

APPENDIX B

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Figure 1 Affordability 80 AMI

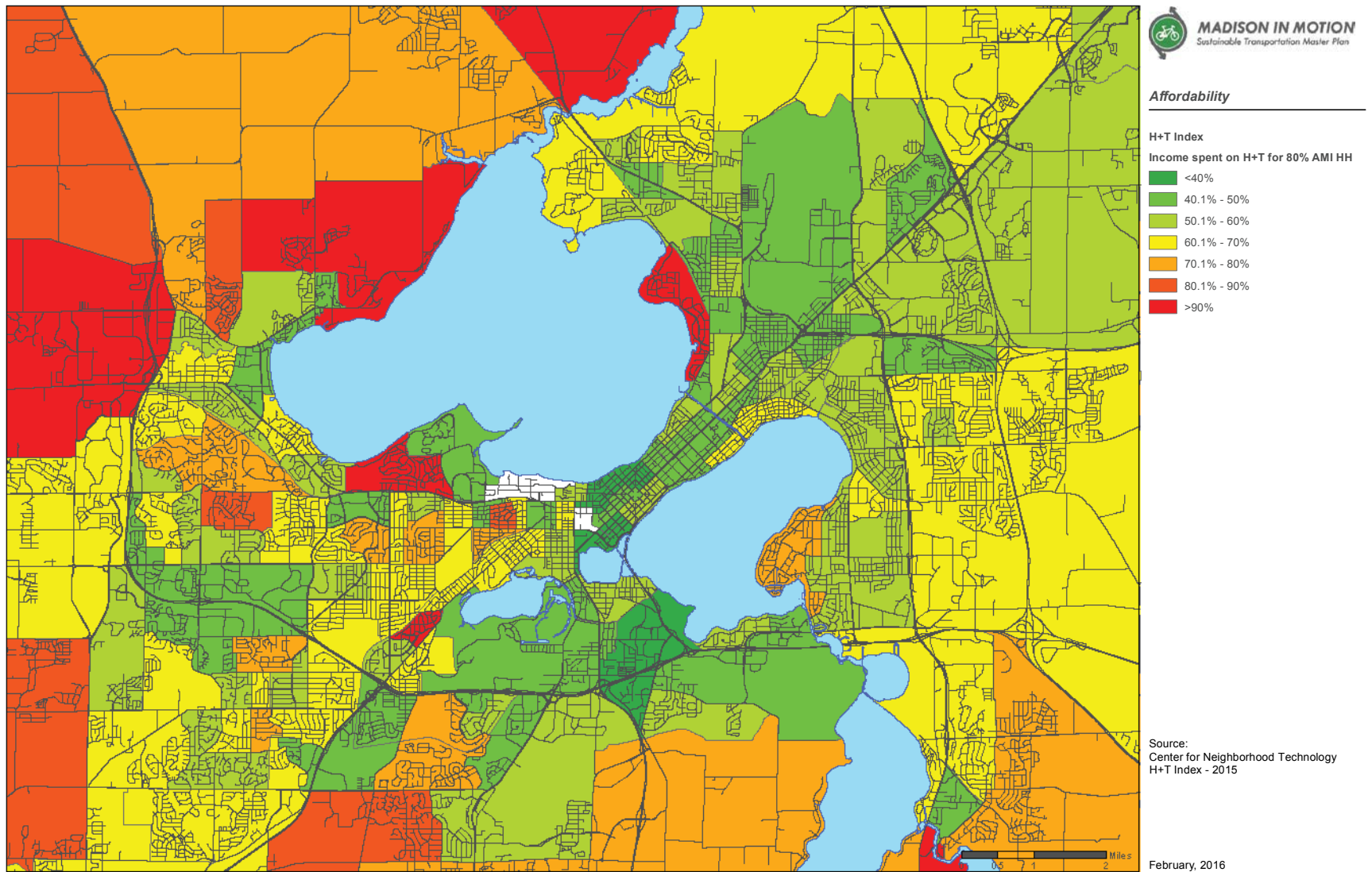


Figure 2

Affordability CNT AMI

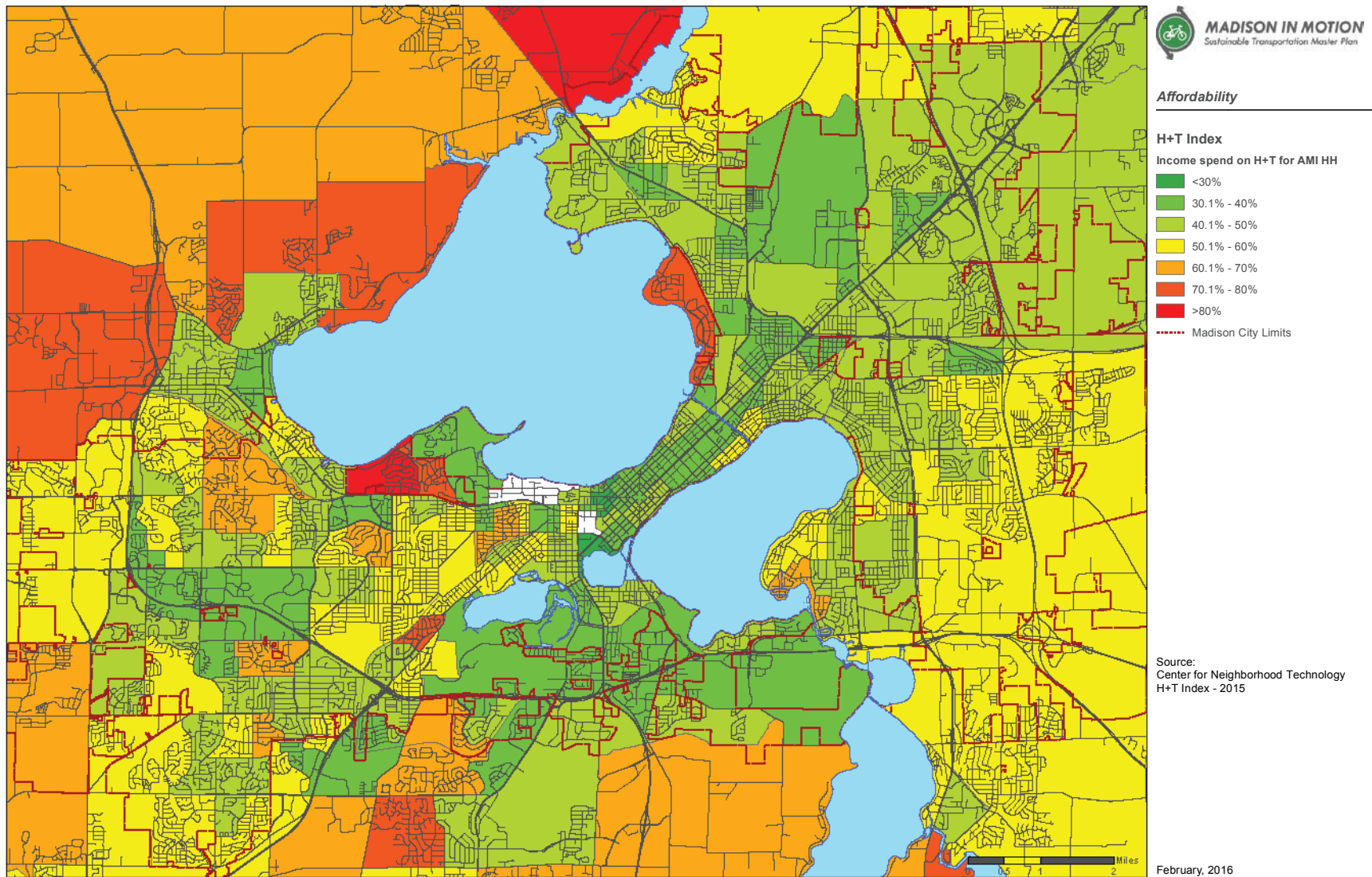


Figure 3

Affordability Housing RFP

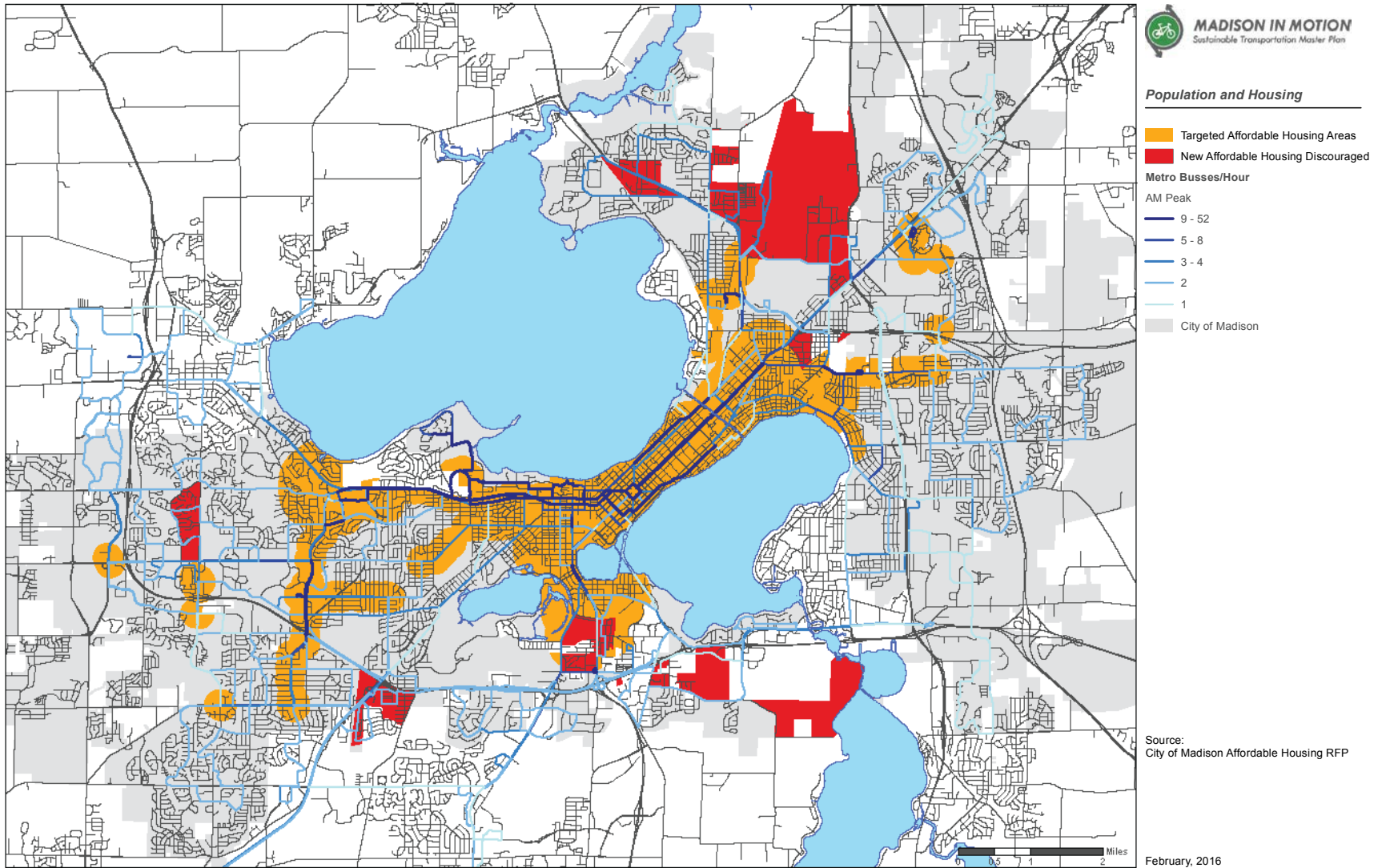


Figure 4 Citywide Data Exports

B08601: MEANS OF TRANSPORTATION TO WORK FOR WORKPLACE GEOGRAPHY

Universe: Workers 16 years and over

ACS 1 Year Estimates

	Drove alone	Carpooled	Transit	Bike	Walked	Other	Work at Home	
2014	140,928	17,146	16,305	6,870	13,957	1,225	5,419	201,850
2010	132,676	17,540	11,879	7,794	11,425	1,754	4,131	187,199
2006	141,318	19,882	10,891	4,724	12,135	1,745	3,282	193,977

	Drove alone	Carpooled	Transit	Bike	Walked	Other	Work at Home	
2014	69.8%	8.5%	8.1%	3.4%	6.9%	0.6%	2.7%	100%
2010	70.9%	9.4%	6.3%	4.2%	6.1%	0.9%	2.2%	100%
2006	72.9%	10.2%	5.6%	2.4%	6.3%	0.9%	1.7%	100%

Change 2014-2006

-3.0%	-1.8%	2.5%	1.0%	0.7%	-0.3%	1.0%
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Figure 5 Employment 2002 Jobs All

