mode% sum pdf

Mode % calculation are based on 2010/2035 RTP model.

Table 1. 2010 daily mode split

	CBD	River Dist	L Albina	Lloyd	SEID	SW WatFront	Goose Hollow	N Portland	NE Portland	SE Portland	FNE Portland	FSE Portland	SW Portland	NW Portland	C-City	City	Sub	Region
auto P	55.0%	56.9%	86.1%	81.3%	84.9%	83.9%	73.4%	85.1%	84.1%	82.0%	87.3%	84.9%	85.4%	82.5%	67.2%	80.5%	84.4%	81.4%
Transit	19.5%	13.4%	5.9%	8.7%	6.1%	6.9%	8.9%	6.7%	6.8%	7.8%	6.8%	7.9%	6.5%	6.3%	14.3%	8.1%	6.3%	6.9%
Bike	5.5%	5.8%	3.2%	3.4%	3.3%	3.7%	3.3%	2.2%	3.2%	3.5%	2.1%	2.5%	3.1%	2.8%	4.5%	3.1%	2.2%	2.8%
Walk	19.9%	23.9%	4.8%	6.7%	5.7%	5.5%	14.5%	5.9%	5.9%	6.7%	3.7%	4.7%	5.1%	8.4%	14.0%	8.3%	7.1%	8.9%
SOV %	30.5%	30.1%	51.3%	43.0%	49.6%	48.2%	39.7%	49.9%	47.5%	45.6%	49.5%	47.0%	47.8%	46.3%	37.3%	45.2%	46.2%	44.4%
HOV %	24.6%	26.8%	34.8%	38.3%	35.4%	35.8%	33.7%	35.2%	36.6%	36.3%	37.8%	37.9%	37.6%	36.2%	29.9%	35.4%	38.2%	37.0%
Non-SOV	69.5%	69.9%	48.7%	57.0%	50.4%	51.8%	60.3%	50.1%	52.5%	54.4%	50.5%	53.0%	52.2%	53.7%	62.7%	54.8%	53.8%	55.6%

Table 2. 2010 daily HBW mode split

	CBD	River Dist	L Albina	Lloyd	SEID	SW WatFront	Goose Hollow	N Portland	NE Portland	SE Portland	FNE Portland	FSE Portland	SW Portland	NW Portland	C-City	City	Sub	Region
auto P	38.3%	43.2%	78.0%	62.6%	77.8%	77.5%	61.5%	84.3%	80.9%	76.1%	85.1%	82.2%	78.9%	80.8%	50.6%	75.7%	86.8%	82.3%
Transit	43.6%	35.2%	14.6%	27.4%	14.5%	12.5%	21.8%	10.8%	11.1%	13.9%	10.3%	11.9%	12.4%	10.5%	34.6%	16.0%	7.6%	9.6%
Bike	11.6%	10.3%	4.9%	7.5%	5.4%	7.5%	5.1%	3.4%	6.1%	7.6%	3.6%	4.5%	7.3%	4.8%	9.5%	5.4%	3.1%	4.6%
Walk	6.5%	11.4%	2.4%	2.5%	2.3%	2.5%	11.5%	1.5%	1.9%	2.4%	1.0%	1.4%	1.3%	3.9%	5.3%	2.9%	2.6%	3.5%
SOV %	29.4%	34.1%	68.3%	51.6%	67.0%	67.5%	52.6%	72.4%	69.9%	65.5%	73.5%	71.0%	66.6%	68.9%	40.9%	64.2%	74.0%	70.4%
HOV %	9.0%	9.2%	9.8%	11.0%	10.9%	10.0%	9.0%	12.0%	11.1%	10.6%	11.6%	11.2%	12.3%	12.0%	9.8%	11.6%	12.7%	11.9%
Non-SOV	70.6%	65.9%	31.7%	48.4%	33.0%	32.5%	47.4%	27.6%	30.1%	34.5%	26.5%	29.0%	33.4%	31.1%	59.1%	35.8%	26.0%	29.6%

