Gainesville Urbanized Area Transportation Study

Year 2040
Livable Community Reinvestment Plan
Socioeconomic Report

Base Year 2010
Forecast Year 2040

December 31, 2013

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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Prepared for the

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for the Gainesville Urbanized Area

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Chapter I: Introduction

A. Background

For the travel demand modeling used in the long range transportation process, prescriptive socioeconomic data that is consistent with the Florida Standard Urban transportation Model Structure is required. This Socioeconomic Report identifies the data used in the Gainesville Urbanized Area Transportation Study travel demand model for the development of the Year 2040 Long Range Transportation Plan. The Year 2040 Long Range Transportation Plan forecast process uses two periods, a base year and a future year. The purpose of this report is to document the development of the 2010 base year socioeconomic data inventory and the future year (2040) forecasting effort. The report includes the identification and discussion of the base year 2010 socioeconomic data used by Cube/Voyager and how year 2040 forecasts were developed. The data presented in this report is processed in the Gainesville Urbanized Area Transportation Study travel demand model using Cube/Voyager software. The report also includes the actual 2010 and 2040 data by traffic analysis zone, which is included as appendices to the report.

B. Geographic Areas - Traffic Analysis Zones and Local Government Areas

Traffic analysis zones represent the smallest geographic unit of aggregation for the various social-economic variables used by the transportation model to determine travel demand. For the 2040 update, the County was divided into 560 traffic analysis zones. Year 2010 values and year 2040 projections for various socioeconomic variables were determined for the 560 traffic analysis zones which, in turn, were aggregated to 10 Local Government Areas, which roughly correspond to the nine municipalities of the County plus one local government area which represents the remaining unincorporated area.

Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally, Local Government Areas include unincorporated areas where a traffic analysis zone is located wholly within an unincorporated area but at least a portion of a traffic analysis zone boundary is adjacent to a municipal boundary.

The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas. The 560 traffic analysis zones and the 10 local government areas are portrayed in Illustrations 1 and 2. Electronic versions of the maps can be requested from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Illustrations 1 through 3 map traffic analysis zones, Local Government Areas and provide a more detailed view of traffic analysis zones within Gainesville. A large countywide traffic analysis zone map (which includes traffic analysis zone numbers) as well as this report, can be downloaded at http://www.ncfrpc.org/mtpo/publications/MTPO_Publications.html.

Illustration 1
Traffic Analysis Zones

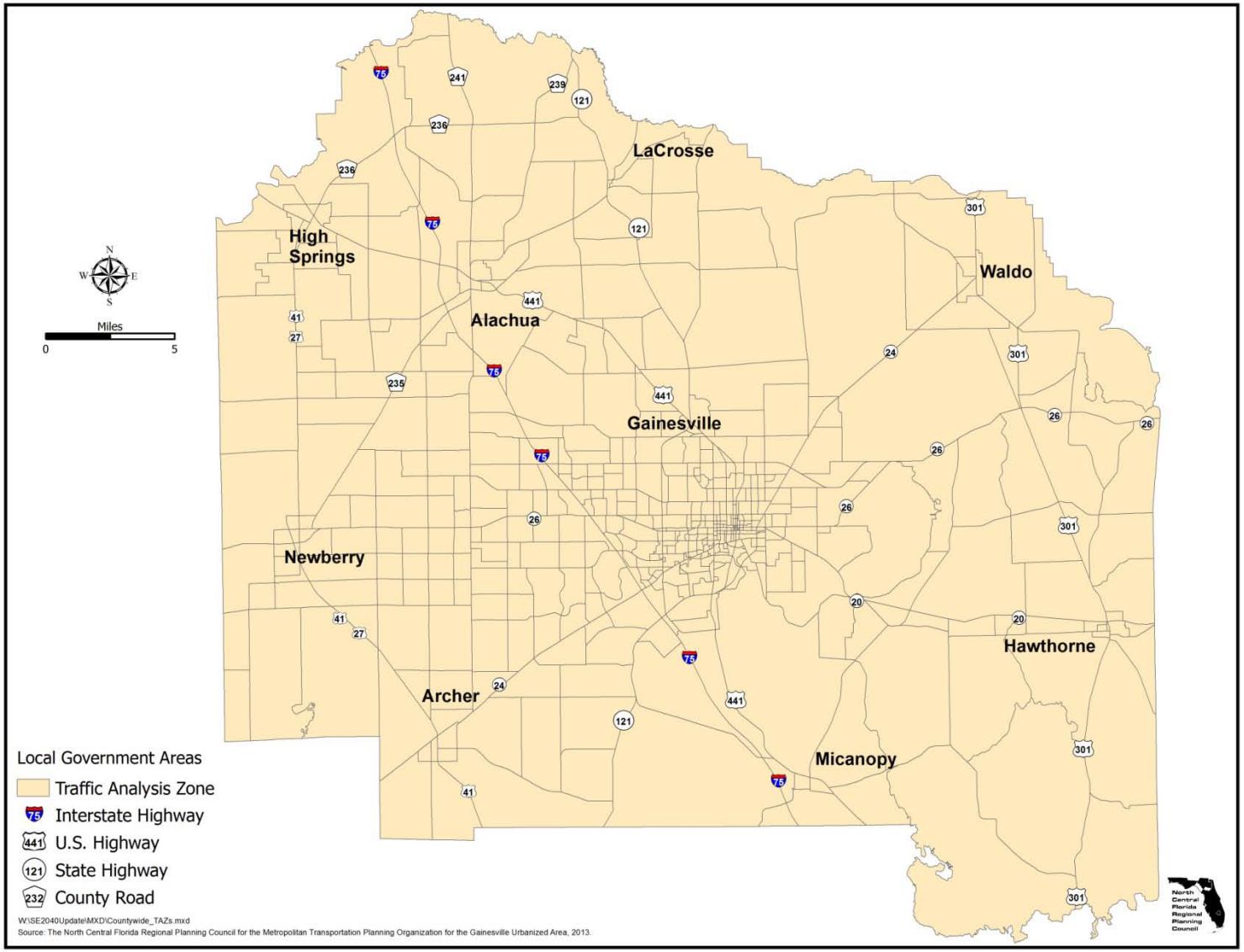


Illustration 2
Local Government Areas

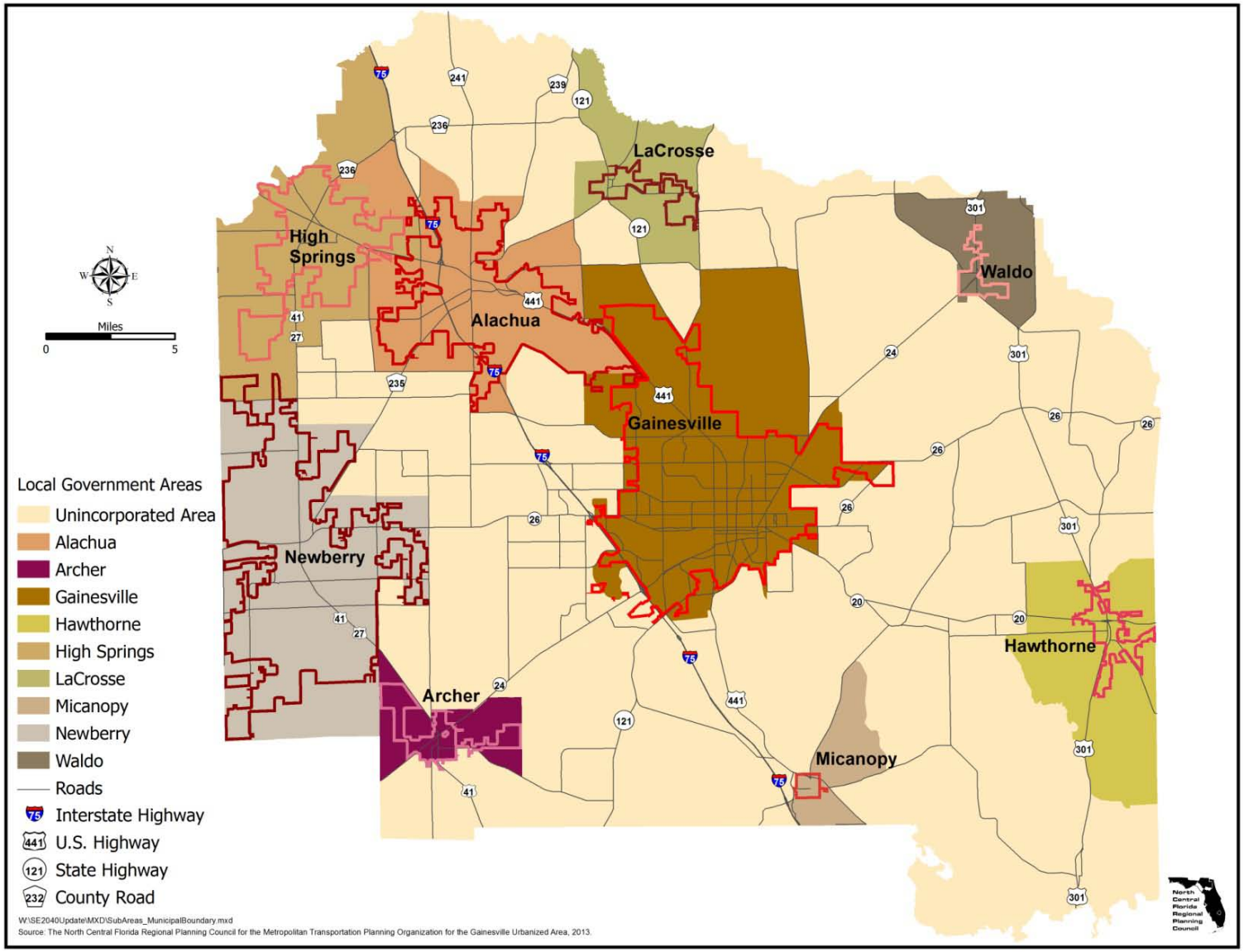
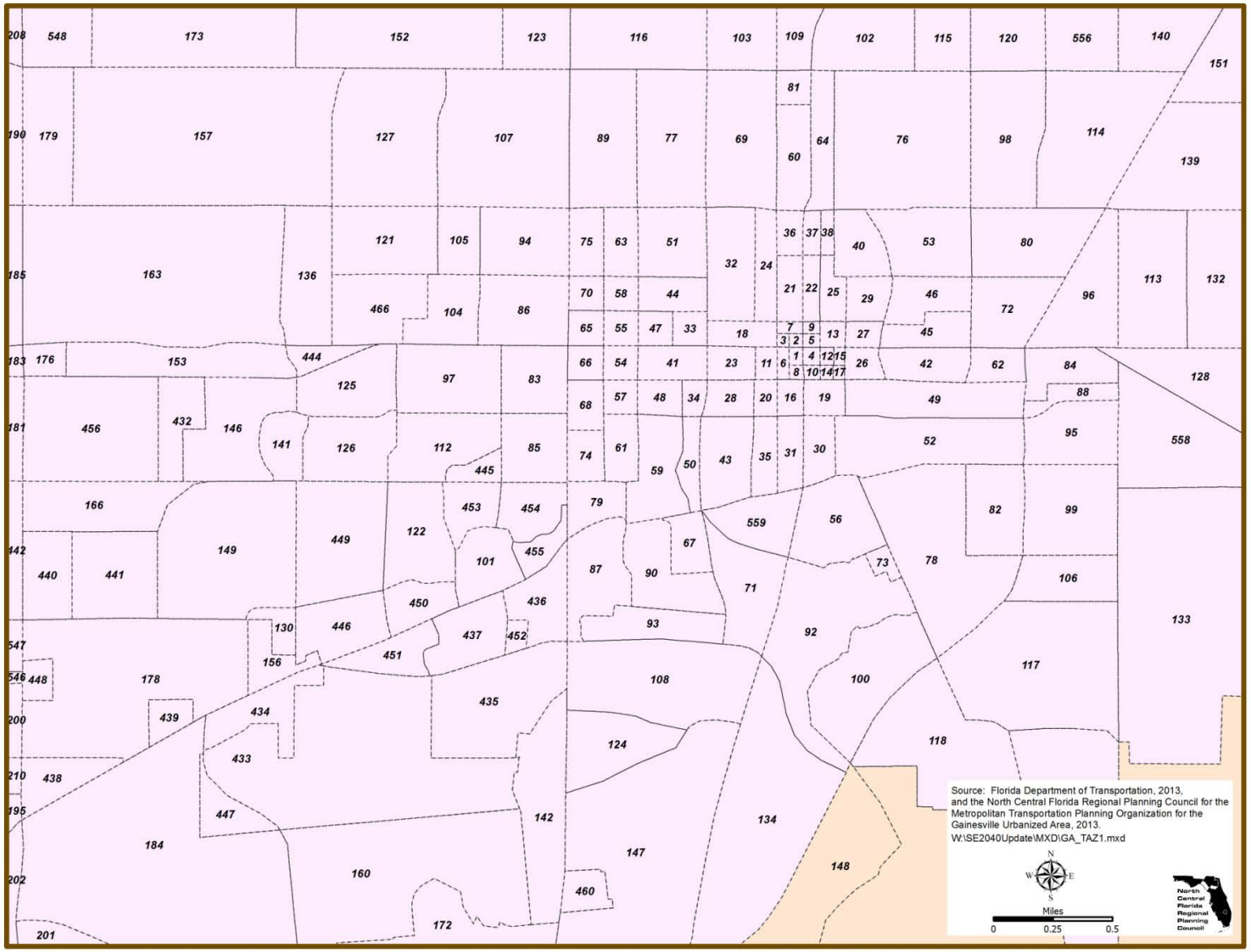


Illustration 3
Gainesville Traffic Analysis Zones



C. Local Government Adjustments

The data contained in this report was developed through a collaborative effort between the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and local government planners and officials. Year 2040 projections for the socioeconomic variables were made for each traffic analysis zone and summed to the Local Government Area level by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Local government planners and officials were then offered an opportunity to manually adjust 2040 projections for traffic analysis zones located within their Local Government Area, provided that the sum of the data by traffic analysis zone equaled the projected values allocated to each Local Government Area.

D. Special Generators

During the development of the Gainesville Urbanized Area Transportation Study transportation model, it was determined that the trip generation characteristics of the University of Florida campus required special attention. For this reason, the University of Florida is treated as a special generator and requires the collection of additional information which is not included in this report. In addition to the socioeconomic data collected for all of the traffic analysis zones in the model, staff worked with University staff to determine how many students resided in each traffic analysis zone (off campus and dorm beds), as well as the number of classrooms, seats and commuter parking spaces in the traffic analysis zones on the University of Florida campus.

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Chapter II: Socioeconomic Variables

A. Model Socioeconomic Variables

For the Year 2040 long range transportation plan update, Cube/Voyager uses 24 socioeconomic variables. The model requires values for all 24 socioeconomic variables for the year 2010 base year, as well as projected values for the variables for the year 2040. Values for each of the socioeconomic variables is entered for each of the traffic analysis zones for both the 2010 base year, as well as for the year 2040 projections. The socioeconomic variables are identified in Table 1.

Table 1

Transportation Model Socioeconomic Variables

Variable Number	Variable Name
1	Total Population
2	Total Dwelling Units
3	Percent of Dwelling Units not Occupied by Permanent Residents
4	Percent of Dwelling Units Vacant
5	Population in Dwelling Units Occupied by Permanent Residents
6	Percent of Households Without Children and With 0 Cars
7	Percent of Households Without Children and With 1 Car
8	Percent of Households Without Children and With 2 Cars
9	Percent of Households Without Children and With 3+ Cars
10	Percent of Households With children and With 0 Cars
11	Percent of Households With Children and With 1 Car
12	Percent of Households With Children and With 2 Cars
13	Percent of Households With Children and With 3+ Cars
14	Hotel/Motel Units
15	Percent of Hotel/Motel Units Occupied
16	Persons in Occupied Hotel/Motel Units
17	Manufacturing Employment by Place of Work
18	Other Industrial Employment by Place of Work
19	Commercial Employment by Place of Work
20	Service Employment by Place of Work
21	Total Employment by Place of Work
22	School Enrollment
23	Short-term Parking Cost
24	Long-term Parking Cost

T:\Steve\Socio-Economic Report\[variables.xlsx]Sheet1

B. Base Year Data and Forecasts

The 2010 dataset was based on a variety of sources, including Census data, InfoUSA employment data, the 2010 Census Transportation Planning Special Tabulations and other sources. Year 2040 forecasts are used to predict future traffic volumes in Alachua County. This information allows the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to identify roadway and transit transportation modifications that are needed over the thirty year period.

The countywide 2040 population projection by the University of Florida Bureau for Economic and Business Research was used for the population forecast. Local Government Area population forecasts were produced based on the year 2010 distribution of population. Transportation model limitations prevent the use of municipal boundaries to determine sub-county areas. Therefore, Local Government Areas generally reflect the boundaries of municipalities with one Local Government Area representing unincorporated Alachua County.

Future year employment forecasts were produced by straight-line extrapolation of Florida Department of Economic Opportunity, Florida JOBS by industry report published January 2013. The report's annual average percentage change in job growth by sector between 2012 and 2020 was applied to the 2010 - 2040 time period using InfoUSA employment data supplied by the Florida Department of Transportation for the base year. Local Government Area forecasts assumed the same percentage distribution of 2010 employment occurs in the year 2040.

The base year data and the year 2040 projections is shown aggregated to Local Government Areas in Tables 2 through 17 in the following chapters.

Chapter III: Population

A. Total Population

Table 2 shows the base year, 2010, and forecast year, 2040 populations used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 2

**Total Population by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	10,619	4.29%	13,111	4.29%
Archer	1,756	0.71%	2,168	0.71%
Gainesville	131,113	53.01%	161,897	53.01%
Hawthorne	2,528	1.02%	3,121	1.02%
High Springs	7,761	3.14%	9,582	3.14%
LaCrosse	1,343	0.54%	1,658	0.54%
Micanopy	849	0.34%	1,048	0.34%
Newberry	6,708	2.71%	8,282	2.71%
Waldo	1,585	0.64%	1,957	0.64%
Unincorporated Area**	83,074	33.59%	102,576	33.59%
TOTAL	247,336	100.00%	305,400	100.00%

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Sources: 2010 Census of Population, Summary File 1, Block Statistics, and Bureau of Economic and Business Research, year 2040 medium-growth population forecast for Alachua County.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: The year 2010 population data is aggregated by the U.S. Census Bureau at the block level, the smallest geographic area for which census data is published. Blocks are also smaller geographic areas than traffic analysis zones. Therefore, traffic analysis zones are comprised of multiple blocks. The geographic center (centroid) of each block is assigned latitude-longitude coordinates by the Census Bureau. Blocks are assigned to traffic analysis zones is based on the geographic centroid of the block. Each block is assigned to the traffic analysis zone which contains the geographic centroid of the block. After assignment of blocks to traffic analysis zones, the 2010 block-level population was summed by staff for each Traffic Analysis Zone. Traffic analysis zones were then assigned by staff to the applicable Local Government Areas identified in Table 2.