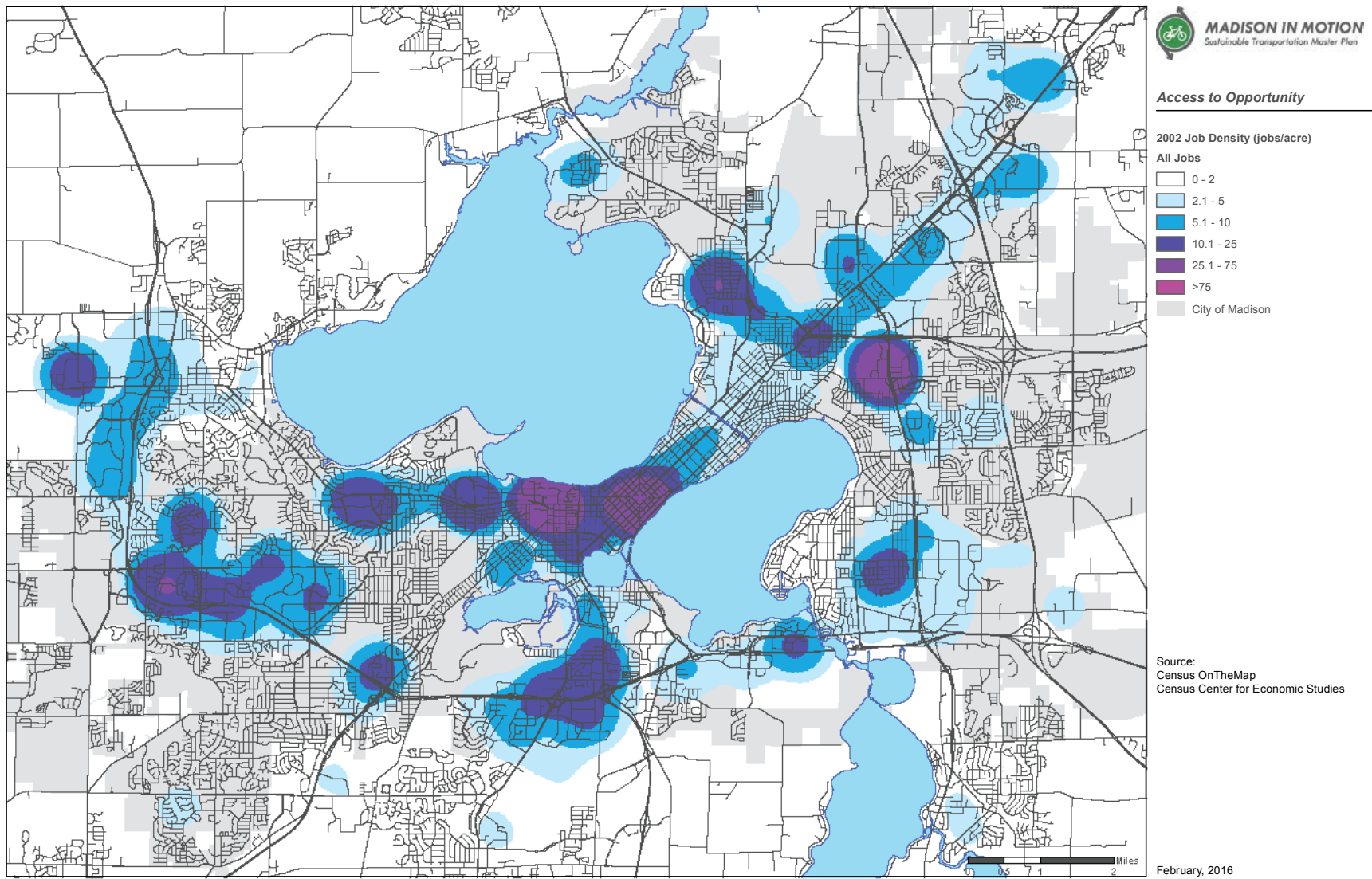


Figure 6 Employment 2013 Jobs HS

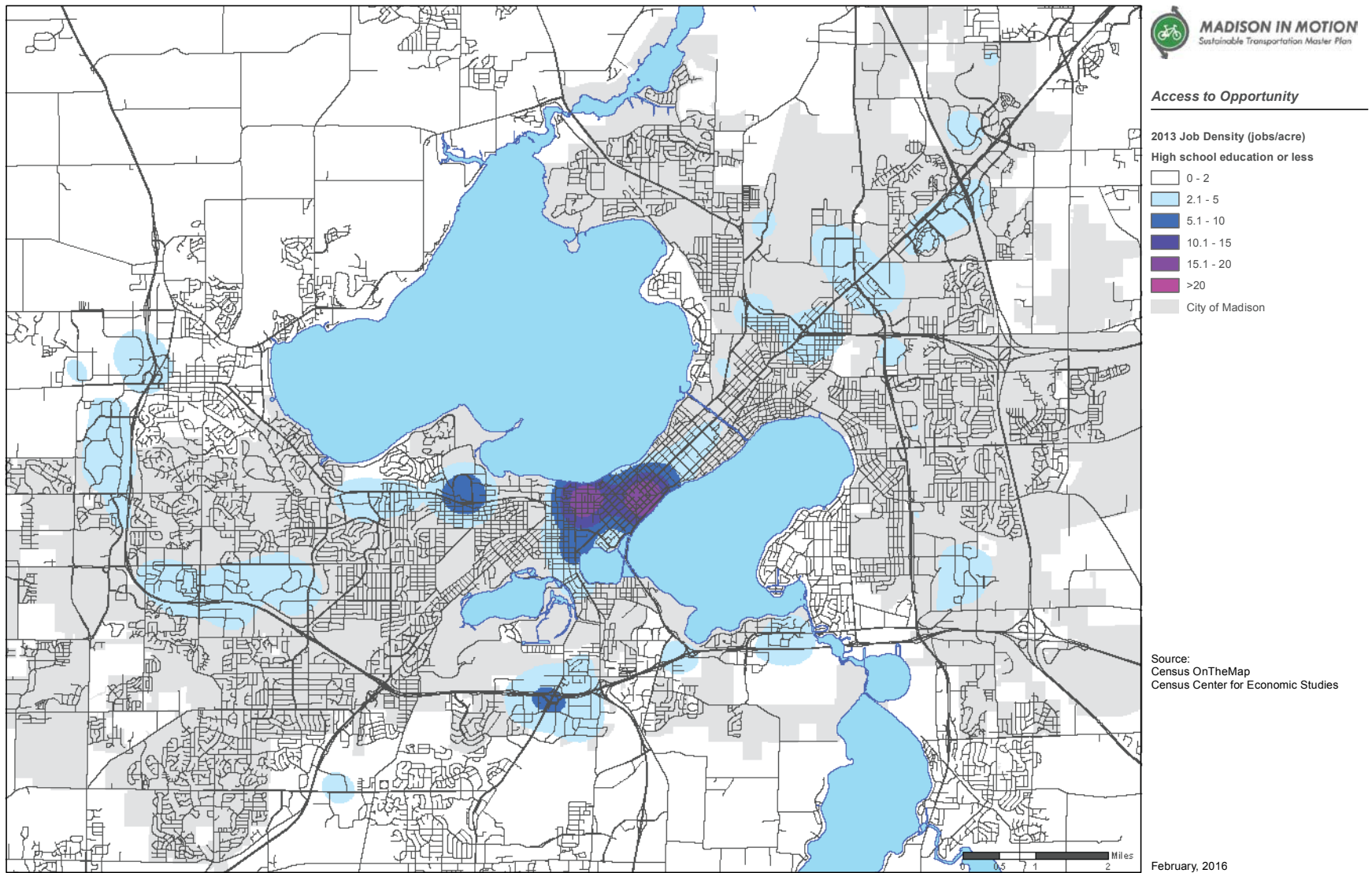


Figure 7 Employment 2013 Jobs All

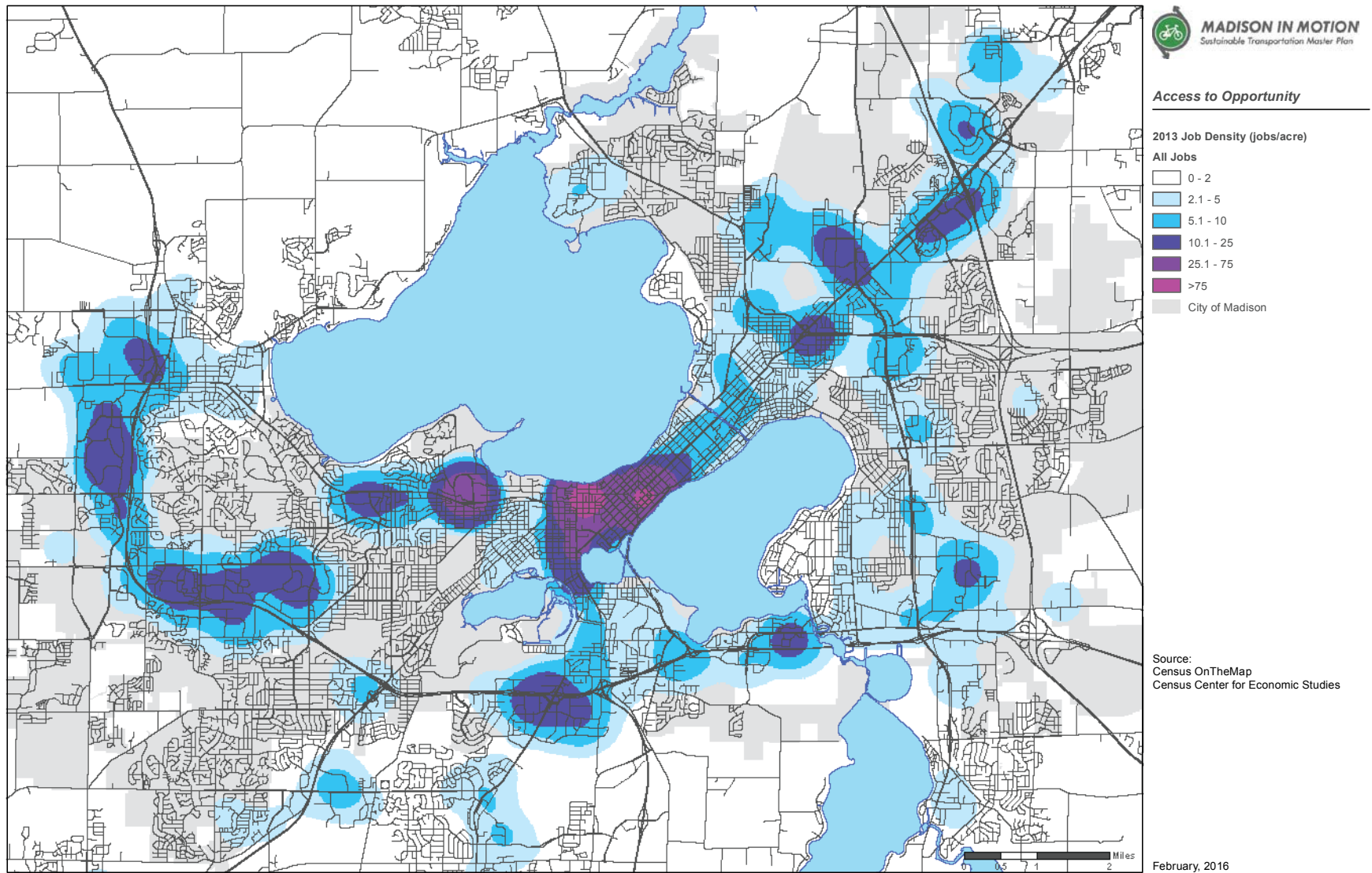


Figure 8 Employment 2050 Jobs All

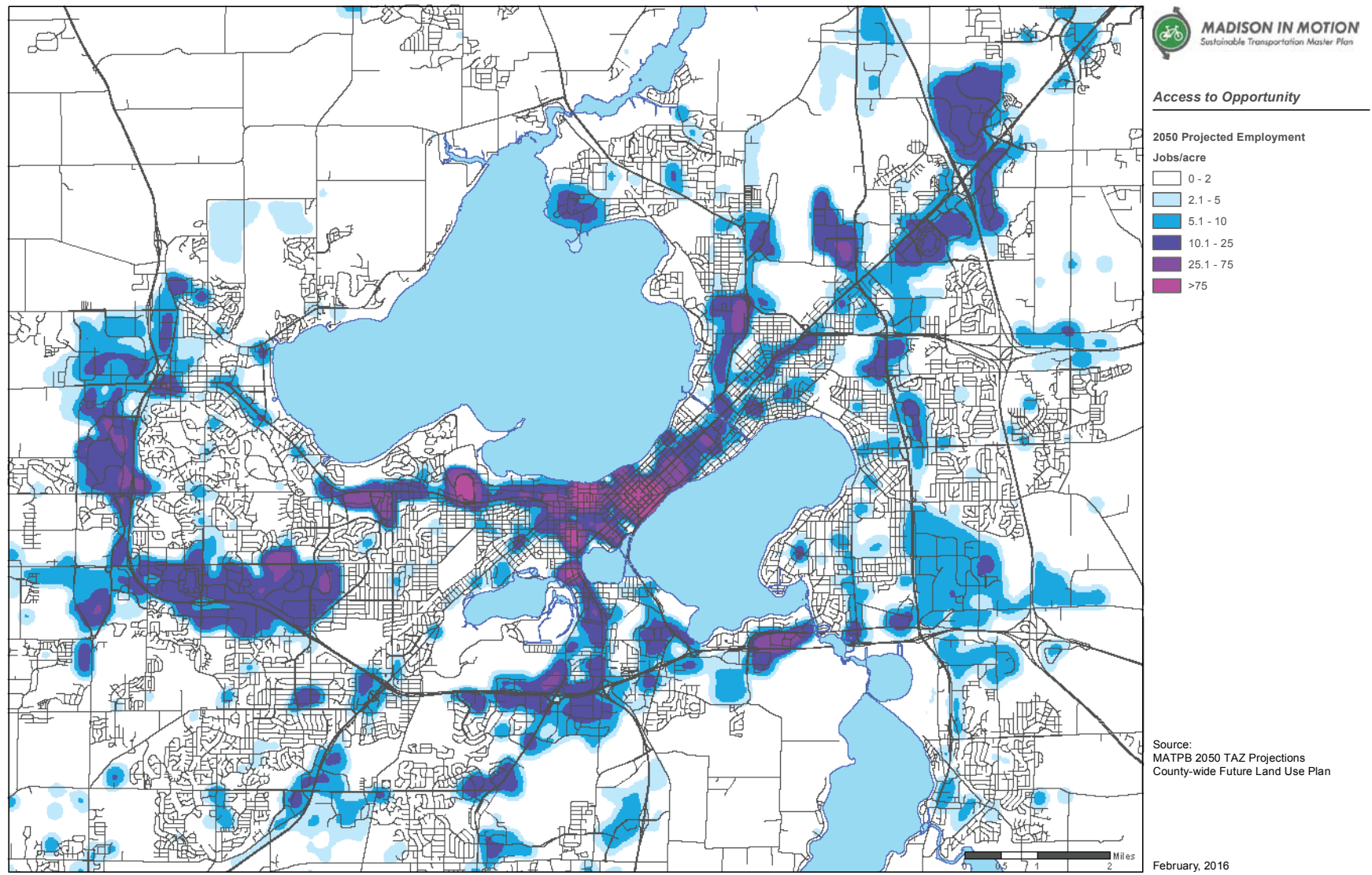


Figure 9 Employment 2050 Jobs Change

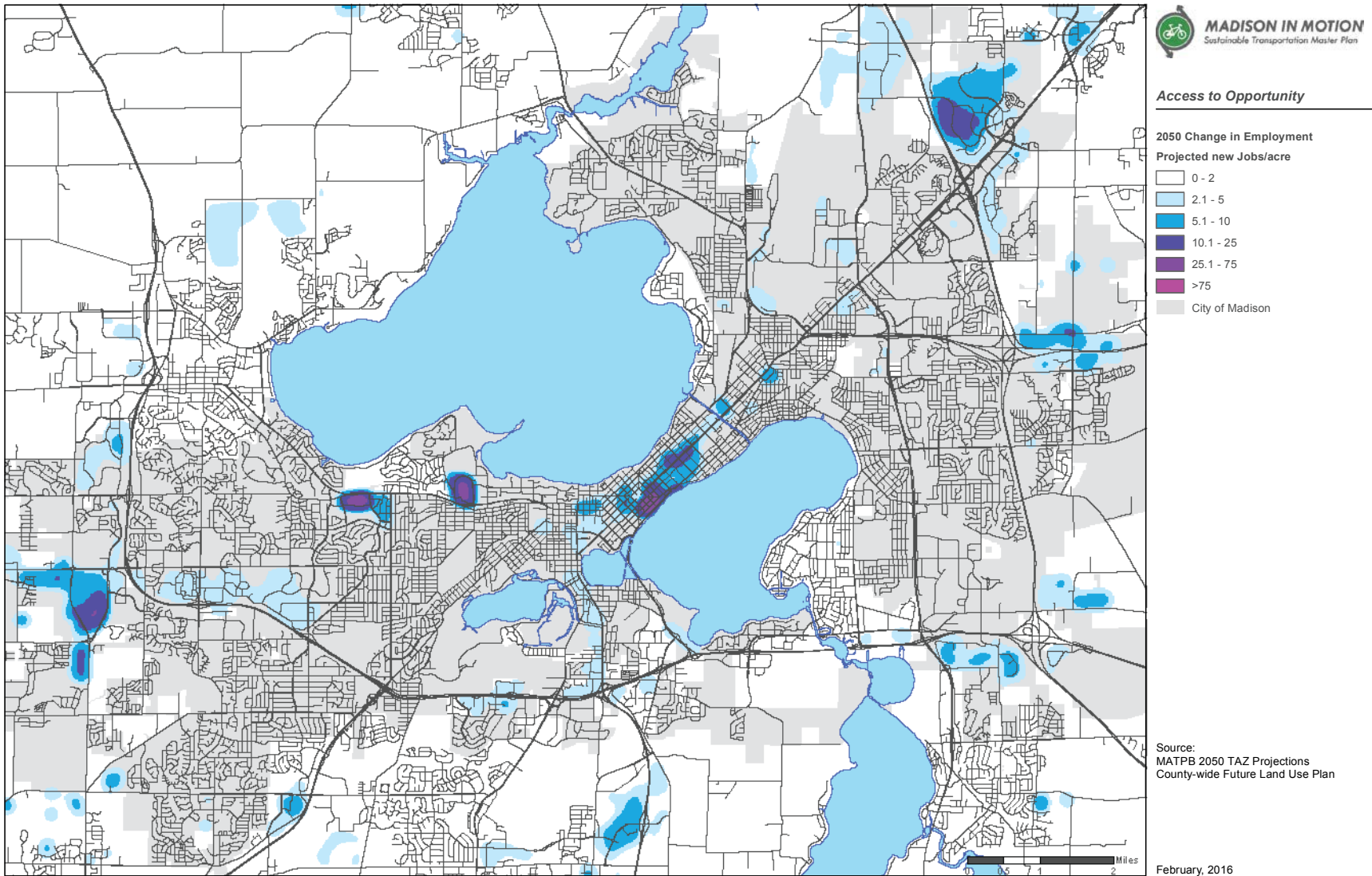


Figure 10 Employment Access to Opportunity - 30 minutes

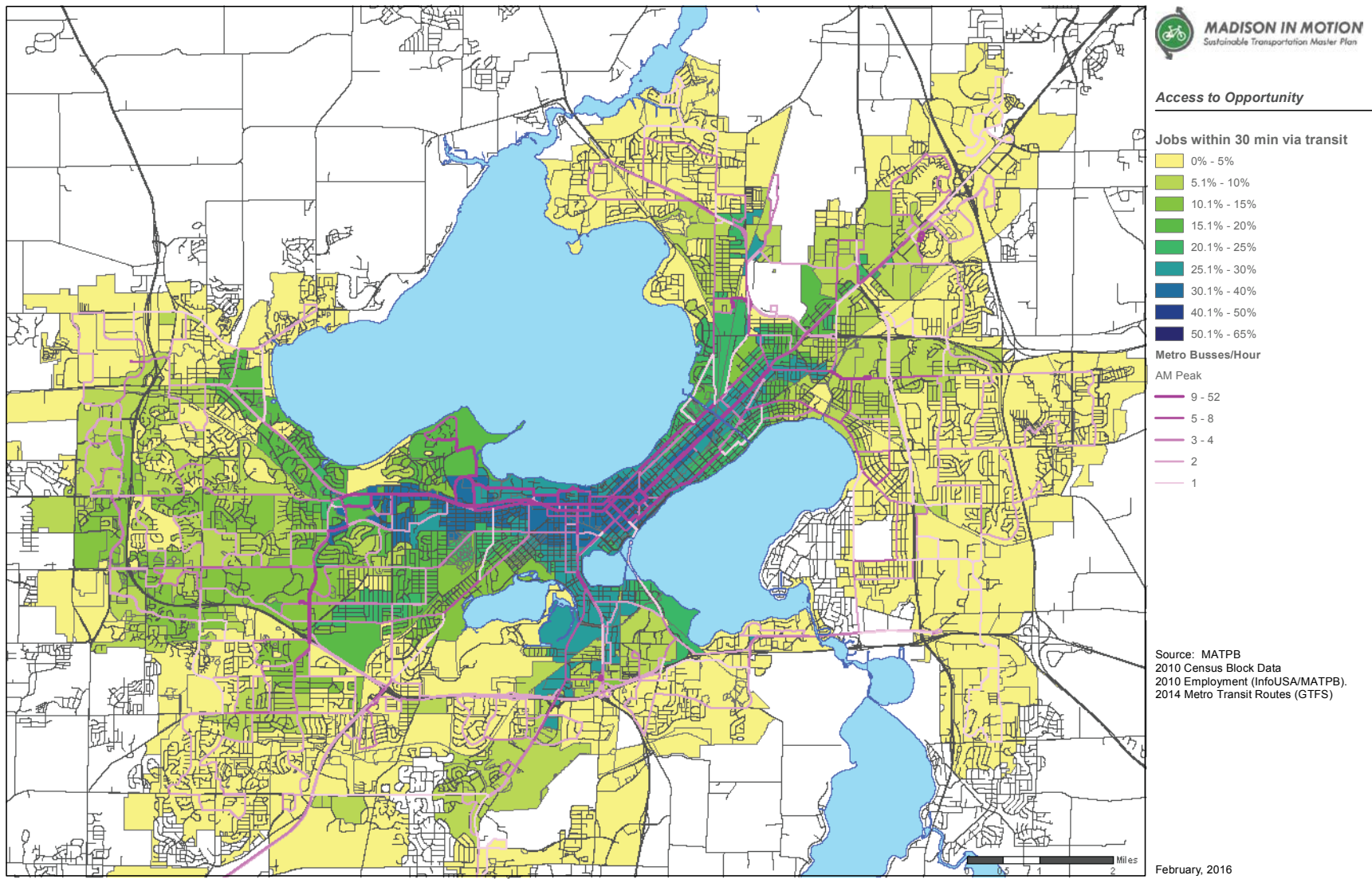


Figure 11 Employment Access to Opportunity - 45 minutes

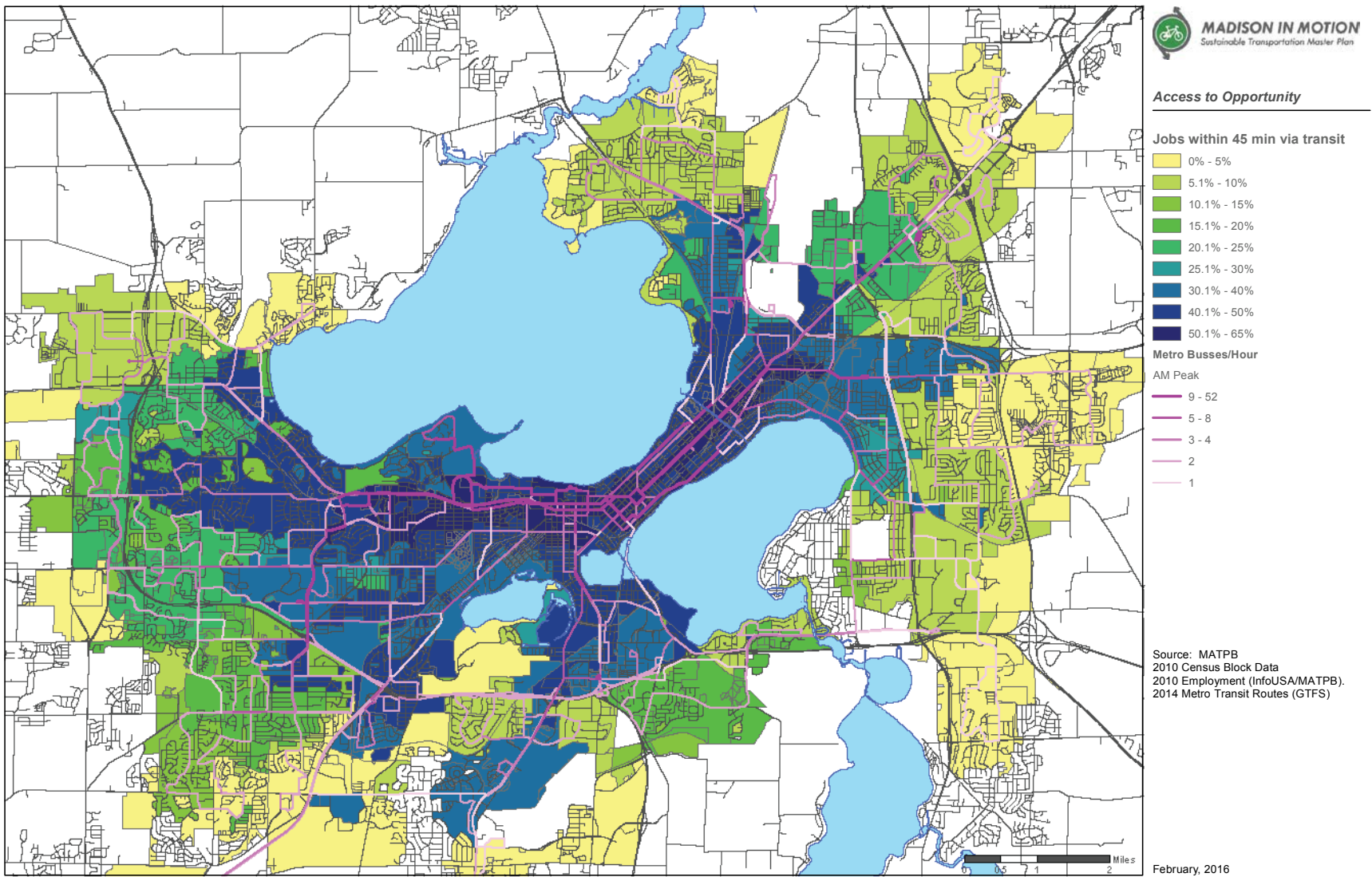


Figure 12 Employment Block Map

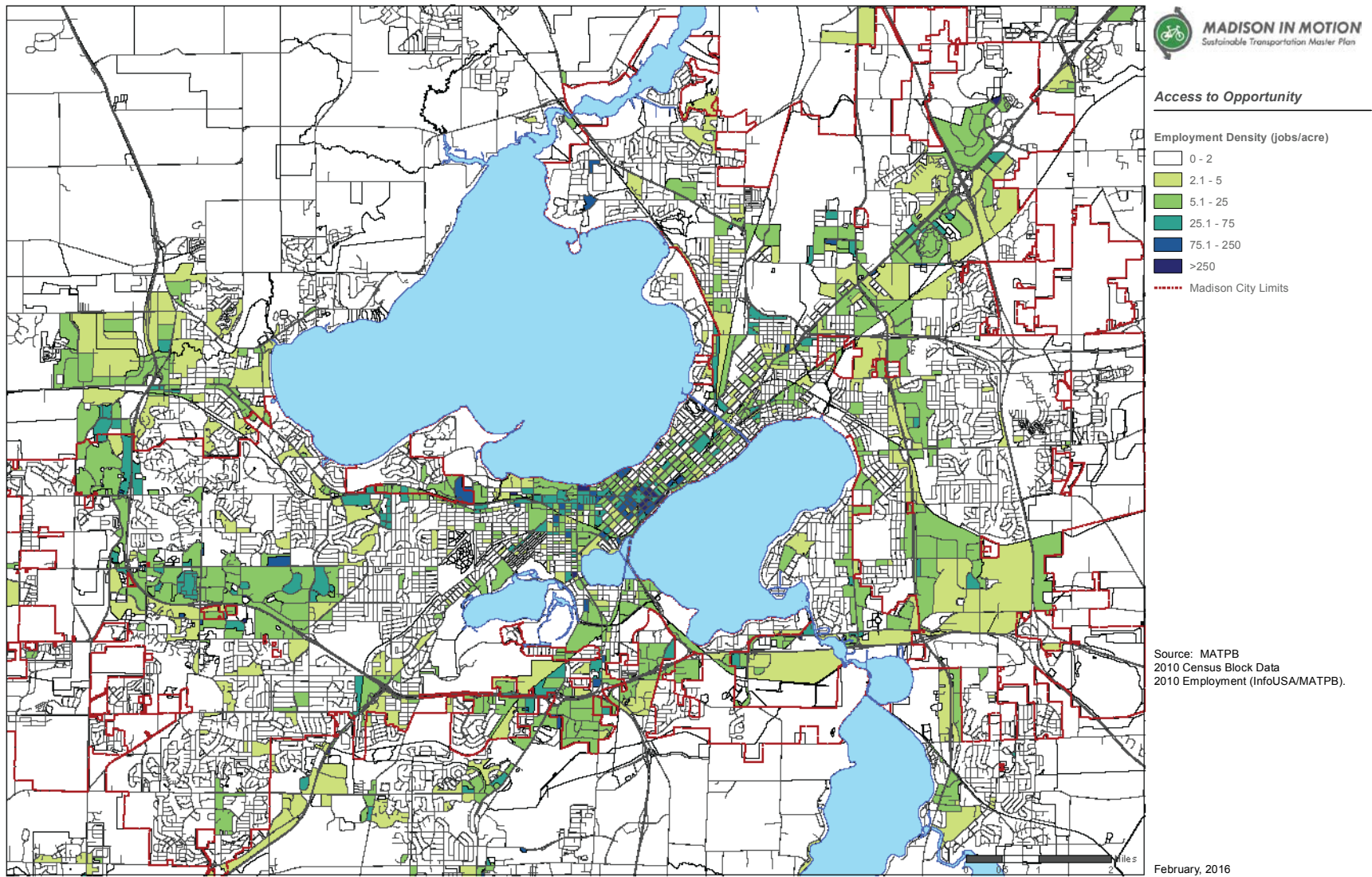


Figure 13 Employment Heat Map

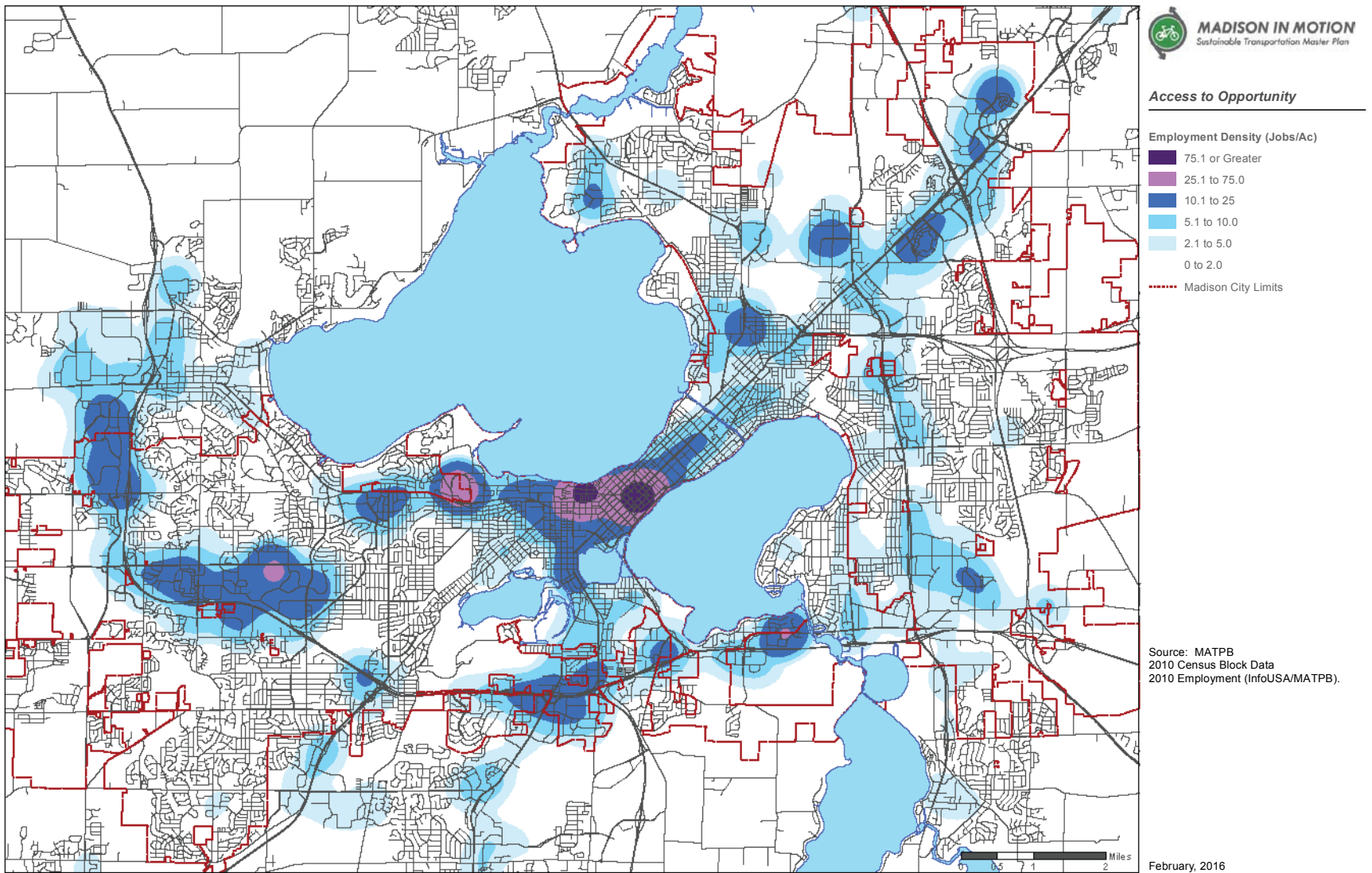


Figure 14 Growth 2050 Housing Projection Density

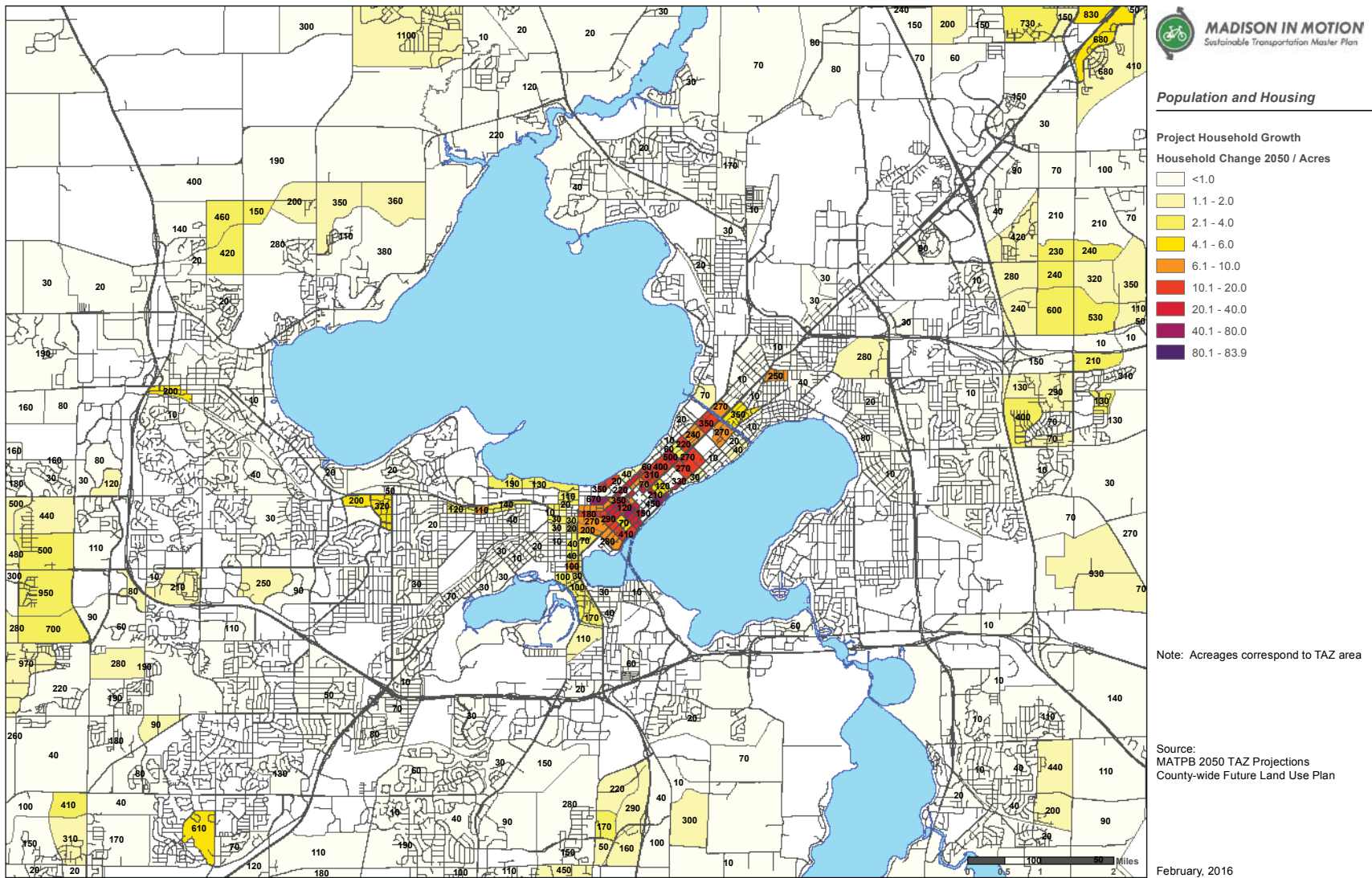


Figure 15 Growth Housing 2050 Projection

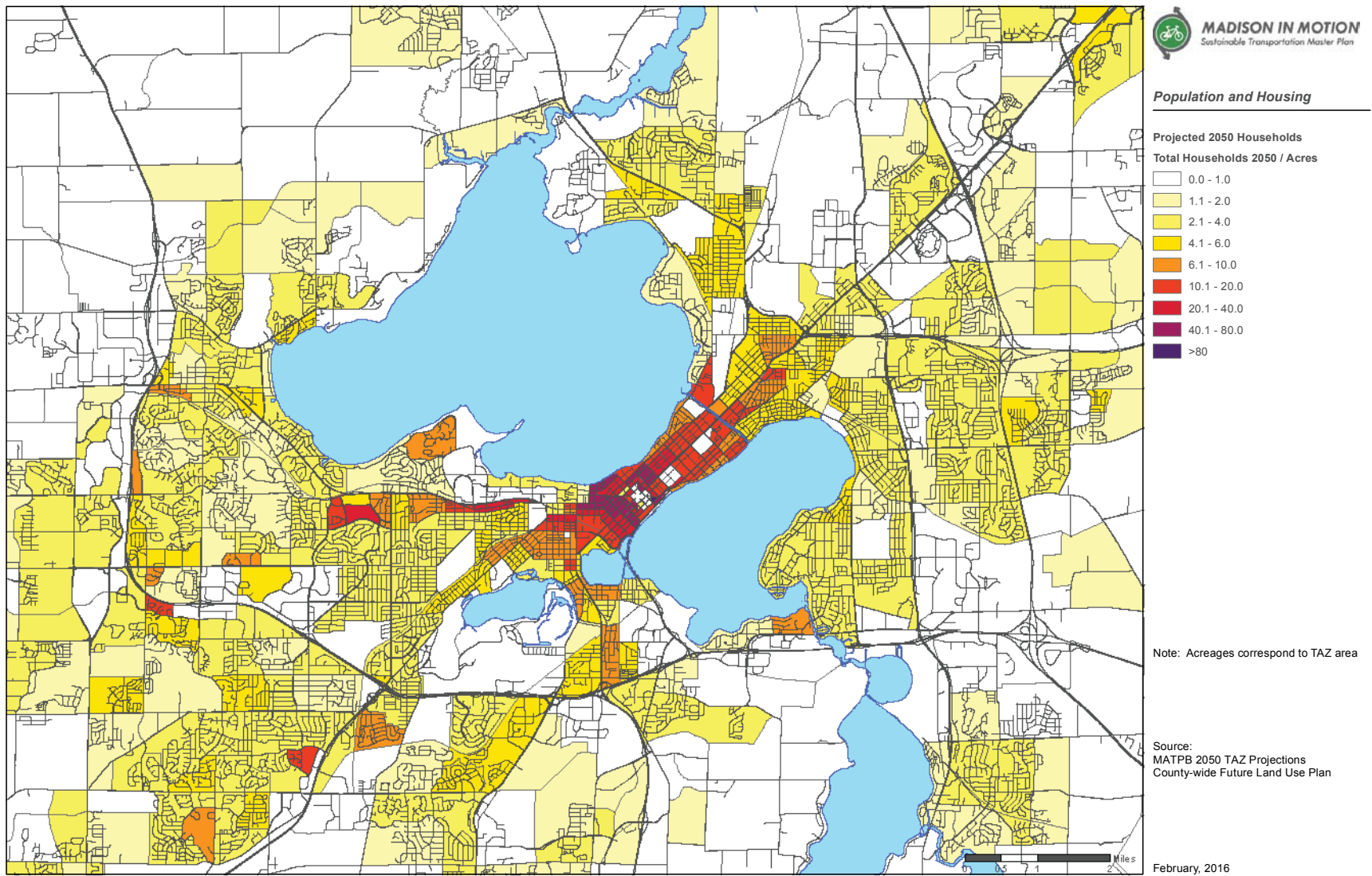


Figure 16 Growth Scenarios

MADISON

IN MOTION

General Scenario Assumptions

University Ave / Hilldale

Scenario 'A'	Scenario 'B'
HH: +1,125	HH: +2,000
POP: +1,800	POP: +3,200
EMP: +3,200	EMP: +3,940

West Towne to Westgate

Scenario 'A'	Scenario 'B'
HH: +606	HH: +6,815
POP: +967	POP: +10,904
EMP: +3,449	EMP: +6,550

Beltline

Scenario 'A'	Scenario 'B'
HH: +98	HH: +1,700
POP: +157	POP: +2,720
EMP: +1,671	EMP: +4,160

Sherman Avenue

Scenario 'A'	Scenario 'B'
HH: +347	HH: +800
POP: +555	POP: +1,280
EMP: +548	EMP: +1,547

Downtown to E. Wash.

Scenario 'A'	Scenario 'B'
HH: +9,458	HH: +12,765
POP: +15,133	POP: +20,421
EMP: +6,205	EMP: +6,605

Park Street

Scenario 'A'	Scenario 'B'
HH: +905	HH: +2,270
POP: +1,448	POP: +3,633
EMP: +1,879	EMP: +3,390

East Towne

Scenario 'A'	Scenario 'B'
HH: +250	HH: +3,410
POP: +400	POP: +5,456
EMP: +1,471	EMP: +3,100

Milwaukee Street

Scenario 'A'	Scenario 'B'
HH: +362	HH: +1,725
POP: +580	POP: +2,760
EMP: +200	EMP: +2,770

Cottage Grove Road

Scenario 'A'	Scenario 'B'
HH: +298	HH: +1,525
POP: +477	POP: +2,440
EMP: +150	EMP: +1,160

John Nolen Drive

Scenario 'A'	Scenario 'B'
HH: +283	HH: +800
POP: +453	POP: +1,280
EMP: +750	EMP: +2,500

Dutch Mill

Scenario 'A'	Scenario 'B'
HH: +41	HH: +41
POP: +66	POP: +66
EMP: +800	EMP: +2,390