Table 3. 2035 daily mode split

	CBD	River Dist	L Albina	Lloyd	SEID	SW WatFront	Goose Hollow	N Portland	NE Portland	SE Portland	FNE Portland	FSE Portland	SW Portland	NW Portland	C-City	City	Sub	Region
auto P	47.0%	48.2%	76.8%	69.5%	72.6%	72.8%	60.4%	80.8%	80.5%	78.0%	83.3%	82.4%	81.7%	78.4%	59.2%	75.9%	83.2%	79.4%
Transit	24.1%	19.0%	10.7%	14.2%	13.0%	10.2%	15.8%	9.6%	9.2%	10.5%	9.2%	9.1%	8.9%	8.7%	18.7%	10.7%	6.6%	7.8%
Bike	6.4%	6.8%	5.0%	5.1%	5.4%	8.0%	4.9%	2.8%	3.7%	4.0%	2.6%	3.0%	3.9%	3.5%	5.8%	3.7%	2.5%	3.2%
Walk	22.5%	26.0%	7.4%	11.2%	9.0%	9.0%	18.9%	6.8%	6.7%	7.4%	4.8%	5.5%	5.4%	9.4%	16.3%	9.6%	7.7%	9.6%
SOV %	24.5%	23.5%	43.0%	34.6%	38.0%	37.6%	28.3%	47.0%	45.4%	43.0%	47.4%	45.9%	45.5%	43.7%	30.5%	42.1%	45.9%	43.4%
HOV %	22.5%	24.7%	33.9%	34.9%	34.6%	35.1%	32.1%	33.9%	35.1%	35.0%	35.9%	36.6%	36.2%	34.7%	28.7%	33.9%	37.3%	35.9%
Non-SOV	75.5%	76.5%	57.0%	65.4%	62.0%	62.4%	71.7%	53.0%	54.6%	57.0%	52.6%	54.1%	54.5%	56.3%	69.5%	57.9%	54.1%	56.6%

Table 4. 2035 daily HBW mode split

	CBD	River Dist	L Albina	Lloyd	SEID	SW WatFront	Goose Hollow	N Portland	NE Portland	SE Portland	FNE Portland	FSE Portland	SW Portland	NW Portland	C-City	City	Sub	Region
auto P	25.1%	28.9%	58.7%	42.1%	48.4%	51.6%	32.2%	77.6%	75.2%	69.2%	78.8%	78.4%	72.1%	74.7%	35.7%	68.1%	85.2%	79.1%
Transit	51.2%	43.3%	28.6%	38.9%	34.4%	22.8%	41.7%	15.8%	15.3%	19.2%	15.1%	14.2%	16.9%	14.6%	43.3%	20.9%	7.9%	11.1%
Bike	13.1%	11.6%	9.5%	12.0%	12.2%	20.5%	9.6%	4.6%	7.2%	8.8%	4.5%	5.6%	9.4%	6.1%	12.5%	6.8%	3.8%	5.5%
Walk	10.6%	16.3%	3.2%	7.0%	5.0%	5.1%	16.5%	2.0%	2.4%	2.8%	1.7%	1.8%	1.6%	4.6%	8.6%	4.2%	3.0%	4.3%
SOV %	18.0%	21.6%	47.6%	31.9%	37.2%	38.1%	23.5%	65.2%	63.9%	58.7%	67.5%	67.1%	60.2%	62.7%	26.4%	56.5%	72.3%	67.2%
HOV %	7.2%	7.3%	11.1%	10.3%	11.3%	13.5%	8.7%	12.4%	11.2%	10.5%	11.3%	11.2%	11.9%	12.0%	9.2%	11.5%	12.9%	11.9%
Non-SOV	82.0%	78.4%	52.4%	68.1%	62.8%	61.9%	76.5%	34.8%	36.1%	41.3%	32.5%	32.9%	39.8%	37.3%	73.6%	43.5%	27.7%	32.8%