2040 Projections: Local Government Area 2040 projections maintain the 2010 percent of total county population by geographic area (Local Government Area Percent of Total multiplied by 2040 county total population). As with the Local Government Area 2040 projections, the 2040 traffic analysis zone projections maintain the 2010 percent of total county population by traffic analysis zone.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Are. Modifications were made by local government officials to population projections for various traffic analysis zones, however no changes were made to the projected total Local Government Area projections.

Chapter IV: Dwelling Units

A. Total Dwelling Units

Table 3 shows the base year, 2010, and forecast year, 2040 total dwelling units used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 3

**Total Dwelling Units by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	4,753	4.21%	5,670	4.21%
Archer	807	0.72%	963	0.72%
Gainesville	60,716	53.84%	72,435	53.84%
Hawthorne	1,238	1.10%	1,477	1.10%
High Springs	3,371	2.99%	4,022	2.99%
LaCrosse	592	0.52%	706	0.52%
Micanopy	454	0.40%	542	0.40%
Newberry	2,820	2.50%	3,364	2.50%
Waldo	743	0.66%	886	0.66%
Unincorporated Area**	37,272	33.05%	44,465	33.05%
Total	112,766	100.00%	134,530	100.00%

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Source: 2010 Census of Population, Summary File 1, Block Statistics.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: The year 2010 total dwelling unit count is aggregated by the U.S. Census Bureau at the block level, the smallest geographic area for which census data is published. Blocks are also smaller geographic areas than traffic analysis zones. Therefore, traffic analysis zones are comprised of multiple blocks. The geographic center (centroid) of each block is assigned latitude-longitude coordinates by the Census Bureau. Blocks are assigned to traffic analysis zones is based on the geographic centroid of the block. Each block is assigned to the traffic analysis zone which contains the geographic centroid of the block. After assignment of blocks to traffic analysis zones, the 2010 block-level dwelling units were summed by staff for each Traffic Analysis Zone. Traffic analysis zones were then assigned by staff to the applicable Local Government Areas identified in the table.

2040 Projections: A countywide ratio of 2010 dwelling units to 2010 population was determined to assist in determining the number of 2040 dwelling units. However, the resulting ratio was modified to reflect a lower vacancy rate than the 10.9% vacancy rate reported by the 2010 census. An average vacancy rate derived from the last four decennial censuses (7.5%) was applied to the projected number of 2040 dwelling units. The modified dwelling unit to population ratio was then multiplied by the forecasted 2040 population to determine the number of 2040 dwelling units. Use of the modified ratio resulted in a decrease in the total number of projected dwelling units which would have been obtained using the unmodified 2010 dwelling units to population ratio, from 139,265 units to 134,530 units.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Are. Modifications were made by local government officials to population projections for various traffic analysis zones. However, no changes were made to the projected total Local Government Area projections.

B. Percent of Dwelling Units not Occupied by Permanent Residents

Table 4 shows the base year, 2010, and forecast year, 2040 dwelling unit vacancy percentages for permanent residents used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 4

Percent Dwelling Units Not Occupied by Permanent Residents and Projections by Local Government Area*, 2010 to 2040

Local Government Area*	2010 Dwelling Units	2010 Vacant Units	2010 Percent Estimate	2040 Dwelling Units	2040 Vacant Units	2040 Percent Projection
Alachua	4,753	488	10.27%	5,670	421	7.43%
Archer	807	85	10.53%	963	73	7.58%
Gainesville	60,716	6,823	11.24%	72,435	5,815	8.03%
Hawthorne	1,238	204	16.48%	1,477	173	11.71%
High Springs	3,371	323	9.58%	4,022	274	6.81%
LaCrosse	592	51	8.61%	706	44	6.23%
Micanopy	454	60	13.22%	542	50	9.23%
Newberry	2,820	254	9.01%	3,364	221	6.57%
Waldo	743	119	16.02%	886	102	11.51%
Unincorporated Area**	37,272	3,842	10.31%	44,465	3,276	7.37%
Total	112,766	12,249	10.86%	134,530	10,449	7.77%

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Source: 2010 Census of Population, Summary File 1, Block Statistics.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: For purposes of the transportation model, a dwelling unit not occupied by permanent residents, as depicted in Table 4, is what the lay person normally considers to be a vacant dwelling unit. Such units are unoccupied but available for rent; rented but not occupied; unoccupied and for sale; sold but not occupied; unoccupied but for seasonal, occasional, or recreational use; unoccupied but only occupied on a temporary basis or seasonally occupied; unoccupied but used for migratory workers; or unoccupied for some other reason or purpose. The classification can be thought of as representing the entire range of dwelling units which are classified by the Census Bureau as unoccupied.

The year 2010 housing data is aggregated by the U.S. Census Bureau at the block level, the smallest geographic area for which census data is published by the Bureau. Blocks are also smaller geographic areas than traffic analysis zones. Therefore, traffic analysis zones are comprised of multiple blocks. Blocks are assigned to traffic analysis zones and summed for each Traffic Analysis Zone.

Unoccupied dwelling units are aggregated by the U.S. Census Bureau at the block level, the smallest geographic area for which census data is published. Blocks are also smaller geographic areas than traffic analysis zones. Therefore, traffic analysis zones are comprised of multiple blocks. Blocks were assigned to traffic analysis zones by staff and the block-level 2010 unoccupied dwelling units were summed by staff for each traffic analysis zone. Traffic analysis zones are assigned to the applicable Local Government Area. The 2010 Percent Vacant value is the result of dividing the 2010 unoccupied units by the total number of 2010 Dwelling Units.

2040 Projections: The 2010 Census 9.93 percent vacancy rate for vacant units (see Table 5) was modified by staff to reflect a lower vacancy rate for the year 2040. An average countywide vacancy rate derived from the last four decennial censuses was applied to the projected number of countywide 2040 dwelling units to determine the number of year 2040 vacant dwelling units.

The 2040 population for each Traffic Analysis Zone was multiplied by the countywide modified dwelling unit to population ratio to determine the year 2040 number of dwelling units within each Traffic Analysis Zone.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. However, no adjustments were made.

C. Percent Dwelling Units Vacant

Table 5 shows the base year, 2010, and forecast year, 2040 dwelling unit vacancy percentages used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 5

**Percent Dwelling Units Vacant by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Dwelling Units	2010 Vacant Units**	2010 Percent Vacant	2040 Dwelling Units	2040 Vacant Units**	2040 Percent Vacant**
Alachua	4,753	445	9.36%	5,670	368	6.49%
Archer	807	76	9.42%	963	62	6.44%
Gainesville	60,716	6,467	10.65%	72,435	5,375	7.42%
Hawthorne	1,238	168	13.57%	1,477	130	8.80%
High Springs	3,371	279	8.28%	4,022	223	5.54%
LaCrosse	592	41	6.93%	706	32	4.53%
Micanopy	454	53	11.67%	542	41	7.56%
Newberry	2,820	227	8.05%	3,364	188	5.59%
Waldo	743	98	13.19%	886	76	8.58%
Unincorporated Area***	37,272	3,345	8.97%	44,465	2,664	5.99%
Total	112,766	11,199	9.93%	134,530	9,159	6.81%

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Source: 2010 Census of Population, Summary File 1, Block Statistics.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**Vacant Units consist of vacant dwelling units less occupied seasonal dwelling units and unoccupied migrant dwelling units.

***The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: For purposes of the transportation model, a vacant dwelling unit is a subset of the larger Census Bureau classification of Units Not Occupied by Permanent Residents depicted in Table 4. Vacant units consist of unoccupied units which are not otherwise occupied on a seasonal or temporary basis or seasonally occupied by migrant workers.

Vacant dwelling units are aggregated by the U.S. Census Bureau at the block level, the smallest geographic area for which census data is published. Blocks are also smaller geographic areas than traffic analysis zones. Therefore, traffic analysis zones are comprised of multiple blocks. Blocks were assigned to traffic analysis zones by staff and the block-level 2010 vacant dwelling units were summed by staff for each traffic analysis zone. Traffic analysis zones are assigned to the applicable Local Government Area. The 2010 Percent Vacant value is the result of dividing the 2010 Vacant Units by the 2010 Dwelling Units.

2040 Projections: The 2010 Census 9.93 percent vacancy rate was modified by staff to reflect a lower vacancy rate for the year 2040. An average countywide vacancy rate derived from the last four decennial censuses (6.81%) was applied to the projected number of countywide 2040 dwelling units to determine the number of year 2040 vacant dwelling units.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. However, no adjustments were made.

D. Population in Dwelling Units not Occupied by Permanent Residents

Table 6 shows the base year, 2010, and forecast year, 2040 permanent population in dwelling units percentages used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 6

Population in Dwelling Units Occupied by Permanent Residents by Local Government Area*, 2010 to 2040

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	10,619	4.29%	13,111	4.29%
Archer	1,756	0.71%	2,168	0.71%
Gainesville	131,113	53.01%	161,897	53.01%
Hawthorne	2,528	1.02%	3,121	1.02%
High Springs	7,761	3.14%	9,582	3.14%
LaCrosse	1,343	0.54%	1,658	0.54%
Micanopy	849	0.34%	1,048	0.34%
Newberry	6,708	2.71%	8,282	2.71%
Waldo	1,585	0.64%	1,957	0.64%
Unincorporated Area**	83,074	33.59%	102,576	33.59%
TOTAL	247,336	100.00%	305,400	100.00%

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Source: 2010 Census of Population, Summary File 1, Block Statistics.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: Neither the decennial census, the American Community Survey, nor the Census Transportation Planning Products package provide data which identifies population in dwelling units occupied by resident status (i.e., permanent residents, seasonal residents, or migratory workers). Therefore, the year 2010 total population as reported in Table 2 is used for this variable.

The total population data is aggregated by the U.S. Census Bureau at the block level, the smallest geographic area for which census data is published. Blocks are also smaller geographic areas than traffic analysis zones. Therefore, traffic analysis zones are comprised of multiple blocks. The geographic center (centroid) of each block is assigned latitude-longitude coordinates by the Census Bureau. Blocks are assigned to traffic analysis zones is based on the geographic centroid of the block. Each block is assigned to the traffic analysis zone which contains the geographic centroid of the block. After assignment of blocks to traffic analysis zones, the 2010 block-level population was summed by staff for each Traffic Analysis Zone. Traffic analysis zones were then assigned by staff to the applicable Local Government Areas.

2040 Projections: Local Government Area 2040 projections maintain the 2010 percent of total county population by geographic area (Local Government Area Percent of Total multiplied by 2040 county total population). As with the Local Government Area 2040 projections, the 2040 traffic analysis zone projections maintain the 2010 percent of total county population by traffic analysis zone.

The 2010 population estimate for each Traffic Analysis Zone was multiplied by the countywide 2010-2040 population percentage increase forecasted by the Bureau of Economic and Business Research, medium population projection, to determine the 2040 population of each traffic analysis zone.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Are. Modifications were made by local government officials to population projections for various traffic analysis zones, however no changes were made to the projected total Local Government Area projections.

Chapter V: Vehicles per Household

Tables 7 through 9 report percentages for variables whose values were for individual traffic analysis zones but not for Local Government Areas. Therefore, the tables report values for one example Local Government Area (Archer) to provide the reader with a better understanding of the values used for these variables in the transportation model. The three variables report the percent of households with children by number of vehicles per household, the percent of households without children by number of vehicles per household, and the percent of retired households by number of vehicles per household.

The reported percentages represent the percent of the traffic analysis zone , not the percent of the countywide totals. For example, if Traffic Analysis Zone 934 has 100 households with children, 25 households of which had two cars, while the entire County had 20,000 households with children, the percent of households with children with two cars for Traffic Analysis Zone 934 equals 25.0 percent. It would not equal 0.125 percent (25 households divided by 20,000 households).

A. Automobile Ownership for Households with Children

Table 7 shows the base year, 2010, automobile ownership percentages for households with children used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for the City of Archer.

Table 7

Archer Local Government Area*
Percent of Households with Children by Automobile Ownership

Traffic Anaysis Zone	Percentage of Households With Children and 0 Cars	Percentage of Households With Children and 1 Car	Percentage of Households With Children and 2 Cars	Percentage of Households With Children and 3+ Cars	Traffic Analysis Zone Total
342	2.74%	54.79%	21.92%	20.55%	100.00%
349	0.00%	60.71%	28.57%	10.71%	100.00%
355	21.05%	26.32%	0.00%	52.63%	100.00%
361	21.05%	26.32%	0.00%	52.63%	100.00%
457	15.38%	30.77%	38.46%	15.38%	100.00%
462	2.20%	14.29%	54.95%	28.57%	100.00%
463	2.74%	54.79%	21.92%	20.55%	100.00%

T:\SE 2040 Update\Excel\[CTPP_to_TAZ_data.xlsx]Archer

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning A112312 - Number of Workers in households (6) by Vehicles Available (5) by Number of Persons Under 18 (4) (Households)

*Local Government Areas consist of all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

2010 Estimates: The data for these variables was derived from the Census Transportation Planning Products data package for the state of Florida. The data package provides information by Census Traffic Analysis Zone. Census traffic analysis zones are aggregations of traffic analysis zones used by the transportation model. Furthermore, transportation model traffic analysis zones are wholly contained within Census traffic analysis zones. They do not overlap one another. Therefore, the percentages derived for each Census Traffic Analysis Zone are assigned, without modification, to each transportation model Traffic Analysis Zone located within the applicable Census Traffic Analysis Zone.
2040 Projections: The 2040 percentages are assumed to be the same as the 2010 percentages except where manual adjustments were made (see Manual Adjustments, below).

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. However, no adjustments were made.

B. Automobile Ownership for Households without Children

Table 8 shows the base year, 2010, automobile ownership percentages for households without children used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for the City of Archer.

Table 8

Archer Local Government Area*
Percentage of Households without Children by Automobile Ownership

Traffic Anaysis Zone	Percentage of Households Without Children and 0 Cars	Percentage of Households Without Children and 1 Car	Percentage of Households Without Children and 2 Cars	Percentage of Households Without Children and 3+ Cars	Traffic Analysis Zone Total
342	7.14%	36.90%	32.14%	23.81%	100.00%
349	1.36%	34.01%	37.42%	27.21%	100.00%
355	0.00%	60.56%	19.72%	19.72%	100.00%
361	0.00%	60.56%	19.72%	19.72%	100.00%
457	8.33%	61.11%	30.56%	0.00%	100.00%
462	3.76%	26.34%	40.86%	29.03%	100.00%
463	7.14%	36.90%	32.14%	23.81%	100.00%

T:\SE 2040 Update\Excel\[CTPP_to_TAZ_data.xlsx]Archer

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning A112312 - Number of Workers in households (6) by Vehicles Available (5) by Number of Persons Under 18 (4) (Households)

*Local Government Areas consist of all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

2010 Estimates: The data for these variables was derived from the Census Transportation Planning Products data package for the state of Florida. The data package provides information by Census Traffic Analysis Zone. Census traffic analysis zones are aggregations of traffic analysis zones used by the transportation model. Furthermore, transportation model traffic analysis zones are wholly contained within Census traffic analysis zones. They do not overlap one another. Therefore, the percentages derived for each Census Traffic Analysis Zone are assigned, without modification, to each transportation model Traffic Analysis Zone located within the applicable Census Traffic Analysis Zone.

2040 Projections: The 2040 percentages are assumed to be the same as the 2010 percentages except where manual adjustments were made (see Manual Adjustments, below)

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. Modifications were made by local government officials to the 2040 projections for various traffic analysis zones, however no changes were made to the projected total Local Government Area projections.

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Chapter VI: Hotels/Motels

A. Total Number of Hotel/Motel Units (Rooms)

Table 9 shows the base year, 2010, and forecast year, 2040, hotel/motel unit percentages used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 9
Hotel/Motel Units, Estimates and Projections Local Government Area*
2010 to 2040

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	261	5.48%	322	5.47%
Archer	4	0.08%	4	0.07%
Gainesville	3,040	63.80%	3,755	63.83%
Hawthorne	26	0.55%	32	0.54%
High Springs	95	1.99%	117	1.99%
LaCrosse	0	0.00%	0	0.00%
Micanopy	12	0.25%	15	0.25%
Newberry	8	0.17%	10	0.17%
Waldo	82	1.72%	101	1.72%
Unincorporated Area**	1,237	25.96%	1,527	25.96%
Total	4,765	100.00%	5,883	100.00%

T:\SE 2040 Update\Excel\[TAZ_Hotel_Projections.xlsx]Summary

Source: Florida Department of Business and Professional Regulation, 2011

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: Hotel/motel unit estimates were obtained from the Florida Department of Business and Professional Regulation. Latitude-longitude coordinates for hotels/motels was obtained from the Florida Geographic Data Library at the University of Florida. The latitude-longitude coordinates allowed the direct assignment 2010 hotel/motel units to traffic analysis zones which were then aggregated to Local Government Areas.

2040 Projections: A countywide ratio of 2010 hotel/motel units to 2010 population was determined to forecast the number of 2040 hotel/motel units. The hotel/motel unit to population ratio was multiplied by the forecasted 2040 population to determine the number of 2040 hotel/motel units. The net increase in year 2040 hotel/motel units were assigned to traffic analysis zones in proportion to the 2010 percent of Local Government Area hotel/motel represented by each Traffic Analysis Zone.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. Modifications were made by local government officials to the 2040 projections for various traffic analysis zones, however no changes were made to the projected total Local Government Area projections.

B. Number of Occupied Hotel/Motel Units

Table 10 shows the base year, 2010, and forecast year, 2040, hotel/motel unit occupancy percentages used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 10

**Occupied Hotel/Motel Units as a Percent of Total Units by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	159	5.51%	196	5.50%
Archer	2	0.07%	2	0.06%
Gainesville	1,841	63.79%	2,273	63.78%
Hawthorne	15	0.52%	19	0.53%
High Springs	58	2.01%	72	2.02%
LaCrosse	0	0.00%	0	0.00%
Micanopy	7	0.24%	9	0.25%
Newberry	5	0.17%	6	0.17%
Waldo	50	1.73%	62	1.74%
Unincorporated Area**	749	25.95%	925	25.95%
Total	2,886	100.00%	3,564	100.00%

T:\SE 2040 Update\Excel\[TAZ_Hotel_Projections.xlsx]Summary

Source: Florida Department of Business and Professional Regulation, 2011

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: Occupied hotel/motel unit estimates were based on the American Hotel and Lodging Association 2010 nationwide average occupancy rate of 60.6 percent. The 60.6 percent occupancy rate was multiplied by the number of 2010 hotel/motel units to determine the number of occupied units.

2040 Projections: The projected 2040 hotel/motel units were multiplied by the 60.6 percent 2010 national average occupancy rate to determine the number of 2040 occupied hotel/motel units.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. Modifications were made by local government officials to the 2040 projections for various traffic analysis zones, however no changes were made to the projected total Local Government Area projections.

