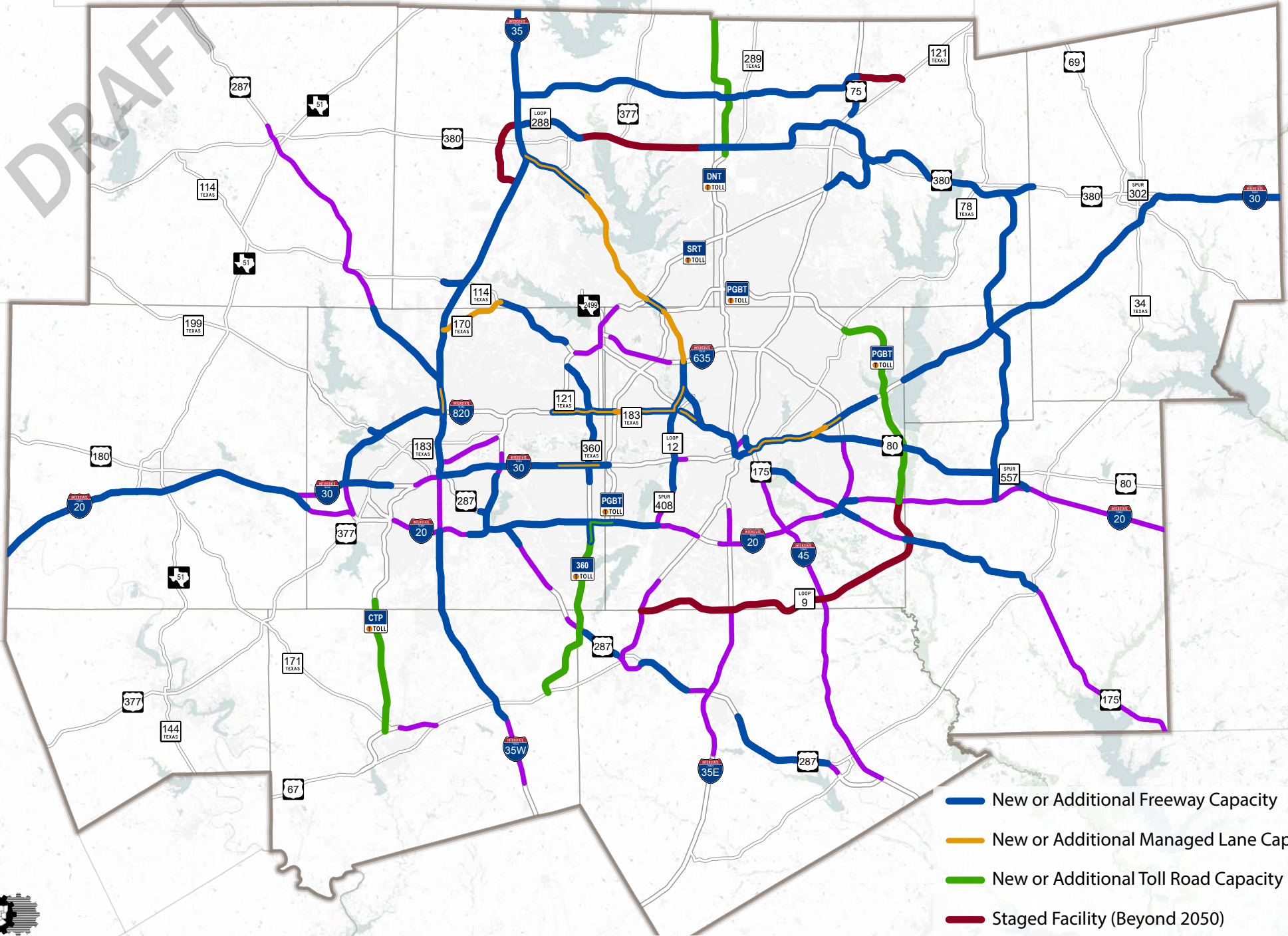
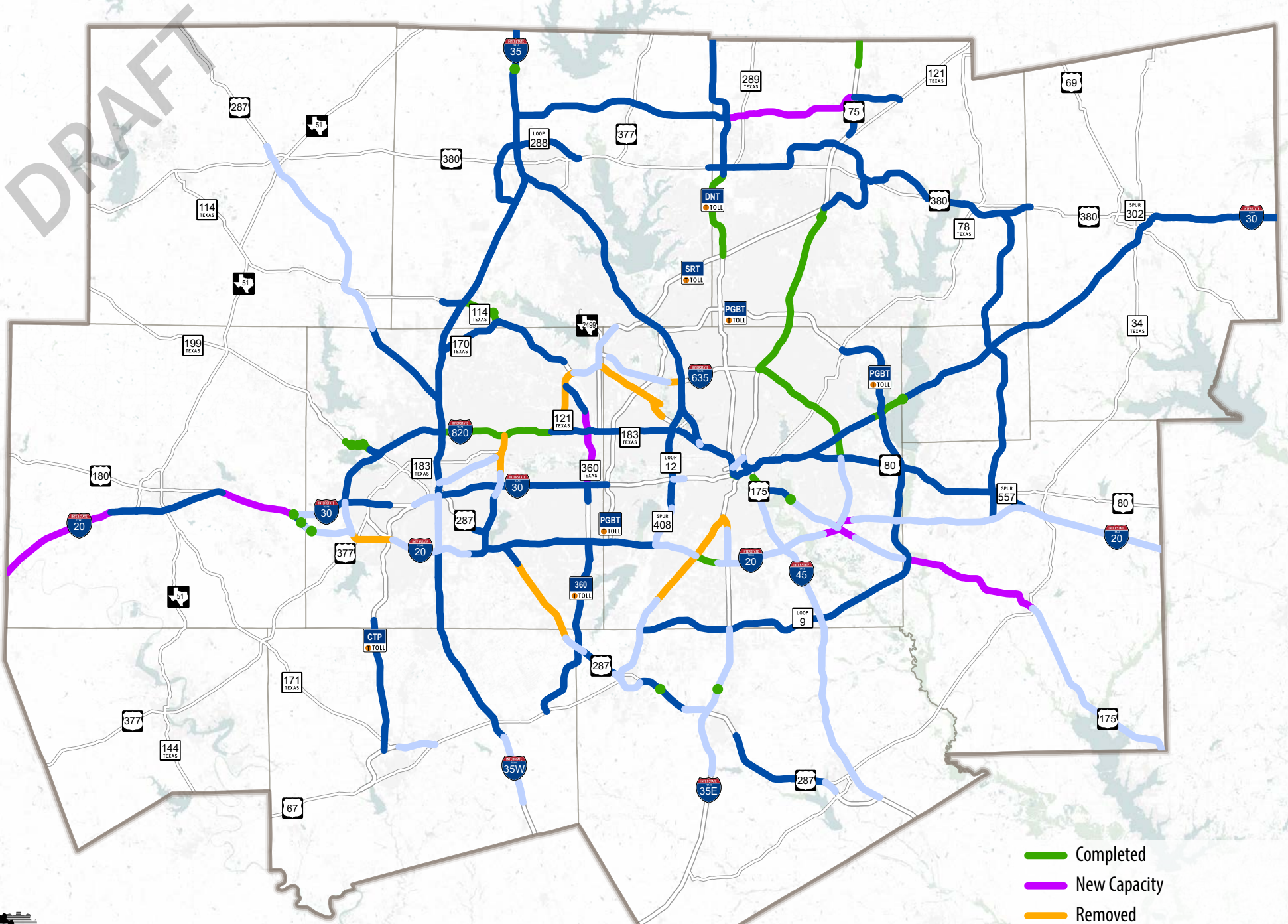