October 6, 2014



Figure 17 Growth TOD Locations

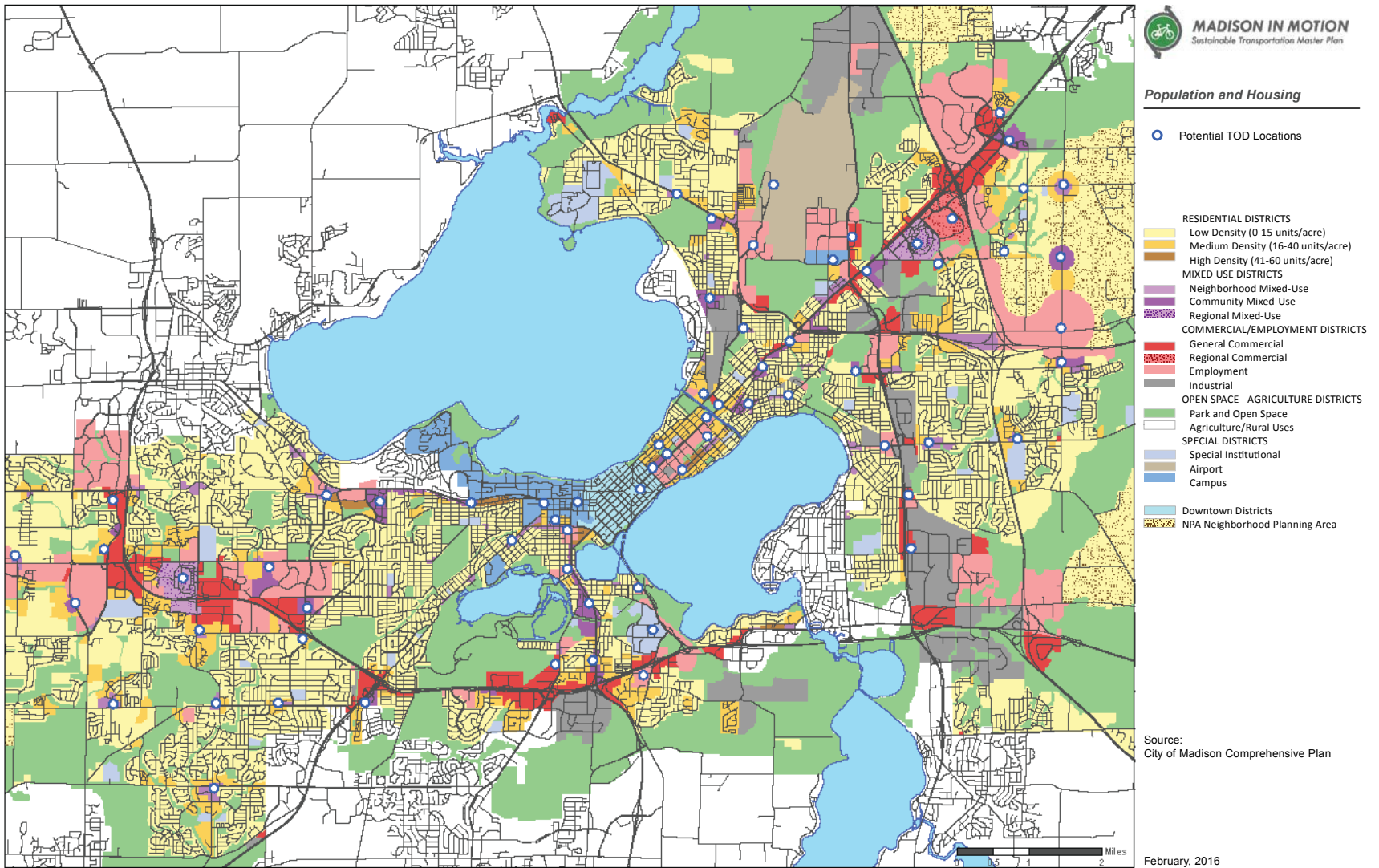


Figure 19 Housing Vacancy 2015

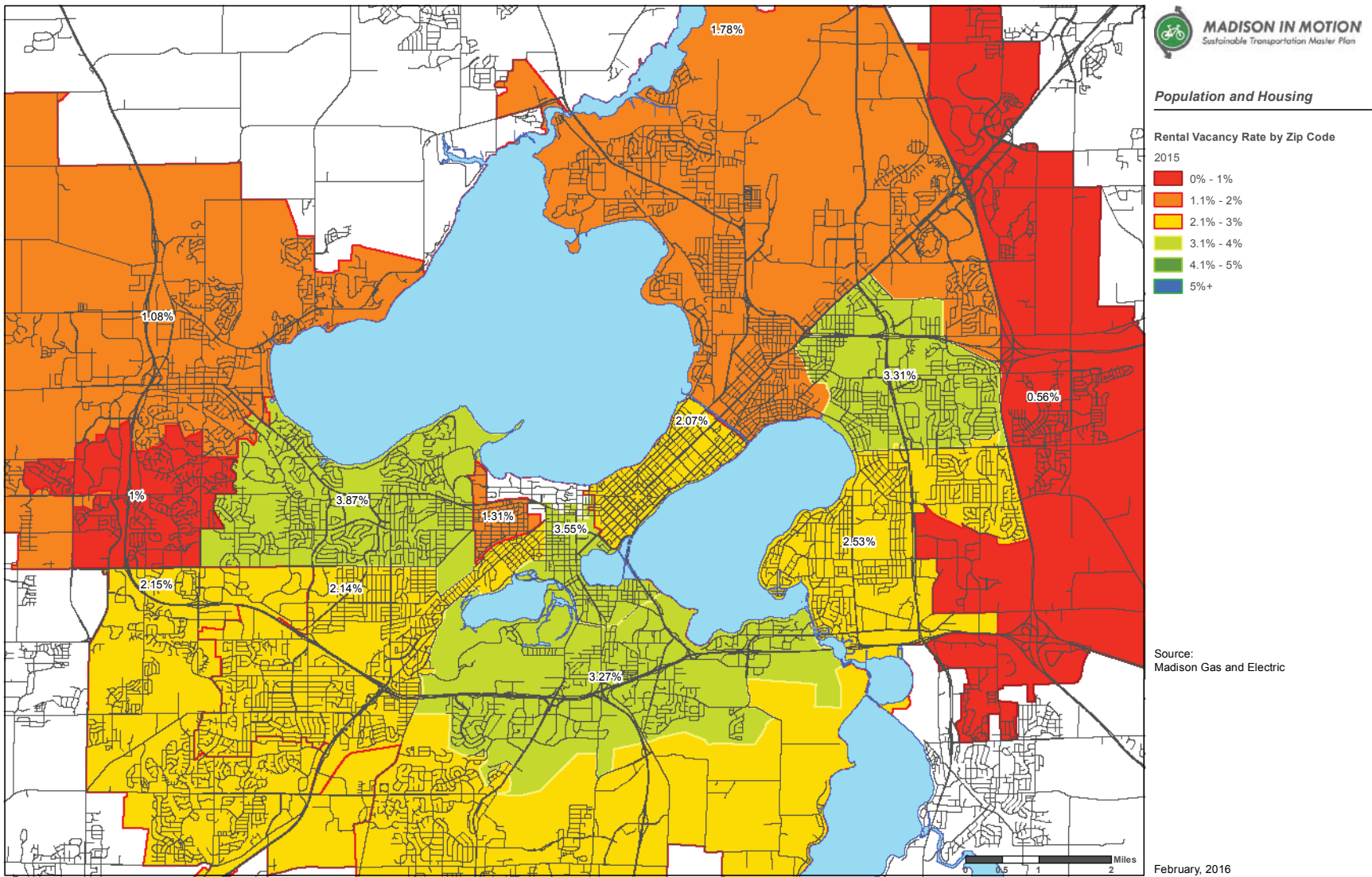


Figure 18 Housing Vacancy 2003

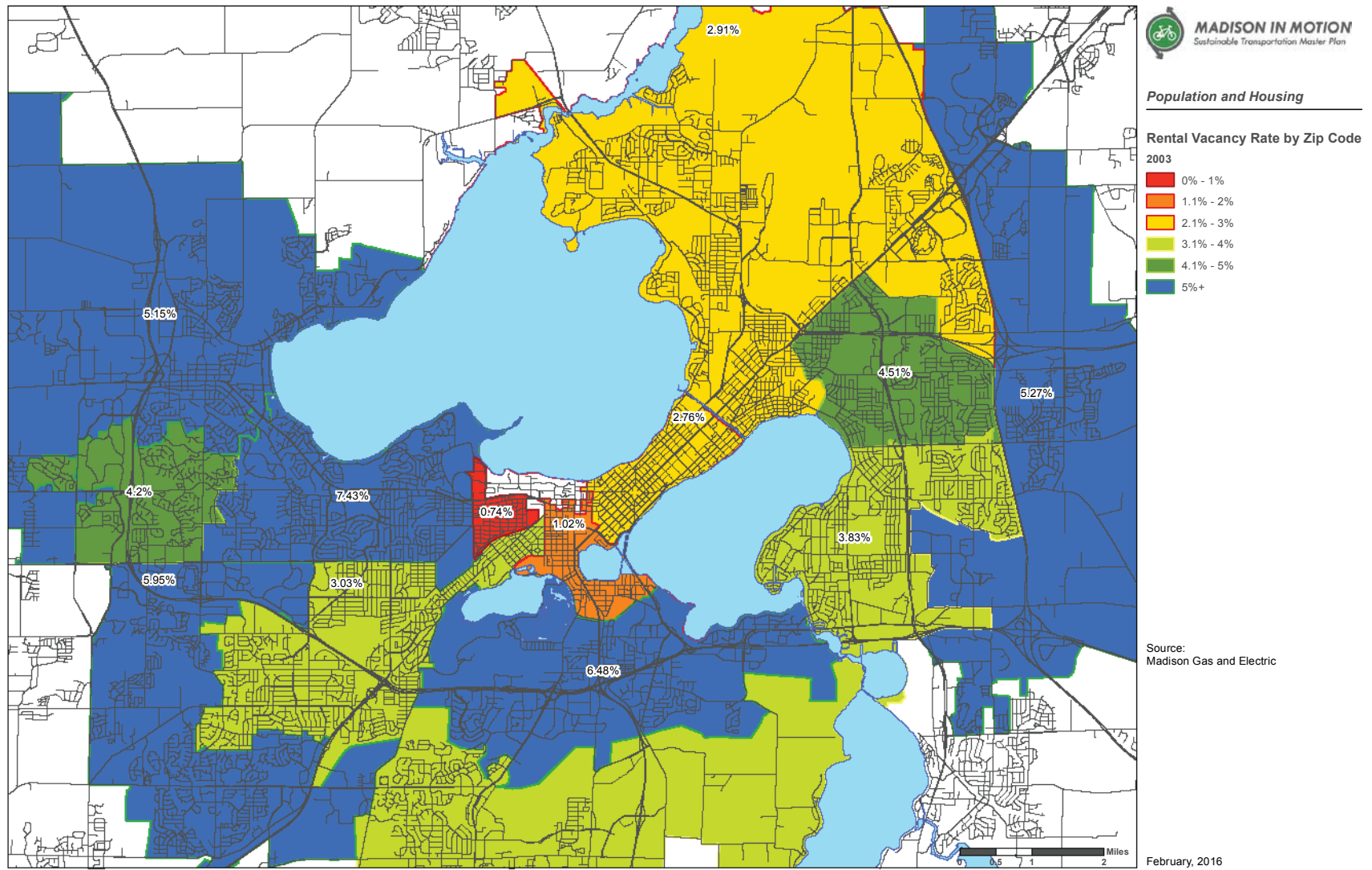


Figure 20 Income Median Household

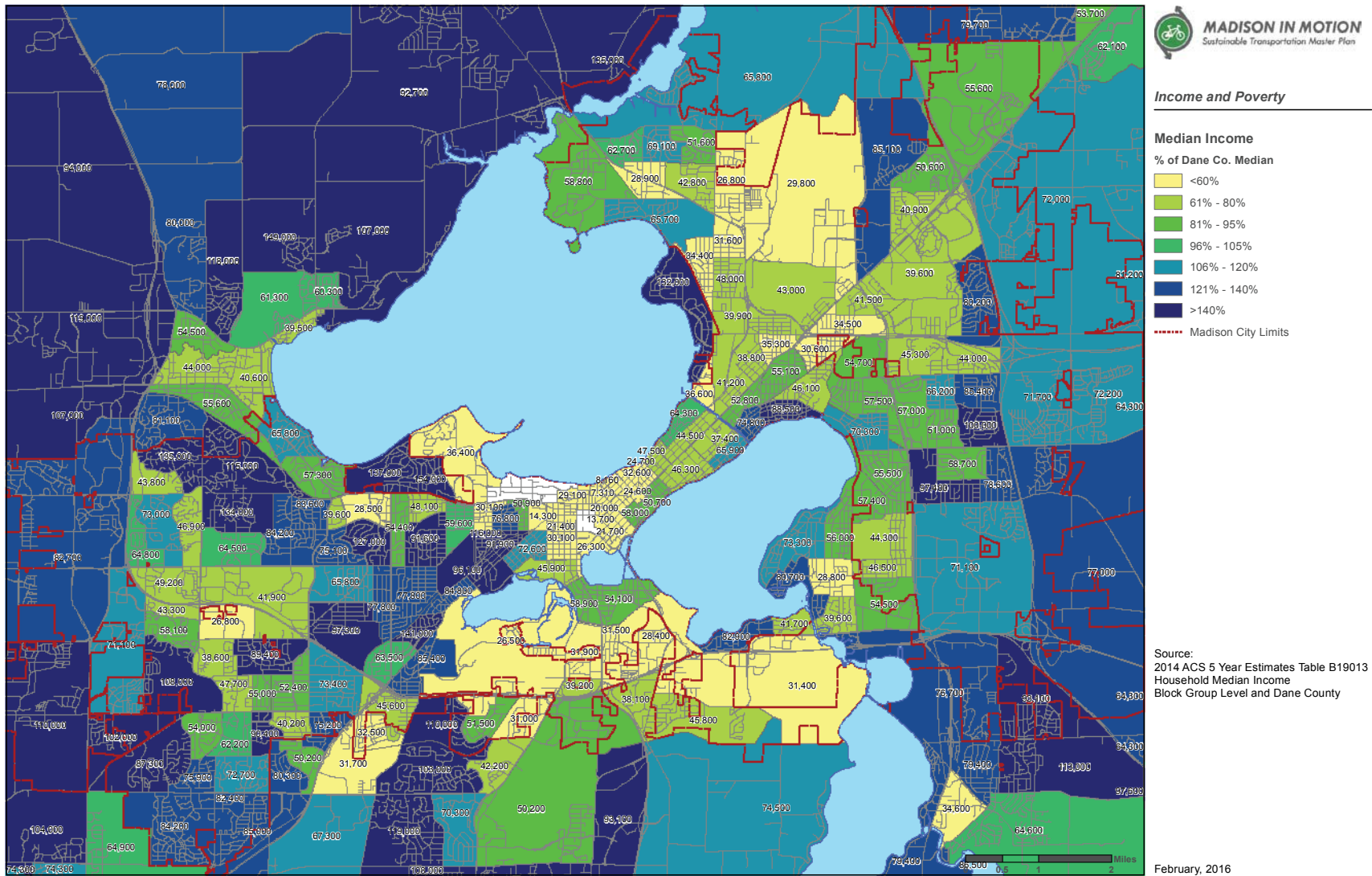


Figure 24 Mode Bike Dot

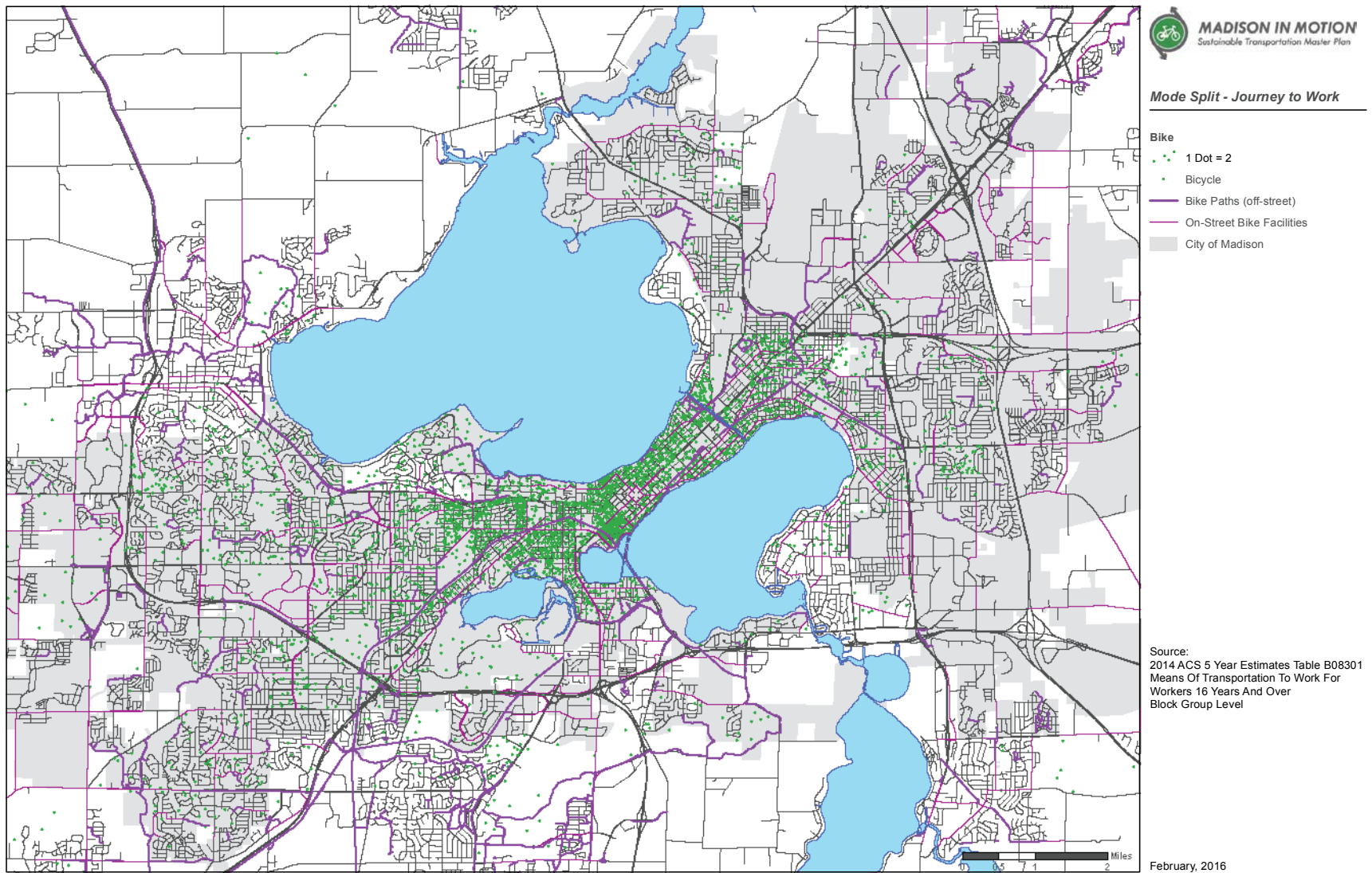


Figure 21 MIM Rent 30

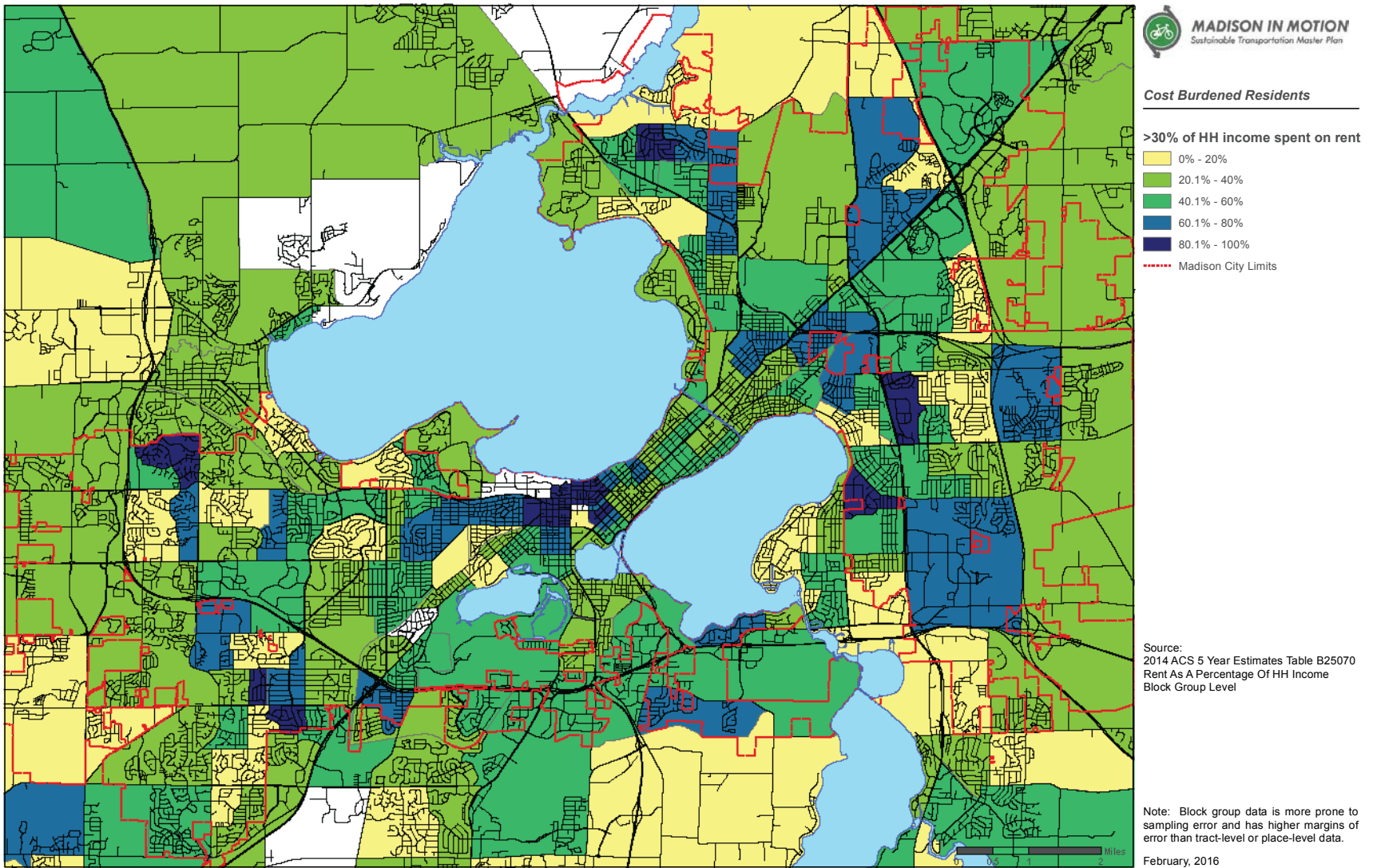


Figure 22 MIM Rent 50

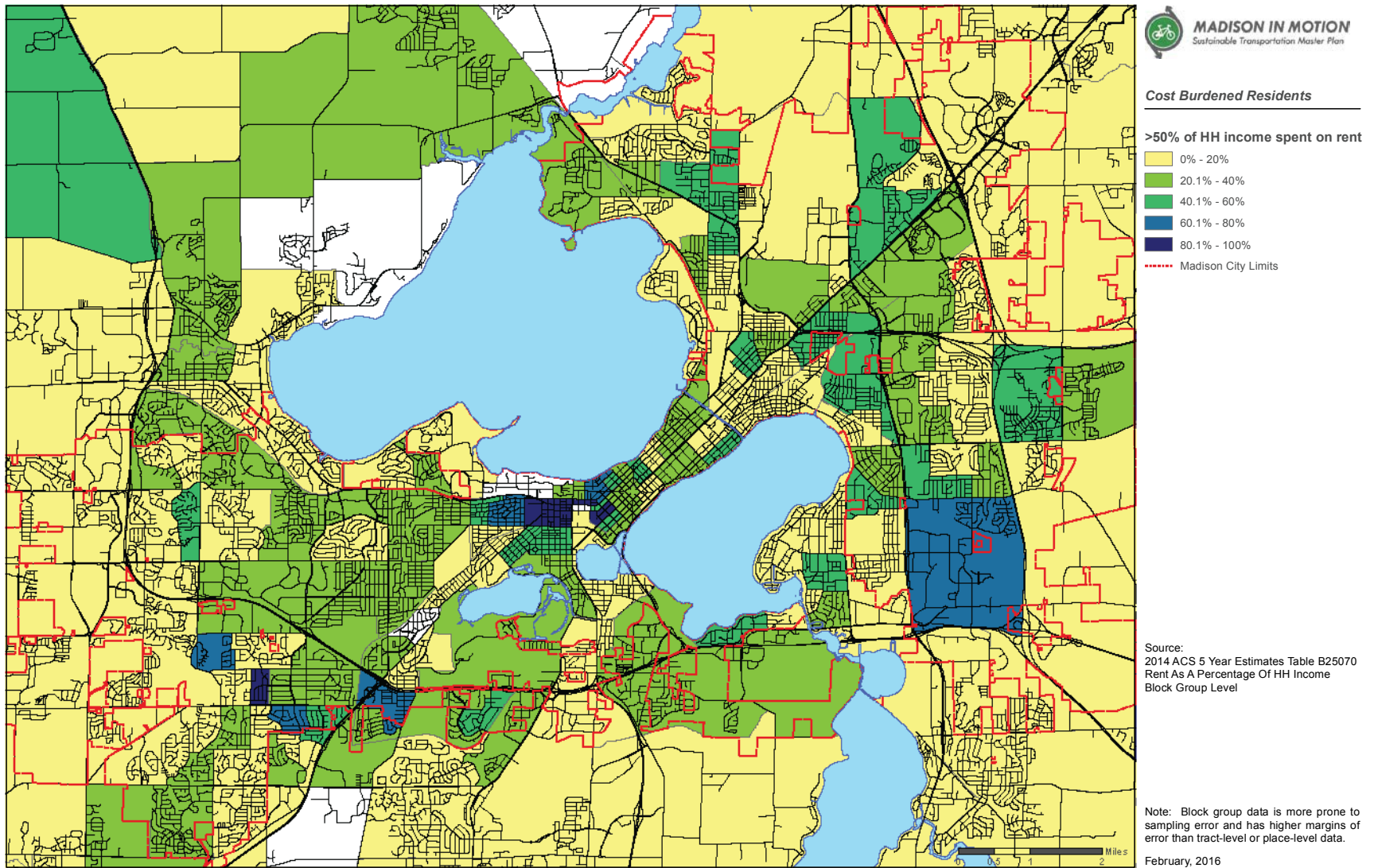


Figure 25 Mode Bike

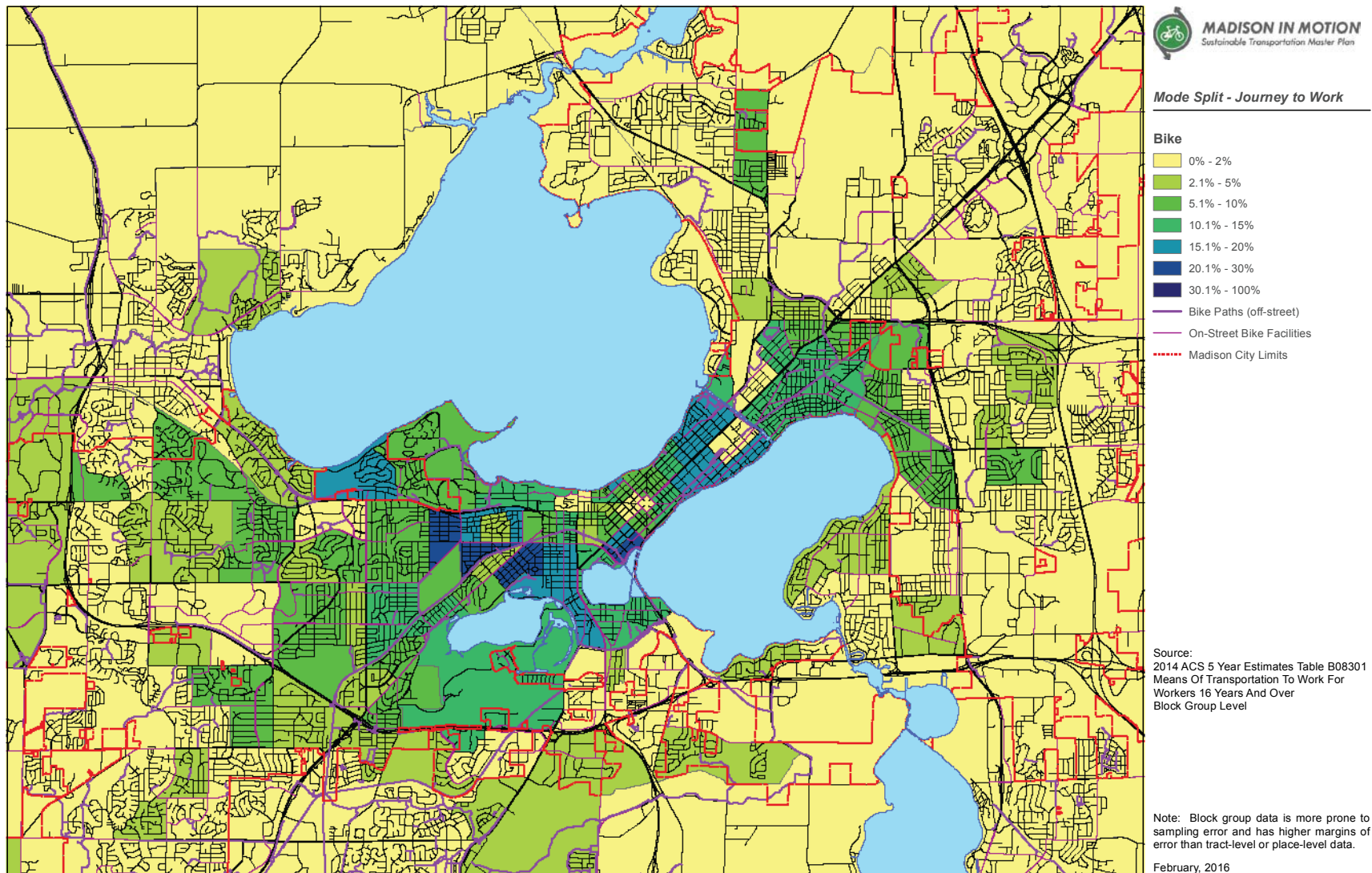


Figure 23 Mode Bike Density