C. Number of Persons in Occupied Hotel/Motel Units

Table 11 shows the base year, 2010, and forecast year, 2040, hotel/motel unit population percentages used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 11

**Persons in Occupied Hotel/Motel Units by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	255	5.53%	315	5.53%
Archer	3	0.07%	4	0.07%
Gainesville	2,945	63.81%	3,636	63.79%
Hawthorne	24	0.52%	30	0.53%
High Springs	92	1.99%	114	2.00%
LaCrosse	0	0.00%	0	0.00%
Micanopy	11	0.24%	14	0.25%
Newberry	8	0.17%	10	0.18%
Waldo	80	1.73%	99	1.74%
Unincorporated Area**	1,197	25.94%	1,478	25.93%
Total	4,615	100.00%	5,700	100.00%

T:\SE 2040 Update\Excel\[TAZ_Hotel_Projections.xlsx]Summary

Source: Florida Department of Business and Professional Regulation, 2011

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: The 2010 persons in occupied hotel/motel rooms were based on the American Hotel and Lodging Association 2010 nationwide average of 1.63 persons per occupied room. The 1.63 persons rate was multiplied by the number of 2010 occupied hotel/motel units to determine the number of persons in occupied hotel/motel units.

2040 Projections: The projected 2040 hotel/motel occupied units were multiplied by the 1.63 persons per occupied hotel/motel unit rate to determine the number of 2040 persons in occupied hotel/motel units.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. Modifications were made by local government officials to the 2040 projections for various traffic analysis zones, however no changes were made to the projected total Local Government Area projections.

Chapter VII: Employment

A. Total Employment by Place of Work

Table 12 shows the base year, 2010, and forecast year, 2040, hotel/motel unit population percentages used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 12

**Total Employment by Place of Work and Projection by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	6,307	4.58%	8,368	4.36%
Archer	398	0.29%	536	0.28%
Gainesville	102,917	74.80%	147,463	76.81%
Hawthorne	842	0.61%	1,112	0.58%
High Springs	2,257	1.64%	2,927	1.52%
La Crosse	107	0.08%	140	0.07%
Micanopy	293	0.21%	389	0.20%
Newberry	1,978	1.44%	2,629	1.37%
Waldo	265	0.19%	339	0.18%
Unincorporated Area**	22,230	16.16%	28,072	14.62%
TOTAL	137,594	100.00%	191,980	100.00%

Source: InfoUSA 2010 employment data.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: InfoUSA data provided by the Florida Department of Transportation is reported for individual employers and include the location of the employer using latitude-longitude coordinates. The latitude-longitude coordinates allowed staff to directly assign 2010 employment by employment location to traffic analysis zones which were then aggregated to Local Government Areas.

2040 Projections: Local Government Areas and traffic analysis zones: Employment projections were extrapolated for each industrial sector (Industrial, Commercial and Service) from Florida Department of Economic Opportunity, Florida JOBS by industry report published January 2013. The report forecasts annual average percentage change in job growth by sector between 2012 and 2020. The average annual average percentage change in job growth by industrial sector was applied by staff to the 2010 -

2040 time period. The projected increase in year 2040 total employment was allocated to each Local Government Area and Traffic Analysis Zone in the same proportion as occurred in 2010.

Manual Adjustments: Adjustments were made by various local government representatives to the projected number of total employees by traffic analysis zone for traffic analysis zones located within their respective Local Government Areas. However, no adjustments were made to the projected number of total employees by Local Government Area.

B. Industrial Employment by Place of Work

Table 13 shows the base year, 2010, and forecast year, 2040, manufacturing employment used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 13

Manufacturing Employment by Place of Work by Local Government Area*
2010 to 2040

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	1,194	29.50%	790	13.01%
Archer	82	2.03%	63	1.04%
Gainesville	2,145	52.99%	3,345	55.09%
Hawthorne	30	0.74%	105	1.73%
High Springs	44	1.09%	161	2.65%
La Crosse	3	0.07%	8	0.13%
Micanopy	70	1.73%	37	0.61%
Newberry	99	2.45%	254	4.18%
Waldo	2	0.05%	9	0.15%
Unincorporated Area**	379	9.36%	1,300	21.41%
TOTAL	4,048	100.00%	6,072	100.00%

Source: InfoUSA 2010 employment data.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

Table 14 shows the base year, 2010, and forecast year, 2040, other industrial employment used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 14
Other Industrial Employment by Place of Work by Local Government Area
2010 to 2040

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	565	5.96%	1,853	13.00%
Archer	59	0.62%	149	1.05%
Gainesville	5,298	55.90%	7,838	55.00%
Hawthorne	204	2.15%	247	1.73%
High Springs	316	3.33%	380	2.67%
La Crosse	16	0.17%	21	0.15%
Micanopy	14	0.15%	89	0.62%
Newberry	471	4.97%	602	4.22%
Waldo	17	0.18%	20	0.14%
Unincorporated Area**	2,518	26.57%	3,052	21.42%
TOTAL	9,478	100.00%	14,251	100.00%

Source: InfoUSA 2010 employment data.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: Industrial employees are all full-time and regular part-time employees, and self-employed persons in an industry classified in those employees whose place of work is classified by InfoUSA using the Standard Industrial Classification coding system as numbers 40 through 49 and 60 through 99 (i.e. transportation, communication, and utilities service; finance, insurance, and real estate services; selected personal services; tourism and recreational services; health and educational services; and government services). The InfoUSA data includes the location of employers using latitude-longitude coordinates. The latitude-longitude coordinates allowed staff to directly assign 2010 commercial employees by place of work to traffic analysis zones which were then aggregated to Local Government Areas.

2040 Projections: Employment projections were extrapolated for each industrial sector (Industrial, Commercial and Service) from Florida Department of Economic Opportunity, Florida JOBS by industry report published January 2013. The report forecasts annual average percentage change in job growth by sector between 2012 and 2020. The average annual average percentage change in job growth by industrial sector was applied by staff to the 2010 - 2040 time period. The projected increase in year 2040 total employment was allocated to each Local Government Area and Traffic Analysis Zone in the same proportion as occurred in 2010.

Manual Adjustments: Adjustments were made by various local government representatives to the projected number of commercial sector employees by traffic analysis zone for traffic analysis zones located within their respective Local Government Areas. However, no adjustments were made to the projected number of commercial sector employees by Local Government Area.

C. Commercial Employment by Place of Work

Table 15 shows the base year, 2010, and forecast year, 2040, commercial employment used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 15

**Commercial Employment by Place of Work by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	1,685	5.16%	2,112	5.11%
Archer	105	0.32%	132	0.32%
Gainesville	24,683	75.55%	31,324	75.79%
Hawthorne	191	0.58%	239	0.58%
High Springs	899	2.75%	1,127	2.73%
La Crosse	8	0.02%	10	0.02%
Micanopy	69	0.21%	86	0.21%
Newberry	470	1.44%	584	1.41%
Waldo	137	0.42%	172	0.42%
Unincorporated Area**	4,422	13.54%	5,541	13.41%
TOTAL	32,669	100.00%	41,332	100.00%

Source: InfoUSA 2010 employment data.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: Commercial employees are all full-time and regular part-time employees, and self-employed persons in an industry classified in those employees whose place of work is classified by InfoUSA using the Standard Industrial Classification coding system as numbers 50 through 59 (i.e. retail and wholesale trades). The InfoUSA data includes the location of employers using latitude-longitude coordinates. The latitude-longitude coordinates allowed staff to directly assign 2010 commercial employees by place of work to traffic analysis zones which were then aggregated to Local Government Areas.

2040 Projections: Employment projections were extrapolated for each industrial sector (Industrial, Commercial and Service) from Florida Department of Economic Opportunity, Florida JOBS by industry report published January 2013. The report forecasts annual average percentage change in job growth by sector between 2012 and 2020. The average annual average percentage change in job growth by industrial sector was applied by staff to the 2010 - 2040 time period. The projected increase in year 2040 total employment was allocated to each Local Government Area and Traffic Analysis Zone in the same proportion as occurred in 2010.

Manual Adjustments: Adjustments were made by various local government representatives to the projected number of industrial sector employees by traffic analysis zone for traffic analysis zones located within their respective Local Government Areas. However, no adjustments were made to the projected number of industrial sector employees by Local Government Area.

D. Service Employment by Place of Work

Table 16 shows the base year, 2010, and forecast year, 2040, service employment used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 16

**Service Employment by Place of Work by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	2,863	3.13%	3,613	2.77%
Archer	152	0.17%	192	0.15%
Gainesville	70,791	77.45%	104,956	80.53%
Hawthorne	417	0.46%	526	0.40%
High Springs	998	1.09%	1,259	0.97%
La Crosse	80	0.09%	101	0.08%
Micanopy	140	0.15%	177	0.14%
Newberry	938	1.03%	1,184	0.91%
Waldo	109	0.12%	138	0.11%
Unincorporated Area**	14,911	16.31%	18,179	13.95%
TOTAL	91,399	100.00%	130,325	100.00%

Source: InfoUSA 2010 employment data.

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: Service employees are all full-time and regular part-time employees, as well as self-employed persons in an industry classified in those employees whose place of work is classified by InfoUSA using the Standard Industrial Classification coding system numbers 01 through 39 (i.e. agriculture, forestry, fishing, mining, contract construction and manufacturing). The InfoUSA data includes the location of employers using latitude-longitude coordinates. The latitude-longitude coordinates allowed staff to directly assign 2010 commercial employees by place of work to traffic analysis zones which were then aggregated to Local Government Areas.

2040 Projections: Employment projections were extrapolated for each industrial sector (Industrial, Commercial and Service) from Florida Department of Economic Opportunity, Florida JOBS by industry report published January 2013. The report forecasts annual average percentage change in job growth by sector between 2012 and 2020. The average annual average percentage change in job growth by industrial sector was applied by staff to the 2010 - 2040 time period. The projected increase in year 2040 total employment was allocated to each Local Government Area and Traffic Analysis Zone in the same proportion as occurred in 2010.

Manual Adjustments: Adjustments were made by various local government representatives to the projected number of service sector employees by traffic analysis zone for traffic analysis zones located within their respective Local Government Areas. However, no adjustments were made to the projected number of service sector employees by Local Government Area.

Chapter VIII: School Enrollment

A. School Enrollment

Table 17 shows the base year, 2010, and forecast year, 2040, school enrollment used in the Gainesville Urbanized Area Transportation Study model traffic analysis zones for each municipality and unincorporated Alachua County

Table 17

**School Enrollment by Local Government Area*
2010 to 2040**

Local Government Area*	2010 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	2,549	7.73%	2,549	6.26%
Archer	115	0.35%	115	0.28%
Gainesville	15,011	45.53%	16,447	40.40%
Hawthorne	588	1.78%	588	1.44%
High Springs	954	2.89%	954	2.34%
LaCrosse	0	0.00%	0	0.00%
Micanopy	192	0.58%	192	0.47%
Newberry	1,699	5.15%	2,810	6.90%
Waldo	215	0.65%	215	0.53%
Unincorporated Area**	11,645	35.32%	16,837	41.36%
Total	32,968	100.00%	40,707	100.00%

T:\SE 2040 Update\Excel\[TAZ_School_Projections.xlsx]Summary

Source: U.S. Department of Education, 2009-2011

*Local Government Areas include all of the geographic area of the applicable incorporated municipality plus unincorporated areas where traffic analysis zones overlap the municipality and unincorporated areas. Additionally Local Government Areas include unincorporated areas where a Traffic Analysis Zone is located wholly within an unincorporated area but at least a portion of the Traffic Analysis Zone boundary is adjacent to a municipal boundary.

**The Unincorporated Area consists of all unincorporated areas less all Local Government Areas. Therefore, the Unincorporated Area does not include all unincorporated areas.

2010 Estimates: Enrollment estimates for Alachua County public and private schools, grades pre-kindergarten through 12 were obtained from the U.S. Department of Department of Education for the 2010 and 2011 school years. Latitude-longitude coordinates for public and private schools were obtained from the Florida Geographic Data Library at the University of Florida. The latitude-longitude coordinates allowed staff to directly assign school enrollment to the traffic analysis zones where the schools were located. The traffic analysis zones were then summed for Local Government Areas.

2040 Projections: A countywide ratio of 2010 school enrollment to 2010 population was determined to forecast the 2040 pre-kindergarten through grade 12 school enrollment. The enrollment to population ratio was multiplied by the forecasted 2040 population to determine the 2040 enrollment. The projection technique resulted in 8,177 additional students in the year 2040. Discussions with Alachua County Schools personnel indicated that the net increase in year 2040 school enrollment would result in a need for five additional elementary schools, two additional middle schools and one additional high school for 7,739 additional students. The remaining 438 students were assigned to existing schools. Locations for new schools were determined based on consultation with Alachua County Schools and various local government representatives.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. Adjustments were to the locations of the projected year 2040 new schools.

Chapter IX: Parking

A. Short-Term and Long-Term Parking Costs

Table 18 shows the base year, 2010, and forecast year, 2040, short-term and long-term parking costs used in selected Gainesville Urbanized Area Transportation Study model traffic analysis zones.

Table 18

Short-Term and Long-Term Parking Costs by Traffic Analysis Zone, 2010 and 2040

Traffic Anaysis Zone	2010 Estimate		2040 Forecast	
	Short-Term Parking Cost	Long-Term Parking Cost	Short-Term Parking Cost	Long-Term Parking Cost
11	$3.00	$6.00	$3.00	$6.00
17	$3.00	$9.00	$3.00	$9.00
112	$4.00	$5.00	$4.00	$5.00
224	$5.00	$9.00	$5.00	$9.00
450	$10.00	$10.00	$10.00	$10.00
455	$10.00	$10.00	$10.00	$10.00

T:\SE 2040 Update\Excel\[Parking Costs.xlsx]Summary

Source: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2013

2010 Estimates: Parking structures were surveyed by staff to determine short-term and long-term parking costs. Short-term parking costs represent the cost for parking one automobile for three hours. Long-term parking costs are the cost for parking one automobile for eight hours. Costs were assigned only to those traffic analysis zones which contained a parking garage. Parking garages included the Downtown Gainesville parking garage, the Gainesville Southwest City Garage, Gainesville Regional Airport short-term and long-term parking lots, the Shands Hospital parking garages and the University of Florida Bookstore and Visitor Welcome Center Garage. Metered off-street parking and smaller parking lots were not included. Year 2010 parking costs were assumed to be the same as year 2013 costs.

2040 Projections: Year 2040 parking costs were assumed to be the same as year 2010 parking costs.

Manual Adjustments: Staff met with representatives of local governments within the County to allow local government planners and officials familiar with local conditions and trends an opportunity to modify 2040 projections to traffic analysis zones located within their Local Government Area. However, no adjustments were made.

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Appendix A: Year 2010 Data Values

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Table A-1

Year 2010 Population Estimates
Variable Names and Descriptions

Variable Number	Cube/Voyager Variable Name	Variable Description
1	TOTPOP10	Total Population
2	TOTDU	Total Dwelling Units
3	PCT_DU_VNP	Percent of Dwelling Units not Occupied by Permanent Residents
4	PCT_DU_VAC	Percent of Dwelling Units Vacant
5	PERMPOP	Population in Dwelling Units Occupied by Permanent Residents
6	*HNC_0*	*Percent of Households Without Children and With 0 Cars*
7	*HNC_1*	*Percent of Households Without Children and With 1 Car*
8	*HNC_2*	*Percent of Households Without Children and With 2 Cars*
9	*HNC_3*	*Percent of Households Without Children and With 3+ Cars*
10	*HWC_0*	*Percent of Households With children and With 0 Cars*
11	*HWC_1*	*Percent of Households With Children and With 1 Car*
12	*HWC_2*	*Percent of Households With Children and With 2 Cars*
13	*HWC_3*	*Percent of Households With Children and With 3+ Cars*
14	HM_DU	Hotel/Motel Units
15	HM_POC	Percent of Hotel/Motel Units Occupied
16	HM_POP	Persons in Occupied Hotel/Motel Units
17	MFGEMP	Manufacturing Employment
18	OIEMP	Office/Industrial Employment by Place of Work
19	COMEMP	Commercial Employment by Place of Work
20	SERVEMP	Service Employment by Place of Work
21	TOTEMP	Total Employment by Place of Work
22	SCHENR	School Enrollment
23	SHORTPARK	Short-term Parking Cost
24	LONGPARK	Long-term Parking Cost

Note: Variables in italics are not included in Tables A-2 and A-3.

