of arterial miles in network) | 32 0.5% | 64 0.9% | 55 0.8% | 97 1.4% | 86 1.2% | 79 1.1% |
| 4 a PM 2-HR Total Severely Congested miles (v/c >=1) (share of total miles in network) | 36 0.5% | 71 1.0% | 59 0.8% | 107 1.5% | 85 1.2% | 77 1.0% |
| b PM 2-HR Freeway Severely Congested miles (share of freeway miles in network) | 15 3.6% | 25 5.9% | 19 4.5% | 31 7.5% | 23 5.2% | 20 4.5% |
| c PM 2-HR Arterial Severely Congested miles (share of arterial miles in network) | 21 0.3% | 46 0.7% | 40 0.6% | 76 1.1% | 63 0.9% | 57 0.8% |
| 5 PM 2-HR Passenger Vehicle Hours | 184,685 | 227,531 | 223,387 | 257,208 | 254,215 | 252,033 |
| 6 a PM 2-HR Passenger Vehicle Hours of Delay (share of total PM 2 Passenger Vehicle Hours) | 5,701 3.1% | 11,010 4.8% | 9,545 4.3% | 14,182 5.5% | 12,649 5.0% | 11,837 4.7% |
| b PM 2-HR Freeway VHD (share of total PM 2 Passenger Vehicle Hours) | 3,575 1.9% | 6,722 3.0% | 5,790 2.6% | 8,035 3.1% | 7,207 2.8% | 6,702 2.7% |
| c PM 2-HR Arterial VHD (share of total PM 2 Passenger Vehicle Hours) | 2,126 1.2% | 4,287 1.9% | 3,755 1.7% | 6,147 2.4% | 5,442 2.1% | 5,135 2.0% |
| <i>Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9</i> | | | | | | |
| Passenger Vehicle Data - Midday 1 Hour | | | | | | |
| 1 MD 1-HR Passenger Vehicle Average Travel Time (minutes) | 11.8 | 12.1 | 12.0 | 12.4 | 12.2 | 12.2 |
| 2 MD 1-HR Average Passenger Vehicle Travel Speed (miles per hour) | 33.3 | 32.3 | 32.6 | 31.0 | 31.8 | 32.0 |
| 3 a MD 1-HR Total Congested miles (0.9 <= v/c < 1) (share of total miles in network) | 13 0.2% | 24 0.3% | 23 0.3% | 63 0.9% | 36 0.5% | 34 0.5% |
| b MD 1-HR Freeway Congested miles (share of freeway miles in network) | 8 1.9% | 13 3.0% | 12 2.8% | 35 8.3% | 17 4.0% | 17 3.8% |
| c MD 1-HR Arterial Congested miles (share of arterial miles in network) | 5 0.1% | 11 0.2% | 12 0.2% | 28 0.4% | 19 0.3% | 17 0.2% |
| 4 a MD 1-HR Total Severely Congested miles (v/c >=1) (share of total miles in network) | 5 0.1% | 12 0.2% | 10 0.1% | 21 0.3% | 16 0.2% | 14 0.2% |
| b MD 1-HR Freeway Severely Congested miles (share of freeway miles in network) | 2 0.4% | 5 1.2% | 5 1.2% | 9 2.1% | 6 1.4% | 5 1.1% |
| c MD 1-HR Arterial Severely Congested miles (share of arterial miles in network) | 3 0.1% | 7 0.1% | 5 0.1% | 12 0.2% | 10 0.1% | 9 0.1% |
| 5 MD 1-HR Passenger Vehicle Hours | 61,947 | 75,302 | 74,042 | 88,321 | 84,725 | 83,885 |
| 6 a MD 1-HR Passenger Vehicle Hours of Delay (share of total MD 1 Passenger Vehicle Hours) | 326 0.5% | 817 1.1% | 715 1.0% | 1,720 1.9% | 1,013 1.2% | 918 1.1% |
| b MD 1-HR Freeway VHD (share of total MD 1 Passenger Vehicle Hours) | 198 0.3% | 589 0.8% | 520 0.7% | 1,235 1.4% | 647 0.8% | 578 0.7% |
| c MD 1-HR Arterial VHD (share of total MD 1 Passenger Vehicle Hours) | 128 0.2% | 228 0.3% | 195 0.3% | 485 0.5% | 366 0.4% | 340 0.4% |
| <i>Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9</i> | | | | | | |
| Freight Data - Average Weekday (AWD) | | | | | | |
| 1 AWD Total Truck Trips | 70,792 | 92,943 | 92,943 | 116,940 | 116,940 | 116,940 |
| 2 AWD Truck Average Trip Length (miles) | 26.6 | 26.0 | 26.0 | 25.7 | 25.6 | 25.6 |
| 3 Freight Network Lane Miles | 2,647 | 2,680 | 2,713 | 2,680 | 2,769 | 2,806 |
| <i>change from 2015</i> | | 33 1.2% | 67 2.5% | 33 1.2% | 123 4.6% | 159 6.0% |
| <i>change from 2040 No Build</i> | | | | | 90 3.3% | 126 4.7% |
| Freight Data - PM 2 Hour Peak | | | | | | |
| 1 PM 2-HR Truck Average Travel Time (minutes) | 42.7 | 45.5 | 44.8 | 47.1 | 46.8 | 46.5 |
| 2 PM 2-HR Truck Hours | 4,398 | 6,148 | 6,054 | 8,017 | 7,954 | 7,916 |
| 3 a PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9) | 173 | 403 | 322 | 638 | 469 | 448 |
| b PM 2-HR Truck Vehicle Hours of Delay on Freight Network | 157 | 371 | 296 | 590 | 422 | 403 |
| Freight Data - Midday 1 Hour | | | | | | |
| 1 MD 1-HR Truck Average Travel Time (minutes) | 38.8 | 40.4 | 40.0 | 42.5 | 41.3 | 41.1 |
| 2 MD 1-HR Truck Hours | 3,423 | 4,675 | 4,631 | 6,183 | 6,014 | 5,982 |
| 3 a MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9) | 30 | 97 | 89 | 232 | 100 | 95 |
| b MD 1-HR Truck Vehicle Hours of Delay on Freight Network | 24 | 82 | 75 | 205 | 82 | 77 |
| Freight Data - 1pm - 3pm | | | | | | |
| 1 1pm - 3pm Truck Hours | 6,605 | 9,136 | 8,982 | 12,761 | 11,827 | 11,710 |
| <i>change from 2015</i> | | 2,531 38.3% | 2,377 36.0% | 6,156 93.2% | 5,222 79.1% | 5,105 77.3% |



