



## Mobility & Accessibility

Improve the ability of people and goods to move between desired locations; and provide a variety of transportation choices

1

Historical Trend

2

New Trend

3

Moderate Change

4

More Change

Percentage of congested lane miles

30%



28.5%



28.5%



30.2%



Average vehicle trip length

In miles

8.42



8.39



8.41



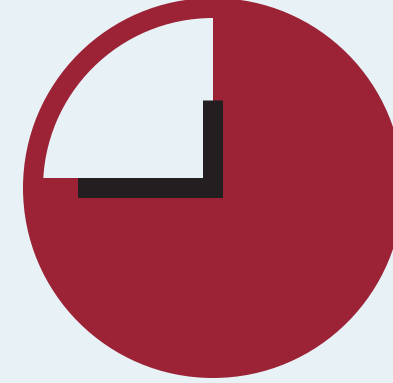
8.41



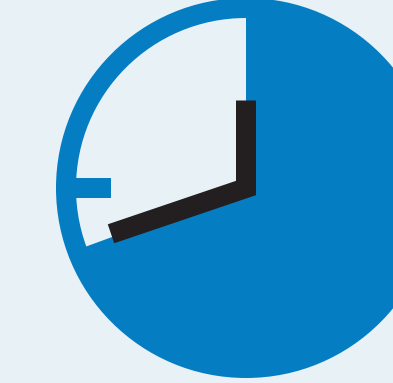
Vehicle hours of congestion

Millions of hours

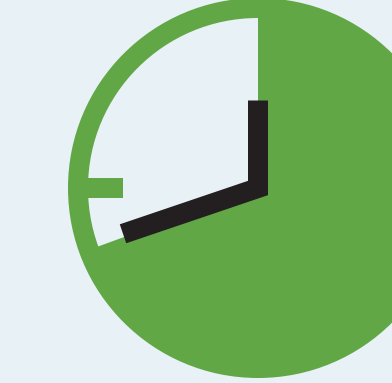
8.9



8.5



8.4



7.3



Percent of housing within 0.5 miles of frequent transit service

Frequent is equal to two buses per hour or more

32.2%



32.6%



34.9%



39.4%



Peak period transit ridership

1,505



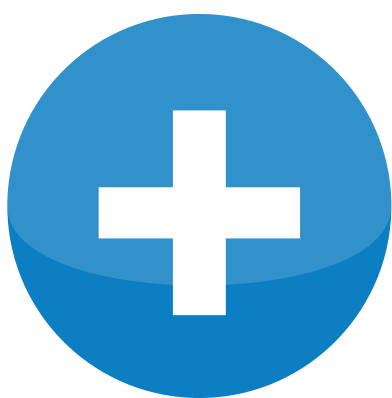
1,542



1,645



1,826



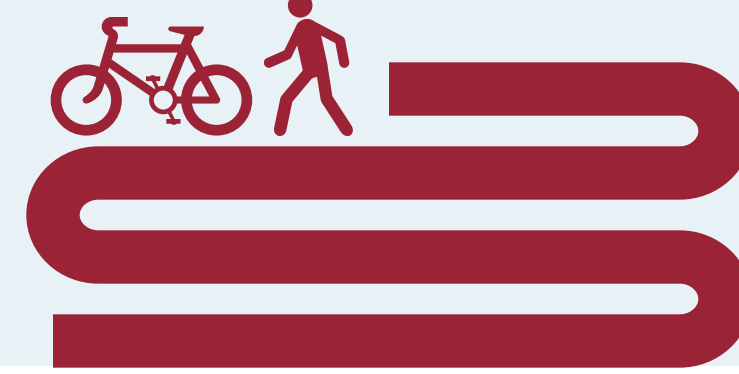
## Health & Safety

Operate and maintain the transportation system to ensure public safety and security; and improve the health of residents by improving air quality and providing more transportation options