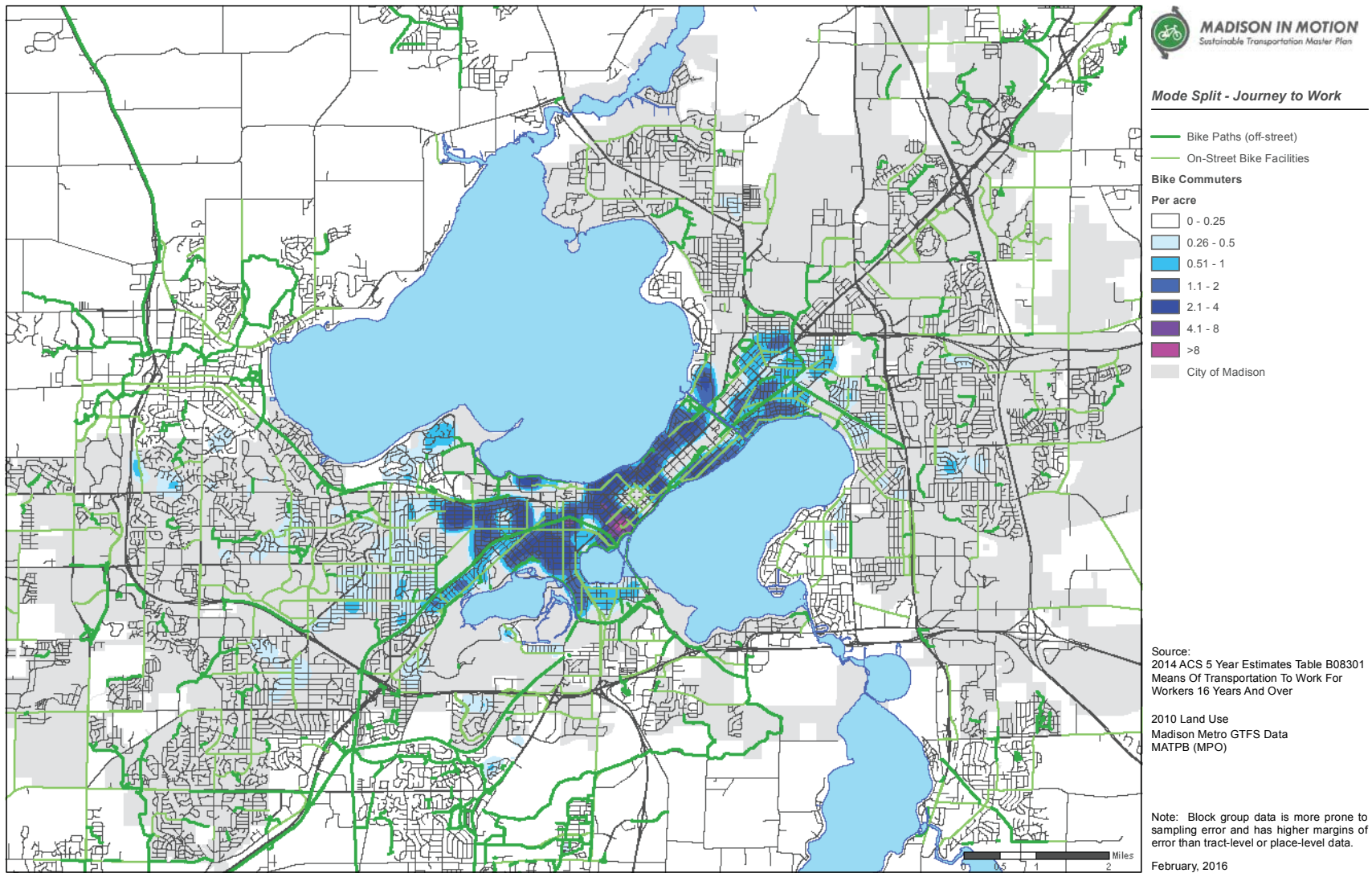


Figure 26 Mode Carpool Density

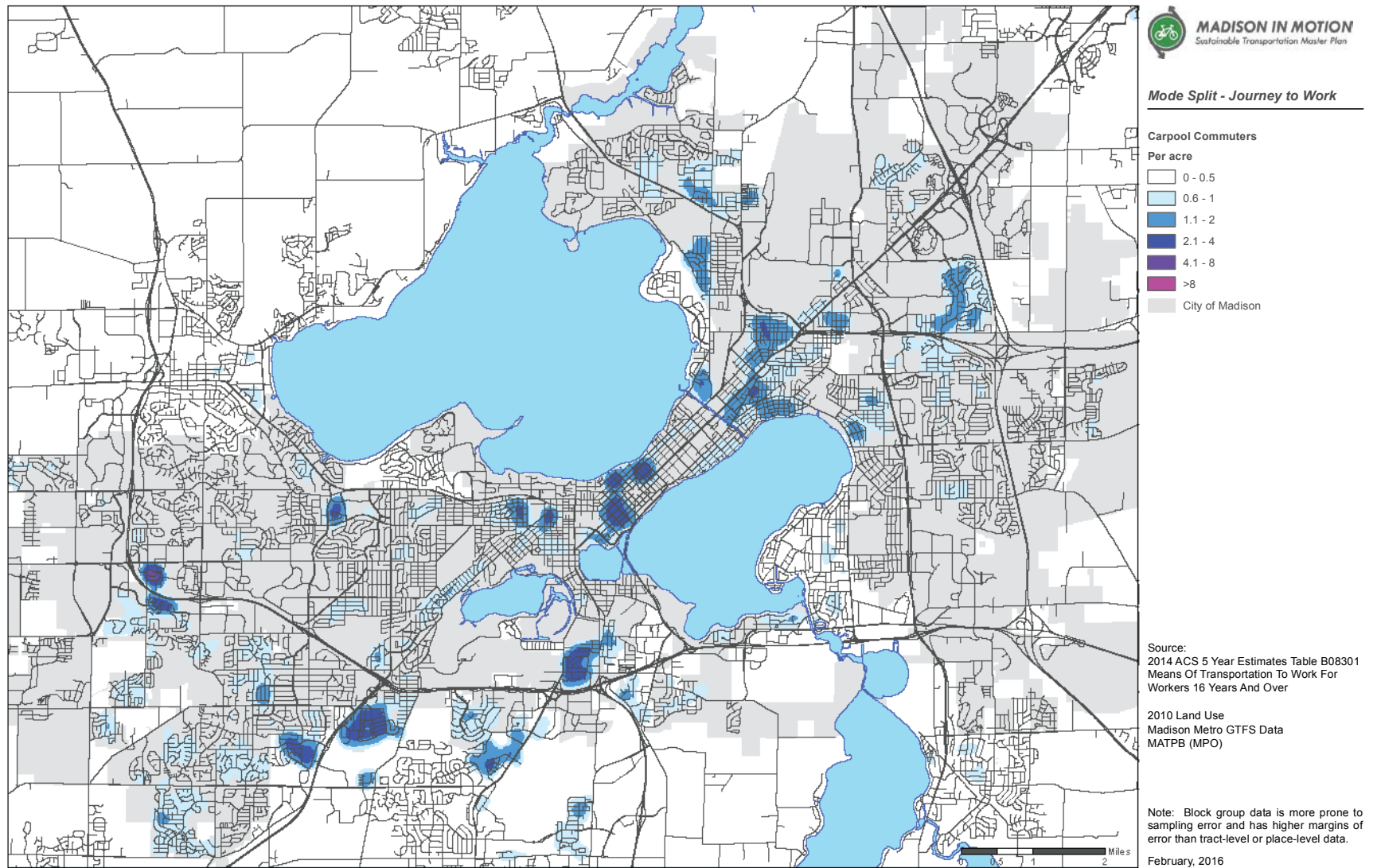


Figure 27 Mode Carpool

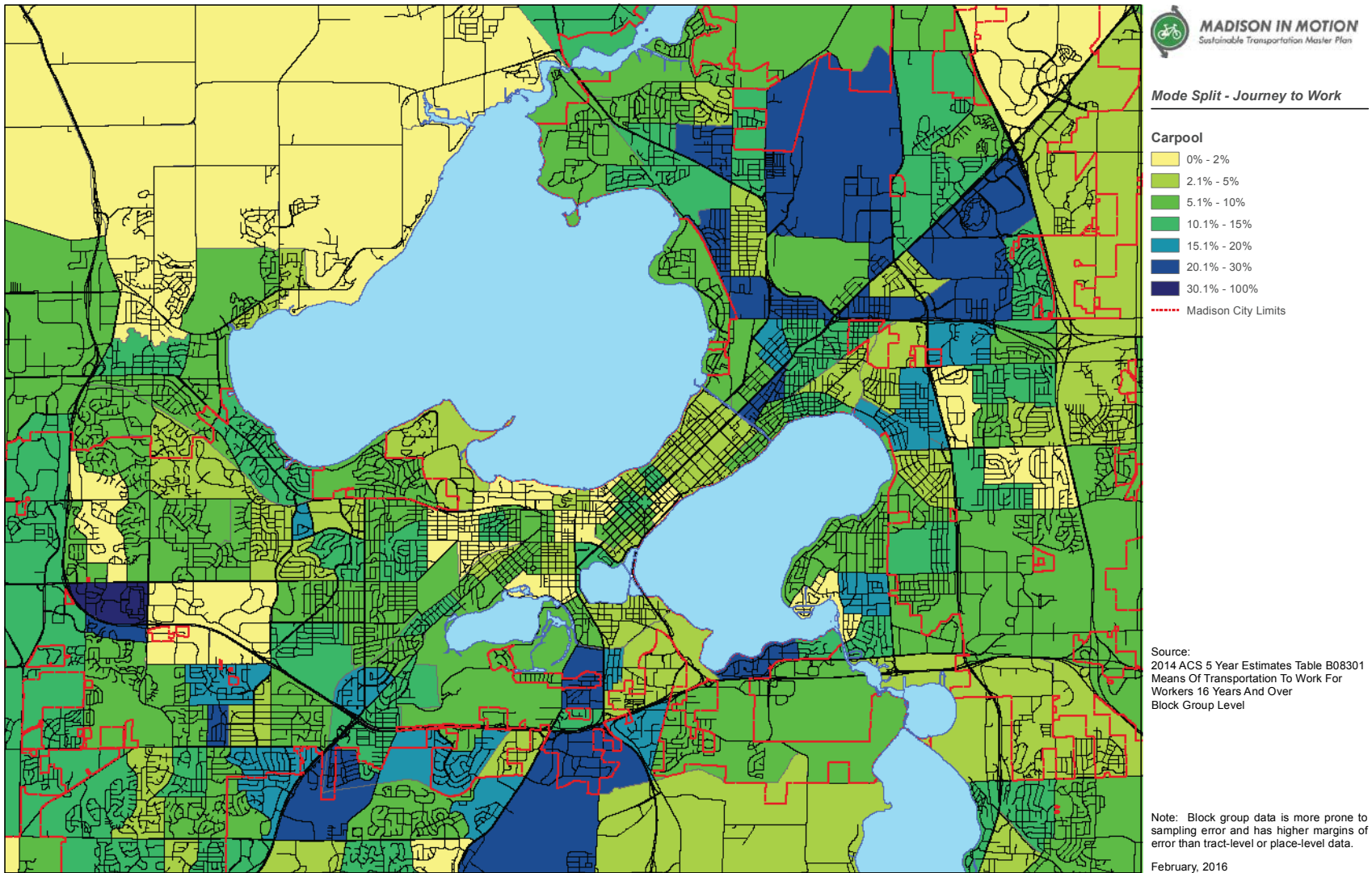


Figure 28 Mode Drive

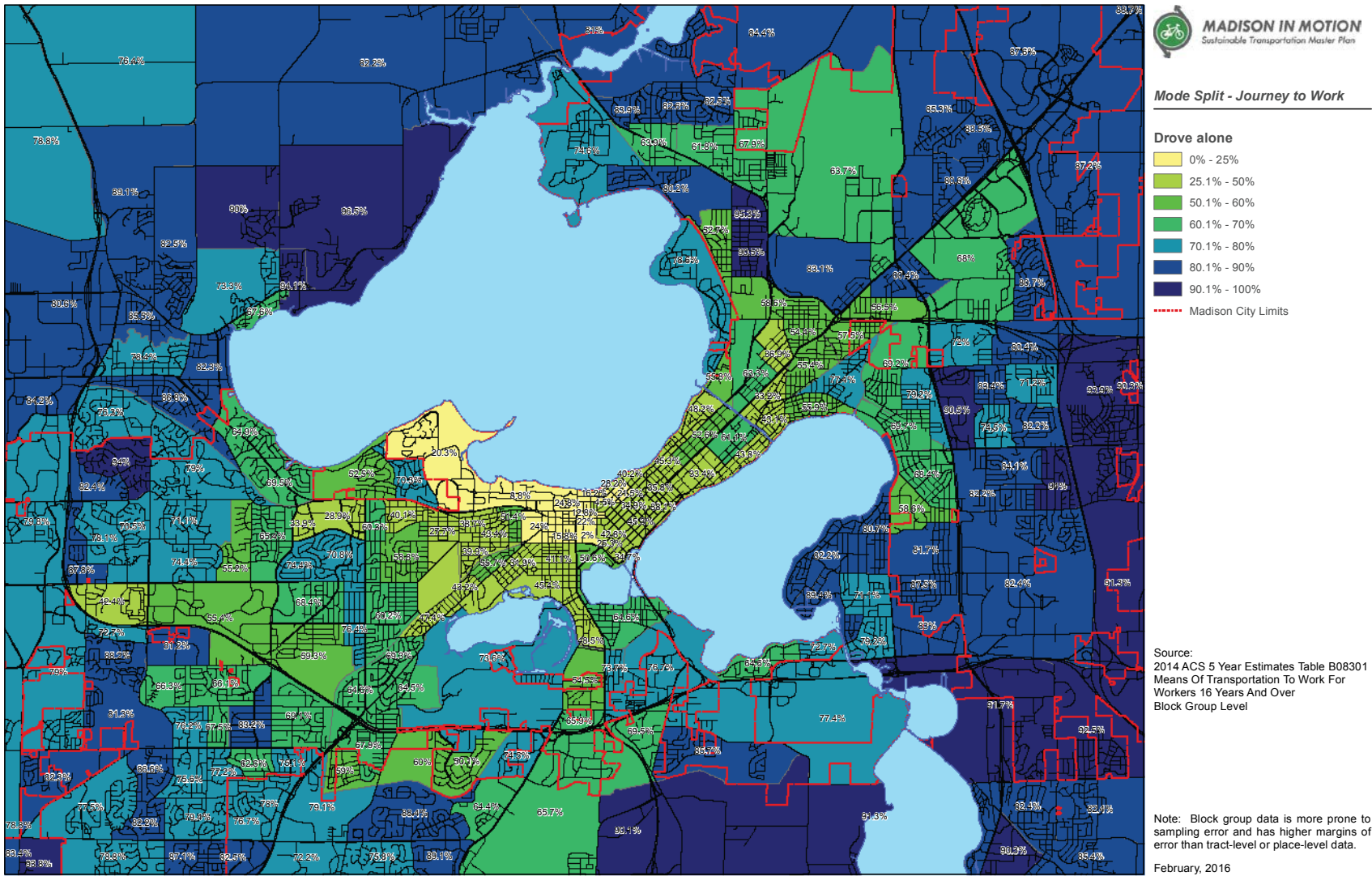


Figure 29 Mode Transit Density

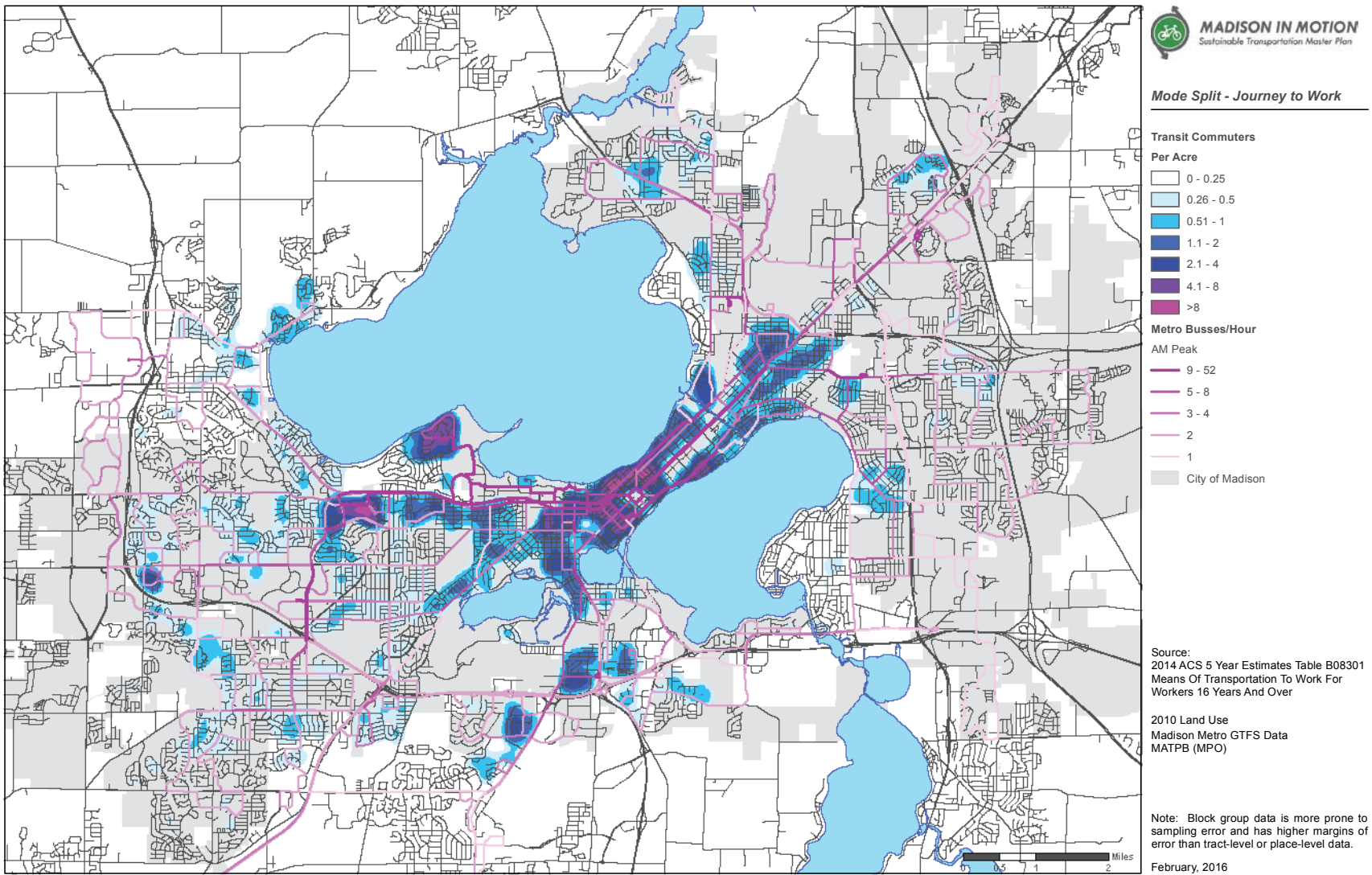


Figure 30 Mode Transit Dot

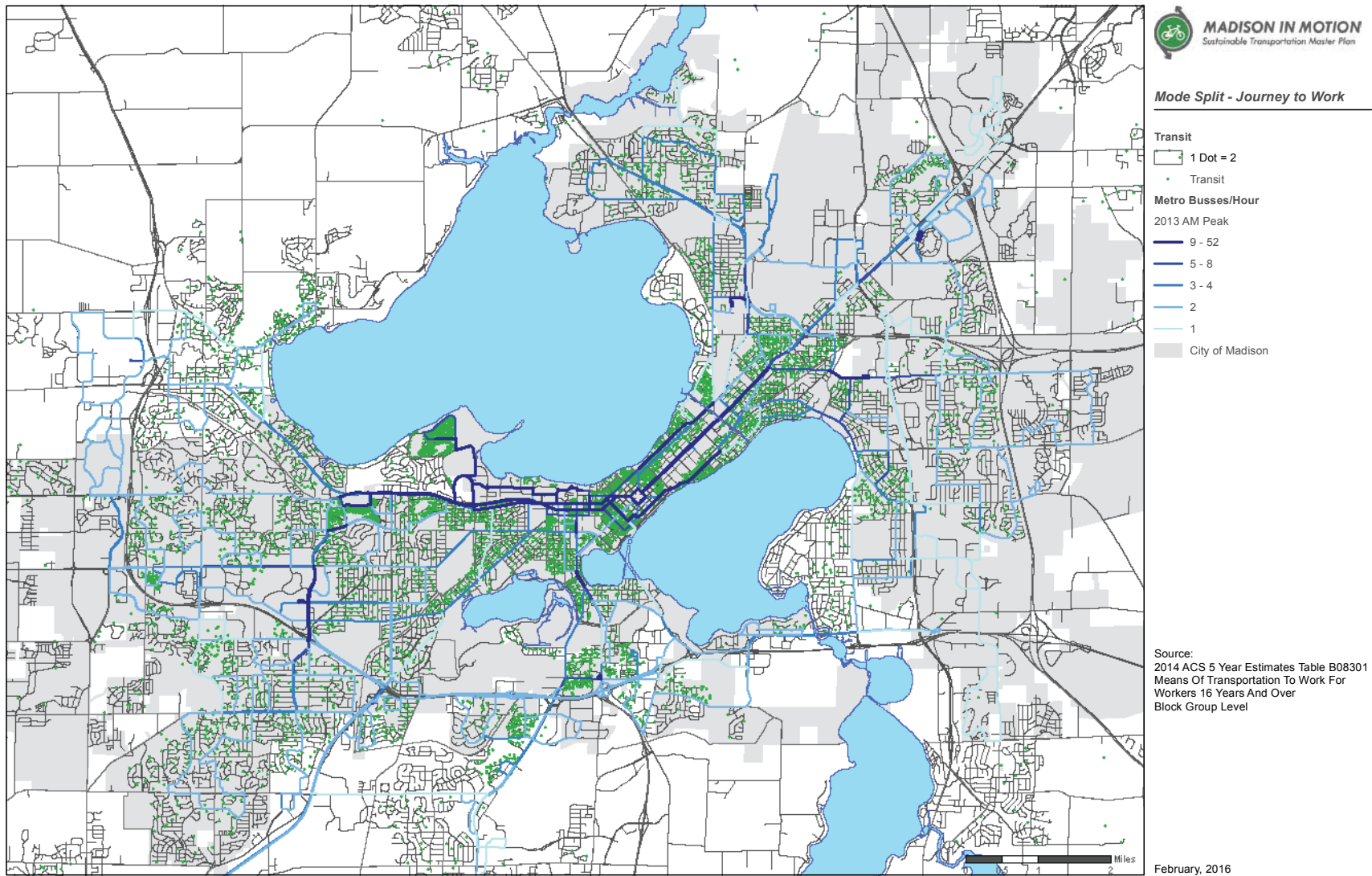


Figure 31 Mode Transit

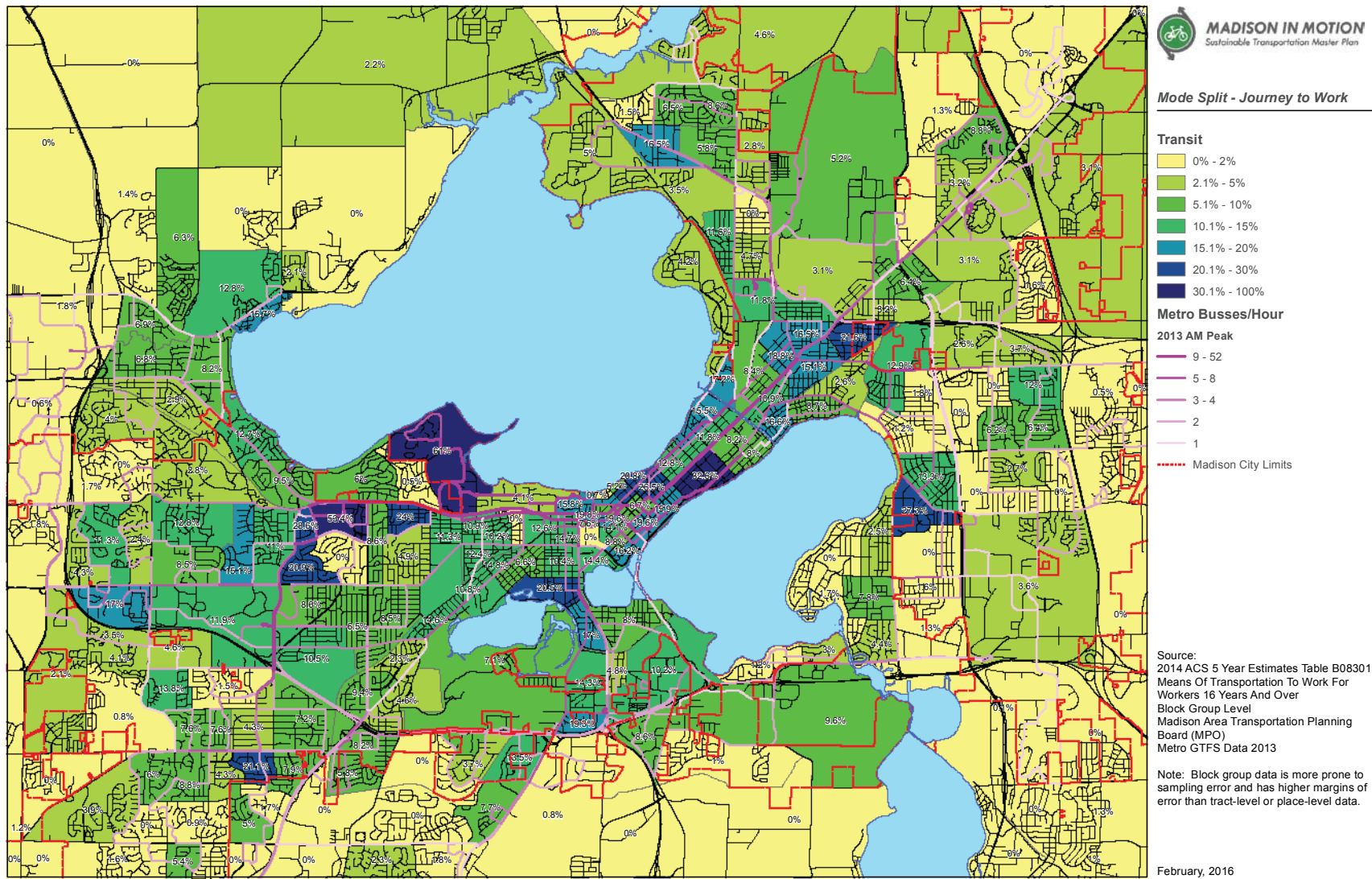


Figure 32 Mode Walk Density

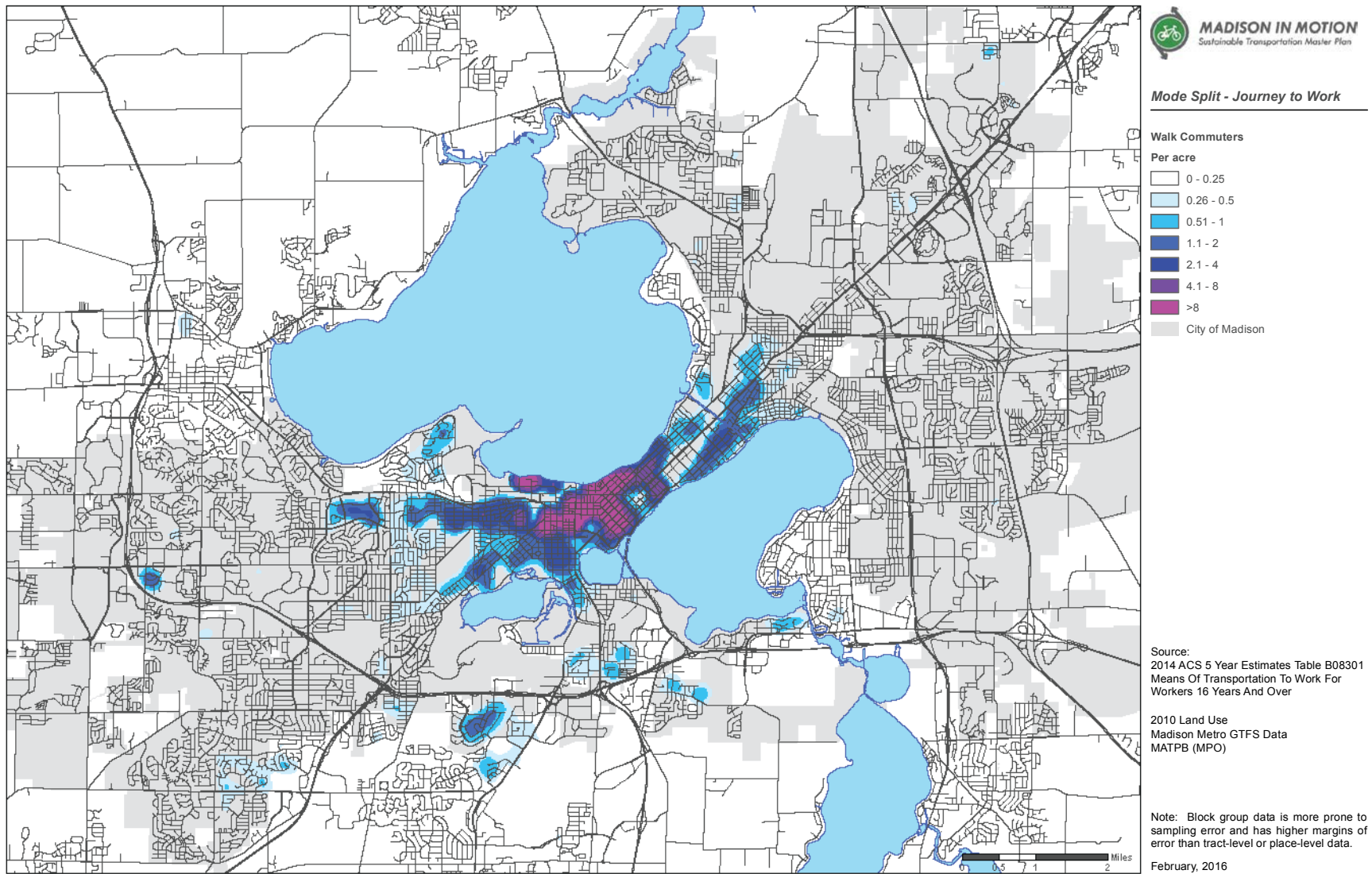


Figure 33 Mode Walk

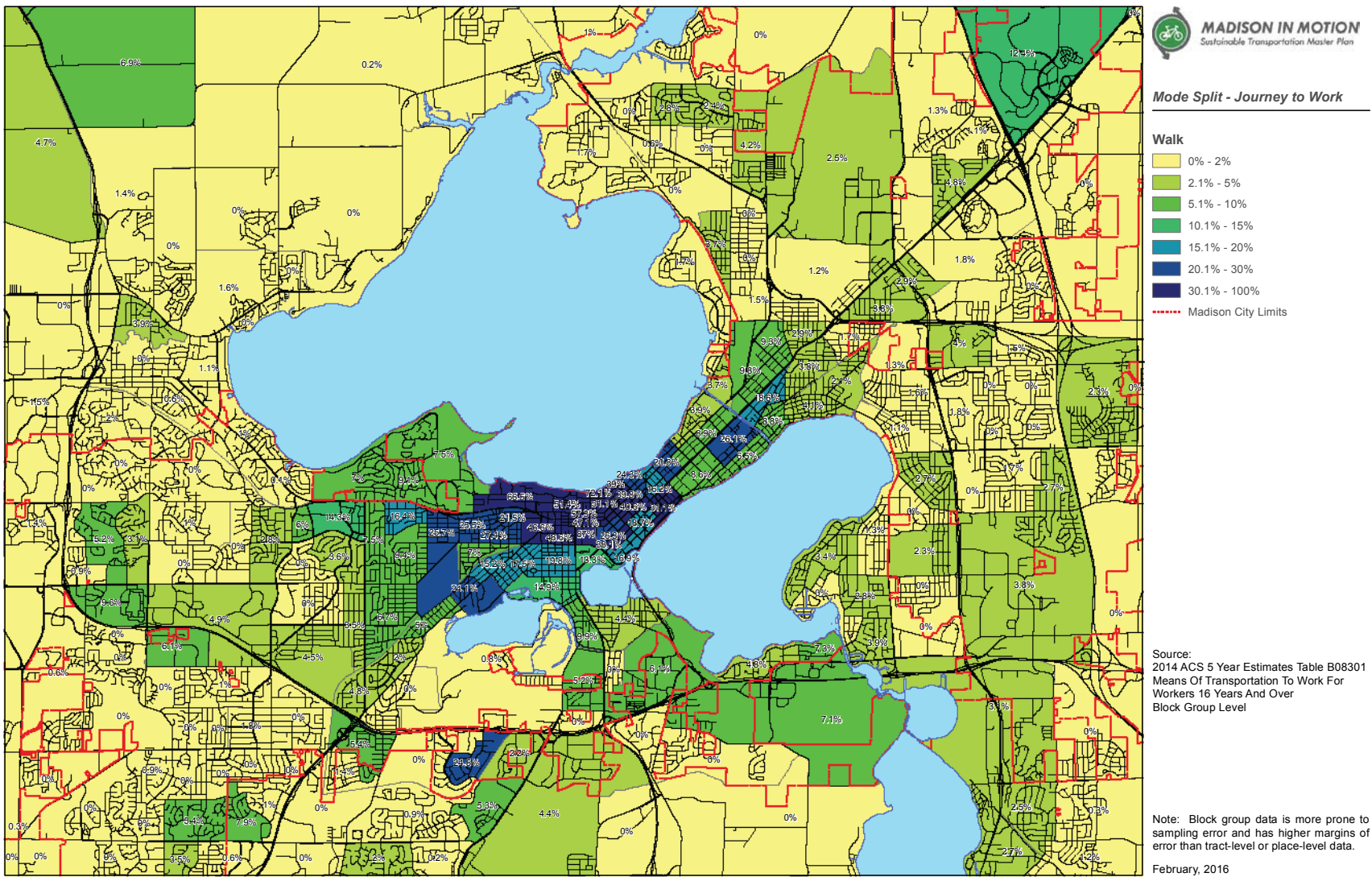


Figure 34 Mode Bike Change PRCT