**2018 Regional Transportation Plan (RTP) Update
System Performance Measures for Total Region* Trips**

Technical review draft
6/20/2018

* includes Clackamas, Multnomah, Washington and Clark counties

| | 2015 Base | 2027 No Build | 2027 Constrained | 2040 No Build | 2040 Constrained | 2040 Strategic |
|---|--------------|------------------|---------------------|------------------|---------------------|-------------------|
| Transit Data | | | | | | |
| 1 AWD Total Transit Trips (originating riders) <i>change from 2015</i> | 282,410 | 391,559 | 480,533 | 465,778 | 665,671 | 722,479 |
| <i>change from 2040 No Build</i> | | 109,150 38.6% | 198,123 70.2% | 183,368 64.9% | 383,261 135.7% | 440,069 155.8% |
| 2 Transit Percent of Person Trips | 3.3% | 3.9% | 4.8% | 4.1% | 5.8% | 6.3% |
| Pedestrian Data | | | | | | |
| 1 AWD Total Walk Trips (does not include walk trips to transit) | 595,902 | 705,153 | 716,833 | 816,270 | 834,713 | 831,198 |
| 2 Walk Percent of Person Trips | 7.1% | 7.0% | 7.1% | 7.1% | 7.3% | 7.2% |
| Bicycle Data | | | | | | |
| 1 AWD Total Bike Trips | 261,332 | 323,967 | 329,491 | 384,339 | 390,002 | 386,461 |
| 2 Bike Percent of Person Trips | 3.1% | 3.2% | 3.3% | 3.3% | 3.4% | 3.4% |
| 3 AWD Bike Miles Traveled (BMT) | 872,136 | 1,127,190 | 1,159,859 | 1,390,577 | 1,428,249 | 1,401,477 |
| 4 AWD BMT/Capita | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 |