Table A-2

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
1	0	0	0	0	0.606	0
2	0	0	0	0	0.606	0
3	0	0	0	0	0.606	0
4	0	0	0	0	0.606	0
5	0	0	0	0	0.606	0
6	0	0	0	0	0.606	0
7	0	0	0	0	0.606	0
8	3	1	3	0	0.606	0
9	2	2	2	0	0.606	0
10	0	0	0	0	0.606	0
11	68	2	68	0	0.606	0
12	0	0	0	0	0.606	0
13	0	0	0	0	0.606	0
14	0	0	0	124	0.606	120
15	0	0	0	0	0.606	0
16	1	0	1	0	0.606	0
17	3	2	3	0	0.606	0
18	127	118	127	0	0.606	0
19	200	119	200	0	0.606	0
20	60	34	60	0	0.606	0
21	88	59	88	0	0.606	0
22	1	0	1	0	0.606	0
23	15	3	15	38	0.606	37
24	169	96	169	0	0.606	0
25	55	27	55	0	0.606	0
26	17	5	17	0	0.606	0
27	34	31	34	0	0.606	0
28	808	281	808	0	0.606	0
29	139	83	139	0	0.606	0
30	231	22	231	0	0.606	0
31	29	15	29	0	0.606	0
32	353	158	353	0	0.606	0
33	84	44	84	0	0.606	0
34	4	1	4	0	0.606	0
35	221	86	221	0	0.606	0
36	18	13	18	0	0.606	0
37	11	7	11	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
38	30	24	30	0	0.606	0
40	162	88	162	0	0.606	0
41	132	36	132	0	0.606	0
42	120	69	120	15	0.606	14
43	175	99	175	0	0.606	0
44	154	68	154	0	0.606	0
45	66	46	66	0	0.606	0
46	265	160	265	0	0.606	0
47	148	77	148	0	0.606	0
48	4	2	4	0	0.606	0
49	503	268	503	17	0.606	17
50	29	9	29	0	0.606	0
51	240	126	240	0	0.606	0
52	283	174	283	0	0.606	0
53	337	181	337	0	0.606	0
54	95	55	95	0	0.606	0
55	155	76	155	0	0.606	0
56	0	0	0	0	0.606	0
57	180	77	180	0	0.606	0
58	98	49	98	0	0.606	0
59	1,104	493	1,104	0	0.606	0
60	16	9	16	0	0.606	0
61	602	276	602	0	0.606	0
62	26	15	26	0	0.606	0
63	60	38	60	0	0.606	0
64	139	126	139	0	0.606	0
65	69	33	69	165	0.606	160
66	325	317	325	0	0.606	0
67	296	188	296	0	0.606	0
68	573	170	573	0	0.606	0
69	335	207	335	0	0.606	0
70	70	35	70	0	0.606	0
71	10	5	10	0	0.606	0
72	205	161	205	0	0.606	0
73	11	5	11	0	0.606	0
74	15	1	15	0	0.606	0
75	480	202	480	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
76	706	394	706	0	0.606	0
77	622	289	622	0	0.606	0
78	188	98	188	0	0.606	0
79	817	74	817	0	0.606	0
80	355	159	355	0	0.606	0
81	1	0	1	0	0.606	0
82	139	66	139	0	0.606	0
83	0	0	0	0	0.606	0
84	84	39	84	0	0.606	0
85	1,505	0	1,505	0	0.606	0
86	1,333	792	1,333	0	0.606	0
87	1,026	510	1,026	0	0.606	0
88	84	34	84	0	0.606	0
89	448	248	448	0	0.606	0
90	446	260	446	0	0.606	0
92	25	14	25	0	0.606	0
93	759	428	759	0	0.606	0
94	356	163	356	0	0.606	0
95	334	165	334	0	0.606	0
96	162	91	162	0	0.606	0
97	1,066	0	1,066	0	0.606	0
98	406	199	406	0	0.606	0
99	22	12	22	0	0.606	0
100	151	78	151	0	0.606	0
101	4	3	4	0	0.606	0
102	217	160	217	0	0.606	0
103	519	319	519	0	0.606	0
104	543	327	543	0	0.606	0
105	129	60	129	0	0.606	0
106	156	61	156	0	0.606	0
107	410	194	410	0	0.606	0
108	1,004	532	1,004	191	0.606	186
109	73	68	73	0	0.606	0
112	0	0	0	0	0.606	0
113	607	252	607	0	0.606	0
114	535	254	535	0	0.606	0
115	367	190	367	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
116	1,155	665	1,155	0	0.606	0
117	51	32	51	0	0.606	0
118	144	48	144	0	0.606	0
120	337	141	337	0	0.606	0
121	221	84	221	0	0.606	0
122	0	0	0	0	0.606	0
123	449	230	449	0	0.606	0
124	58	29	58	114	0.606	111
125	0	0	0	0	0.606	0
126	2,027	0	2,027	0	0.606	0
127	368	163	368	0	0.606	0
128	195	79	195	0	0.606	0
130	57	40	57	0	0.606	0
132	785	318	785	0	0.606	0
133	1,553	624	1,553	0	0.606	0
134	691	466	691	0	0.606	0
135	0	0	0	0	0.606	0
136	223	98	223	0	0.606	0
137	364	194	364	0	0.606	0
138	357	166	357	0	0.606	0
139	1,344	490	1,344	0	0.606	0
140	860	372	860	0	0.606	0
141	394	1	394	0	0.606	0
142	476	292	476	239	0.606	230
143	56	45	56	67	0.606	66
144	751	273	751	0	0.606	0
146	881	218	881	0	0.606	0
147	1,747	838	1,747	153	0.606	147
148	0	0	0	0	0.606	0
149	387	2	387	0	0.606	0
150	632	201	632	0	0.606	0
151	484	22	484	0	0.606	0
152	1,336	674	1,336	0	0.606	0
153	326	122	326	0	0.606	0
154	351	181	351	0	0.606	0
155	1,209	652	1,209	0	0.606	0
156	215	162	215	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
157	818	340	818	0	0.606	0
158	891	505	891	43	0.606	42
159	19	2	19	0	0.606	0
160	34	22	34	0	0.606	0
161	518	192	518	0	0.606	0
162	109	43	109	0	0.606	0
163	852	380	852	0	0.606	0
164	105	34	105	0	0.606	0
165	436	218	436	0	0.606	0
166	2	0	2	0	0.606	0
167	402	167	402	0	0.606	0
168	384	192	384	0	0.606	0
169	634	244	634	0	0.606	0
170	279	113	279	0	0.606	0
171	974	0	974	0	0.606	0
172	454	215	454	40	0.606	38
173	1,109	468	1,109	0	0.606	0
174	935	399	935	0	0.606	0
176	19	5	19	0	0.606	0
177	542	200	542	0	0.606	0
178	429	267	429	0	0.606	0
179	5	2	5	0	0.606	0
180	721	369	721	40	0.606	38
181	1,021	656	1,021	0	0.606	0
182	460	213	460	0	0.606	0
183	0	0	0	0	0.606	0
184	5,930	3,139	5,930	0	0.606	0
185	753	310	753	0	0.606	0
186	784	459	784	0	0.606	0
187	302	122	302	0	0.606	0
188	1,224	612	1,224	0	0.606	0
189	2,195	1,361	2,195	0	0.606	0
190	641	271	641	0	0.606	0
191	49	46	49	31	0.606	30
192	2,241	947	2,241	0	0.606	0
193	418	153	418	0	0.606	0
194	1,586	748	1,586	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
195	0	0	0	0	0.606	0
196	500	344	500	0	0.606	0
197	1,354	655	1,354	20	0.606	19
198	1,090	409	1,090	0	0.606	0
199	1,212	633	1,212	0	0.606	0
200	2,820	1,744	2,820	0	0.606	0
201	4,682	2,483	4,682	0	0.606	0
202	990	370	990	0	0.606	0
203	1,885	315	1,885	0	0.606	0
204	2,806	1,243	2,806	0	0.606	0
205	1,319	719	1,319	0	0.606	0
206	20	17	20	0	0.606	0
207	0	0	0	0	0.606	0
208	2,942	1,549	2,942	0	0.606	0
209	1,125	464	1,125	0	0.606	0
210	832	500	832	0	0.606	0
211	151	67	151	0	0.606	0
213	200	103	200	0	0.606	0
214	0	0	0	207	0.606	200
215	212	86	212	0	0.606	0
216	7	3	7	0	0.606	0
217	602	220	602	0	0.606	0
218	360	212	360	0	0.606	0
219	1,573	625	1,573	490	0.606	475
220	926	422	926	0	0.606	0
221	1,126	471	1,126	0	0.606	0
222	1,317	652	1,317	0	0.606	0
223	684	292	684	0	0.606	0
224	0	0	0	0	0.606	0
225	153	72	153	0	0.606	0
226	705	290	705	0	0.606	0
227	2,951	1,316	2,951	0	0.606	0
228	309	152	309	0	0.606	0
229	1,085	482	1,085	0	0.606	0
231	98	84	98	0	0.606	0
232	1,897	1,024	1,897	0	0.606	0
233	2,963	1,274	2,963	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
234	688	297	688	0	0.606	0
235	726	301	726	0	0.606	0
236	387	226	387	124	0.606	120
237	377	233	377	0	0.606	0
238	2,260	1,196	2,260	0	0.606	0
239	5,523	2,827	5,523	132	0.606	128
240	224	67	224	0	0.606	0
241	2,164	1,123	2,164	0	0.606	0
242	51	39	51	0	0.606	0
243	298	143	298	0	0.606	0
244	279	136	279	87	0.606	83
245	49	20	49	0	0.606	0
246	2,444	1,034	2,444	0	0.606	0
247	0	0	0	0	0.606	0
248	183	104	183	0	0.606	0
249	122	45	122	0	0.606	0
250	382	170	382	0	0.606	0
251	173	93	173	0	0.606	0
252	848	790	848	0	0.606	0
253	26	13	26	0	0.606	0
254	1,269	507	1,269	48	0.606	46
255	2,500	935	2,500	0	0.606	0
256	209	100	209	0	0.606	0
257	1,089	412	1,089	0	0.606	0
258	1,793	760	1,793	0	0.606	0
259	44	19	44	0	0.606	0
260	1,027	418	1,027	0	0.606	0
261	595	458	595	0	0.606	0
262	266	110	266	0	0.606	0
263	531	254	531	0	0.606	0
264	47	19	47	0	0.606	0
265	2,701	1,170	2,701	0	0.606	0
266	683	216	683	0	0.606	0
267	96	54	96	0	0.606	0
268	2,680	1,190	2,680	0	0.606	0
269	692	280	692	0	0.606	0
270	1,317	465	1,317	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
271	228	93	228	0	0.606	0
272	1,558	611	1,558	0	0.606	0
273	343	140	343	0	0.606	0
274	60	30	60	0	0.606	0
275	282	115	282	0	0.606	0
276	4,018	1,932	4,018	0	0.606	0
277	107	50	107	0	0.606	0
278	149	83	149	0	0.606	0
279	678	303	678	0	0.606	0
280	414	179	414	0	0.606	0
281	1,026	397	1,026	0	0.606	0
282	470	177	470	0	0.606	0
283	450	202	450	0	0.606	0
284	340	140	340	0	0.606	0
285	298	133	298	0	0.606	0
286	279	123	279	0	0.606	0
287	241	92	241	0	0.606	0
288	274	138	274	60	0.606	58
289	10	4	10	0	0.606	0
290	65	27	65	0	0.606	0
291	223	91	223	0	0.606	0
292	229	117	229	0	0.606	0
293	123	54	123	0	0.606	0
294	117	70	117	12	0.606	11
295	845	389	845	0	0.606	0
296	182	86	182	0	0.606	0
297	401	175	401	0	0.606	0
298	104	39	104	0	0.606	0
299	120	52	120	0	0.606	0
300	307	145	307	0	0.606	0
301	506	222	506	0	0.606	0
302	250	93	250	0	0.606	0
303	404	183	404	0	0.606	0
304	52	28	52	0	0.606	0
305	490	248	490	0	0.606	0
306	354	184	354	0	0.606	0
307	226	98	226	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
308	33	19	33	0	0.606	0
309	89	40	89	0	0.606	0
310	9	7	9	0	0.606	0
311	462	205	462	0	0.606	0
312	240	118	240	0	0.606	0
313	386	157	386	0	0.606	0
314	267	127	267	0	0.606	0
315	74	36	74	0	0.606	0
316	393	186	393	0	0.606	0
317	54	37	54	0	0.606	0
318	178	79	178	0	0.606	0
319	251	122	251	0	0.606	0
320	519	211	519	0	0.606	0
321	114	49	114	0	0.606	0
322	75	30	75	0	0.606	0
323	118	45	118	0	0.606	0
324	210	113	210	0	0.606	0
325	162	88	162	0	0.606	0
326	218	109	218	0	0.606	0
327	193	88	193	0	0.606	0
328	84	39	84	0	0.606	0
329	524	225	524	0	0.606	0
330	139	58	139	0	0.606	0
331	87	46	87	0	0.606	0
332	324	128	324	0	0.606	0
334	229	104	229	0	0.606	0
335	126	56	126	0	0.606	0
336	423	208	423	0	0.606	0
337	67	24	67	0	0.606	0
338	335	152	335	20	0.606	19
339	171	74	171	11	0.606	11
340	167	79	167	0	0.606	0
341	20	7	20	0	0.606	0
342	254	115	254	0	0.606	0
343	296	176	296	26	0.606	24
345	136	65	136	0	0.606	0
346	824	330	824	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
347	199	82	199	0	0.606	0
348	13	8	13	0	0.606	0
349	237	111	237	0	0.606	0
350	218	91	218	0	0.606	0
351	1	1	1	0	0.606	0
352	115	60	115	51	0.606	50
354	183	83	183	0	0.606	0
355	149	77	149	4	0.606	3
356	447	212	447	0	0.606	0
357	217	107	217	0	0.606	0
358	106	59	106	0	0.606	0
359	133	69	133	0	0.606	0
360	149	74	149	0	0.606	0
361	138	54	138	0	0.606	0
362	40	16	40	0	0.606	0
363	36	17	36	0	0.606	0
364	270	127	270	0	0.606	0
365	495	226	495	0	0.606	0
366	18	19	18	0	0.606	0
367	77	32	77	0	0.606	0
368	149	65	149	0	0.606	0
369	149	69	149	55	0.606	53
370	423	165	423	0	0.606	0
371	21	12	21	0	0.606	0
372	72	29	72	0	0.606	0
373	164	78	164	0	0.606	0
374	168	75	168	0	0.606	0
375	66	30	66	0	0.606	0
376	394	280	394	6	0.606	6
377	237	104	237	0	0.606	0
378	173	76	173	0	0.606	0
379	216	152	216	0	0.606	0
380	311	159	311	0	0.606	0
381	500	334	500	0	0.606	0
382	117	62	117	0	0.606	0
383	334	145	334	0	0.606	0
384	585	251	585	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
385	496	213	496	0	0.606	0
386	242	98	242	8	0.606	8
387	121	55	121	44	0.606	43
388	178	81	178	0	0.606	0
389	315	132	315	0	0.606	0
390	245	102	245	0	0.606	0
391	150	61	150	0	0.606	0
392	50	23	50	0	0.606	0
393	423	268	423	0	0.606	0
394	400	173	400	0	0.606	0
395	130	52	130	0	0.606	0
396	483	222	483	0	0.606	0
397	178	75	178	0	0.606	0
398	86	31	86	0	0.606	0
399	318	129	318	0	0.606	0
400	500	194	500	0	0.606	0
401	595	250	595	0	0.606	0
402	604	243	604	0	0.606	0
403	198	77	198	0	0.606	0
404	121	59	121	0	0.606	0
405	520	221	520	6	0.606	6
406	183	81	183	0	0.606	0
407	626	244	626	0	0.606	0
408	57	25	57	0	0.606	0
409	290	128	290	0	0.606	0
410	279	110	279	0	0.606	0
411	29	13	29	0	0.606	0
412	332	145	332	0	0.606	0
413	341	141	341	0	0.606	0
414	295	130	295	0	0.606	0
415	213	101	213	0	0.606	0
416	374	155	374	0	0.606	0
417	1,166	532	1,166	0	0.606	0
418	460	183	460	0	0.606	0
419	268	128	268	0	0.606	0
420	26	11	26	0	0.606	0
421	81	29	81	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
422	68	31	68	22	0.606	21
423	200	80	200	0	0.606	0
424	29	16	29	0	0.606	0
425	528	219	528	0	0.606	0
426	170	81	170	0	0.606	0
427	356	150	356	0	0.606	0
428	723	322	723	33	0.606	32
429	696	349	696	34	0.606	33
430	240	103	240	0	0.606	0
432	144	73	144	0	0.606	0
433	451	409	451	0	0.606	0
434	148	153	148	0	0.606	0
435	498	389	498	0	0.606	0
436	0	0	0	90	0.606	88
437	0	0	0	0	0.606	0
438	70	43	70	0	0.606	0
439	7	7	7	0	0.606	0
440	472	280	472	0	0.606	0
441	522	10	522	0	0.606	0
442	113	63	113	0	0.606	0
444	9	4	9	0	0.606	0
445	0	0	0	0	0.606	0
446	93	65	93	0	0.606	0
447	410	200	410	0	0.606	0
448	30	18	30	0	0.606	0
449	222	1	222	0	0.606	0
450	0	0	0	0	0.606	0
451	0	0	0	0	0.606	0
452	0	0	0	0	0.606	0
453	33	0	33	0	0.606	0
454	1,283	30	1,283	0	0.606	0
455	0	0	0	0	0.606	0
456	21	11	21	0	0.606	0
457	242	124	242	0	0.606	0
458	193	82	193	0	0.606	0
459	231	102	231	0	0.606	0
460	131	65	131	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
461	237	107	237	0	0.606	0
462	137	67	137	0	0.606	0
463	599	259	599	0	0.606	0
464	1,256	496	1,256	0	0.606	0
465	325	146	325	0	0.606	0
466	416	179	416	0	0.606	0
467	1,183	466	1,183	0	0.606	0
468	971	366	971	0	0.606	0
469	2,237	832	2,237	0	0.606	0
470	478	193	478	0	0.606	0
471	306	119	306	0	0.606	0
472	245	117	245	0	0.606	0
473	79	35	79	0	0.606	0
474	200	80	200	0	0.606	0
475	150	51	150	0	0.606	0
476	233	96	233	0	0.606	0
477	73	32	73	0	0.606	0
478	133	59	133	0	0.606	0
479	117	52	117	0	0.606	0
480	81	36	81	0	0.606	0
481	68	30	68	0	0.606	0
482	147	61	147	0	0.606	0
483	206	73	206	0	0.606	0
484	391	160	391	0	0.606	0
485	29	13	29	0	0.606	0
486	1,010	544	1,010	0	0.606	0
487	542	222	542	0	0.606	0
488	191	89	191	0	0.606	0
489	106	41	106	0	0.606	0
490	88	36	88	0	0.606	0
491	163	63	163	0	0.606	0
492	167	65	167	0	0.606	0
493	63	32	63	0	0.606	0
494	283	133	283	0	0.606	0
495	154	67	154	0	0.606	0
496	71	32	71	0	0.606	0
497	582	238	582	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
498	34	19	34	0	0.606	0
499	156	53	156	0	0.606	0
500	1,071	400	1,071	0	0.606	0
501	1,584	802	1,584	258	0.606	249
502	1,490	668	1,490	0	0.606	0
503	487	182	487	0	0.606	0
504	66	25	66	152	0.606	147
505	239	106	239	0	0.606	0
506	82	29	82	0	0.606	0
507	414	164	414	0	0.606	0
508	113	44	113	0	0.606	0
509	60	26	60	0	0.606	0
510	403	169	403	0	0.606	0
511	108	42	108	0	0.606	0
512	675	280	675	0	0.606	0
513	480	184	480	0	0.606	0
514	172	77	172	0	0.606	0
515	178	78	178	0	0.606	0
516	188	95	188	0	0.606	0
517	400	170	400	0	0.606	0
518	219	99	219	0	0.606	0
519	617	385	617	162	0.606	159
520	457	184	457	0	0.606	0
521	215	77	215	0	0.606	0
522	169	73	169	0	0.606	0
523	54	29	54	0	0.606	0
524	62	26	62	0	0.606	0
525	129	56	129	0	0.606	0
526	431	180	431	0	0.606	0
527	139	81	139	0	0.606	0
528	108	59	108	0	0.606	0
529	1,956	944	1,956	0	0.606	0
530	187	85	187	0	0.606	0
531	30	15	30	0	0.606	0
532	1,062	448	1,062	0	0.606	0
533	1,423	779	1,423	0	0.606	0
534	2,406	1,433	2,406	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
535	75	48	75	0	0.606	0
536	213	136	213	0	0.606	0
537	1,519	616	1,519	0	0.606	0
538	142	63	142	0	0.606	0
539	377	157	377	0	0.606	0
540	623	333	623	0	0.606	0
541	75	30	75	0	0.606	0
542	63	25	63	134	0.606	130
543	1,416	664	1,416	0	0.606	0
544	134	59	134	739	0.606	717
545	137	114	137	0	0.606	0
546	691	383	691	0	0.606	0
547	94	53	94	248	0.606	240
548	601	240	601	0	0.606	0
549	531	292	531	0	0.606	0
550	415	218	415	0	0.606	0
551	90	50	90	0	0.606	0
552	120	154	120	0	0.606	0
553	308	171	308	0	0.606	0
554	291	103	291	0	0.606	0
555	484	187	484	0	0.606	0
556	380	166	380	0	0.606	0
557	11	5	11	0	0.606	0
558	225	138	225	0	0.606	0
559	0	0	0	0	0.606	0
560	383	162	383	0	0.606	0
561	21	8	21	0	0.606	0
562	45	20	45	0	0.606	0
563	195	96	195	0	0.606	0
564	11	5	11	0	0.606	0
565	305	129	305	0	0.606	0
566	74	33	74	0	0.606	0
567	81	33	81	0	0.606	0
568	78	38	78	0	0.606	0
569	70	40	70	0	0.606	0
570	0	0	0	0	0.606	0
571	227	138	227	0	0.606	0