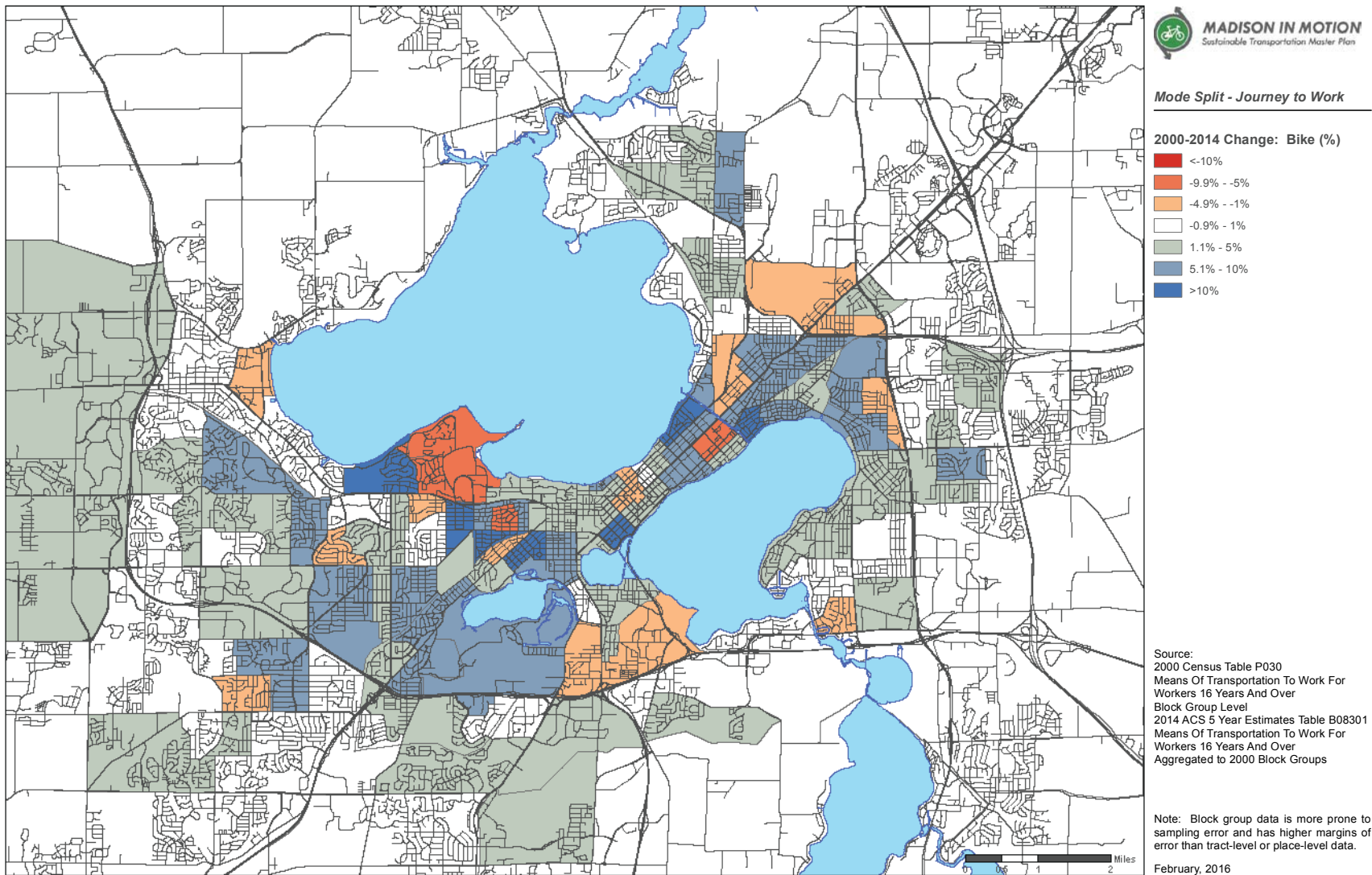


Figure 35 Mode Bike Change

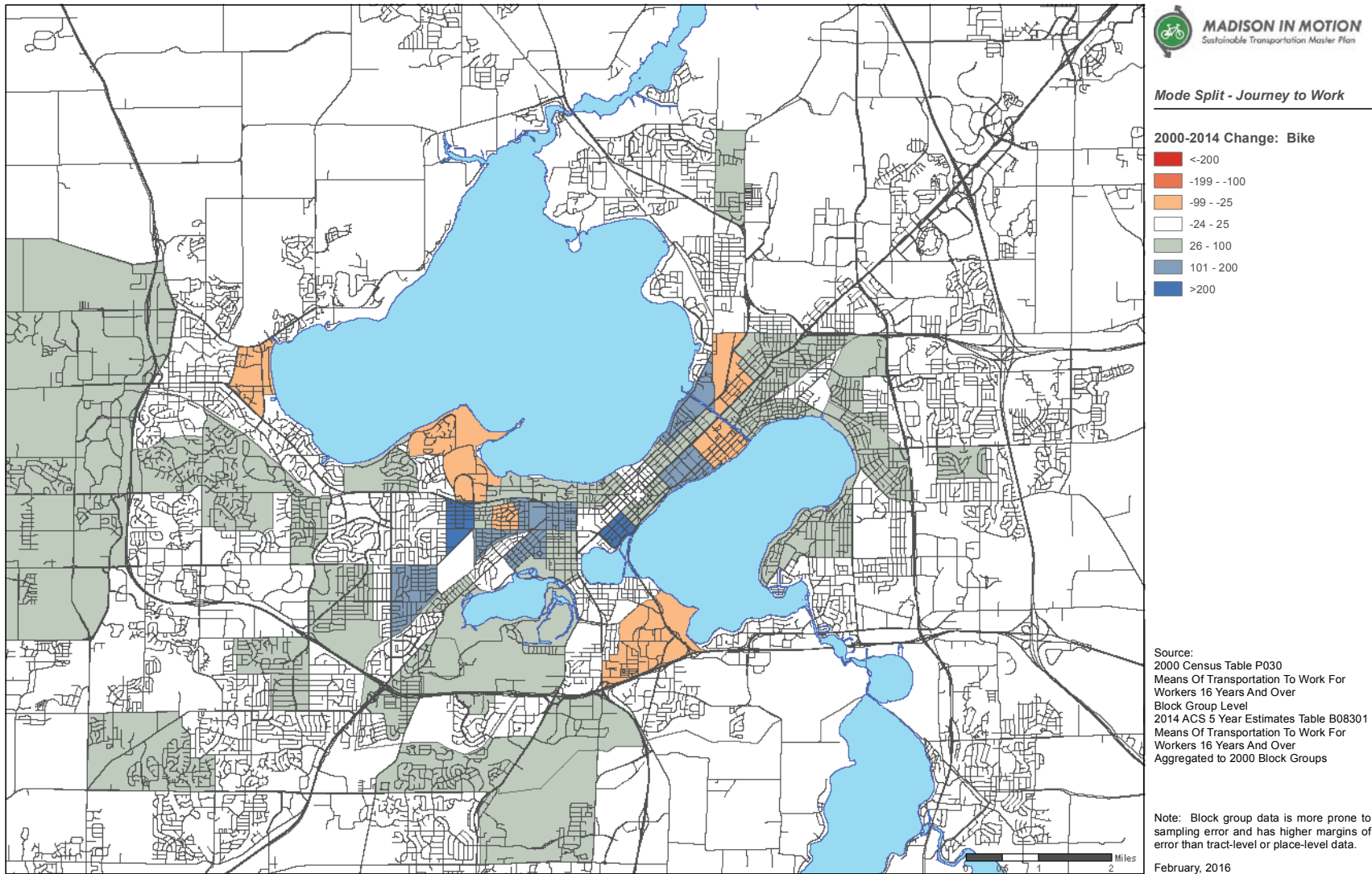


Figure 36 Mode Carpool Change PRCT

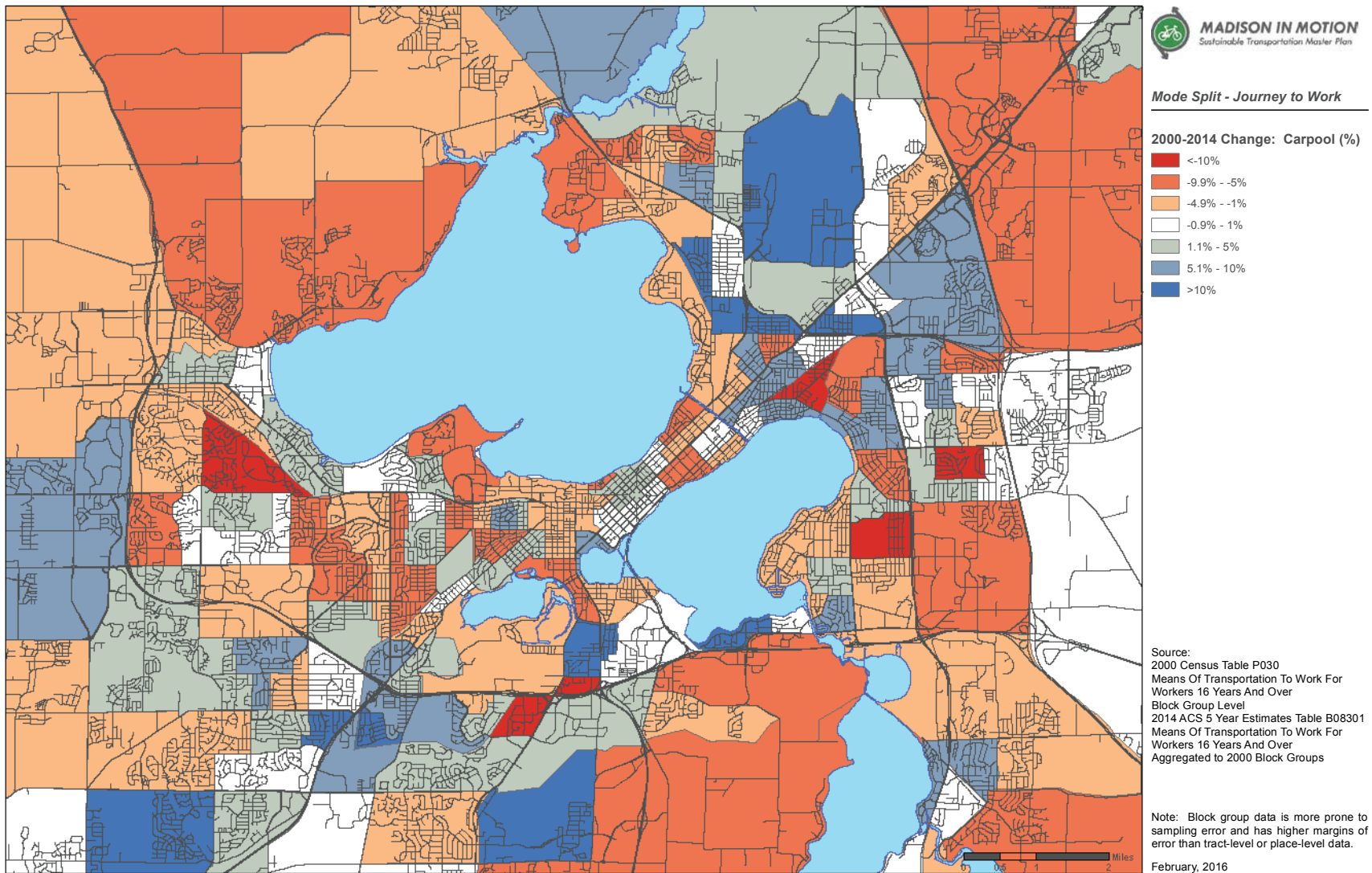


Figure 37 Mode Carpool Change

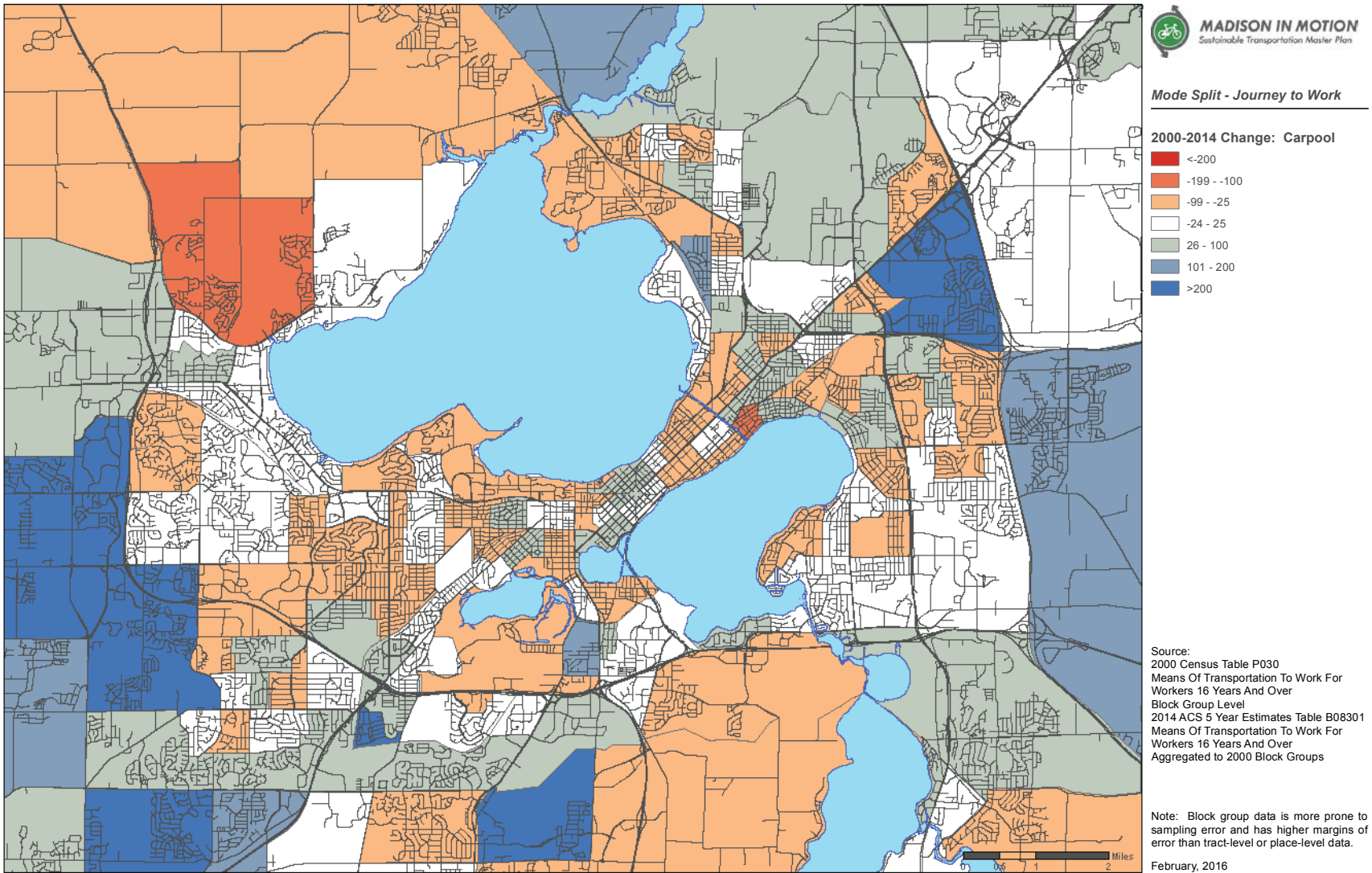


Figure 38 Mode Drove Change PRCT

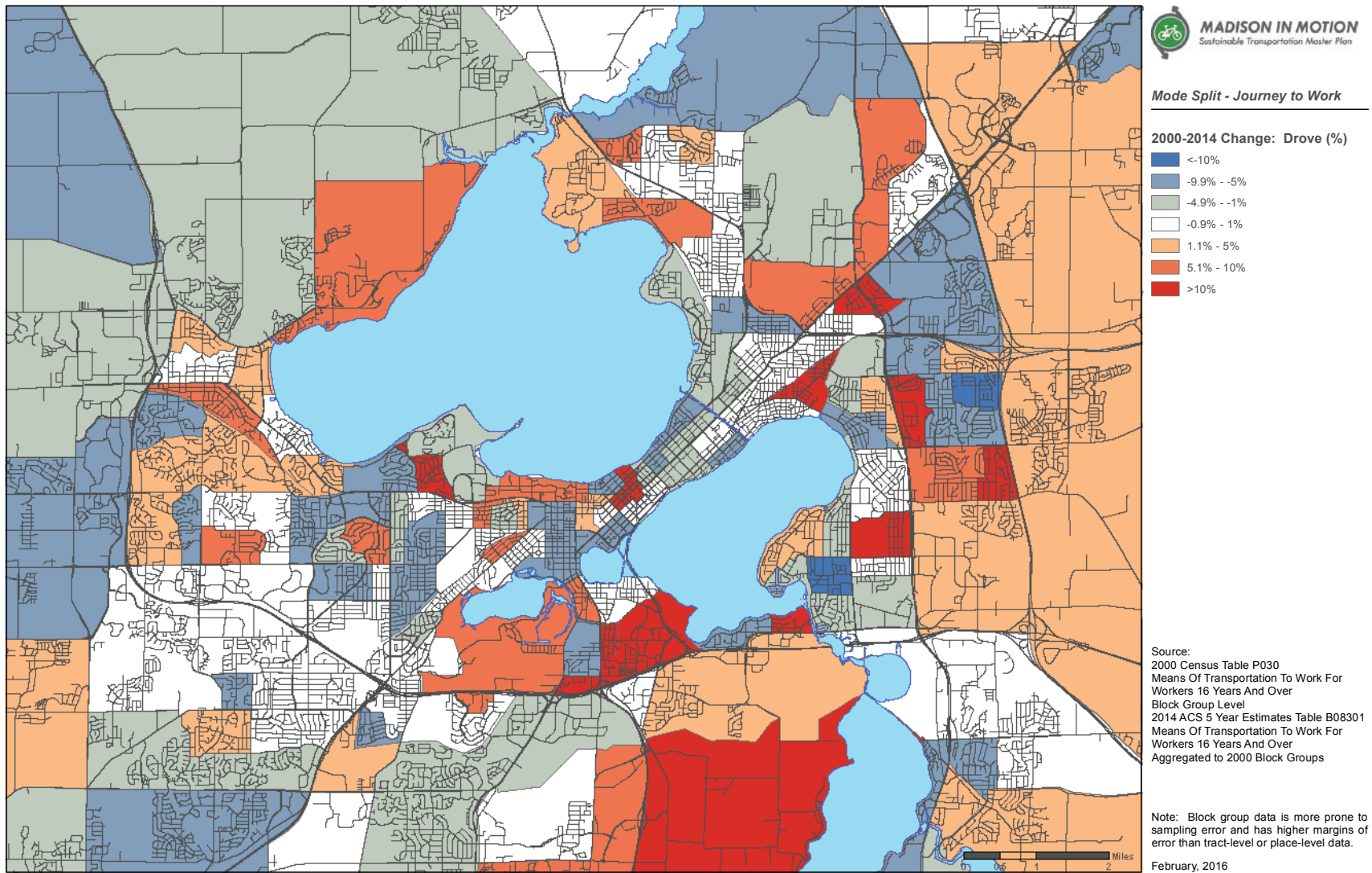


Figure 42 Mode Walk Change

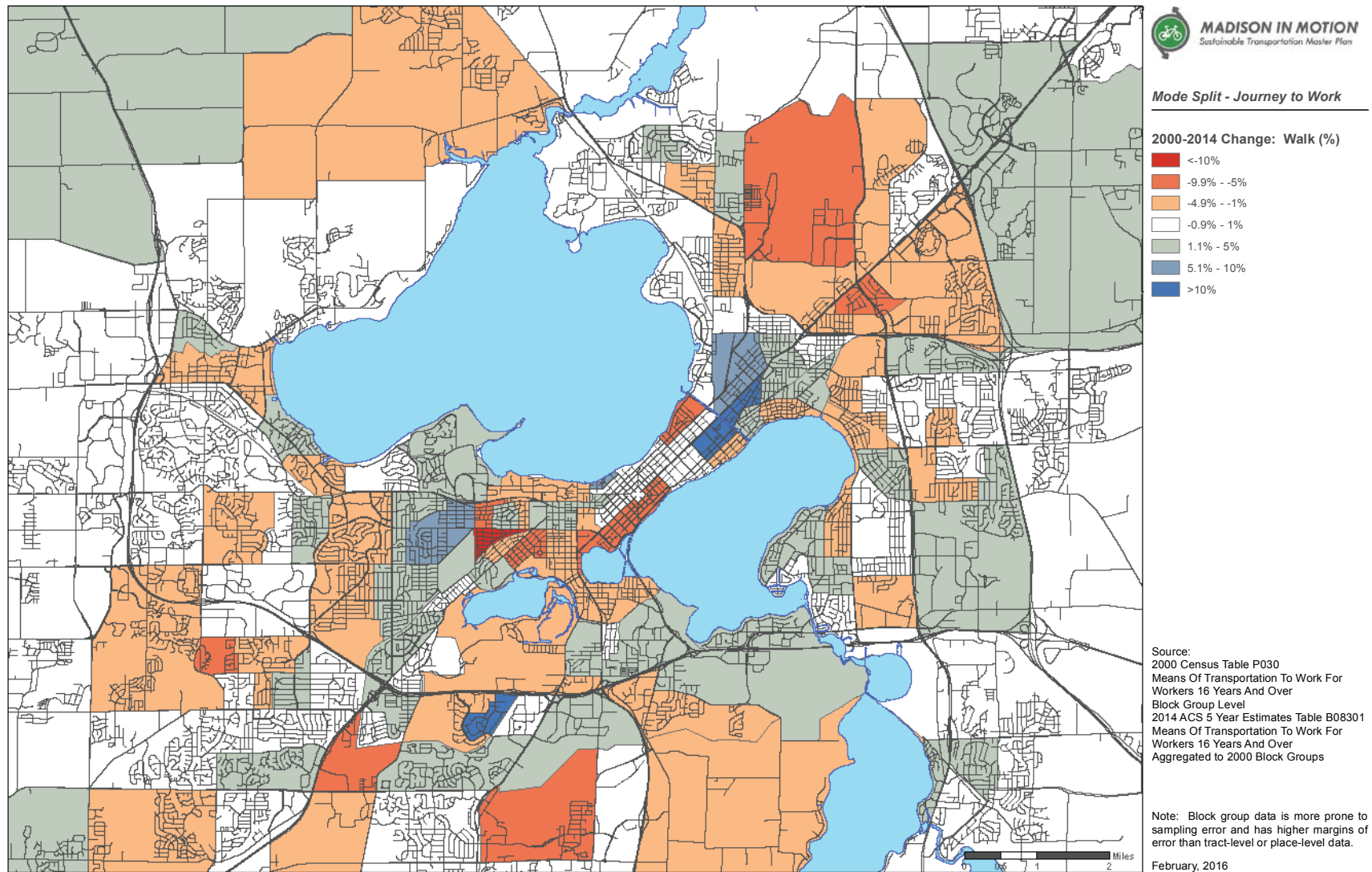


Figure 39

Mode Drove Change

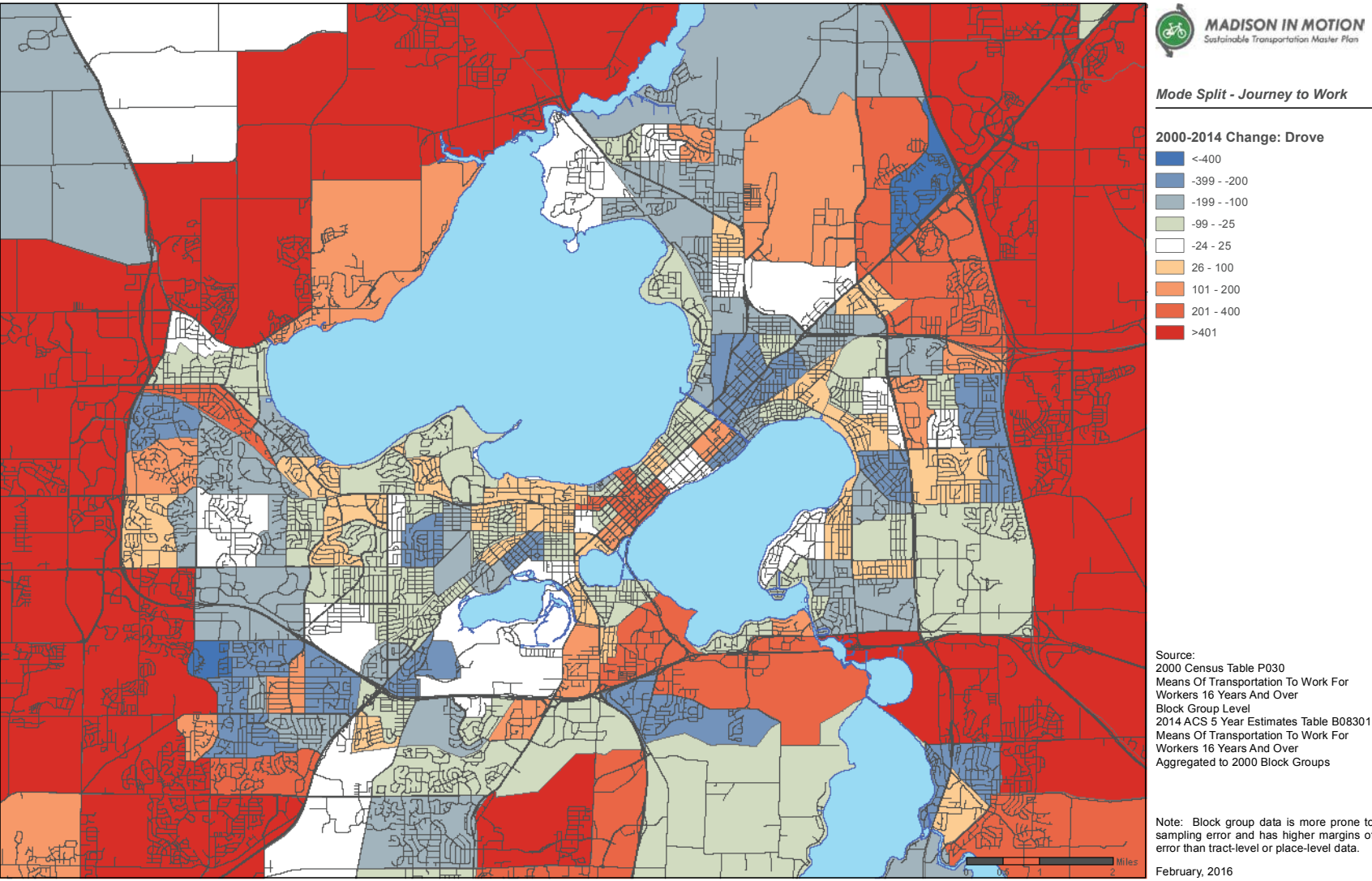


Figure 40 Mode Transit Change PRCT

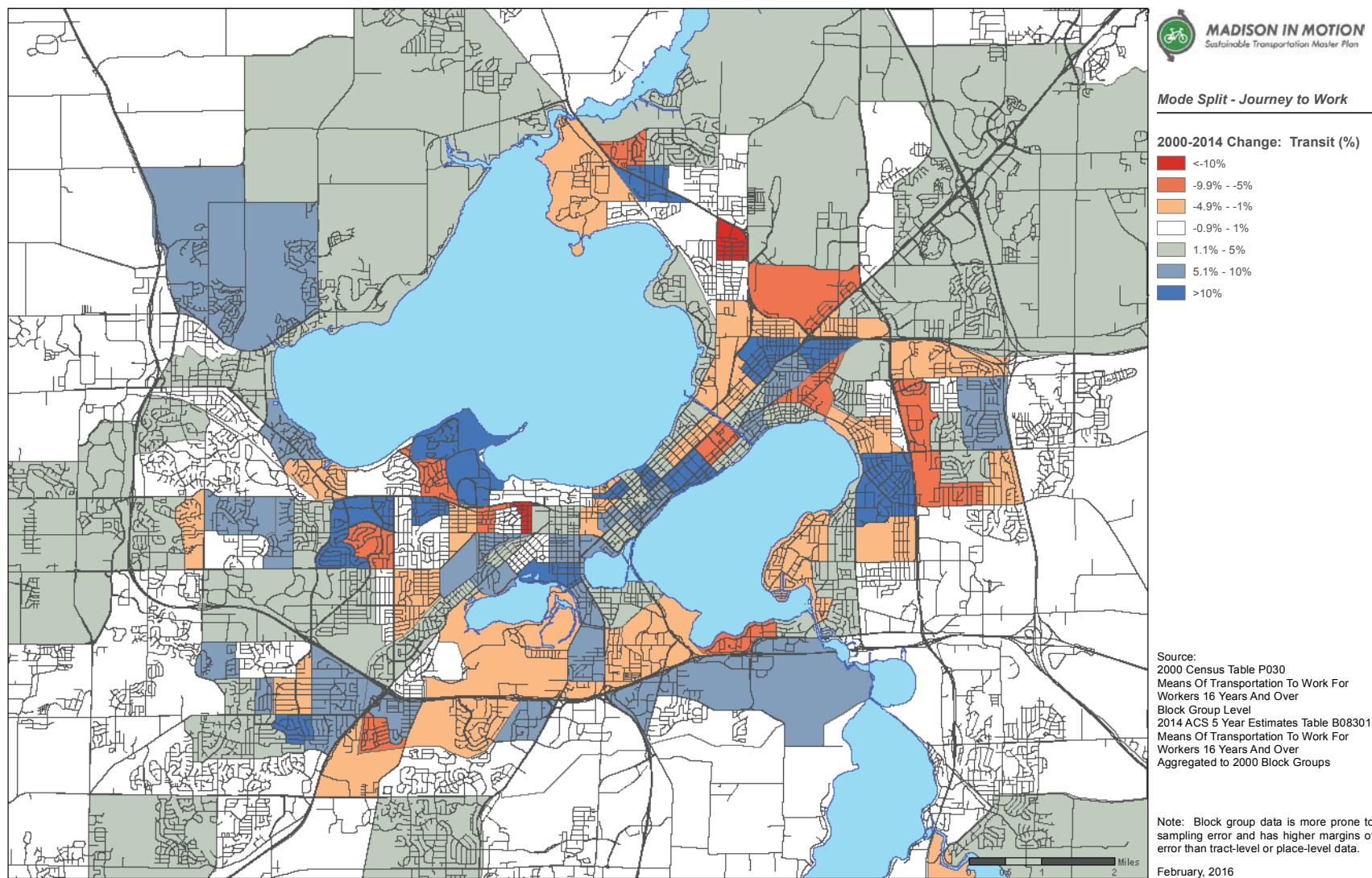


Figure 43 Mode Walk Change PRCT

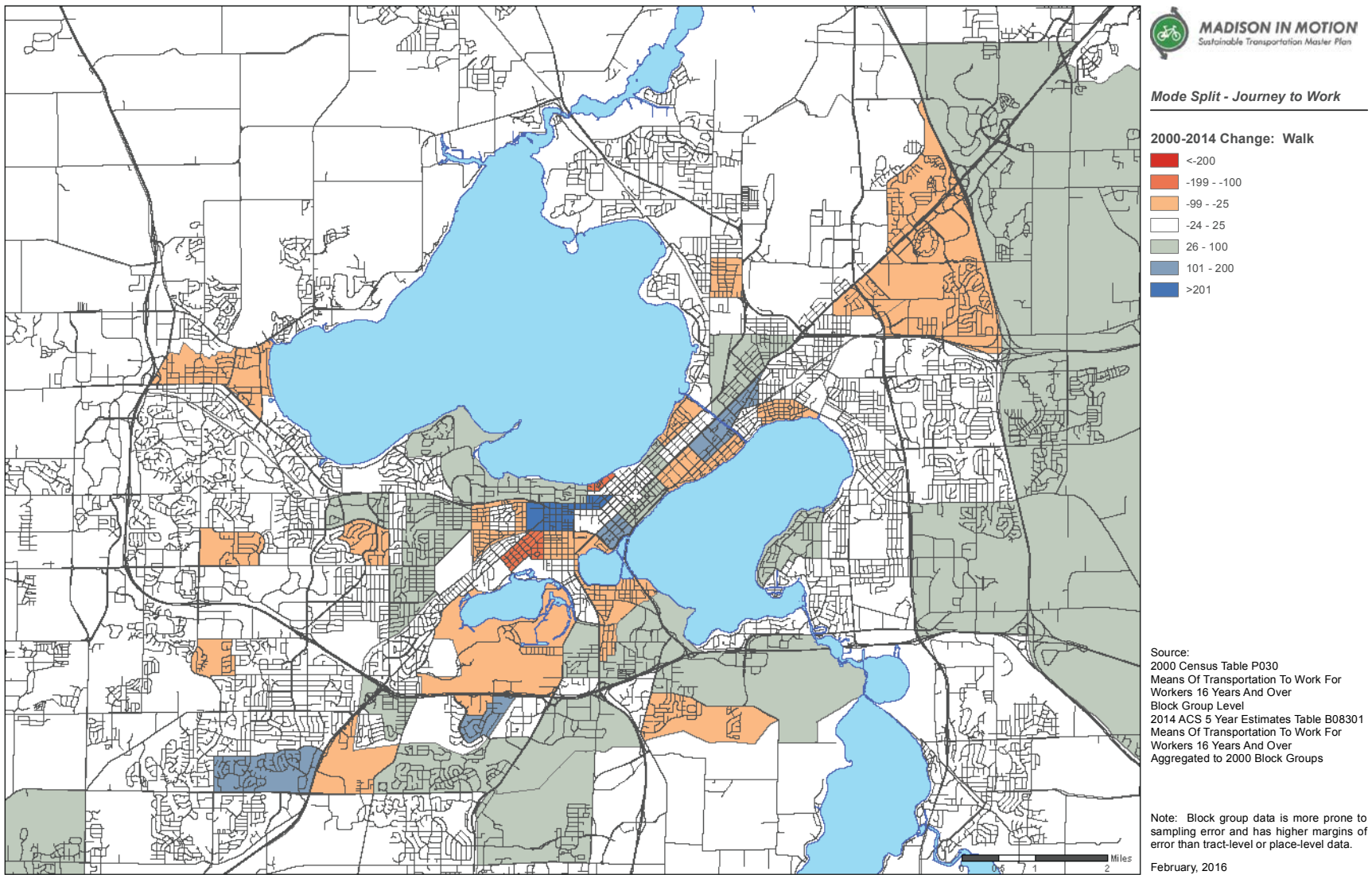


