

Attachment 3.
Analysis of Progress toward the 2015 Goals (DRAFT)

Measure	Method	Measured 1995	Measured 2004 - 2008	Bench mark 2005	Bench mark 2010
1. % Non-Auto Trips	Sum of the relative shares of the region's trips taken by alternative modes: From Regional Transportation Model, 2004	14.43% Walk=8.93% Bike=3.68% Bus=1.83%	15.77% Walk =9.87% Bike=3.63% Bus=2.27%	15%	16%
2. % Transit Mode Share on Congested Corridors	Ratio of transit person trips to total person trips on congested facilities during PM peak period: From Regional Transportation Model, 2004	5.8%	7.1%	6.8%	8.0%
3. Priority Bikeway Miles	Miles of completed bike projects determined to be "priority": Measured from Priority Bikeways projects list, 2004	--	24.7 miles	15 miles	45 miles
4. Acres of zoned nodal development	Acres zoned for nodal development within Eugene-Springfield metropolitan area: Areas designated as /ND in Metro Plan, Jan 2008	--	1,314 acres	1,000 acres	1,500 acres
5. % of dwelling units (DU) built in nodes*	% of new DUs permitted for construction within an area designated for nodal development: from building permits, Jan 2008	--	6.4% 9.7%	2.5% 5.6%	14.5% 20.4%
6. % of New "Total" Employment in nodes*,**	% of new employment located within an area designated for nodal development: from Employment files, April 2004	--	41.2% (9.3%) 44.6% (10.0%)	10% 18.1%	25% 32.6%

* Note that % of dwelling units and employment in nodes are expressed **first** as a percentage of the planning horizon total and **second** as an interim year total (e.g., the % of dwelling units in nodes in 2005 is 2.5% of the total new dwelling units expected to be built between 1995 and 2015, and 5.6% of the new dwelling units built between 1995 and 2005).

** The results show the calculations using all areas designated as nodes in TransPlan followed in parentheses by results using areas zoned as nodes by 2004.