Table A-2 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2010	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
572	9	4	9	0	0.606	0
573	2,011	1,094	2,011	205	0.606	200
574	645	367	645	0	0.606	0
575	622	374	622	0	0.606	0
576	13	6	13	0	0.606	0

Table A-3

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
1	0	50	50	0	0	100	0	0
2	0	47	7	0	0	54	0	0
3	0	0	0	0	0	0	0	0
4	0	2	323	0	29	354	0	0
5	0	24	211	0	7	242	0	0
6	0	7	119	0	0	126	0	0
7	0	0	43	0	0	43	0	0
8	0	51	163	0	0	214	0	0
9	0	18	43	0	0	61	0	0
10	0	198	77	0	0	275	0	0
11	0	125	32	0	5	162	3	6
12	0	0	0	0	0	0	0	0
13	0	0	73	0	0	73	0	0
14	0	0	150	0	0	150	0	0
15	0	0	501	0	0	501	0	0
16	0	159	818	41	422	1,440	0	0
17	0	0	0	0	0	0	3	9
18	0	26	141	3	6	176	0	0
19	0	222	199	0	4	425	0	0
20	0	2	37	0	18	57	0	0
21	0	9	184	0	0	193	0	0
22	0	34	187	0	0	221	0	0
23	0	35	71	0	0	106	0	0
24	0	6	15	0	2	23	0	0
25	0	0	97	0	0	97	0	0
26	0	3	420	0	2	425	0	0
27	0	25	93	0	0	118	0	0
28	0	7	37	9	0	53	0	0
29	0	0	5	0	0	5	0	0
30	0	9	78	0	70	157	0	0
31	0	21	49	0	0	70	0	0
32	0	19	484	0	0	503	0	0
33	0	106	81	18	0	205	0	0
34	0	10	39	3	0	52	0	0
35	0	0	27	0	0	27	0	0
36	0	54	12	2	5	73	0	0
37	0	12	83	0	0	95	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
38	0	12	61	0	0	73	0	0
40	0	0	190	0	31	221	0	0
41	0	30	190	0	0	220	0	0
42	0	0	52	0	0	52	0	0
43	0	6	22	0	0	28	0	0
44	0	4	39	19	0	62	0	0
45	0	0	344	0	0	344	0	0
46	0	0	1	0	11	12	0	0
47	0	124	13	0	0	137	0	0
48	0	0	38	0	0	38	0	0
49	39	3	102	0	0	105	0	0
50	0	0	82	0	0	82	0	0
51	0	51	101	0	4	156	0	0
52	0	5	889	0	2	896	0	0
53	0	0	11	0	0	11	0	0
54	0	49	47	0	100	196	0	0
55	0	96	65	0	150	311	0	0
56	0	10	4	0	12	26	0	0
57	0	0	14	0	0	14	0	0
58	0	2	2	0	0	4	0	0
59	0	3	39	0	3	45	0	0
60	0	313	130	0	0	443	0	0
61	0	0	6	0	4	10	0	0
62	0	27	26	109	0	162	0	0
63	86	0	67	0	0	67	0	0
64	0	58	227	0	7	292	0	0
65	0	98	95	0	0	193	0	0
66	0	104	10	0	0	114	0	0
67	0	2	2	0	0	4	0	0
68	0	0	63	0	0	63	0	0
69	0	95	249	12	26	382	0	0
70	0	32	11	0	0	43	0	0
71	0	149	20	5	1	175	0	0
72	0	40	6	0	0	46	0	0
73	0	30	44	0	85	159	0	0
74	0	0	402	0	0	402	0	0
75	0	97	20	0	0	117	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
76	0	2	13	0	3	18	0	0
77	0	5	172	4	30	211	0	0
78	0	1,320	39	22	305	1,686	0	0
79	0	0	292	0	10	302	0	0
80	0	0	168	0	0	168	0	0
81	0	82	16	0	6	104	0	0
82	0	2	42	0	0	44	0	0
83	0	20	1,889	0	0	1,909	0	0
84	0	45	2	0	0	47	0	0
85	0	0	461	0	0	461	0	0
86	0	285	268	0	69	622	0	0
87	0	19	60	0	0	79	0	0
88	0	0	0	0	0	0	0	0
89	0	171	479	3	25	678	0	0
90	1,139	0	138	0	0	138	0	0
92	0	96	299	32	14	441	0	0
93	0	2	246	0	0	248	0	0
94	0	16	15	0	0	31	0	0
95	0	0	2	0	1	3	0	0
96	0	64	247	0	0	311	0	0
97	0	121	2,861	0	0	2,982	0	0
98	0	0	11	0	0	11	0	0
99	1,281	0	205	0	0	205	0	0
100	0	0	1	0	0	1	0	0
101	0	256	8,964	13	0	9,233	0	0
102	336	254	213	0	9	476	0	0
103	176	141	395	0	25	561	0	0
104	0	200	136	0	0	336	0	0
105	0	0	0	0	0	0	0	0
106	0	0	4	0	0	4	0	0
107	0	28	165	3	6	202	0	0
108	0	18	31	0	0	49	0	0
109	0	141	165	6	0	312	0	0
112	0	0	2,994	0	0	2,994	4	5
113	0	2	24	0	0	26	0	0
114	0	10	75	0	32	117	0	0
115	0	0	11	0	2	13	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
116	0	85	310	0	17	412	0	0
117	131	3	25	0	22	50	0	0
118	0	2	300	0	0	302	0	0
120	849	1	206	0	0	207	0	0
121	439	0	72	0	0	72	0	0
122	0	0	1,467	0	0	1,467	0	0
123	1,928	26	232	0	0	258	0	0
124	0	11	33	0	0	44	0	0
125	0	40	307	0	0	347	0	0
126	0	0	166	0	0	166	0	0
127	0	0	11	0	1	12	0	0
128	24	26	369	0	2	397	0	0
130	0	0	68	0	0	68	0	0
132	0	4	35	0	2	41	0	0
133	0	5	971	0	3	979	0	0
134	0	19	25	0	5	49	0	0
135	0	798	37	32	6	873	0	0
136	0	0	1	0	0	1	0	0
137	0	824	288	0	46	1,158	0	0
138	0	350	69	17	11	447	0	0
139	445	470	125	5	1	601	0	0
140	43	29	426	0	17	472	0	0
141	0	0	39	0	0	39	0	0
142	0	37	117	0	0	154	0	0
143	0	611	91	0	0	702	0	0
144	0	0	4	0	2	6	0	0
146	0	0	743	0	0	743	0	0
147	0	47	286	6	150	489	0	0
148	0	0	34	0	0	34	0	0
149	0	0	1,131	0	0	1,131	0	0
150	0	0	16	0	0	16	0	0
151	0	4	1,574	0	3	1,581	0	0
152	0	50	54	0	1	105	0	0
153	0	1	47	0	0	48	0	0
154	0	0	144	0	0	144	0	0
155	0	0	7	0	4	11	0	0
156	0	47	16	0	4	67	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
157	0	0	32	0	2	34	0	0
158	466	33	189	0	10	232	0	0
159	0	250	83	0	84	417	0	0
160	0	0	13	0	0	13	0	0
161	0	0	0	0	2	2	0	0
162	0	311	245	76	404	1,036	0	0
163	0	40	71	0	7	118	0	0
164	0	164	17	0	0	181	0	0
165	0	335	179	0	15	529	0	0
166	0	0	356	0	0	356	0	0
167	100	0	135	0	0	135	0	0
168	0	1	14	0	8	23	0	0
169	0	4	8	0	40	52	0	0
170	338	0	114	0	0	114	0	0
171	0	0	648	0	0	648	0	0
172	0	48	2	0	1	51	0	0
173	0	3	33	0	2	38	0	0
174	0	46	751	0	18	815	0	0
176	0	229	5	0	0	234	0	0
177	0	51	185	13	2	251	0	0
178	0	0	671	0	5	676	0	0
179	1,047	2	310	0	0	312	0	0
180	0	105	159	0	53	317	0	0
181	0	0	22	0	2	24	0	0
182	0	39	139	0	23	201	0	0
183	0	182	84	3	3	272	0	0
184	0	438	126	0	29	593	0	0
185	0	27	30	0	0	57	0	0
186	0	105	241	31	111	488	0	0
187	0	0	10	0	1	11	0	0
188	463	41	79	0	1	121	0	0
189	0	0	72	0	0	72	0	0
190	1,108	12	88	0	4	104	0	0
191	0	7	1,019	0	3	1,029	0	0
192	657	32	165	0	5	202	0	0
193	0	0	0	0	2	2	0	0
194	0	45	187	0	2	234	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
195	0	344	93	35	0	472	0	0
196	0	389	473	4	1	867	0	0
197	570	84	810	0	18	912	0	0
198	0	28	60	110	16	214	0	0
199	0	151	706	10	141	1,008	0	0
200	0	267	151	0	9	427	0	0
201	0	183	1,499	0	7	1,689	0	0
202	0	580	132	8	0	720	0	0
203	0	10	704	0	13	727	0	0
204	0	23	332	0	7	362	0	0
205	0	184	91	0	42	317	0	0
206	0	22	14	15	10	61	0	0
207	0	1,373	187	5	48	1,613	0	0
208	22	562	1,816	5	122	2,505	0	0
209	0	11	24	0	18	53	0	0
210	0	16	117	5	0	138	0	0
211	0	18	51	4	75	148	0	0
213	86	25	13	0	5	43	0	0
214	0	589	114	0	0	703	0	0
215	0	0	16	0	3	19	0	0
216	0	20	620	0	0	640	0	0
217	711	403	810	30	128	1,371	0	0
218	0	23	72	0	0	95	0	0
219	0	667	475	642	249	2,033	0	0
220	246	4	108	0	9	121	0	0
221	1,957	17	275	0	6	298	0	0
222	0	0	0	0	0	0	0	0
223	0	72	44	0	11	127	0	0
224	202	346	365	163	0	874	5	9
225	0	0	154	0	13	167	0	0
226	0	1	222	0	3	226	0	0
227	0	175	635	5	76	891	0	0
228	0	37	107	0	0	144	0	0
229	0	147	1,083	4	84	1,318	0	0
231	0	921	355	260	257	1,793	0	0
232	0	0	189	0	0	189	0	0
233	0	2	39	0	7	48	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
234	0	2	254	6	5	267	0	0
235	2,221	41	190	55	5	291	0	0
236	0	50	492	93	324	959	0	0
237	0	2,300	472	12	7	2,791	0	0
238	1,629	433	337	2	56	828	0	0
239	0	315	355	0	63	733	0	0
240	0	363	1,794	0	0	2,157	0	0
241	0	30	212	0	119	361	0	0
242	0	0	0	0	0	0	0	0
243	0	52	13	0	4	69	0	0
244	0	0	183	0	3	186	0	0
245	0	25	27	0	24	76	0	0
246	731	10	200	1	0	211	0	0
247	0	20	44	0	0	64	0	0
248	0	66	59	10	2	137	0	0
249	0	0	15	0	1	16	0	0
250	35	70	63	1	2	136	0	0
251	0	7	4	1	1	13	0	0
252	0	44	423	0	36	503	0	0
253	0	0	0	0	0	0	0	0
254	0	156	622	0	49	827	0	0
255	1,118	12	144	0	12	168	0	0
256	0	0	8	0	46	54	0	0
257	1,637	0	183	0	11	194	0	0
258	0	192	215	19	21	447	0	0
259	0	0	3	0	0	3	0	0
260	0	3	10	0	14	27	0	0
261	0	71	0	4	30	105	0	0
262	209	8	174	0	11	193	0	0
263	0	0	3	0	3	6	0	0
264	0	0	3	0	1	4	0	0
265	0	37	50	0	18	105	0	0
266	84	180	455	7	84	726	0	0
267	0	0	2	0	14	16	0	0
268	0	30	841	5	55	931	0	0
269	0	7	42	0	0	49	0	0
270	565	46	117	0	1	164	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
271	32	0	8	2	8	18	0	0
272	0	4	31	0	9	44	0	0
273	0	0	9	0	0	9	0	0
274	0	0	0	0	1	1	0	0
275	0	13	184	2	3	202	0	0
276	711	129	734	2	56	921	0	0
277	0	0	0	0	0	0	0	0
278	0	3	0	0	0	3	0	0
279	0	0	4	0	10	14	0	0
280	0	0	6	0	1	7	0	0
281	0	81	166	0	8	255	0	0
282	0	1	4	0	8	13	0	0
283	0	4	18	0	2	24	0	0
284	0	0	3	0	9	12	0	0
285	0	0	0	0	0	0	0	0
286	0	0	8	1	10	19	0	0
287	260	17	21	0	3	41	0	0
288	0	1	10	0	7	18	0	0
289	0	0	3	0	0	3	0	0
290	0	2	0	0	0	2	0	0
291	0	0	6	0	5	11	0	0
292	192	26	109	70	0	205	0	0
293	0	0	22	0	1	23	0	0
294	0	37	28	0	12	77	0	0
295	0	13	30	9	16	68	0	0
296	0	30	15	0	5	50	0	0
297	0	0	12	0	5	17	0	0
298	0	183	13	0	15	211	0	0
299	0	0	1	0	3	4	0	0
300	0	0	10	0	14	24	0	0
301	0	0	2	0	5	7	0	0
302	0	0	1	1	4	6	0	0
303	0	4	4	0	10	18	0	0
304	0	6	130	4	1	141	0	0
305	0	0	7	0	8	15	0	0
306	0	3	3	0	2	8	0	0
307	0	6	8	0	20	34	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
308	0	7	12	0	0	19	0	0
309	0	2	3	0	15	20	0	0
310	0	0	0	0	0	0	0	0
311	0	18	85	142	15	260	0	0
312	0	2	8	0	1	11	0	0
313	521	192	519	395	133	1,239	0	0
314	0	2	5	0	5	12	0	0
315	0	0	2	0	0	2	0	0
316	0	78	17	0	137	232	0	0
317	0	1	9	23	0	33	0	0
318	0	0	1	0	3	4	0	0
319	0	0	0	0	0	0	0	0
320	0	8	24	0	5	37	0	0
321	0	132	139	6	70	347	0	0
322	0	0	3	0	2	5	0	0
323	0	27	3	15	1	46	0	0
324	0	10	0	0	2	12	0	0
325	0	0	8	0	0	8	0	0
326	0	15	10	0	0	25	0	0
327	0	0	2	0	10	12	0	0
328	0	4	0	0	0	4	0	0
329	0	8	1	0	0	9	0	0
330	0	0	3	0	7	10	0	0
331	0	3	1	0	15	19	0	0
332	0	35	28	0	4	67	0	0
334	0	5	7	0	9	21	0	0
335	0	56	4	0	0	60	0	0
336	0	4	18	0	1	23	0	0
337	0	65	50	0	67	182	0	0
338	215	58	5	0	8	71	0	0
339	0	0	0	0	0	0	0	0
340	0	8	60	0	1	69	0	0
341	0	0	0	0	0	0	0	0
342	0	62	26	0	24	112	0	0
343	0	3	74	0	9	86	0	0
345	0	0	29	225	3	257	0	0
346	446	23	88	0	8	119	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
347	0	0	1	0	0	1	0	0
348	0	0	0	0	0	0	0	0
349	0	13	23	0	0	36	0	0
350	0	5	32	3	9	49	0	0
351	0	32	13	7	0	52	0	0
352	0	42	32	2	1	77	0	0
354	0	0	75	0	1	76	0	0
355	0	19	61	0	32	112	0	0
356	0	456	787	12	156	1,411	0	0
357	0	2	2	0	15	19	0	0
358	193	0	29	3	0	32	0	0
359	395	7	17	0	0	24	0	0
360	0	15	22	0	13	50	0	0
361	0	0	1	0	0	1	0	0
362	0	0	0	0	0	0	0	0
363	0	0	0	0	0	0	0	0
364	0	9	2	0	4	15	0	0
365	0	22	62	0	8	92	0	0
366	0	7	51	0	0	58	0	0
367	0	0	1	0	2	3	0	0
368	0	17	605	0	0	622	0	0
369	0	0	2	0	0	2	0	0
370	186	5	69	0	19	93	0	0
371	0	0	0	0	0	0	0	0
372	0	0	6	0	6	12	0	0
373	0	0	37	0	0	37	0	0
374	53	0	7	0	1	8	0	0
375	0	7	59	0	0	66	0	0
376	0	0	18	0	0	18	0	0
377	443	0	73	0	2	75	0	0
378	0	1	0	2	20	23	0	0
379	0	14	30	0	4	48	0	0
380	0	1	16	1	6	24	0	0
381	0	3	5	0	8	16	0	0
382	0	0	0	0	7	7	0	0
383	0	0	3	0	31	34	0	0
384	0	0	4	0	9	13	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
385	0	12	6	0	4	22	0	0
386	583	32	14	0	23	69	0	0
387	1,129	107	14	0	17	138	0	0
388	0	47	18	0	0	65	0	0
389	0	357	88	0	0	445	0	0
390	0	0	24	0	3	27	0	0
391	0	0	3	2	3	8	0	0
392	0	58	37	0	53	148	0	0
393	0	5	16	0	2	23	0	0
394	0	1	5	0	2	8	0	0
395	0	0	0	0	0	0	0	0
396	0	2	17	0	1	20	0	0
397	0	2	5	0	0	7	0	0
398	0	0	4	0	0	4	0	0
399	0	5	22	0	151	178	0	0
400	0	1	50	0	0	51	0	0
401	596	1	99	6	6	112	0	0
402	520	0	62	0	17	79	0	0
403	0	0	0	0	3	3	0	0
404	0	7	0	0	1	8	0	0
405	0	1	4	0	10	15	0	0
406	0	0	2	0	6	8	0	0
407	0	0	87	76	8	171	0	0
408	0	0	1	0	3	4	0	0
409	0	0	2	0	5	7	0	0
410	0	0	7	0	10	17	0	0
411	0	0	0	0	0	0	0	0
412	0	2	28	0	16	46	0	0
413	0	1	3	8	28	40	0	0
414	938	6	75	0	0	81	0	0
415	0	20	5	0	402	427	0	0
416	0	0	5	0	1	6	0	0
417	0	290	199	4	27	520	0	0
418	0	34	7	0	19	60	0	0
419	0	17	9	4	12	42	0	0
420	0	5	1	0	3	9	0	0
421	0	2	0	0	0	2	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
422	0	49	37	0	0	86	0	0
423	0	28	0	0	4	32	0	0
424	0	9	0	0	0	9	0	0
425	0	0	19	0	15	34	0	0
426	0	1	7	0	1	9	0	0
427	0	40	99	24	151	314	0	0
428	16	14	157	2	41	214	0	0
429	0	210	213	10	32	465	0	0
430	0	2	4	0	7	13	0	0
432	0	0	0	0	0	0	0	0
433	0	0	839	0	0	839	0	0
434	0	0	415	0	0	415	0	0
435	0	33	198	0	3	234	0	0
436	0	30	671	0	0	701	0	0
437	0	0	3,200	0	8	3,208	0	0
438	0	15	49	0	0	64	0	0
439	0	0	2	0	0	2	0	0
440	0	0	109	0	0	109	0	0
441	0	0	62	0	0	62	0	0
442	0	0	350	0	0	350	0	0
444	0	0	0	0	0	0	0	0
445	0	0	174	0	0	174	0	0
446	0	0	586	0	0	586	0	0
447	0	0	0	0	0	0	0	0
448	0	0	150	0	0	150	0	0
449	0	0	28	0	4	32	0	0
450	0	0	284	0	0	284	10	10
451	0	0	0	0	24	24	0	0
452	0	0	640	0	0	640	0	0
453	0	0	697	0	0	697	0	0
454	0	0	161	0	0	161	0	0
455	0	0	0	0	0	0	10	10
456	0	0	71	0	0	71	0	0
457	0	0	6	0	0	6	0	0
458	0	1	3	0	11	15	0	0
459	0	0	5	0	2	7	0	0
460	0	0	0	0	0	0	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
461	52	3	15	5	6	29	0	0
462	0	3	11	82	0	96	0	0
463	115	8	24	0	3	35	0	0
464	0	1	16	1	14	32	0	0
465	0	0	3	0	14	17	0	0
466	0	0	222	0	0	222	0	0
467	0	3	44	2	6	55	0	0
468	0	11	271	0	8	290	0	0
469	0	15	55	0	9	79	0	0
470	0	0	4	0	0	4	0	0
471	0	5	1	0	42	48	0	0
472	0	0	0	0	0	0	0	0
473	0	0	0	0	0	0	0	0
474	0	0	0	0	0	0	0	0
475	0	0	0	0	0	0	0	0
476	0	3	29	0	1	33	0	0
477	0	0	0	0	0	0	0	0
478	0	1	3	0	1	5	0	0
479	0	0	5	0	0	5	0	0
480	0	0	0	0	0	0	0	0
481	0	10	0	0	0	10	0	0
482	0	0	23	0	4	27	0	0
483	0	0	29	0	3	32	0	0
484	0	0	13	0	0	13	0	0
485	0	117	312	27	129	585	0	0
486	0	261	220	0	13	494	0	0
487	0	41	15	0	1	57	0	0
488	0	20	4	0	5	29	0	0
489	0	0	10	0	14	24	0	0
490	0	0	3	0	0	3	0	0
491	0	0	5	0	6	11	0	0
492	0	0	0	0	0	0	0	0
493	0	57	36	0	5	98	0	0
494	0	79	210	0	13	302	0	0
495	0	16	7	11	20	54	0	0
496	0	15	62	0	0	77	0	0
497	0	24	4	0	6	34	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
498	0	0	3	87	51	141	0	0
499	0	0	0	0	2	2	0	0
500	0	6	96	0	7	109	0	0
501	0	626	439	0	202	1,267	0	0
502	0	0	72	0	6	78	0	0
503	0	4	15	0	3	22	0	0
504	106	96	121	0	36	253	0	0
505	0	0	1	5	1	7	0	0
506	0	0	5	0	3	8	0	0
507	0	3	10	0	5	18	0	0
508	0	0	3	0	2	5	0	0
509	0	0	1	0	0	1	0	0
510	0	0	2	0	5	7	0	0
511	0	0	0	0	0	0	0	0
512	0	130	6	0	0	136	0	0
513	0	0	8	0	3	11	0	0
514	0	3	17	1	12	33	0	0
515	0	8	51	0	4	63	0	0
516	0	60	71	3	2	136	0	0
517	0	22	43	0	7	72	0	0
518	0	0	3	0	0	3	0	0
519	0	111	24	0	32	167	0	0
520	0	20	52	403	38	513	0	0
521	453	0	59	0	0	59	0	0
522	0	0	0	0	0	0	0	0
523	0	0	2	0	0	2	0	0
524	0	0	0	0	0	0	0	0
525	0	0	0	0	0	0	0	0
526	0	0	18	0	2	20	0	0
527	0	0	7	0	4	11	0	0
528	0	9	186	0	400	595	0	0
529	0	27	117	0	15	159	0	0
530	0	0	1	0	0	1	0	0
531	0	268	34	0	7	309	0	0
532	0	0	28	0	9	37	0	0
533	0	2	102	0	0	104	0	0
534	0	642	219	7	10	878	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
535	0	179	17	7	4	207	0	0
536	0	0	755	0	0	755	0	0
537	0	5	387	0	63	455	0	0
538	0	0	14	0	0	14	0	0
539	0	3	8	4	9	24	0	0
540	0	93	148	0	4	245	0	0
541	0	0	5	0	0	5	0	0
542	0	49	806	0	0	855	0	0
543	0	0	166	0	0	166	0	0
544	0	173	210	5	33	421	0	0
545	0	31	86	0	0	117	0	0
546	0	0	24	0	0	24	0	0
547	0	0	5	0	0	5	0	0
548	45	3	36	0	0	39	0	0
549	66	2	16	0	0	18	0	0
550	0	0	15	0	0	15	0	0
551	0	188	21	0	3	212	0	0
552	0	77	93	60	75	305	0	0
553	0	24	32	9	15	80	0	0
554	223	42	27	0	0	69	0	0
555	458	0	10	0	0	10	0	0
556	531	2	127	0	0	129	0	0
557	0	0	0	0	0	0	0	0
558	0	13	59	0	21	93	0	0
559	0	168	31	20	0	219	0	0
560	0	40	29	0	1	70	0	0
561	0	0	0	0	0	0	0	0
562	0	0	0	0	0	0	0	0
563	0	8	23	0	3	34	0	0
564	0	0	4	0	0	4	0	0
565	0	37	83	2	33	155	0	0
566	0	0	3	0	1	4	0	0
567	0	1	1	0	22	24	0	0
568	0	0	0	0	0	0	0	0
569	0	0	0	0	2	2	0	0
570	0	0	0	0	0	0	0	0
571	0	291	231	230	593	1,345	0	0