Average bike/walk trip length

In miles

2.84



2.81



2.79



2.78



Total bikeway improvement funding

In millions of dollars

\$205.6



\$172.8



\$224.6



\$224.6



Percent of housing within 0.5 miles of parks and open space

48.6%



49.1%



49.6%



50.7%



Percent of housing within 500 feet of a major transportation corridor

3.3%



3.1%



3.1%

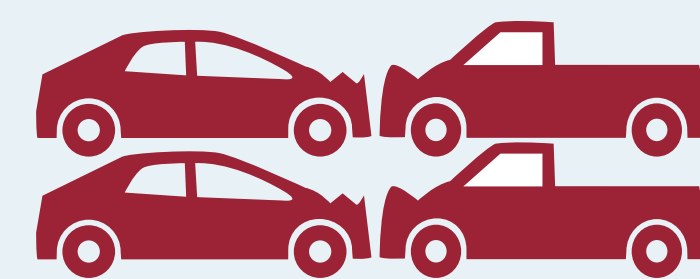


3.3%

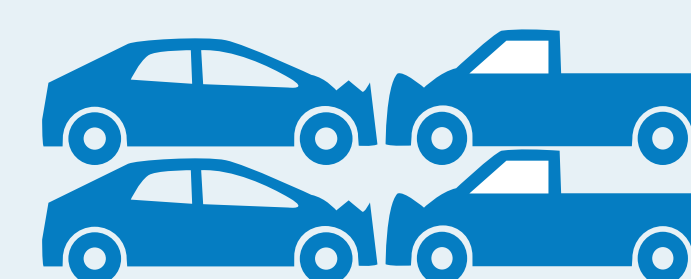


Injury/fatality rate per 100,000 vehicle miles traveled

30.87



30.61



30.54



30.27



## System Preservation

Maintain the transportation system in a state of good repair, and protect the region's transportation investment by maximizing use of existing facilities

Roadway maintenance dollars per lane mile per year

\$2,473



\$2,359



\$2,367



\$2,359





## Environmental Quality

Consider the environmental impacts when making transportation investments, and minimize direct and indirect impacts on clean air and natural resources

	1	2	3	4
	Historical Trend	New Trend	Moderate Change	More Change
<b>Greenhouse gas emissions</b> Number in tons of CO <sub>2</sub> per day. Check marks indicate that the scenario meets the 10% reduction by 2035 target.	2,915 	2,895 	2,891 	2,839 
<b>Total bikeway improvement funding</b> In \$ millions	\$205.6 	\$172.8 	\$224.6 	\$224.6 
<b>Average bike/walk trip length</b> In miles	2.84 	2.81 	2.79 	2.78 
<b>Meets countywide health-based emissions budgets</b> Ozone precursors and fine particulates				
<b>Acres of land consumed per 1,000 people</b>	77	63	58	51
<b>Percentage of new development that will be "infill"</b>	4% housing 2% jobs	5% housing 3% jobs	6% housing 4% jobs	9% housing 8% jobs
<b>Overall residential density</b> Housing units per net residential acre	7.8 	10.0 	11.4 	13.2 
<b>Total acres of land consumed by development</b>	16,000 	13,120 	11,920 	10,510 



## Sustainable Development Pattern

Provide a mix of land uses and compact development patterns; and direct development towards existing infrastructure, which will preserve agricultural land, open space and natural resources



## Economic & Community Vitality

Consider the environmental impacts when making transportation investments, and minimize direct and indirect impacts on clean air and natural resources

1

Historical Trend

2

New Trend

3

Moderate Change

4

More Change

Jobs-housing balance

1.1

1.1

1.1

1.1

Congested lane miles on major goods movement corridors

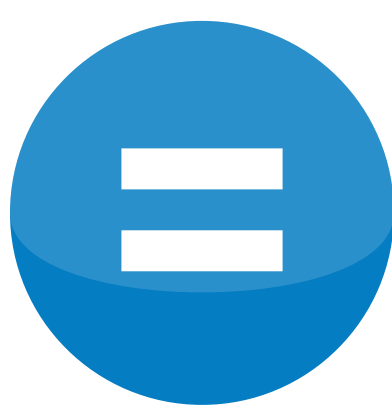
Lane miles of Congestion Management Program network

437

419

425

445



## Social Equity

Promote and provide equitable opportunities to access transportation services for all populations and ensure all populations share in the benefits of transportation improvements; and provide a range of transportation and housing choices

Percent of low-income and/or minority populations benefiting from roadway expenditures

53%

52%

54%

80%

Percent of low-income and/or minority housing within 0.5 miles of frequent transit service

Frequent is equal to two buses per hour or more

Low

39%

39%

40%

41%

Med.

33%

33%

33%

33%

High

28%

28%

27%

26%

Housing mix by type

Multifamily

14%

28%

35%

47%

Townhome

16%

16%

15%

13%

Small lot single family

40%

37%

36%

31%

Large lot single family

25%

16%

12%

8%

Conventional lot single family

5%

1%

1%

1%

Housing unit distribution by household income

<\$35k

9%

1%

1%

1%

\$35k - \$50k

19%

21%

27%

37%

\$50k - \$75k

66%

22%

23%

22%

\$75k - \$100k

5%

54%

49%

39%

\$100k +

5%

2%

1%

1%

Average income for single-family housing

\$91,527

\$88,912

\$87,694

\$86,638

Average income for attached housing

\$61,974

\$55,734

\$53,935

\$51,157