Figure 41 Mode Transit Change

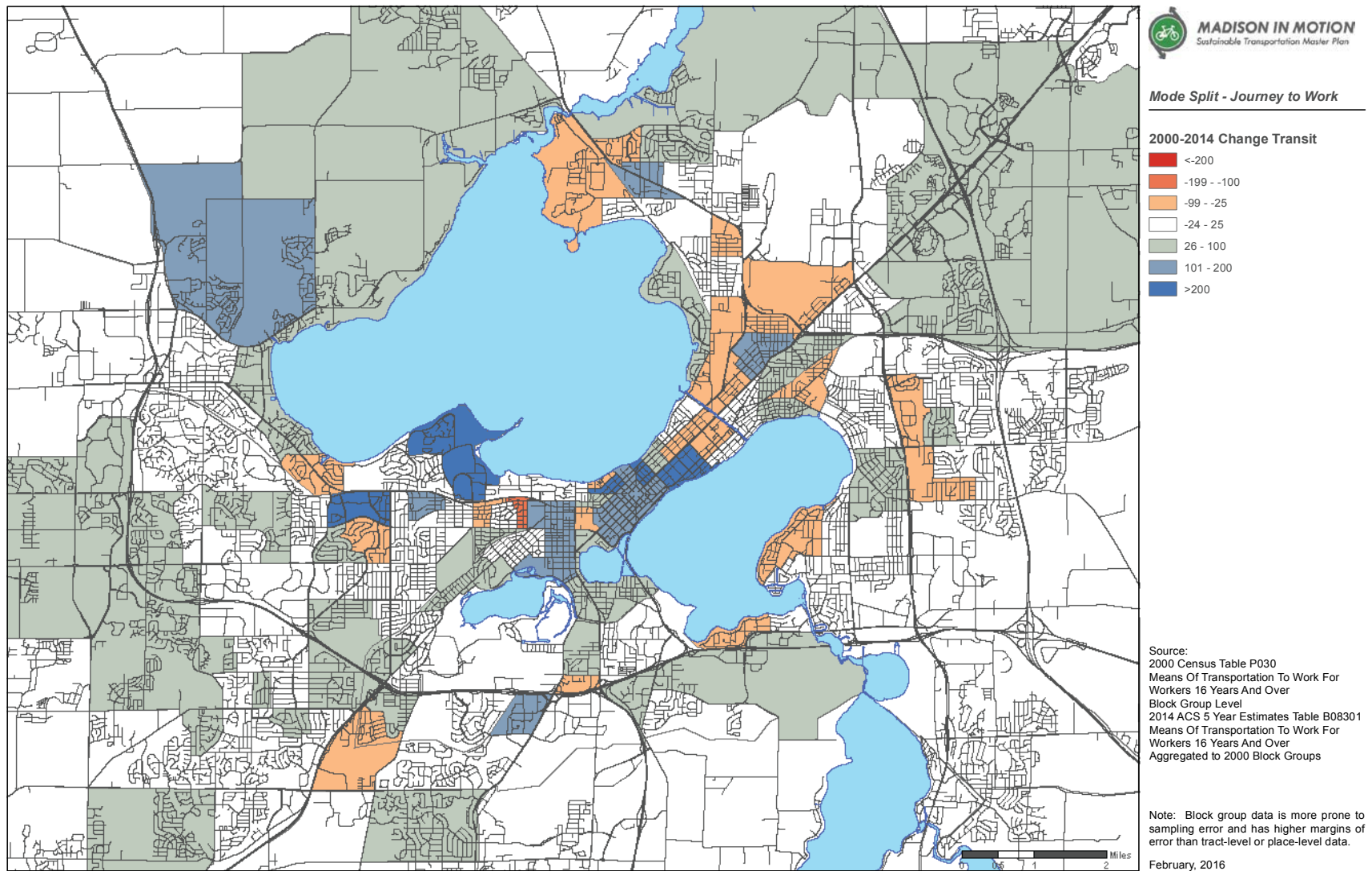


Figure 44 Population Density

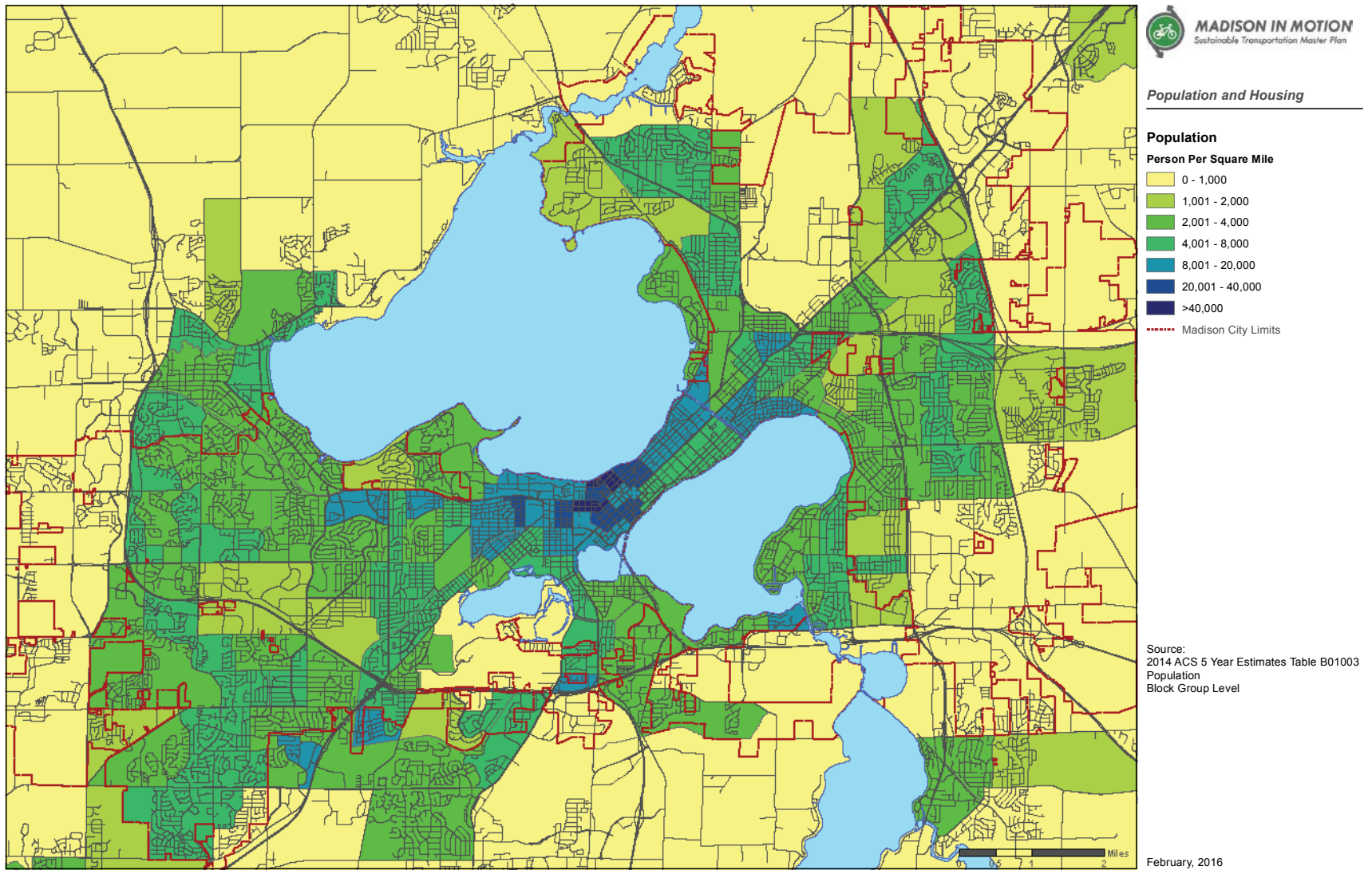


Figure 46 Population Under 18 Density with Transit

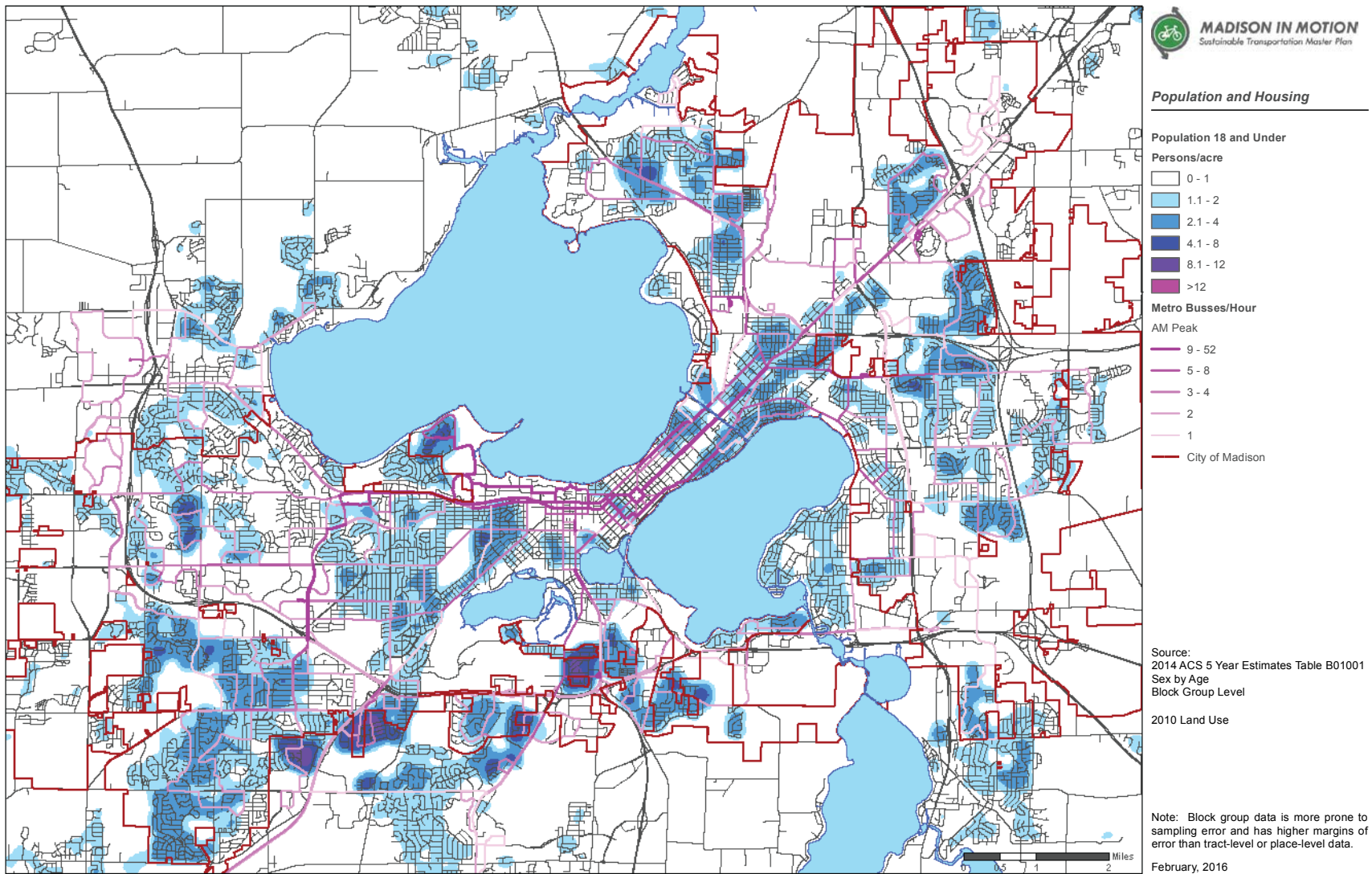


Figure 45 Population Persons of Color

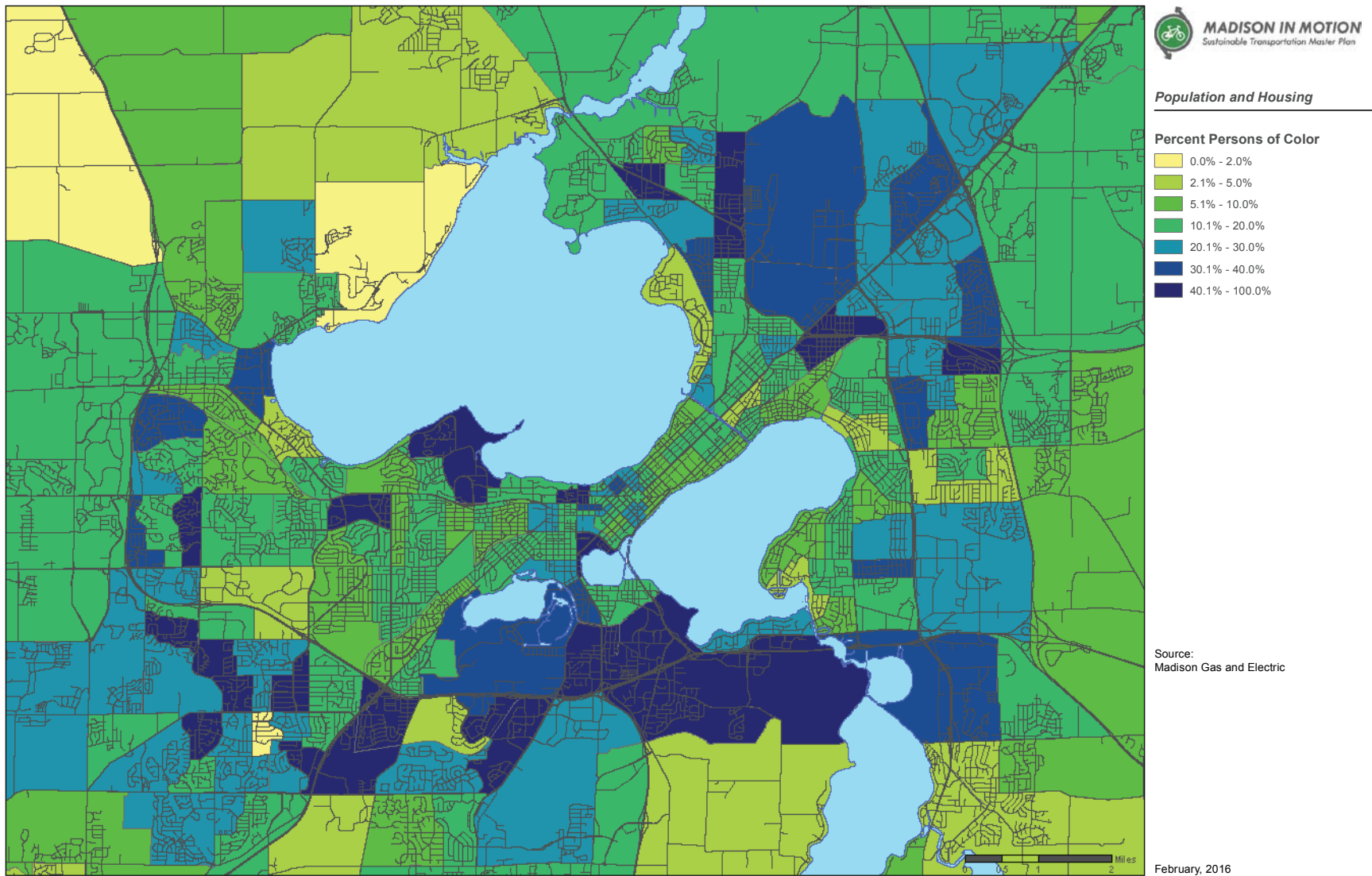


Figure 47 Population Under 18 Density

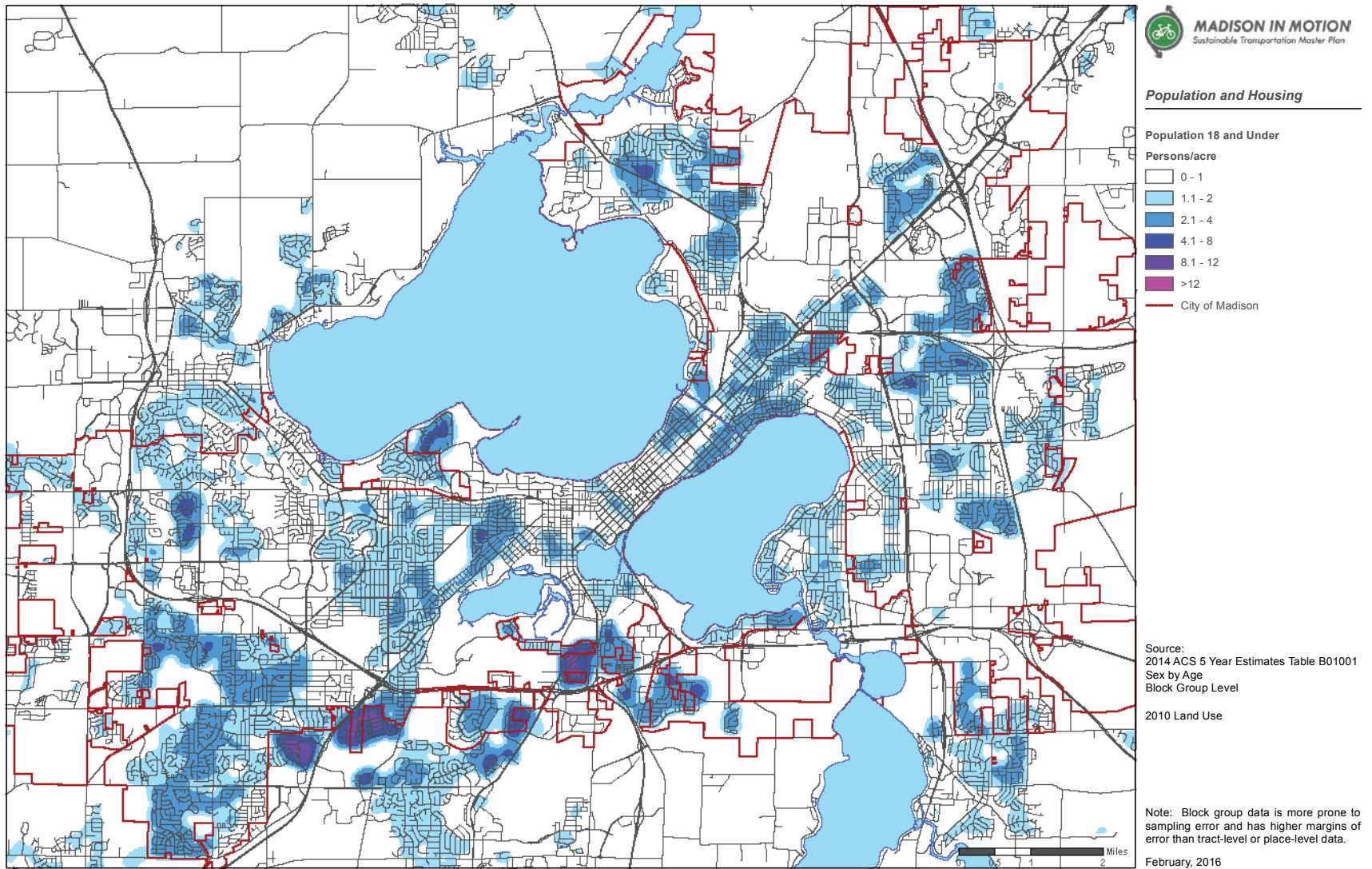


Figure 48 Population Over 60 Density with Transit

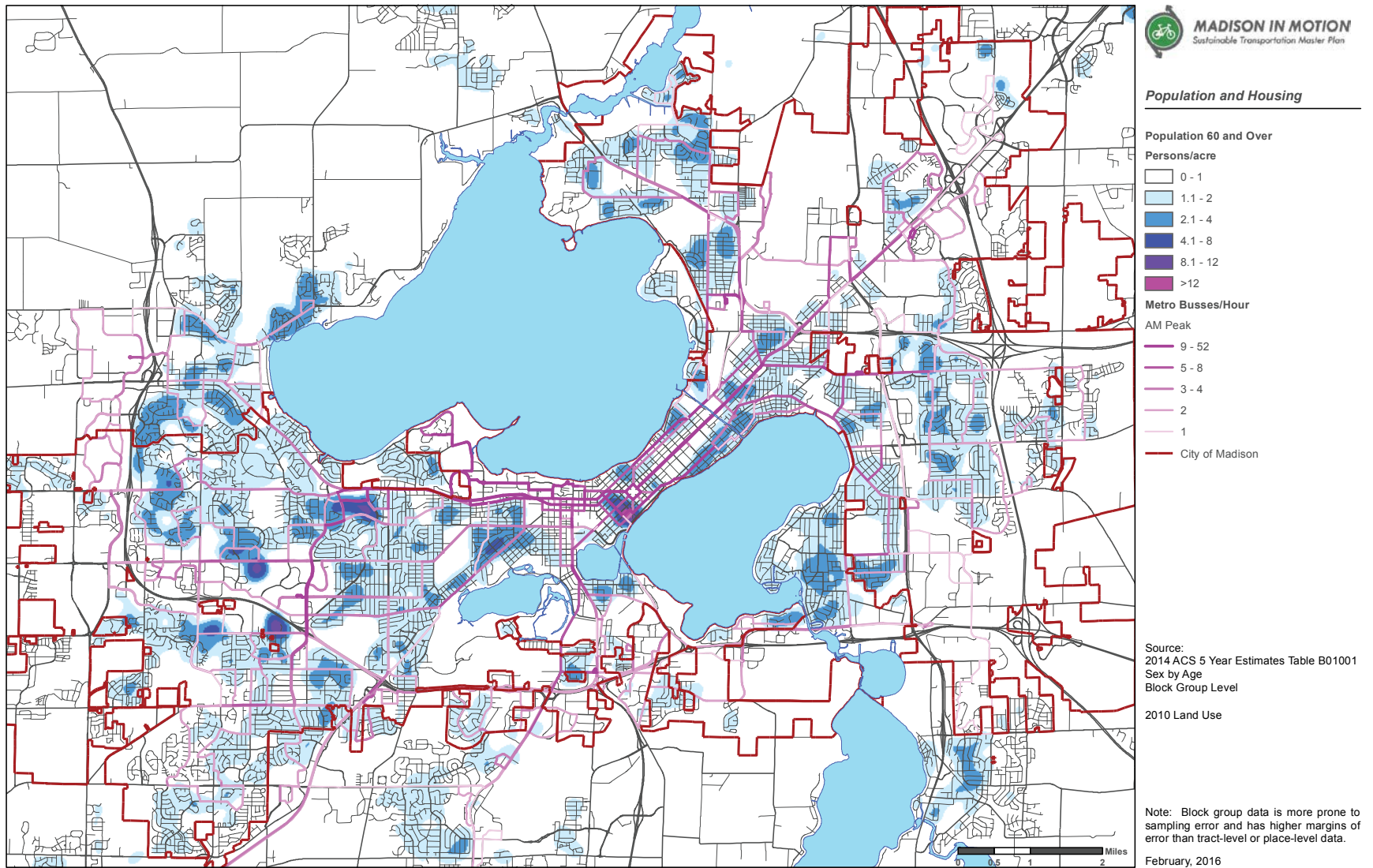


Figure 49 Population Over 60 Density

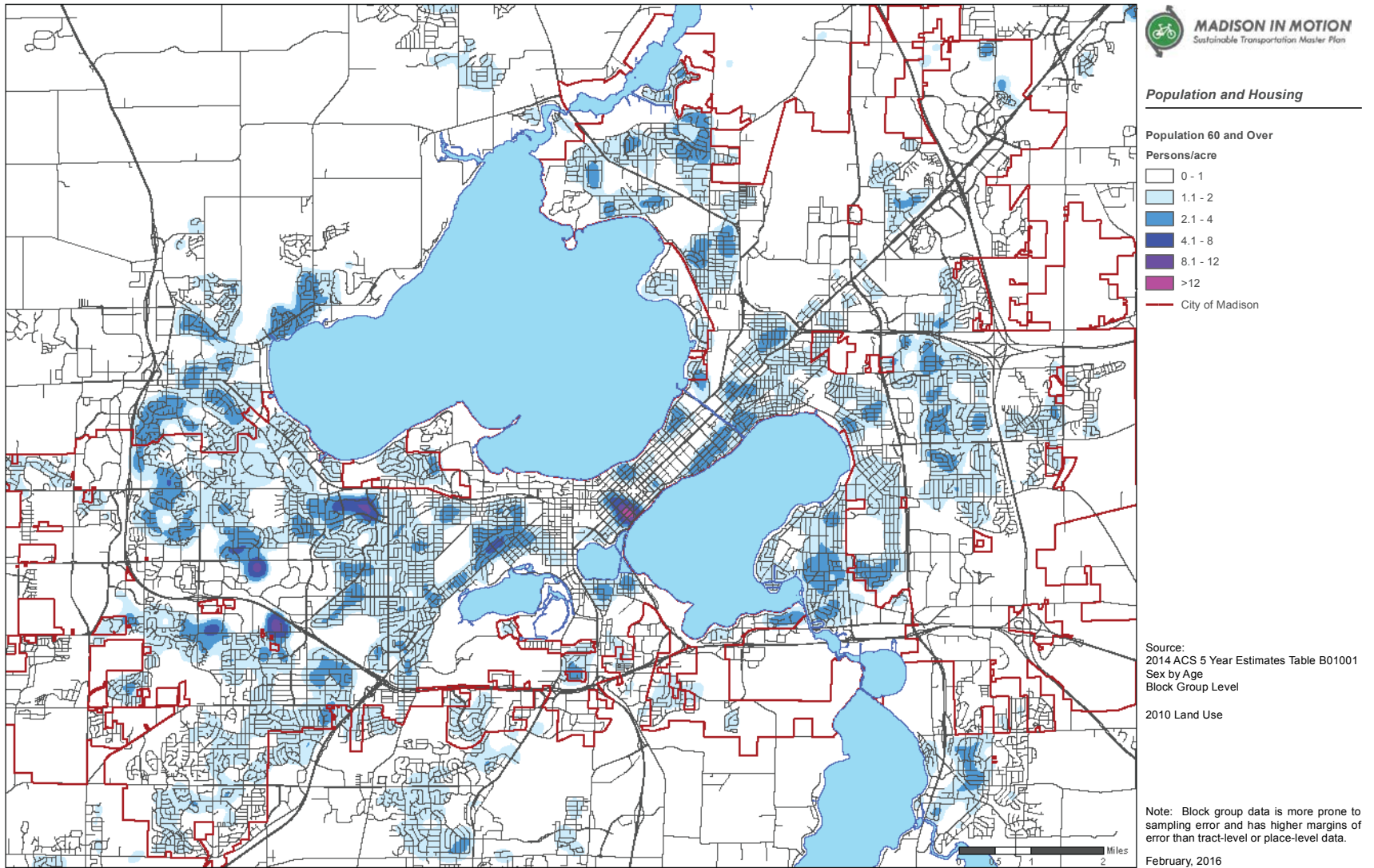


Figure 50 Poverty 100

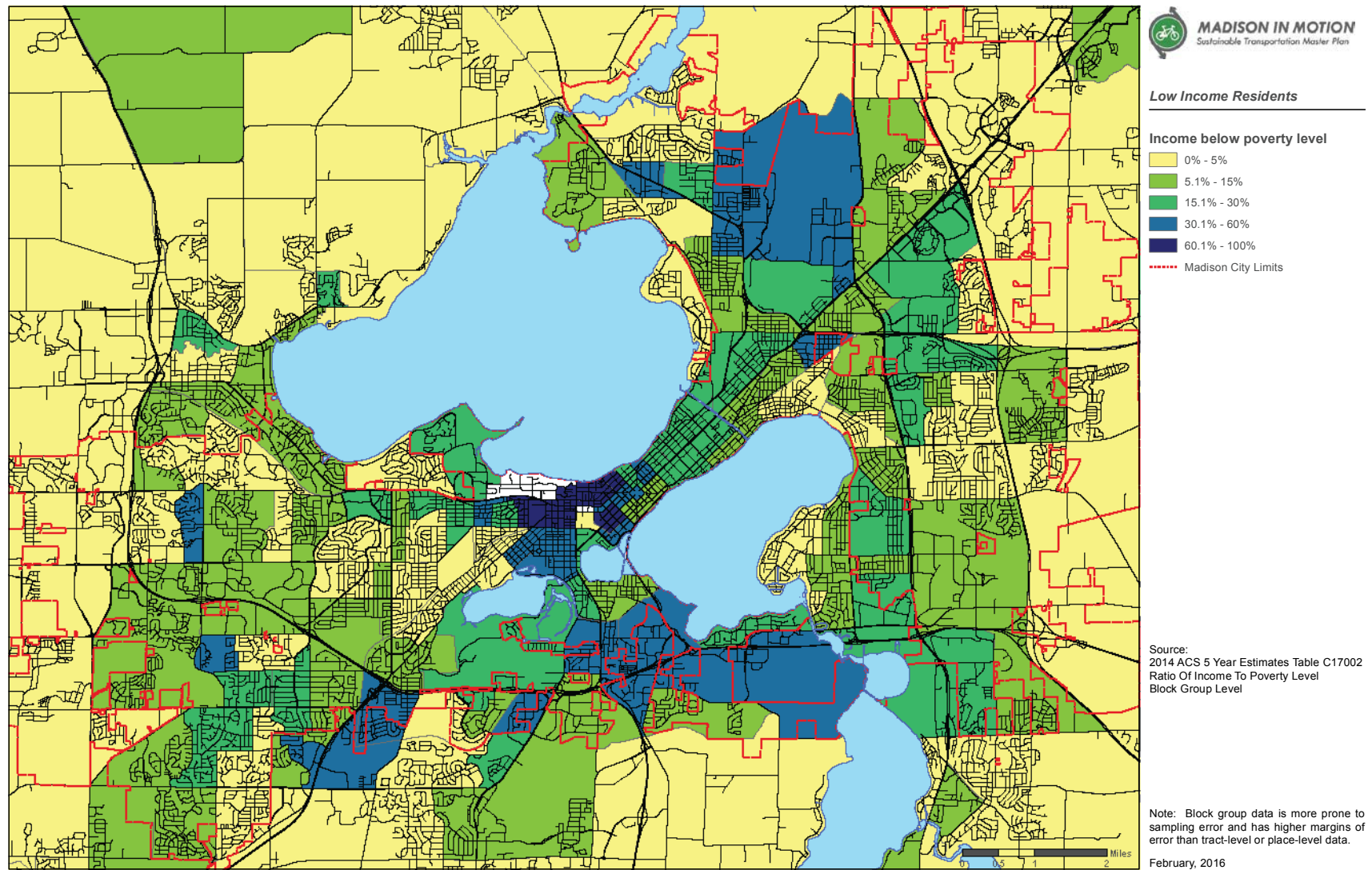