Table A-3 Continued

Year 2010 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2010	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
572	55	97	569	0	0	666	0	0
573	106	160	147	2	4	313	0	0
574	211	400	51	0	8	459	0	0
575	0	13	285	4	5	307	0	0
576	0	0	1,220	0	0	1,220	0	0

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Appendix B: Year 2040 Data Values

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Table B-1

Year 2040 Population Estimates
Variable Names and Descriptions

Variable Number	Cube/Voyager Variable Name	Variable Description
1	TOTPOP40	Total Population
2	TOTDU	Total Dwelling Units
3	PCT_DU_VNP	Percent of Dwelling Units not Occupied by Permanent Residents
4	PCT_DU_VAC	Percent of Dwelling Units Vacant
5	PERMPOP	Population in Dwelling Units Occupied by Permanent Residents
6	*HNC_0*	*Percent of Households Without Children and With 0 Cars*
7	*HNC_1*	*Percent of Households Without Children and With 1 Car*
8	*HNC_2*	*Percent of Households Without Children and With 2 Cars*
9	*HNC_3*	*Percent of Households Without Children and With 3+ Cars*
10	*HWC_0*	*Percent of Households With children and With 0 Cars*
11	*HWC_1*	*Percent of Households With Children and With 1 Car*
12	*HWC_2*	*Percent of Households With Children and With 2 Cars*
13	*HWC_3*	*Percent of Households With Children and With 3+ Cars*
14	HM_DU	Hotel/Motel Units
15	HM_POC	Percent of Hotel/Motel Units Occupied
16	HM_POP	Persons in Occupied Hotel/Motel Units
17	MFGEMP	Manufacturing Employment
18	OIEMP	Office/Industrial Employment by Place of Work
19	COMEMP	Commercial Employment by Place of Work
20	SERVEMP	Service Employment by Place of Work
21	TOTEMP	Total Employment by Place of Work
22	SCHENR	School Enrollment
23	SHORTPARK	Short-term Parking Cost
24	LONGPARK	Long-term Parking Cost

T:\Steve\Socio-Economic Report\[variables.xlsx]2040 Variables

Note: Variables in italics are not included in Tables B-2 and B-3.