Figure 51 Poverty 200

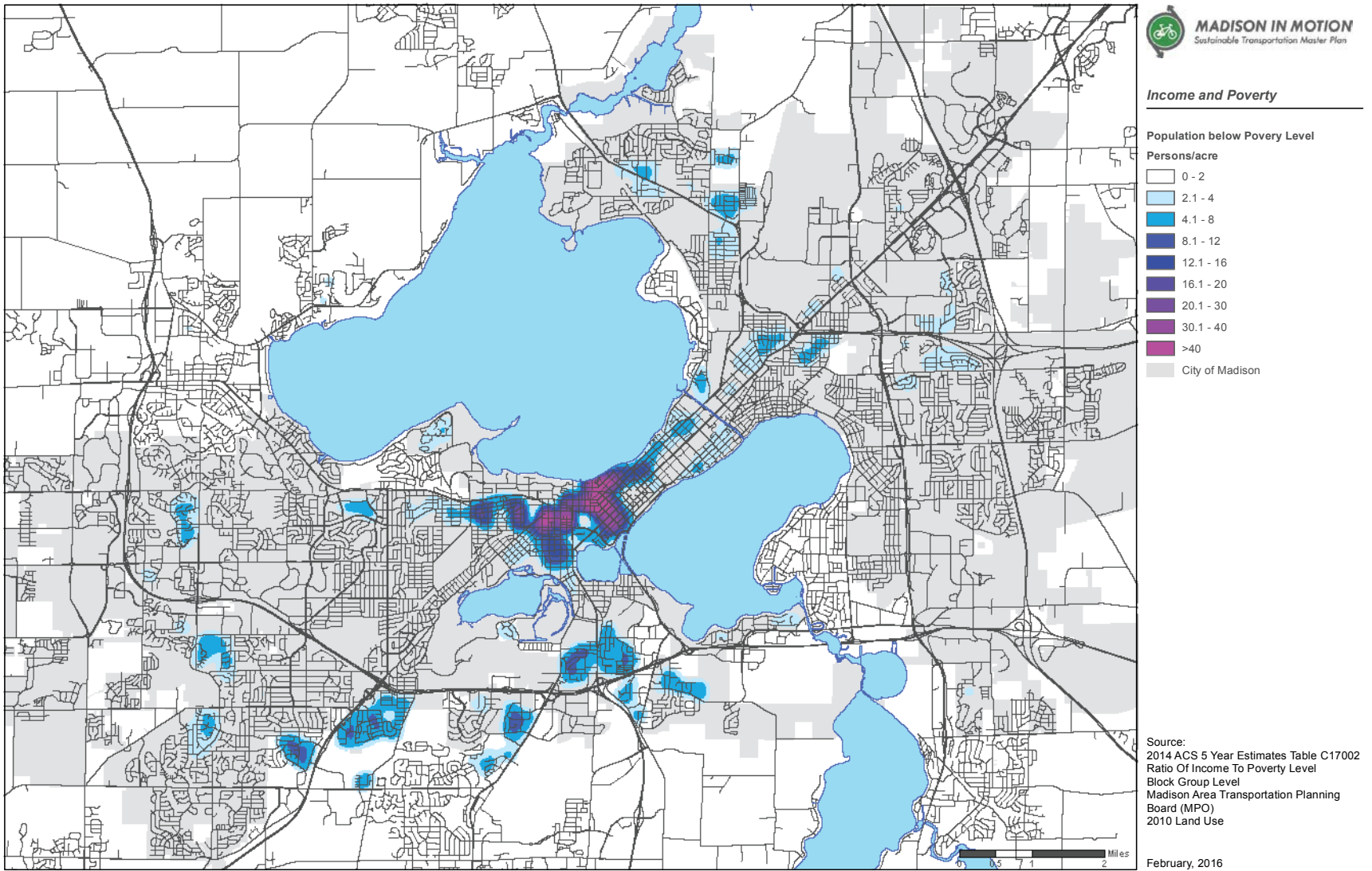


Figure 52 Poverty 200 BG

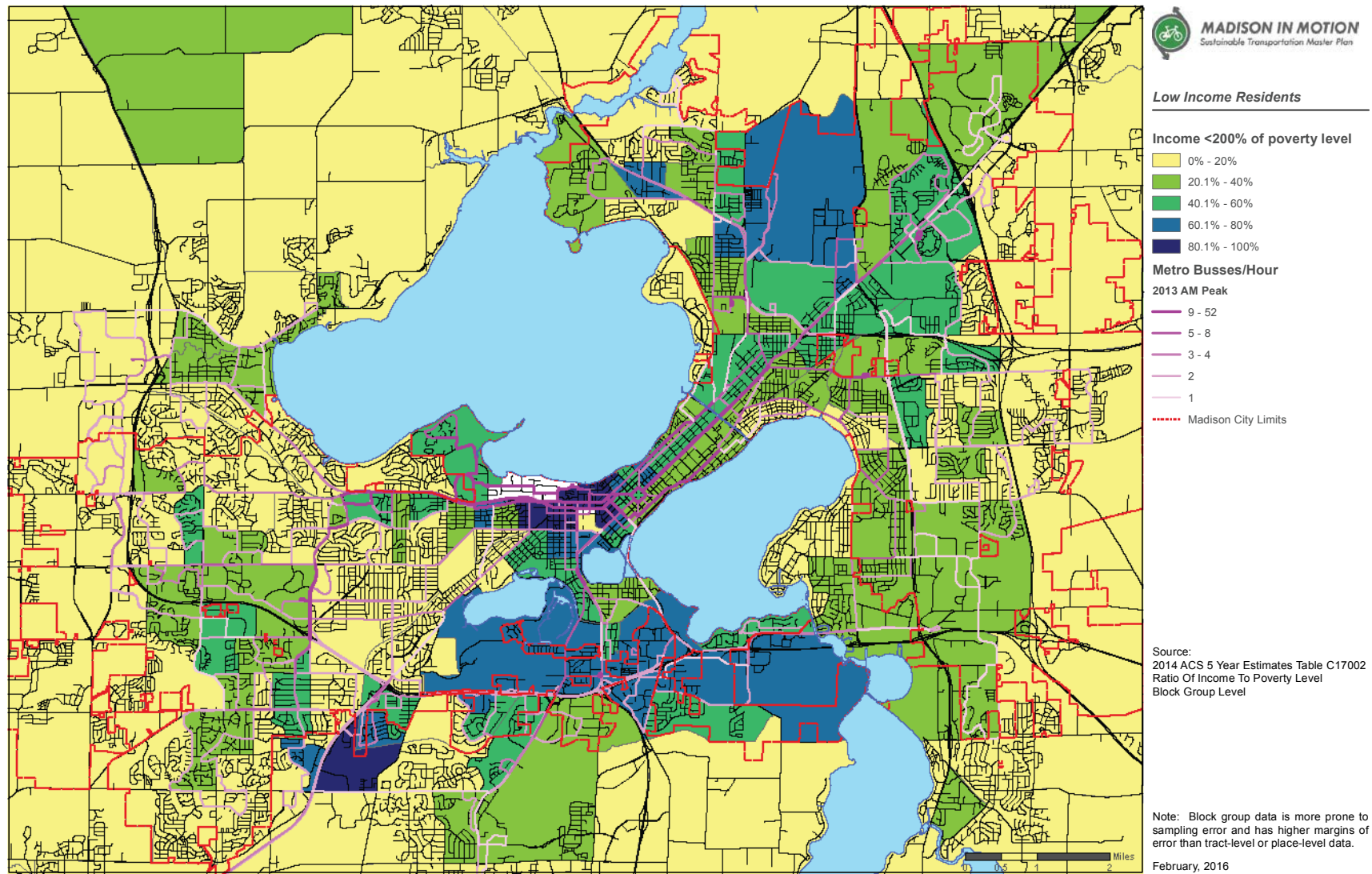


Figure 53 Poverty 200 Density

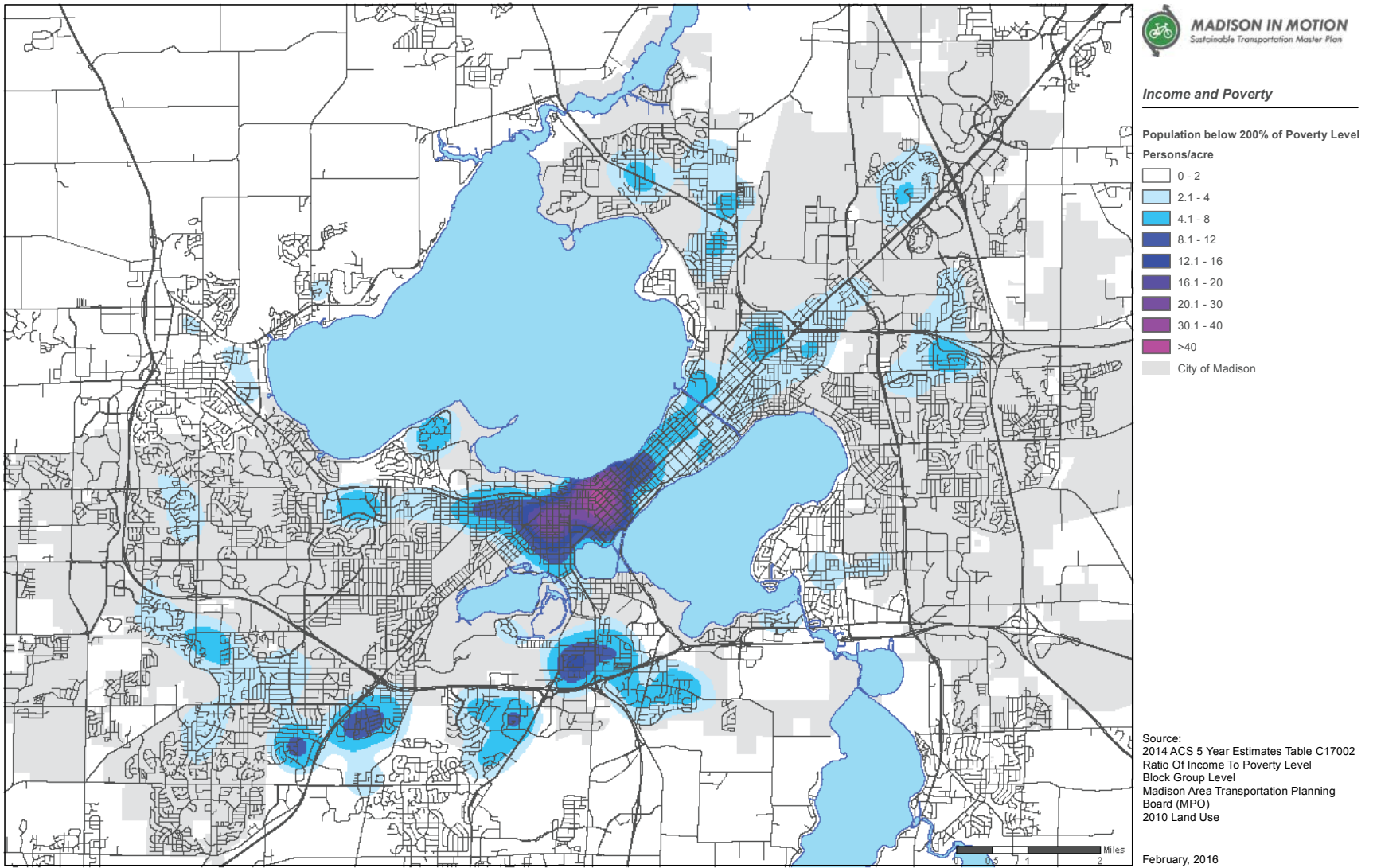


Figure 54 Poverty Concentrated Low Income Areas

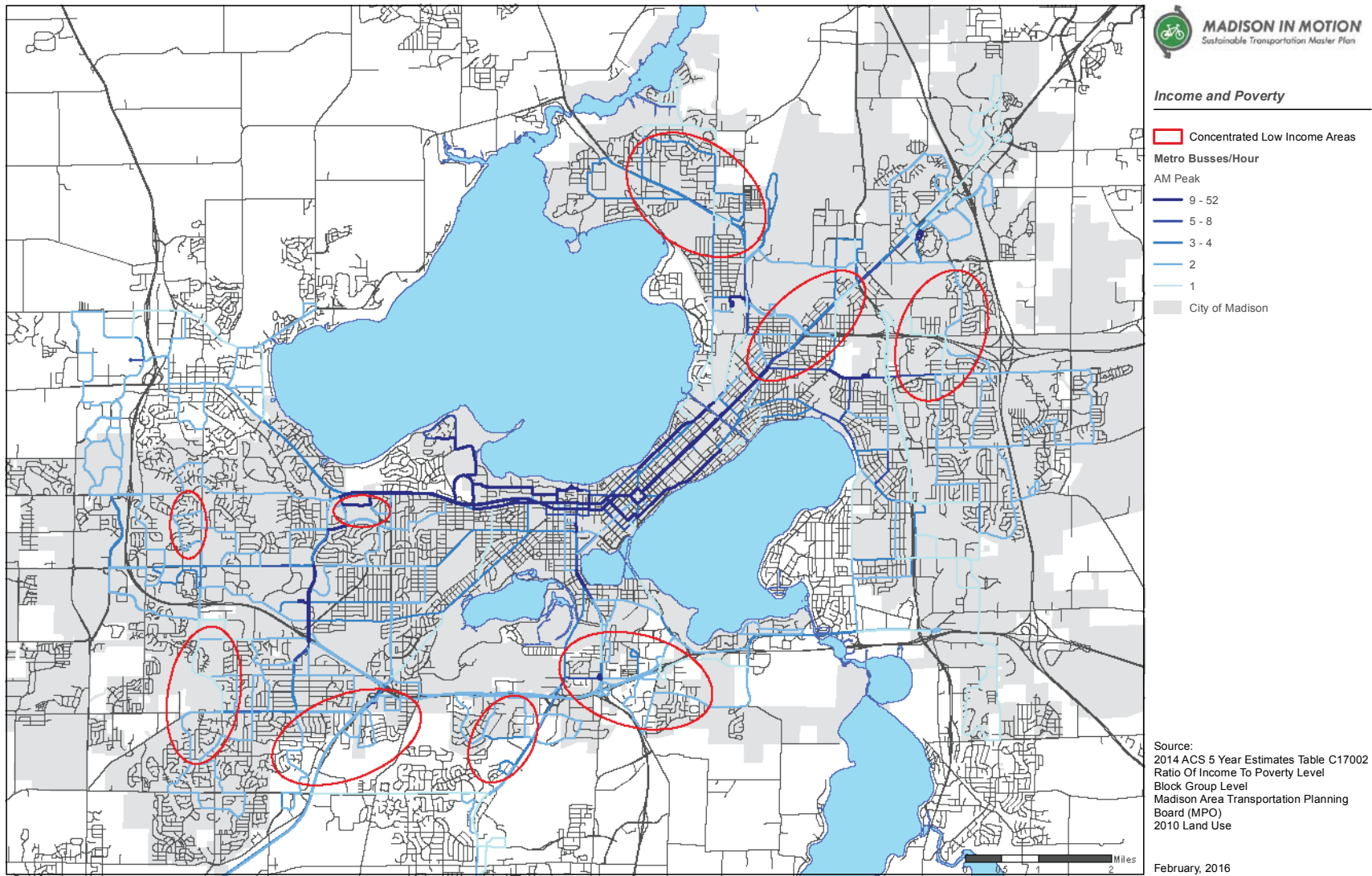


Figure 55 Table Metro Ridership

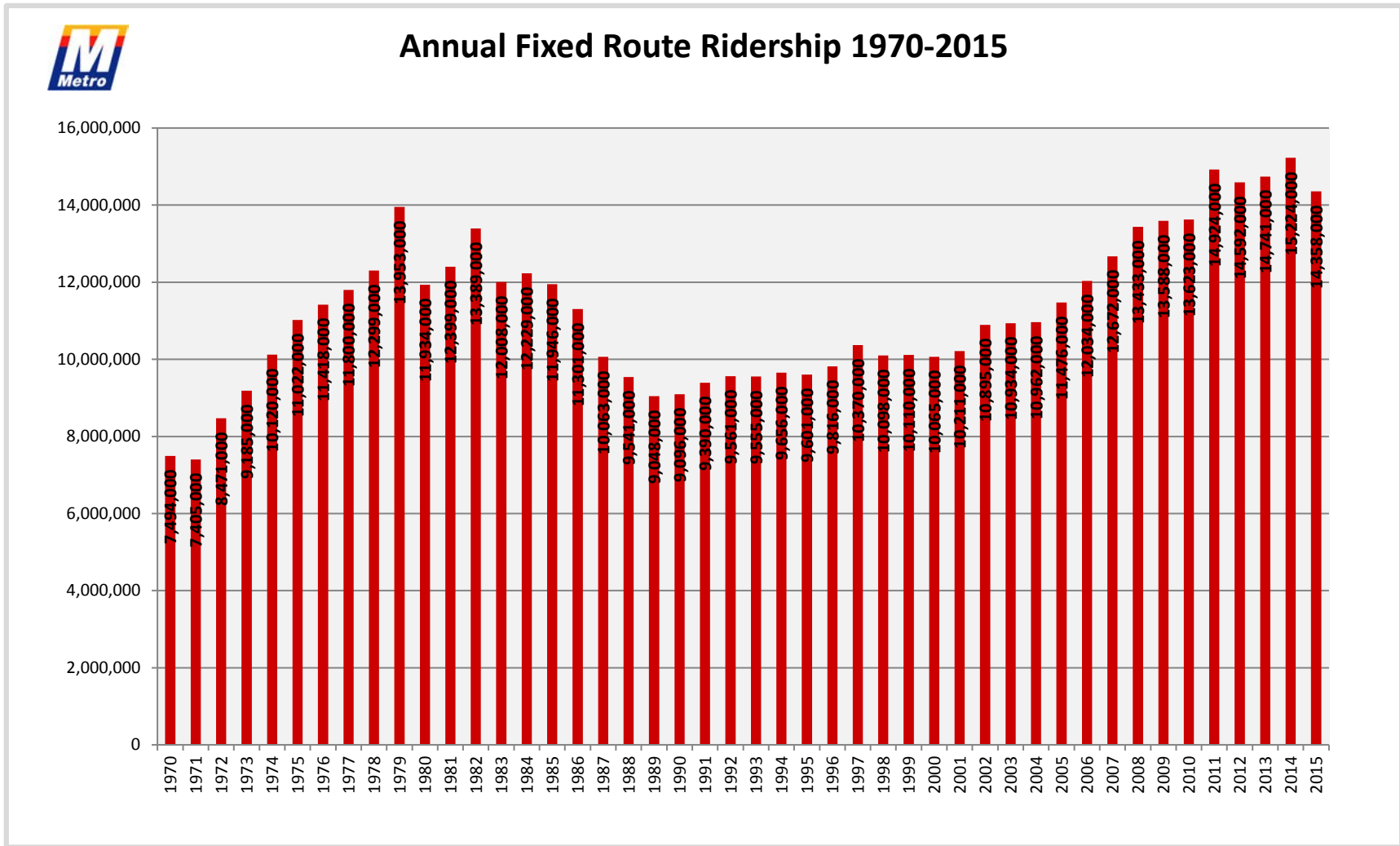


Figure 56 Transit BRT with Employment

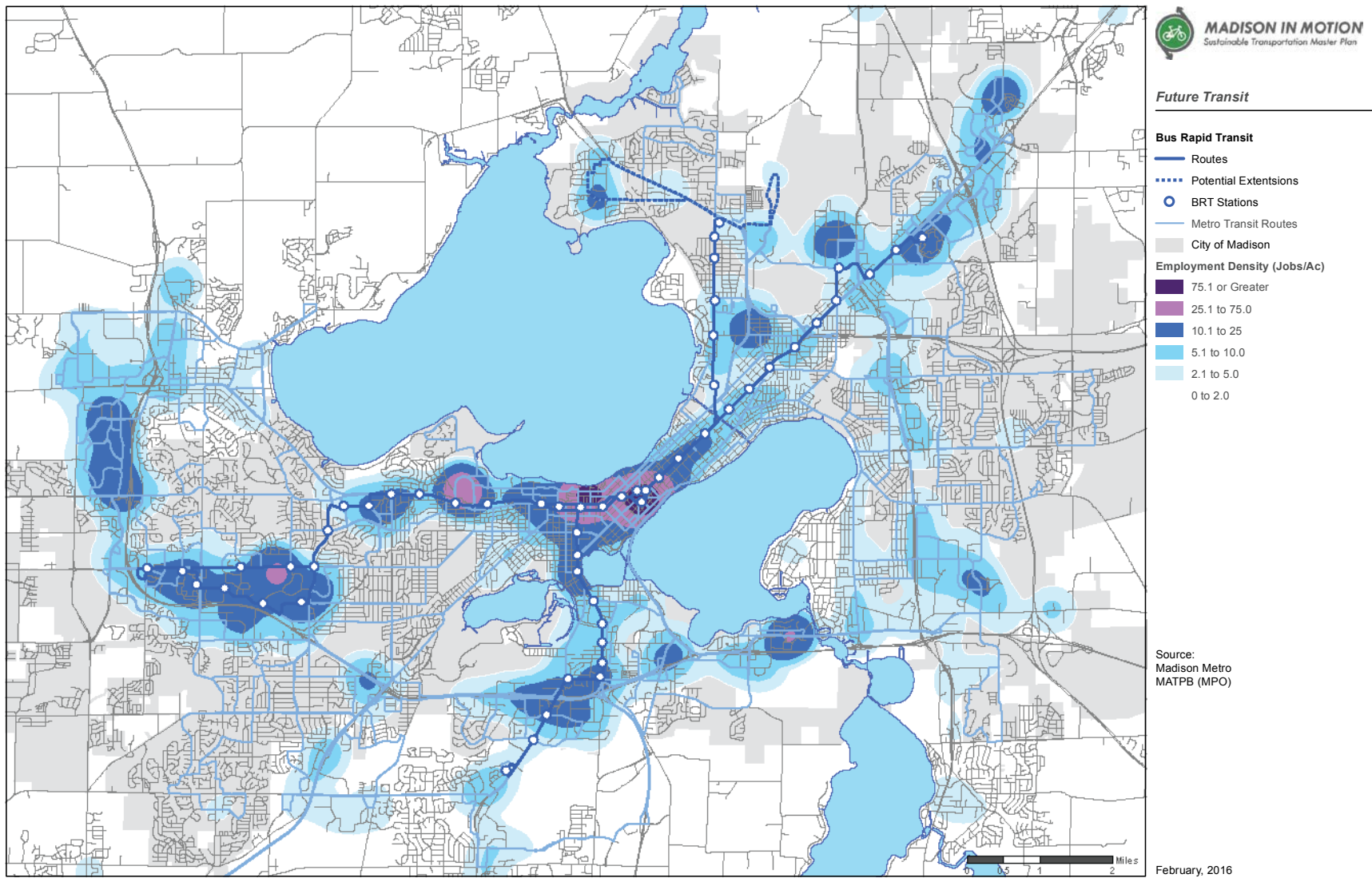


Figure 57 Transit BRT

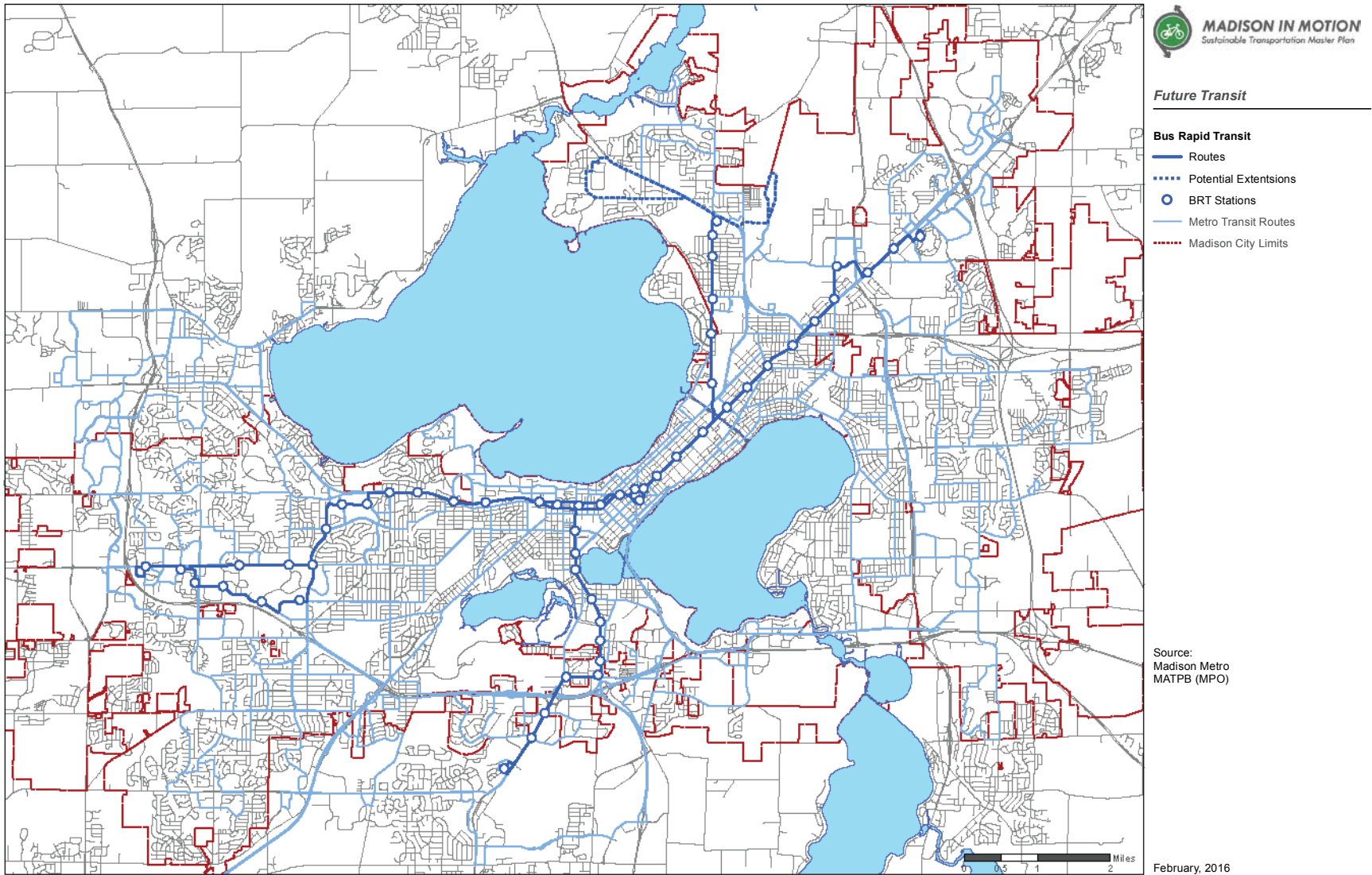


Figure 58 Vehicles Change

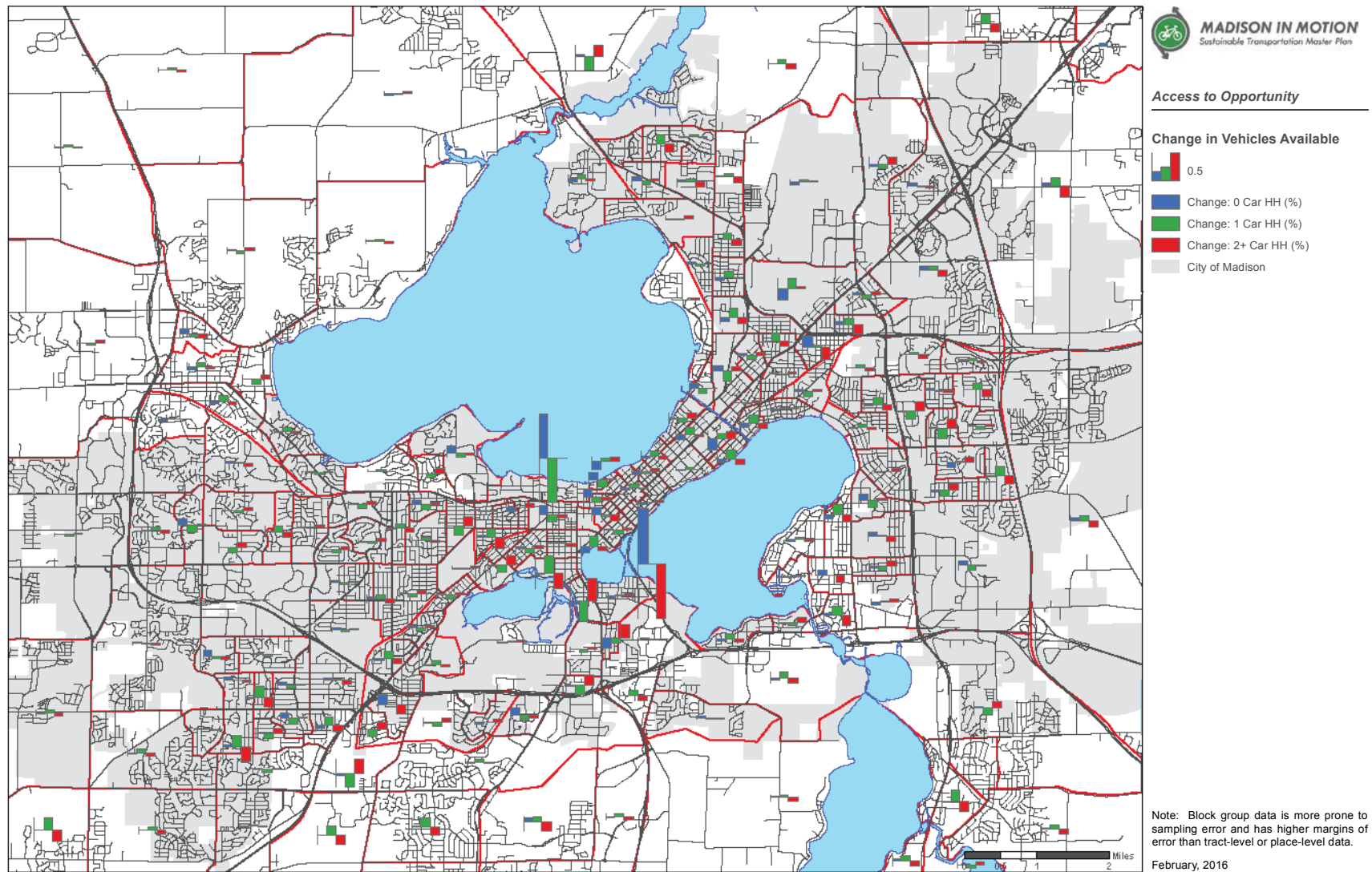


Figure 59 Population Change - Housing Units