Table B-2

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
1	0	0	0	0	0.606	0
2	0	0	0	0	0.606	0
3	0	0	0	0	0.606	0
4	0	0	0	0	0.606	0
5	0	0	0	0	0.606	0
6	0	0	0	0	0.606	0
7	0	0	0	0	0.606	0
8	4	1	4	0	0.606	0
9	2	2	2	0	0.606	0
10	0	0	0	0	0.606	0
11	89	57	89	0	0.606	0
12	0	0	0	0	0.606	0
13	0	0	0	0	0.606	0
14	0	0	0	124	0.606	120
15	0	0	0	0	0.606	0
16	1	0	1	0	0.606	0
17	5	2	5	0	0.606	0
18	157	141	157	0	0.606	0
19	247	142	247	0	0.606	0
20	74	41	74	0	0.606	0
21	109	70	109	0	0.606	0
22	1	0	1	0	0.606	0
23	19	4	19	38	0.606	37
24	209	115	209	0	0.606	0
25	68	32	68	0	0.606	0
26	21	6	21	0	0.606	0
27	42	37	42	0	0.606	0
28	998	335	998	0	0.606	0
29	172	99	172	0	0.606	0
30	286	26	286	0	0.606	0
31	36	18	36	0	0.606	0
32	436	188	436	0	0.606	0
33	104	52	104	0	0.606	0
34	453	167	453	0	0.606	0
35	273	103	273	0	0.606	0
36	22	16	22	0	0.606	0
37	14	8	14	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
38	37	29	37	0	0.606	0
40	166	90	166	0	0.606	0
41	611	209	611	0	0.606	0
42	149	81	149	19	0.606	18
43	216	118	216	0	0.606	0
44	217	91	217	0	0.606	0
45	82	55	82	0	0.606	0
46	328	191	328	0	0.606	0
47	183	92	183	0	0.606	0
48	453	168	453	0	0.606	0
49	621	320	621	20	0.606	18
50	484	177	484	0	0.606	0
51	297	150	297	0	0.606	0
52	350	209	350	0	0.606	0
53	345	184	345	0	0.606	0
54	565	232	565	0	0.606	0
55	192	91	192	0	0.606	0
56	0	0	0	0	0.606	0
57	222	92	222	0	0.606	0
58	121	58	121	0	0.606	0
59	1,813	754	1,813	0	0.606	0
60	20	11	20	0	0.606	0
61	744	329	744	0	0.606	0
62	32	18	32	0	0.606	0
63	74	45	74	0	0.606	0
64	172	149	172	0	0.606	0
65	85	39	85	165	0.606	160
66	402	378	402	0	0.606	0
67	366	224	366	0	0.606	0
68	708	203	708	0	0.606	0
69	414	247	414	0	0.606	0
70	149	65	149	0	0.606	0
71	12	6	12	0	0.606	0
72	253	192	253	0	0.606	0
73	14	6	14	0	0.606	0
74	19	1	19	0	0.606	0
75	593	241	593	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
76	723	402	723	0	0.606	0
77	769	345	769	0	0.606	0
78	232	117	232	0	0.606	0
79	1,009	88	1,009	0	0.606	0
80	439	190	439	0	0.606	0
81	1	0	1	0	0.606	0
82	172	79	172	0	0.606	0
83	0	0	0	0	0.606	0
84	104	47	104	0	0.606	0
85	1,857	0	1,857	0	0.606	0
86	1,676	956	1,676	141	0.606	136
87	1,266	609	1,266	0	0.606	0
88	104	41	104	0	0.606	0
89	554	296	554	0	0.606	0
90	551	310	551	0	0.606	0
92	31	17	31	0	0.606	0
93	937	511	937	0	0.606	0
94	364	166	364	0	0.606	0
95	342	168	342	0	0.606	0
96	200	109	200	0	0.606	0
97	1,326	0	1,326	0	0.606	0
98	416	203	416	0	0.606	0
99	22	12	22	0	0.606	0
100	187	93	187	0	0.606	0
101	5	4	5	0	0.606	0
102	268	191	268	0	0.606	0
103	642	381	642	0	0.606	0
104	763	424	763	0	0.606	0
105	132	61	132	0	0.606	0
106	160	62	160	0	0.606	0
107	420	198	420	0	0.606	0
108	1,239	635	1,239	191	0.606	186
109	75	69	75	0	0.606	0
112	0	0	0	0	0.606	0
113	621	257	621	0	0.606	0
114	548	259	548	0	0.606	0
115	376	194	376	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
116	1,488	816	1,488	0	0.606	0
117	63	38	63	0	0.606	0
118	147	49	147	0	0.606	0
120	345	144	345	0	0.606	0
121	226	86	226	0	0.606	0
122	0	0	0	0	0.606	0
123	555	274	555	0	0.606	0
124	72	35	72	204	0.606	198
125	0	0	0	0	0.606	0
126	2,502	0	2,502	0	0.606	0
127	377	166	377	0	0.606	0
128	241	94	241	0	0.606	0
130	70	48	70	0	0.606	0
132	803	324	803	0	0.606	0
133	1,918	744	1,918	0	0.606	0
134	707	475	707	0	0.606	0
135	0	0	0	0	0.606	0
136	228	100	228	0	0.606	0
137	512	254	512	0	0.606	0
138	365	169	365	0	0.606	0
139	1,375	499	1,375	0	0.606	0
140	880	379	880	0	0.606	0
141	487	1	487	0	0.606	0
142	588	348	588	239	0.606	230
143	69	54	69	67	0.606	66
144	769	278	769	0	0.606	0
146	1,077	259	1,077	0	0.606	0
147	1,788	851	1,788	153	0.606	147
148	0	0	0	0	0.606	0
149	478	2	478	0	0.606	0
150	781	240	781	0	0.606	0
151	495	22	495	0	0.606	0
152	1,367	687	1,367	0	0.606	0
153	403	146	403	0	0.606	0
154	359	184	359	0	0.606	0
155	1,492	778	1,492	0	0.606	0
156	266	193	266	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
157	837	347	837	0	0.606	0
158	912	515	912	53	0.606	51
159	23	26	23	0	0.606	0
160	42	26	42	0	0.606	0
161	530	196	530	0	0.606	0
162	135	51	135	0	0.606	0
163	872	387	872	0	0.606	0
164	130	41	130	0	0.606	0
165	446	222	446	0	0.606	0
166	2	0	2	0	0.606	0
167	458	190	458	0	0.606	0
168	393	196	393	0	0.606	0
169	722	267	722	0	0.606	0
170	286	115	286	0	0.606	0
171	997	0	997	0	0.606	0
172	561	256	561	49	0.606	48
173	1,135	477	1,135	0	0.606	0
174	1,153	476	1,153	0	0.606	0
176	23	6	23	0	0.606	0
177	555	204	555	0	0.606	0
178	530	319	530	0	0.606	0
179	6	2	6	0	0.606	0
180	738	376	738	49	0.606	48
181	1,259	783	1,259	0	0.606	0
182	471	217	471	0	0.606	0
183	0	0	0	0	0.606	0
184	7,320	3,741	7,320	0	0.606	0
185	771	316	771	0	0.606	0
186	968	548	968	0	0.606	0
187	344	145	344	0	0.606	0
188	1,510	730	1,510	0	0.606	0
189	2,709	1,620	2,709	0	0.606	0
190	656	276	656	0	0.606	0
191	56	68	56	31	0.606	30
192	2,294	961	2,294	0	0.606	0
193	418	176	418	0	0.606	0
194	3,527	1,474	3,527	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
195	0	0	0	0	0.606	0
196	618	410	618	0	0.606	0
197	1,671	781	1,671	25	0.606	24
198	2,621	985	2,621	0	0.606	0
199	1,240	645	1,240	0	0.606	0
200	4,081	2,299	4,081	0	0.606	0
201	5,780	2,959	5,780	0	0.606	0
202	1,219	441	1,219	0	0.606	0
203	2,146	338	2,146	0	0.606	0
204	2,872	1,264	2,872	0	0.606	0
205	1,350	733	1,350	0	0.606	0
206	25	20	25	0	0.606	0
207	0	0	0	0	0.606	0
208	3,011	1,576	3,011	0	0.606	0
209	1,281	487	1,281	0	0.606	0
210	1,026	598	1,026	0	0.606	0
211	187	80	187	0	0.606	0
213	228	125	228	0	0.606	0
214	0	0	0	207	0.606	200
215	262	103	262	0	0.606	0
216	7	3	7	0	0.606	0
217	744	262	744	0	0.606	0
218	445	253	445	0	0.606	0
219	1,610	637	1,610	656	0.606	636
220	948	430	948	0	0.606	0
221	1,282	494	1,282	0	0.606	0
222	1,625	778	1,625	0	0.606	0
223	700	298	700	0	0.606	0
224	0	0	0	0	0.606	0
225	189	86	189	0	0.606	0
226	722	297	722	0	0.606	0
227	3,020	1,338	3,020	0	0.606	0
228	382	181	382	0	0.606	0
229	1,338	575	1,338	0	0.606	0
231	121	100	121	0	0.606	0
232	1,941	1,041	1,941	0	0.606	0
233	3,032	1,296	3,032	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
234	783	320	783	0	0.606	0
235	827	324	827	0	0.606	0
236	777	169	777	124	0.606	120
237	386	237	386	0	0.606	0
238	2,573	1,216	2,573	0	0.606	0
239	6,288	2,847	6,288	132	0.606	128
240	229	68	229	0	0.606	0
241	2,464	1,143	2,464	0	0.606	0
242	906	349	906	0	0.606	0
243	340	166	340	0	0.606	0
244	318	159	318	87	0.606	84
245	50	20	50	0	0.606	0
246	2,501	1,051	2,501	0	0.606	0
247	0	0	0	0	0.606	0
248	198	126	198	0	0.606	0
249	139	67	139	0	0.606	0
250	413	193	413	0	0.606	0
251	197	115	197	0	0.606	0
252	966	813	966	0	0.606	0
253	28	35	28	0	0.606	0
254	1,269	530	1,269	48	0.606	46
255	2,500	955	2,500	0	0.606	0
256	599	158	599	0	0.606	0
257	1,240	435	1,240	0	0.606	0
258	2,042	783	2,042	0	0.606	0
259	48	41	48	0	0.606	0
260	1,169	441	1,169	0	0.606	0
261	735	546	735	0	0.606	0
262	303	133	303	0	0.606	0
263	575	277	575	0	0.606	0
264	51	41	51	0	0.606	0
265	3,073	1,191	3,073	0	0.606	0
266	778	239	778	0	0.606	0
267	962	366	962	0	0.606	0
268	3,307	1,416	3,307	0	0.606	0
269	788	303	788	0	0.606	0
270	1,317	488	1,317	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
271	247	115	247	0	0.606	0
272	1,774	634	1,774	0	0.606	0
273	1,267	465	1,267	0	0.606	0
274	65	52	65	0	0.606	0
275	348	137	348	0	0.606	0
276	4,574	1,952	4,574	0	0.606	0
277	116	72	116	0	0.606	0
278	184	99	184	0	0.606	0
279	734	326	734	0	0.606	0
280	448	202	448	0	0.606	0
281	1,168	420	1,168	0	0.606	0
282	535	200	535	0	0.606	0
283	487	225	487	0	0.606	0
284	368	163	368	0	0.606	0
285	422	184	422	0	0.606	0
286	302	146	302	0	0.606	0
287	261	114	261	0	0.606	0
288	296	161	296	60	0.606	58
289	11	26	11	0	0.606	0
290	70	49	70	0	0.606	0
291	241	113	241	0	0.606	0
292	283	140	283	0	0.606	0
293	152	64	152	0	0.606	0
294	145	83	145	15	0.606	14
295	914	412	914	0	0.606	0
296	197	108	197	0	0.606	0
297	434	198	434	0	0.606	0
298	128	47	128	0	0.606	0
299	130	74	130	0	0.606	0
300	332	168	332	0	0.606	0
301	548	245	548	0	0.606	0
302	271	115	271	0	0.606	0
303	437	206	437	0	0.606	0
304	56	50	56	0	0.606	0
305	530	271	530	0	0.606	0
306	436	220	436	0	0.606	0
307	245	120	245	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
308	36	41	36	0	0.606	0
309	96	62	96	0	0.606	0
310	10	29	10	0	0.606	0
311	526	225	526	0	0.606	0
312	260	141	260	0	0.606	0
313	564	229	564	0	0.606	0
314	329	152	329	0	0.606	0
315	80	58	80	0	0.606	0
316	485	222	485	0	0.606	0
317	67	44	67	0	0.606	0
318	193	101	193	0	0.606	0
319	310	146	310	0	0.606	0
320	562	234	562	0	0.606	0
321	141	58	141	0	0.606	0
322	93	36	93	0	0.606	0
323	128	67	128	0	0.606	0
324	227	136	227	0	0.606	0
325	200	105	200	0	0.606	0
326	269	130	269	0	0.606	0
327	209	110	209	0	0.606	0
328	91	61	91	0	0.606	0
329	646	268	646	0	0.606	0
330	172	69	172	0	0.606	0
331	94	68	94	0	0.606	0
332	400	152	400	0	0.606	0
334	248	126	248	0	0.606	0
335	136	78	136	0	0.606	0
336	458	231	458	0	0.606	0
337	67	24	67	0	0.606	0
338	414	181	414	25	0.606	24
339	211	88	211	13	0.606	13
340	181	101	181	0	0.606	0
341	25	8	25	0	0.606	0
342	313	137	313	0	0.606	0
343	366	210	366	32	0.606	30
345	168	78	168	0	0.606	0
346	1,017	393	1,017	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
347	246	98	246	0	0.606	0
348	16	10	16	0	0.606	0
349	293	132	293	0	0.606	0
350	269	108	269	0	0.606	0
351	1	1	1	0	0.606	0
352	142	72	142	63	0.606	62
354	226	99	226	0	0.606	0
355	184	92	184	4	0.606	4
356	526	240	526	0	0.606	0
357	235	129	235	0	0.606	0
358	131	70	131	0	0.606	0
359	164	82	164	0	0.606	0
360	184	88	184	0	0.606	0
361	171	64	171	0	0.606	0
362	49	19	49	0	0.606	0
363	44	20	44	0	0.606	0
364	292	150	292	0	0.606	0
365	611	269	611	0	0.606	0
366	22	23	22	0	0.606	0
367	95	38	95	0	0.606	0
368	184	78	184	0	0.606	0
369	184	82	184	68	0.606	66
370	458	188	458	0	0.606	0
371	23	35	23	0	0.606	0
372	89	35	89	0	0.606	0
373	203	93	203	0	0.606	0
374	182	97	182	0	0.606	0
375	82	36	82	0	0.606	0
376	426	303	426	6	0.606	6
377	256	126	256	0	0.606	0
378	214	91	214	0	0.606	0
379	234	175	234	0	0.606	0
380	337	182	337	0	0.606	0
381	541	357	541	0	0.606	0
382	145	74	145	0	0.606	0
383	361	168	361	0	0.606	0
384	722	299	722	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
385	612	254	612	0	0.606	0
386	298	117	298	10	0.606	10
387	221	100	221	54	0.606	53
388	220	97	220	0	0.606	0
389	530	225	530	0	0.606	0
390	265	124	265	0	0.606	0
391	162	83	162	0	0.606	0
392	62	27	62	0	0.606	0
393	458	291	458	0	0.606	0
394	493	206	493	0	0.606	0
395	141	74	141	0	0.606	0
396	596	264	596	0	0.606	0
397	193	97	193	0	0.606	0
398	106	37	106	0	0.606	0
399	393	154	393	0	0.606	0
400	617	231	617	0	0.606	0
401	734	298	734	0	0.606	0
402	746	290	746	0	0.606	0
403	214	99	214	0	0.606	0
404	131	81	131	0	0.606	0
405	642	264	642	7	0.606	6
406	198	103	198	0	0.606	0
407	773	291	773	0	0.606	0
408	70	30	70	0	0.606	0
409	358	154	358	0	0.606	0
410	345	131	345	0	0.606	0
411	31	35	31	0	0.606	0
412	409	173	409	0	0.606	0
413	421	168	421	0	0.606	0
414	365	155	365	0	0.606	0
415	230	123	230	0	0.606	0
416	461	185	461	0	0.606	0
417	1,440	635	1,440	0	0.606	0
418	568	218	568	0	0.606	0
419	290	151	290	0	0.606	0
420	32	13	32	0	0.606	0
421	100	35	100	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
422	84	37	84	27	0.606	27
423	247	95	247	0	0.606	0
424	36	19	36	0	0.606	0
425	571	242	571	0	0.606	0
426	184	103	184	0	0.606	0
427	439	179	439	0	0.606	0
428	893	384	893	41	0.606	40
429	859	416	859	42	0.606	41
430	297	123	297	0	0.606	0
432	147	74	147	0	0.606	0
433	556	487	556	0	0.606	0
434	184	184	184	0	0.606	0
435	615	464	615	0	0.606	0
436	0	0	0	136	0.606	132
437	0	0	0	0	0.606	0
438	72	44	72	0	0.606	0
439	9	8	9	0	0.606	0
440	583	334	583	0	0.606	0
441	645	12	645	0	0.606	0
442	140	75	140	0	0.606	0
444	11	5	11	0	0.606	0
445	0	0	0	0	0.606	0
446	115	78	115	0	0.606	0
447	507	239	507	0	0.606	0
448	37	21	37	0	0.606	0
449	274	1	274	0	0.606	0
450	0	0	0	0	0.606	0
451	0	0	0	0	0.606	0
452	0	0	0	0	0.606	0
453	41	0	41	0	0.606	0
454	1,582	36	1,582	0	0.606	0
455	0	0	0	0	0.606	0
456	26	13	26	0	0.606	0
457	299	148	299	0	0.606	0
458	209	104	209	0	0.606	0
459	250	124	250	0	0.606	0
460	162	78	162	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
461	256	130	256	0	0.606	0
462	169	80	169	0	0.606	0
463	739	310	739	0	0.606	0
464	1,359	519	1,359	0	0.606	0
465	352	169	352	0	0.606	0
466	563	232	563	0	0.606	0
467	1,280	489	1,280	0	0.606	0
468	1,106	389	1,106	0	0.606	0
469	2,546	855	2,546	0	0.606	0
470	544	216	544	0	0.606	0
471	331	142	331	0	0.606	0
472	265	140	265	0	0.606	0
473	85	57	85	0	0.606	0
474	216	102	216	0	0.606	0
475	1,450	418	1,450	0	0.606	0
476	252	118	252	0	0.606	0
477	79	54	79	0	0.606	0
478	144	81	144	0	0.606	0
479	127	74	127	0	0.606	0
480	88	58	88	0	0.606	0
481	77	52	77	0	0.606	0
482	167	83	167	0	0.606	0
483	235	95	235	0	0.606	0
484	445	183	445	0	0.606	0
485	33	35	33	0	0.606	0
486	1,150	567	1,150	0	0.606	0
487	586	245	586	0	0.606	0
488	236	106	236	0	0.606	0
489	131	49	131	0	0.606	0
490	109	43	109	0	0.606	0
491	201	75	201	0	0.606	0
492	206	78	206	0	0.606	0
493	78	38	78	0	0.606	0
494	350	159	350	0	0.606	0
495	190	80	190	0	0.606	0
496	88	38	88	0	0.606	0
497	718	284	718	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
498	37	41	37	0	0.606	0
499	169	75	169	0	0.606	0
500	1,220	423	1,220	0	0.606	0
501	1,714	825	1,714	258	0.606	250
502	1,697	691	1,697	0	0.606	0
503	555	205	555	0	0.606	0
504	75	47	75	152	0.606	147
505	259	128	259	0	0.606	0
506	101	35	101	0	0.606	0
507	448	187	448	0	0.606	0
508	122	66	122	0	0.606	0
509	74	31	74	0	0.606	0
510	498	202	498	0	0.606	0
511	133	50	133	0	0.606	0
512	833	334	833	0	0.606	0
513	592	220	592	0	0.606	0
514	213	92	213	0	0.606	0
515	220	93	220	0	0.606	0
516	232	114	232	0	0.606	0
517	493	203	493	0	0.606	0
518	271	118	271	0	0.606	0
519	688	415	688	200	0.606	196
520	646	260	646	0	0.606	0
521	240	83	240	0	0.606	0
522	209	87	209	0	0.606	0
523	58	51	58	0	0.606	0
524	77	31	77	0	0.606	0
525	140	78	140	0	0.606	0
526	532	215	532	0	0.606	0
527	151	85	151	0	0.606	0
528	133	70	133	0	0.606	0
529	2,187	1,016	2,187	0	0.606	0
530	213	107	213	0	0.606	0
531	2,930	1,525	2,930	97	0.606	94
532	1,209	471	1,209	0	0.606	0
533	1,423	802	1,423	0	0.606	0
534	2,971	1,707	2,971	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel/Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
535	85	70	85	0	0.606	0
536	243	159	243	0	0.606	0
537	1,730	639	1,730	0	0.606	0
538	162	85	162	0	0.606	0
539	429	180	429	0	0.606	0
540	709	356	709	0	0.606	0
541	85	52	85	0	0.606	0
542	72	47	72	134	0.606	130
543	1,449	677	1,449	0	0.606	0
544	166	70	166	914	0.606	885
545	169	136	169	0	0.606	0
546	2,494	1,064	2,494	58	0.606	56
547	116	63	116	248	0.606	240
548	615	245	615	0	0.606	0
549	543	298	543	0	0.606	0
550	425	222	425	0	0.606	0
551	111	60	111	0	0.606	0
552	148	184	148	0	0.606	0
553	380	204	380	0	0.606	0
554	360	123	360	0	0.606	0
555	495	191	495	0	0.606	0
556	389	169	389	0	0.606	0
557	13	27	13	0	0.606	0
558	278	165	278	0	0.606	0
559	0	0	0	0	0.606	0
560	392	165	392	0	0.606	0
561	23	30	23	0	0.606	0
562	49	42	49	0	0.606	0
563	241	115	241	0	0.606	0
564	13	6	13	0	0.606	0
565	376	154	376	0	0.606	0
566	80	55	80	0	0.606	0
567	88	55	88	0	0.606	0
568	84	60	84	0	0.606	0
569	76	62	76	0	0.606	0
570	0	0	0	0	0.606	0
571	1,081	465	1,081	0	0.606	0

Table B-2 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, Population, Dwelling Units, Hotel / Motel Units

TAZ_2040	TOTPOP40	TOTDU	PERMPOP	HM_DU	HM_POC	HM_POP
572	10	26	10	0	0.606	0
573	4,910	1,284	4,910	301	0.606	291
574	660	374	660	0	0.606	0
575	708	397	708	0	0.606	0
576	2,913	1,527	2,913	97	0.606	94