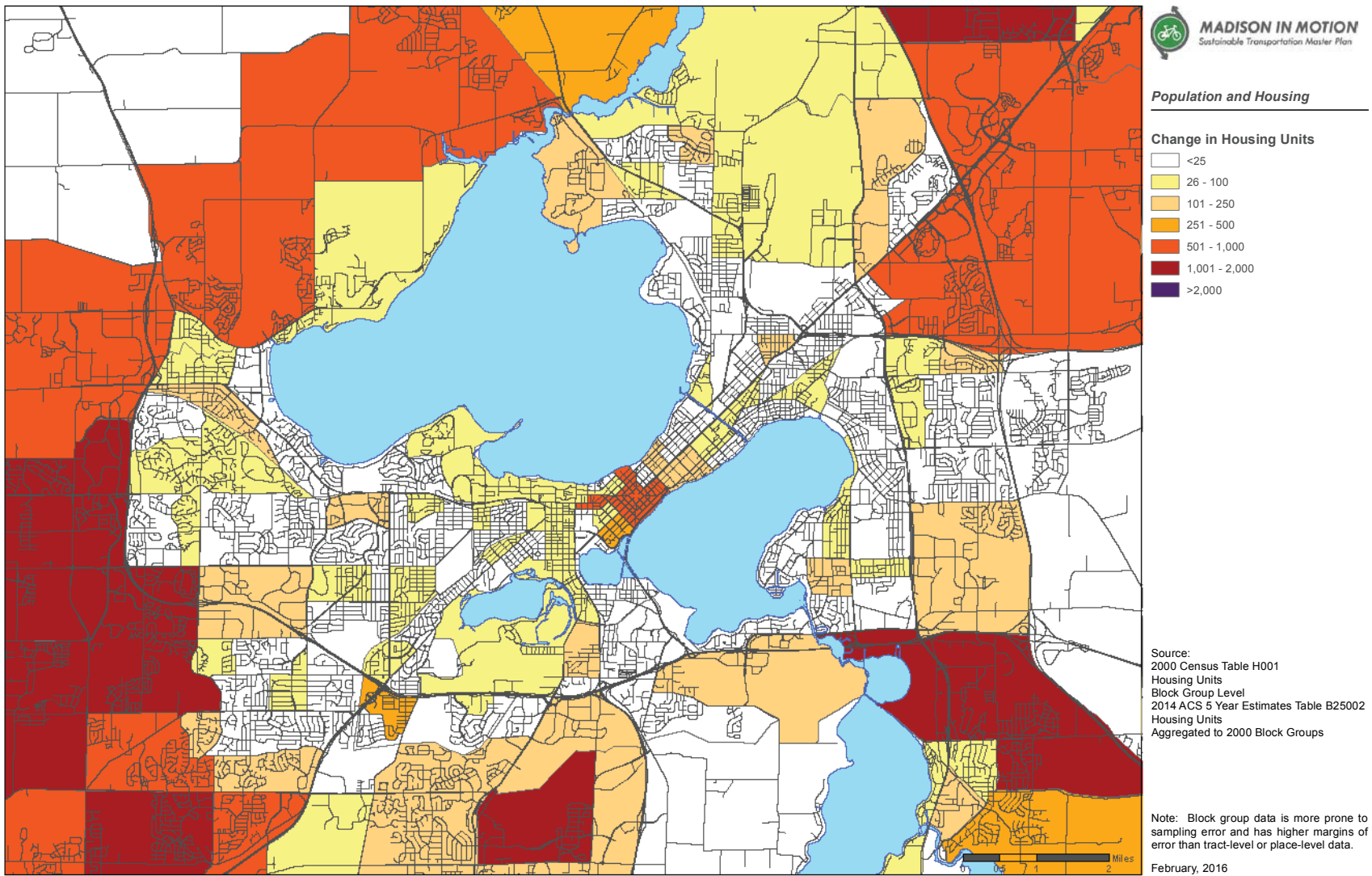


Figure 60 Population Change

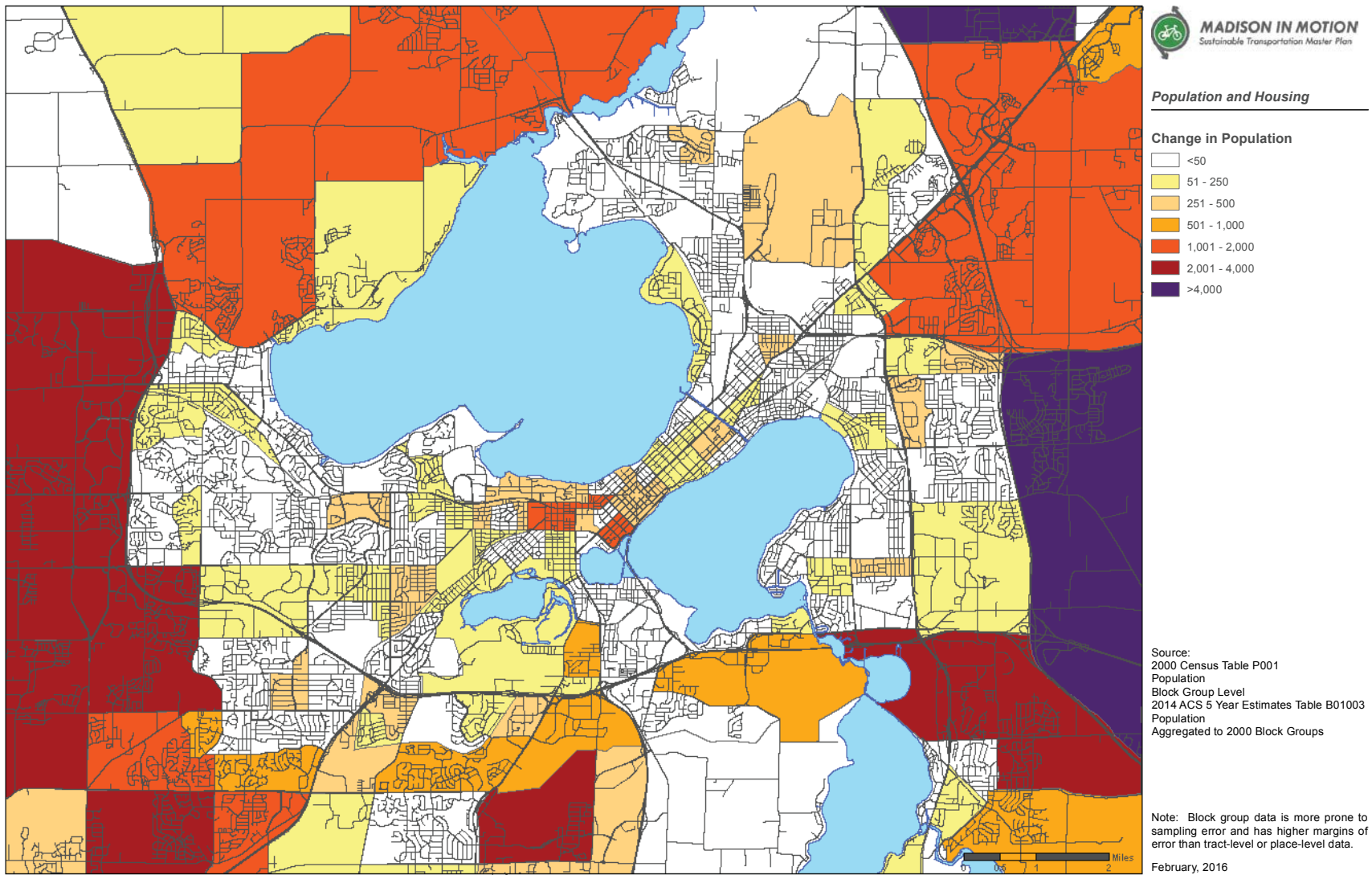


Figure 61 Road Bike Counts

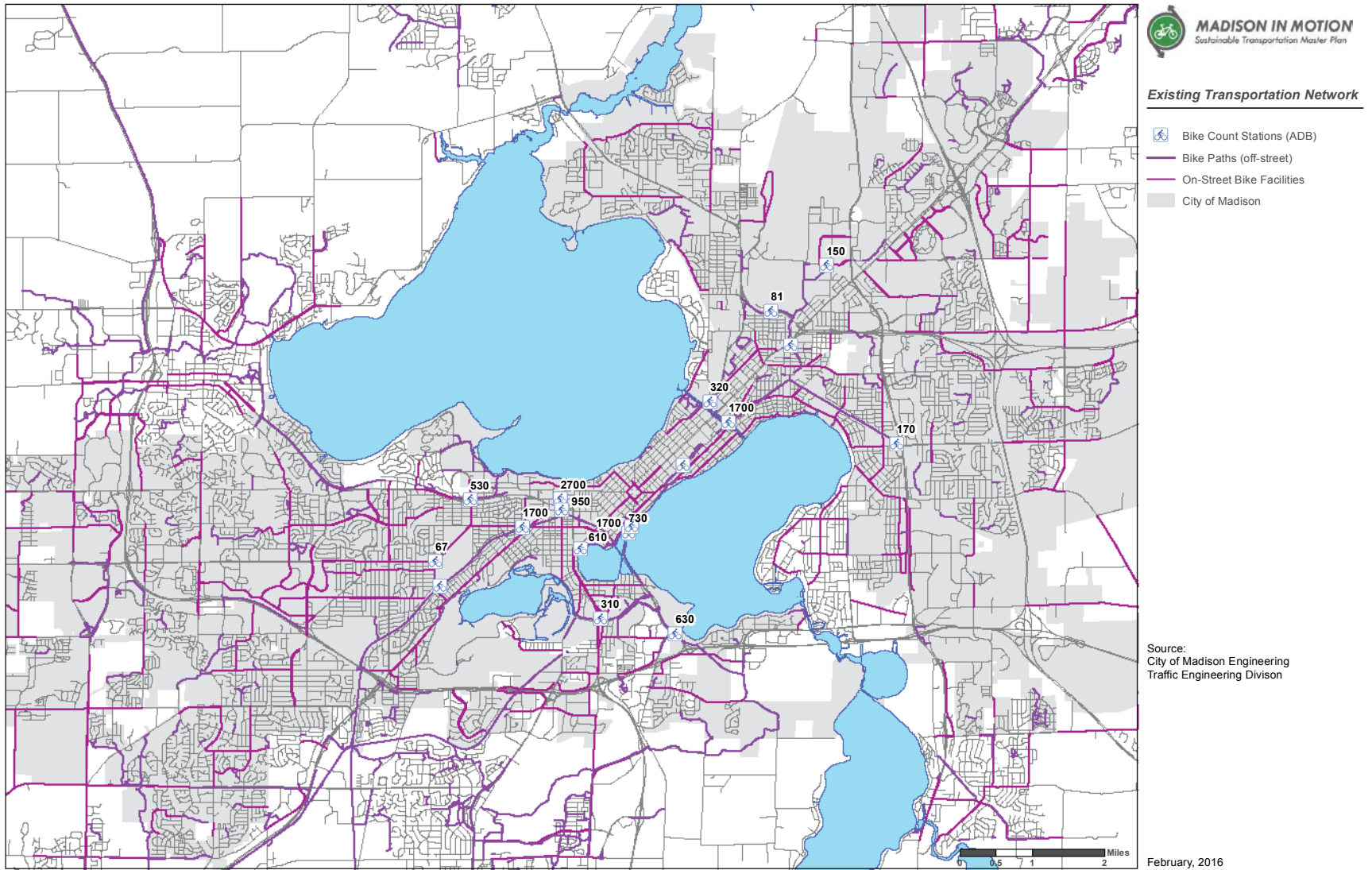


Figure 62 Road Pavement Ratings

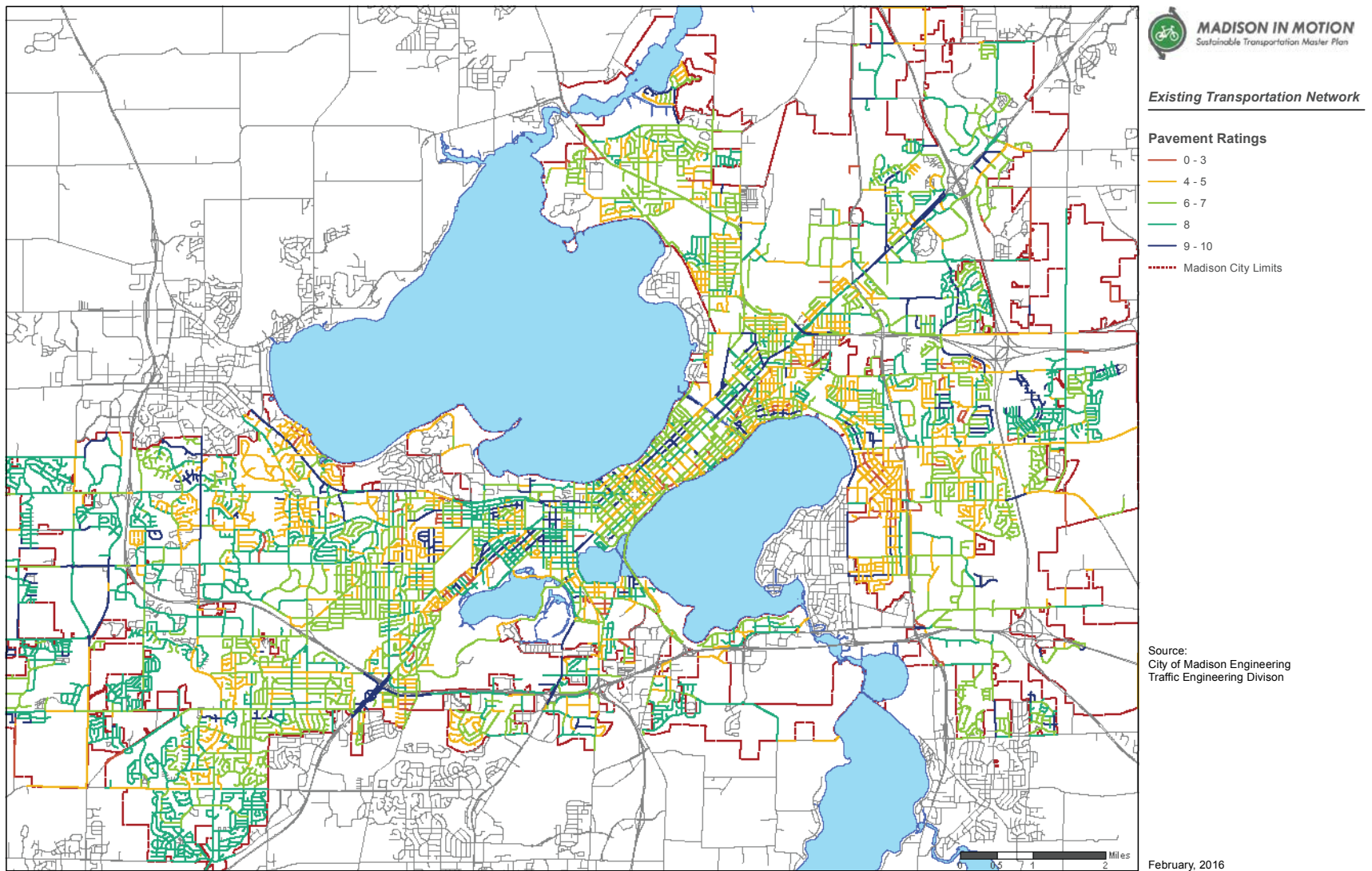


Figure 63 Road Traffic Counts

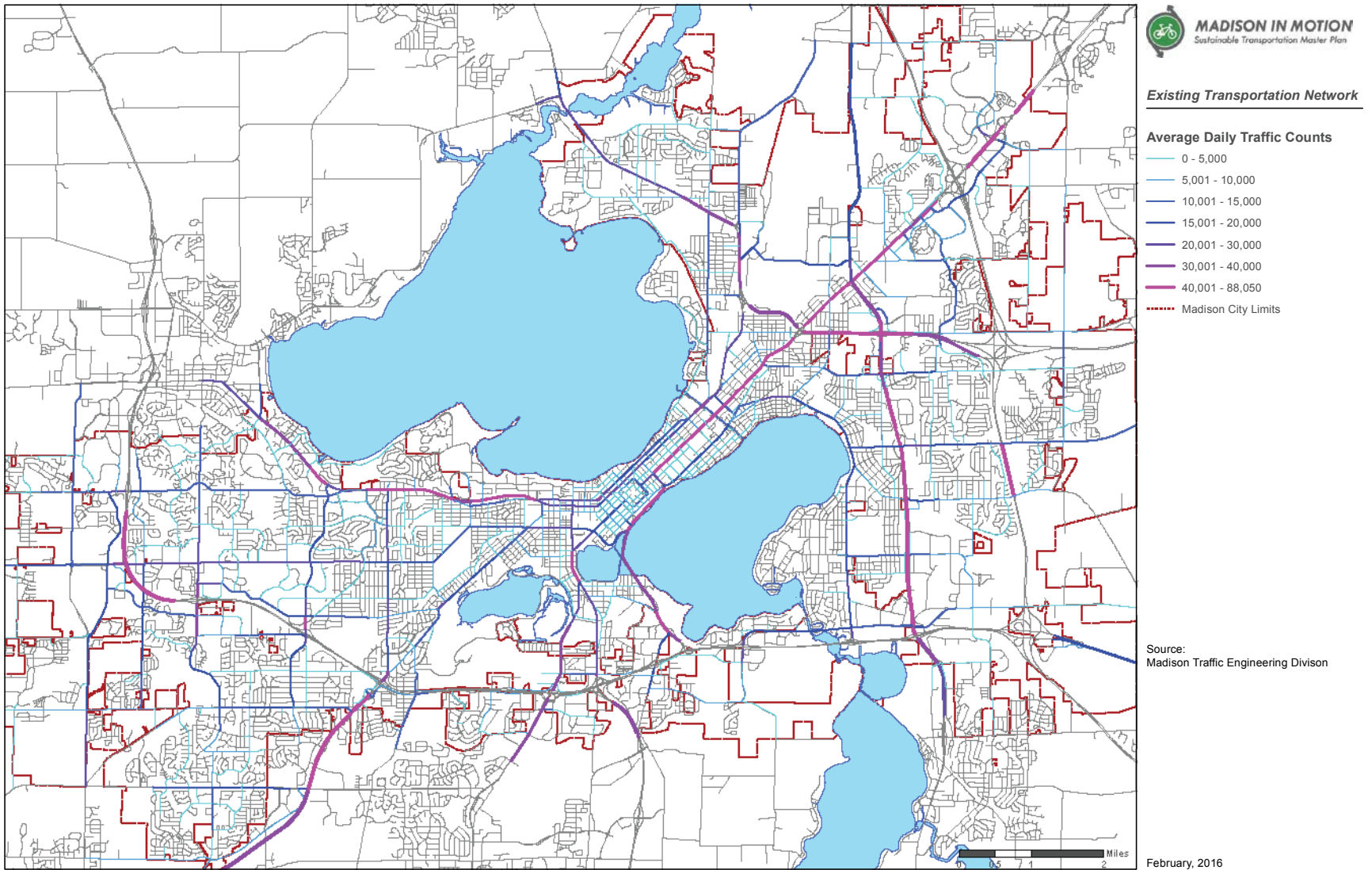


Figure 64 Transit Boardings

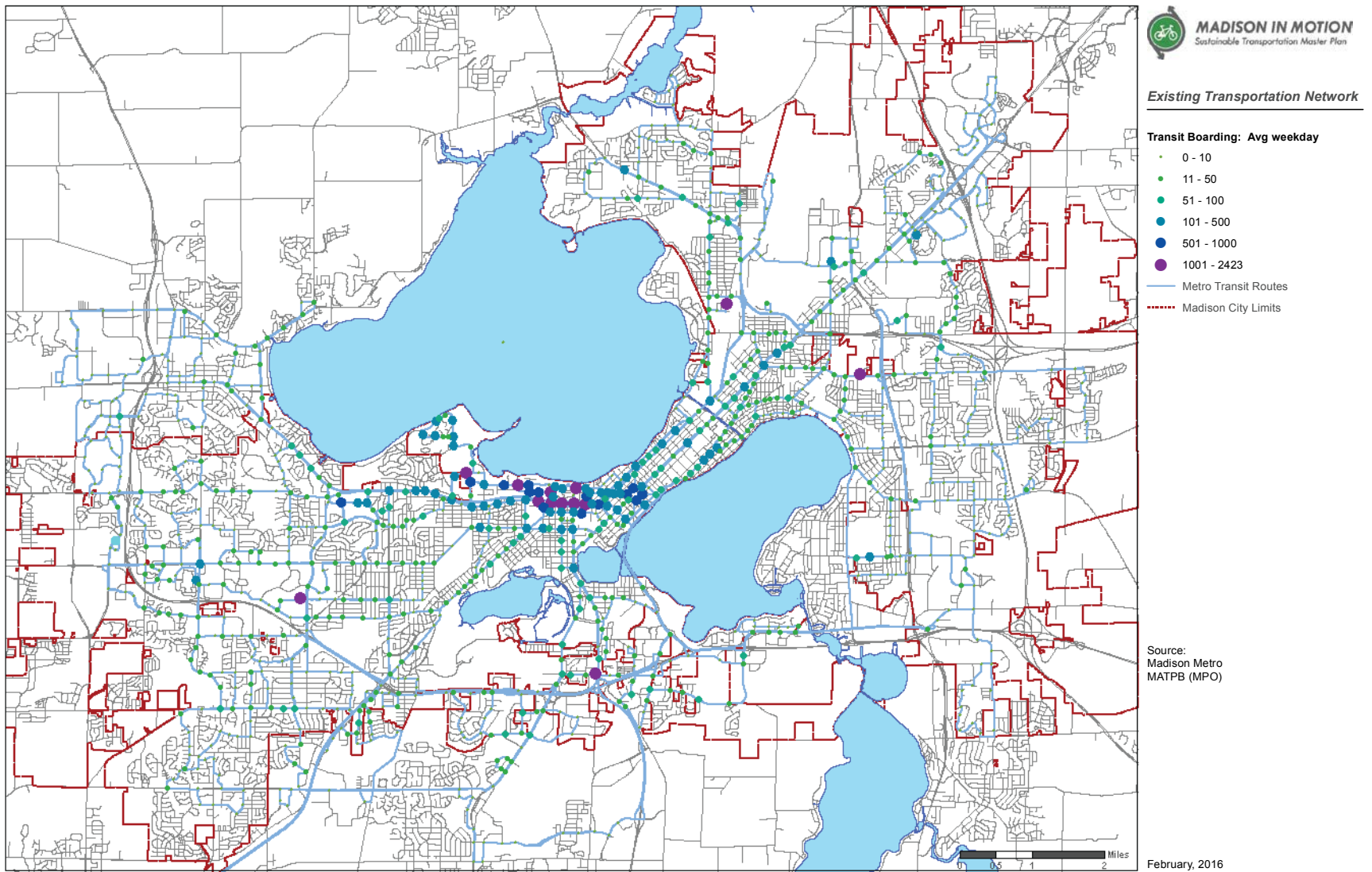


Figure 65 Vehicles Carless Household Change

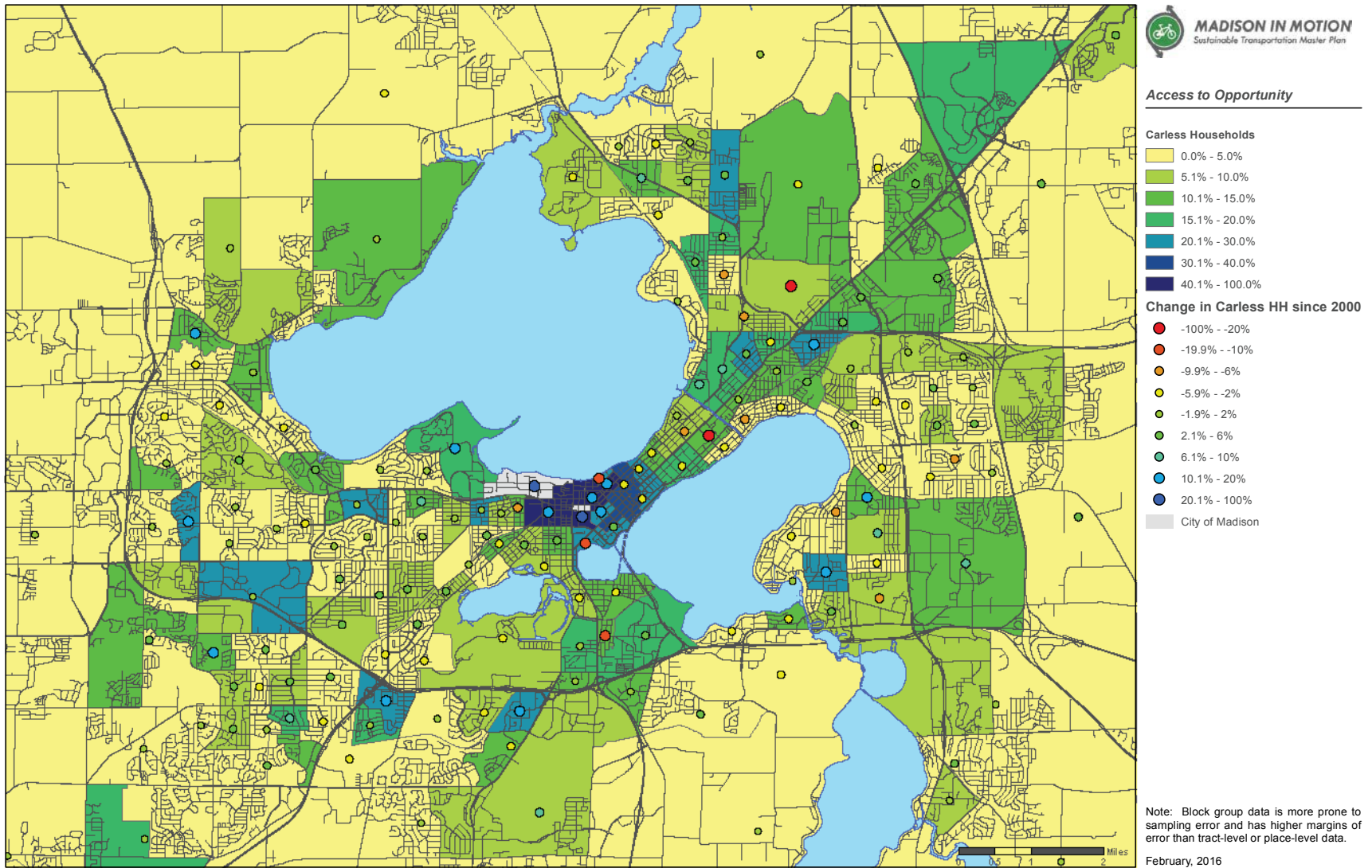


Figure 66 Vehicles Carless BG Prct

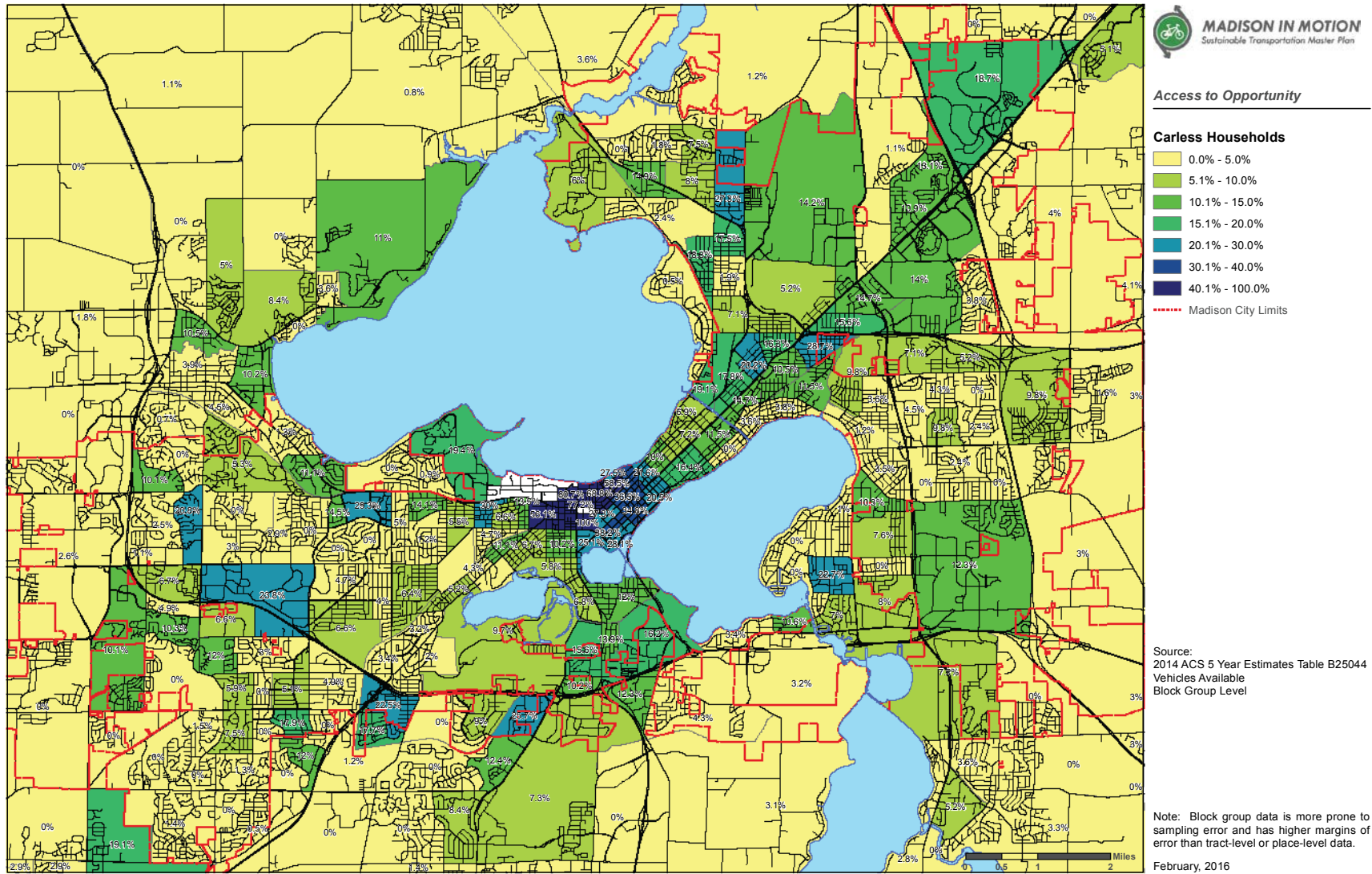


Figure 67 Vehicle Carless Density