Table B-3

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
1	0	63	63	0	0	126	0	0
2	0	59	9	0	0	68	0	0
3	0	0	0	0	0	0	0	0
4	0	2	323	13	31	369	0	0
5	0	30	266	3	8	307	0	0
6	0	9	150	0	0	159	0	0
7	0	0	54	0	0	54	0	0
8	0	64	206	0	0	270	0	0
9	0	23	54	0	0	77	0	0
10	0	248	97	0	0	345	0	0
11	0	157	40	2	6	205	3	6
12	0	0	0	0	0	0	0	0
13	0	0	92	0	0	92	0	0
14	0	0	189	0	0	189	0	0
15	0	0	871	0	0	871	0	0
16	0	159	838	208	487	1,692	0	0
17	0	0	0	0	0	0	3	9
18	0	33	178	4	10	225	0	0
19	0	232	209	2	4	447	0	0
20	0	3	47	8	19	77	0	0
21	0	11	232	0	0	243	0	0
22	0	43	236	0	0	279	0	0
23	0	44	90	0	0	134	0	0
24	0	8	19	1	2	30	0	0
25	0	0	122	0	0	122	0	0
26	0	3	440	1	2	446	0	0
27	0	31	117	0	0	148	0	0
28	0	9	47	4	10	70	0	0
29	0	0	6	0	0	6	0	0
30	0	11	98	31	73	213	0	0
31	0	26	62	0	0	88	0	0
32	0	24	1,368	0	0	1,392	0	0
33	0	206	161	8	19	394	0	0
34	0	138	455	1	4	598	0	0
35	0	0	34	0	0	34	0	0
36	0	68	15	3	8	94	0	0
37	0	15	105	0	0	120	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
38	0	15	77	0	0	92	0	0
40	0	0	240	14	33	287	0	0
41	0	263	540	0	0	803	0	0
42	0	0	66	0	0	66	0	0
43	0	8	28	0	0	36	0	0
44	0	5	49	9	20	83	0	0
45	0	0	364	0	0	364	0	0
46	0	0	1	5	12	18	0	0
47	0	155	16	0	0	171	0	0
48	0	92	1,204	0	0	1,296	0	0
49	39	4	129	0	0	133	0	0
50	0	0	103	0	0	103	0	0
51	0	64	127	2	4	197	0	0
52	0	6	1,022	1	2	1,031	0	0
53	0	0	14	0	0	14	0	0
54	0	61	59	45	104	269	0	0
55	0	120	82	67	157	426	0	0
56	0	13	5	5	13	36	0	0
57	0	0	18	0	0	18	0	0
58	0	3	3	0	0	6	0	0
59	0	4	49	1	4	58	0	0
60	0	362	164	0	0	526	0	0
61	0	0	8	2	4	14	0	0
62	0	34	33	49	114	230	0	0
63	86	0	85	0	0	85	0	0
64	0	73	286	3	8	370	0	0
65	0	123	120	0	0	243	0	0
66	0	130	13	0	0	143	0	0
67	0	3	3	0	0	6	0	0
68	0	0	80	0	0	80	0	0
69	0	119	679	17	40	855	0	0
70	0	40	14	0	0	54	0	0
71	0	187	25	3	6	221	0	0
72	0	50	8	0	0	58	0	0
73	0	38	56	38	89	221	0	0
74	0	0	0	0	0	0	0	0
75	0	122	25	0	0	147	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
76	0	3	16	1	4	24	0	0
77	0	6	217	15	36	274	0	0
78	0	1,453	49	147	343	1,992	0	0
79	0	0	328	4	11	343	0	0
80	0	0	212	0	0	212	0	0
81	0	103	20	3	6	132	0	0
82	0	3	53	0	0	56	0	0
83	0	25	10	0	0	35	0	0
84	0	56	3	0	0	59	0	0
85	0	0	4	0	0	4	0	0
86	0	457	438	31	72	998	0	0
87	0	24	76	0	0	100	0	0
88	0	0	0	0	0	0	0	0
89	0	199	554	13	29	795	0	0
90	1,139	0	44	0	0	44	0	0
92	0	120	377	21	48	566	0	0
93	0	3	310	0	0	313	0	0
94	0	20	19	0	0	39	0	0
95	0	0	3	1	1	5	0	0
96	0	80	312	0	0	392	0	0
97	0	152	11	0	0	163	0	0
98	0	0	14	0	0	14	0	0
99	1,281	0	259	0	0	259	0	0
100	718	0	1	0	0	1	0	0
101	0	321	44,913	6	14	45,254	0	0
102	336	308	259	4	10	581	0	0
103	176	177	448	11	27	663	0	0
104	0	251	172	0	0	423	0	0
105	0	0	0	0	0	0	0	0
106	0	0	5	0	0	5	0	0
107	0	35	208	4	10	257	0	0
108	0	23	39	0	0	62	0	0
109	0	177	208	3	6	394	0	0
112	0	0	11	0	0	11	4	5
113	0	3	30	0	0	33	0	0
114	0	13	95	14	34	156	0	0
115	0	0	14	1	2	17	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
116	0	107	371	8	18	504	0	0
117	131	4	32	10	23	69	0	0
118	0	3	329	0	0	332	0	0
120	849	1	260	0	0	261	0	0
121	439	0	91	0	0	91	0	0
122	0	0	0	0	0	0	0	0
123	1,928	33	293	0	0	326	0	0
124	0	14	42	0	0	56	0	0
125	0	50	15	0	0	65	0	0
126	0	0	0	0	0	0	0	0
127	0	0	14	1	1	16	0	0
128	24	33	446	1	2	482	0	0
130	0	0	0	0	0	0	0	0
132	0	5	44	1	2	52	0	0
133	0	6	2,129	1	4	2,140	0	0
134	0	24	32	2	6	64	0	0
135	0	899	47	17	40	1,003	0	0
136	0	0	1	0	0	1	0	0
137	0	957	363	21	48	1,389	0	0
138	0	399	87	13	29	528	0	0
139	445	588	158	3	6	755	0	0
140	43	36	62	8	18	124	0	0
141	0	0	49	0	0	49	0	0
142	0	46	148	0	0	194	0	0
143	0	725	115	0	0	840	0	0
144	0	0	5	1	2	8	0	0
146	0	0	27	0	0	27	0	0
147	0	59	341	70	163	633	0	0
148	0	0	42	0	0	42	0	0
149	0	0	0	0	0	0	0	0
150	0	0	20	0	0	20	0	0
151	0	5	3,300	1	4	3,310	0	0
152	0	63	68	1	1	133	0	0
153	0	1	59	0	0	60	0	0
154	0	0	182	0	0	182	0	0
155	0	0	9	2	4	15	0	0
156	0	59	20	2	4	85	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
157	0	0	40	1	2	43	0	0
158	466	41	239	4	11	295	0	0
159	0	313	105	37	88	543	0	0
160	0	0	16	0	0	16	0	0
161	0	0	0	1	2	3	0	0
162	0	380	299	215	505	1,399	0	0
163	0	50	90	3	8	151	0	0
164	0	206	21	0	0	227	0	0
165	0	390	206	7	16	619	0	0
166	0	0	0	0	0	0	0	0
167	100	0	149	0	0	149	0	0
168	0	1	18	4	8	31	0	0
169	0	5	9	16	36	66	0	0
170	338	0	144	0	0	144	0	0
171	0	0	733	0	0	733	0	0
172	0	60	3	1	1	65	0	0
173	0	4	42	1	2	49	0	0
174	0	58	851	8	19	936	0	0
176	0	287	6	0	0	293	0	0
177	0	64	233	7	16	320	0	0
178	0	0	11	2	6	19	0	0
179	1,047	3	330	0	0	333	0	0
180	0	132	201	24	56	413	0	0
181	0	0	28	1	2	31	0	0
182	0	49	175	10	25	259	0	0
183	0	228	106	3	6	343	0	0
184	0	498	159	13	31	701	0	0
185	0	34	38	0	0	72	0	0
186	0	132	304	63	149	648	0	0
187	0	0	11	0	1	12	0	0
188	463	51	100	1	1	153	0	0
189	0	0	91	0	0	91	0	0
190	1,108	15	111	2	4	132	0	0
191	0	8	1,127	1	3	1,139	0	0
192	657	40	208	2	6	256	0	0
193	0	0	0	1	2	3	0	0
194	0	131	311	1	2	445	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
195	0	544	293	16	37	890	0	0
196	0	419	543	2	6	970	0	0
197	570	105	1,022	8	19	1,154	0	0
198	0	110	151	56	132	449	0	0
199	0	189	891	68	158	1,306	0	0
200	0	367	241	4	10	622	0	0
201	0	229	620	3	8	860	0	0
202	0	670	167	4	8	849	0	0
203	0	12	779	5	12	808	0	0
204	0	29	362	3	8	402	0	0
205	0	231	115	19	44	409	0	0
206	0	28	18	11	27	84	0	0
207	0	1,620	312	24	56	2,012	0	0
208	22	662	2,091	57	133	2,943	0	0
209	0	13	27	7	16	63	0	0
210	0	20	148	2	6	176	0	0
211	0	23	64	35	83	205	0	0
213	86	29	14	2	4	49	0	0
214	0	737	244	0	0	981	0	0
215	0	0	20	1	4	25	0	0
216	0	25	752	0	0	777	0	0
217	711	463	935	71	165	1,634	0	0
218	0	29	91	0	0	120	0	0
219	0	795	599	400	938	2,732	0	0
220	246	5	136	4	10	155	0	0
221	1,957	20	304	2	6	332	0	0
222	0	0	0	0	0	0	0	0
223	0	90	56	5	12	163	0	0
224	202	434	461	73	171	1,139	5	9
225	0	0	194	6	14	214	0	0
226	0	1	280	1	4	286	0	0
227	0	219	735	36	85	1,075	0	0
228	0	46	135	0	0	181	0	0
229	0	184	1,367	39	92	1,682	0	0
231	0	953	448	232	544	2,177	0	0
232	0	0	239	0	0	239	0	0
233	0	3	49	3	8	63	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
234	0	2	281	4	10	297	0	0
235	2,221	48	210	23	55	336	0	0
236	0	59	544	161	378	1,142	0	0
237	0	2,506	646	9	20	3,181	0	0
238	1,629	456	416	27	62	961	0	0
239	0	372	393	24	57	846	0	0
240	0	455	2,264	0	0	2,719	0	0
241	0	35	234	46	108	423	0	0
242	0	0	0	0	0	0	0	0
243	0	61	14	1	4	80	0	0
244	0	0	202	1	3	206	0	0
245	0	31	34	11	25	101	0	0
246	731	10	200	1	1	212	0	0
247	0	25	56	0	0	81	0	0
248	0	73	74	4	9	160	0	0
249	0	0	17	0	1	18	0	0
250	35	77	79	1	2	159	0	0
251	0	8	4	1	2	15	0	0
252	0	52	468	14	33	567	0	0
253	0	0	0	0	0	0	0	0
254	0	184	688	19	44	935	0	0
255	1,118	14	159	5	11	189	0	0
256	718	0	9	18	41	68	0	0
257	1,637	0	202	4	10	216	0	0
258	0	226	238	16	36	516	0	0
259	0	0	4	0	0	4	0	0
260	0	4	11	5	13	33	0	0
261	0	71	0	15	36	122	0	0
262	209	9	192	4	10	215	0	0
263	0	0	4	1	2	7	0	0
264	0	0	4	0	1	5	0	0
265	0	60	129	15	34	238	0	0
266	84	212	503	35	83	833	0	0
267	0	0	3	6	15	24	0	0
268	0	38	1,021	27	63	1,149	0	0
269	0	8	46	0	0	54	0	0
270	565	54	129	0	1	184	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
271	32	0	10	3	8	21	0	0
272	0	5	34	4	8	51	0	0
273	0	0	11	0	0	11	0	0
274	0	0	0	0	1	1	0	0
275	0	16	232	2	6	256	0	0
276	711	152	812	22	53	1,039	0	0
277	0	0	0	0	0	0	0	0
278	0	4	0	0	0	4	0	0
279	0	0	5	3	8	16	0	0
280	0	0	7	0	1	8	0	0
281	0	96	184	3	7	290	0	0
282	0	1	4	3	7	15	0	0
283	0	4	22	1	1	28	0	0
284	0	0	4	3	7	14	0	0
285	0	0	0	0	0	0	0	0
286	0	0	10	4	8	22	0	0
287	978	19	26	1	2	48	0	0
288	0	1	12	2	6	21	0	0
289	0	0	4	0	0	4	0	0
290	0	2	0	0	0	2	0	0
291	0	0	7	2	4	13	0	0
292	192	33	138	31	74	276	0	0
293	0	0	28	1	1	30	0	0
294	0	45	35	5	13	98	0	0
295	0	14	37	8	20	79	0	0
296	0	33	19	2	4	58	0	0
297	0	0	15	2	4	21	0	0
298	0	229	16	7	16	268	0	0
299	0	0	1	1	2	4	0	0
300	0	0	12	5	11	28	0	0
301	0	0	2	2	4	8	0	0
302	0	0	1	2	4	7	0	0
303	0	4	5	3	8	20	0	0
304	0	7	162	2	4	175	0	0
305	0	0	9	3	6	18	0	0
306	0	4	4	1	2	11	0	0
307	0	7	10	7	15	39	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
308	0	8	15	0	0	23	0	0
309	0	2	4	5	12	23	0	0
310	0	0	0	0	0	0	0	0
311	0	23	107	71	165	366	0	0
312	0	2	10	0	1	13	0	0
313	521	241	655	237	555	1,688	0	0
314	0	3	6	2	6	17	0	0
315	0	0	2	0	0	2	0	0
316	0	97	21	61	144	323	0	0
317	0	1	11	10	24	46	0	0
318	0	0	1	1	2	4	0	0
319	0	0	0	0	0	0	0	0
320	0	9	30	2	4	45	0	0
321	0	165	175	34	79	453	0	0
322	0	0	4	1	2	7	0	0
323	0	30	4	5	13	52	0	0
324	0	11	0	1	1	13	0	0
325	0	0	10	0	0	10	0	0
326	0	19	13	0	0	32	0	0
327	0	0	2	3	8	13	0	0
328	0	4	0	0	0	4	0	0
329	0	10	1	0	0	11	0	0
330	0	0	4	3	8	15	0	0
331	0	3	1	5	12	21	0	0
332	0	44	35	2	4	85	0	0
334	0	5	9	3	7	24	0	0
335	0	62	5	0	0	67	0	0
336	0	4	22	0	1	27	0	0
337	0	81	63	30	71	245	0	0
338	215	72	6	4	8	90	0	0
339	0	0	0	0	0	0	0	0
340	0	9	75	0	1	85	0	0
341	0	0	0	0	0	0	0	0
342	0	78	33	11	25	147	0	0
343	0	4	93	4	10	111	0	0
345	0	0	37	102	240	379	0	0
346	446	29	111	4	8	152	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
347	0	0	1	0	0	1	0	0
348	0	0	0	0	0	0	0	0
349	0	16	29	0	0	45	0	0
350	0	6	40	5	13	64	0	0
351	0	40	16	3	8	67	0	0
352	0	53	40	1	4	98	0	0
354	0	0	95	1	1	97	0	0
355	0	24	77	14	34	149	0	0
356	0	572	994	75	176	1,817	0	0
357	0	2	2	5	12	21	0	0
358	193	0	37	1	4	42	0	0
359	395	9	21	0	0	30	0	0
360	0	19	28	6	14	67	0	0
361	0	0	1	0	0	1	0	0
362	0	0	0	0	0	0	0	0
363	0	0	0	0	0	0	0	0
364	0	10	2	1	3	16	0	0
365	0	28	79	4	8	119	0	0
366	0	9	64	0	0	73	0	0
367	0	0	1	1	2	4	0	0
368	0	21	763	0	0	784	0	0
369	0	0	3	0	0	3	0	0
370	186	5	86	6	15	112	0	0
371	0	0	0	0	0	0	0	0
372	0	0	8	3	6	17	0	0
373	0	0	48	0	0	48	0	0
374	53	0	9	0	1	10	0	0
375	0	9	74	0	0	83	0	0
376	0	0	22	0	0	22	0	0
377	443	0	91	1	1	93	0	0
378	0	1	0	10	23	34	0	0
379	0	15	37	1	3	56	0	0
380	0	1	20	2	6	29	0	0
381	0	3	6	3	6	18	0	0
382	1,111	0	0	3	8	11	0	0
383	0	0	4	10	24	38	0	0
384	0	0	5	4	10	19	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
385	0	15	8	2	4	29	0	0
386	583	40	18	10	24	92	0	0
387	1,129	134	18	8	18	178	0	0
388	0	59	23	0	0	82	0	0
389	0	448	111	0	0	559	0	0
390	0	0	30	1	2	33	0	0
391	0	0	4	2	4	10	0	0
392	0	73	47	24	55	199	0	0
393	0	5	20	1	1	27	0	0
394	0	1	6	1	2	10	0	0
395	0	0	0	0	0	0	0	0
396	0	3	21	1	1	26	0	0
397	0	2	6	0	0	8	0	0
398	0	0	5	0	0	5	0	0
399	0	6	28	68	158	260	0	0
400	0	1	63	0	0	64	0	0
401	596	1	125	5	13	144	0	0
402	520	0	78	8	18	104	0	0
403	0	0	0	1	2	3	0	0
404	0	8	0	0	1	9	0	0
405	0	1	5	4	11	21	0	0
406	0	0	2	2	5	9	0	0
407	0	0	110	37	88	235	0	0
408	0	0	1	1	4	6	0	0
409	0	0	3	2	6	11	0	0
410	0	0	9	4	11	24	0	0
411	0	0	0	0	0	0	0	0
412	0	3	35	7	17	62	0	0
413	0	1	4	16	38	59	0	0
414	938	8	95	0	0	103	0	0
415	0	22	6	134	313	475	0	0
416	0	0	6	1	1	8	0	0
417	0	363	251	14	32	660	0	0
418	0	43	9	9	20	81	0	0
419	0	19	11	5	13	48	0	0
420	0	6	1	1	4	12	0	0
421	0	3	0	0	0	3	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
422	0	61	47	0	0	108	0	0
423	0	35	0	2	4	41	0	0
424	0	11	0	0	0	11	0	0
425	0	0	24	5	12	41	0	0
426	0	1	9	0	1	11	0	0
427	0	50	125	78	184	437	0	0
428	16	18	198	19	45	280	0	0
429	0	263	268	19	43	593	0	0
430	0	3	5	3	8	19	0	0
432	0	0	0	0	0	0	0	0
433	0	0	0	0	0	0	0	0
434	0	20	504	0	0	524	0	0
435	0	41	250	1	4	296	0	0
436	0	38	1,447	0	0	1,485	0	0
437	0	0	158	4	8	170	0	0
438	0	19	62	0	0	81	0	0
439	0	0	3	0	0	3	0	0
440	0	0	138	0	0	138	0	0
441	0	0	0	0	0	0	0	0
442	0	0	402	0	0	402	0	0
444	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0
446	0	0	740	0	0	740	0	0
447	0	0	0	0	0	0	0	0
448	0	0	189	0	0	189	0	0
449	0	392	2,947	2	4	3,345	0	0
450	0	0	0	0	0	0	10	10
451	0	0	0	11	25	36	0	0
452	0	0	0	0	0	0	0	0
453	0	0	315	0	0	315	0	0
454	0	0	32	0	0	32	0	0
455	0	0	0	0	0	0	10	10
456	0	0	0	0	0	0	0	0
457	0	0	8	0	0	8	0	0
458	0	1	4	4	8	17	0	0
459	0	0	6	1	1	8	0	0
460	0	0	0	0	0	0	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
461	52	3	19	4	8	34	0	0
462	0	4	14	37	86	141	0	0
463	115	10	30	1	4	45	0	0
464	0	1	20	5	12	38	0	0
465	0	0	4	5	11	20	0	0
466	0	0	18	0	0	18	0	0
467	0	3	55	3	6	67	0	0
468	0	34	350	12	27	423	0	0
469	0	18	61	4	8	91	0	0
470	0	0	4	0	0	4	0	0
471	0	5	1	14	33	53	0	0
472	0	0	0	0	0	0	0	0
473	0	0	0	0	0	0	0	0
474	718	0	0	0	0	0	0	0
475	0	0	0	0	0	0	0	0
476	3,038	3	36	0	1	40	0	0
477	0	0	0	0	0	0	0	0
478	0	1	4	0	1	6	0	0
479	0	0	6	0	0	6	0	0
480	0	0	0	0	0	0	0	0
481	0	12	0	0	0	12	0	0
482	0	0	25	1	4	30	0	0
483	0	0	32	1	3	36	0	0
484	0	0	14	0	0	14	0	0
485	0	152	431	60	142	785	0	0
486	0	296	339	18	41	694	0	0
487	0	45	19	0	1	65	0	0
488	0	25	5	2	6	38	0	0
489	0	0	13	6	15	34	0	0
490	0	0	4	0	0	4	0	0
491	0	0	6	3	6	15	0	0
492	0	0	0	0	0	0	0	0
493	0	71	45	2	6	124	0	0
494	0	99	265	6	14	384	0	0
495	0	20	9	14	32	75	0	0
496	0	19	78	0	0	97	0	0
497	0	30	5	3	6	44	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
498	0	0	4	46	108	158	0	0
499	0	0	0	1	1	2	0	0
500	0	7	106	3	6	122	0	0
501	0	688	547	67	158	1,460	0	0
502	0	0	80	2	6	88	0	0
503	0	5	17	1	3	26	0	0
504	106	113	134	14	33	294	0	0
505	0	0	1	2	5	8	0	0
506	0	0	6	1	4	11	0	0
507	0	3	12	2	4	21	0	0
508	0	0	4	1	1	6	0	0
509	0	0	1	0	0	1	0	0
510	0	0	3	2	6	11	0	0
511	0	0	0	0	0	0	0	0
512	0	163	8	0	0	171	0	0
513	0	0	10	1	4	15	0	0
514	0	4	21	6	14	45	0	0
515	0	10	64	2	4	80	0	0
516	0	75	90	2	6	173	0	0
517	0	28	54	3	8	93	0	0
518	0	0	4	0	0	4	0	0
519	0	139	30	14	34	217	0	0
520	0	25	66	198	464	753	0	0
521	453	0	74	0	0	74	0	0
522	0	0	0	0	0	0	0	0
523	0	0	2	0	0	2	0	0
524	0	0	0	0	0	0	0	0
525	0	0	0	0	0	0	0	0
526	0	0	23	1	2	26	0	0
527	0	0	9	2	4	15	0	0
528	0	11	235	180	420	846	0	0
529	0	34	148	7	16	205	0	0
530	0	0	1	0	0	1	0	0
531	0	455	747	84	197	1,483	0	0
532	0	0	31	4	8	43	0	0
533	0	2	113	0	0	115	0	0
534	0	804	276	8	18	1,106	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
535	0	211	19	4	10	244	0	0
536	0	0	0	0	0	0	0	0
537	0	6	428	24	57	515	0	0
538	0	0	15	0	0	15	0	0
539	0	4	9	5	12	30	0	0
540	0	110	164	1	4	279	0	0
541	0	0	6	0	0	6	0	0
542	0	58	892	0	0	950	0	0
543	0	0	209	0	0	209	0	0
544	0	217	265	17	40	539	0	0
545	0	589	309	0	0	898	0	0
546	0	75	155	0	0	230	0	0
547	0	0	6	0	0	6	0	0
548	45	4	45	0	0	49	0	0
549	66	3	20	0	0	23	0	0
550	0	0	19	0	0	19	0	0
551	0	236	27	1	4	268	0	0
552	0	96	117	60	142	415	0	0
553	0	30	40	11	25	106	0	0
554	223	53	34	0	0	87	0	0
555	458	0	13	0	0	13	0	0
556	531	3	160	0	0	163	0	0
557	0	0	0	0	0	0	0	0
558	0	16	74	10	22	122	0	0
559	0	211	39	9	21	280	0	0
560	0	50	37	1	1	89	0	0
561	0	0	0	0	0	0	0	0
562	0	0	0	0	0	0	0	0
563	0	10	29	1	4	44	0	0
564	0	0	5	0	0	5	0	0
565	0	46	106	16	36	204	0	0
566	0	0	4	0	1	5	0	0
567	0	1	1	7	17	26	0	0
568	0	0	0	0	0	0	0	0
569	0	0	0	1	1	2	0	0
570	0	0	0	0	0	0	0	0
571	718	440	367	370	866	2,043	0	0

Table B-3 Continued

Year 2040 Data Estimates by Traffic Analysis Zone, School Enrollment, Employment and Parking Costs

TAZ_2040	SCHENR	COMEMP	SERVEMP	MFGEMP	OIEMP	TOTEMP	SHORTPARK	LONGPARK
572	55	114	906	0	0	1,020	0	0
573	106	346	800	84	197	1,427	0	0
574	211	501	64	4	8	577	0	0
575	0	15	315	4	8	342	0	0
576	0	141	1,690	55	128	2,014	0	0

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Metropolitan Transportation Planning Organization For the Gainesville Urbanized Area

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