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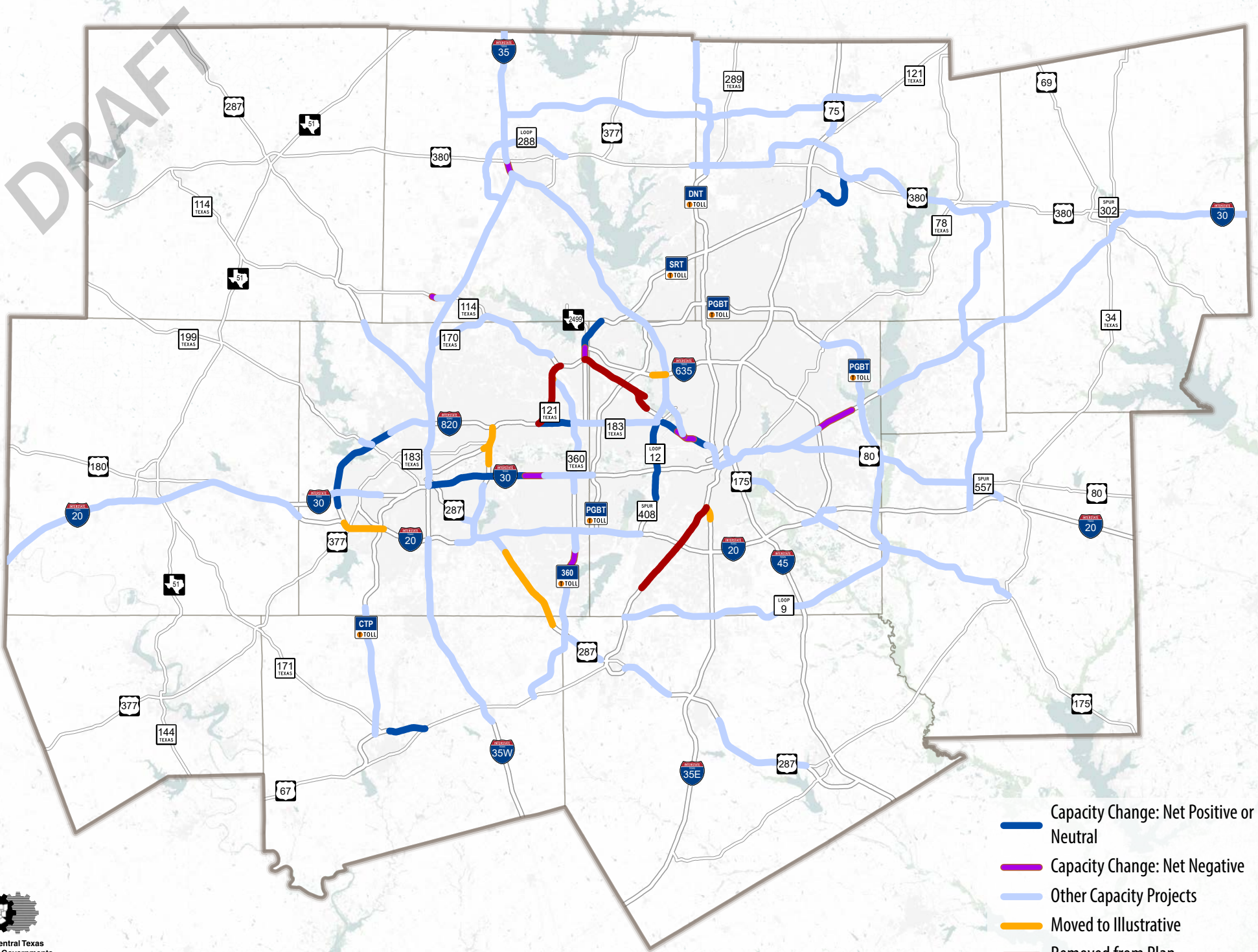
- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Beyond 2050)
- Asset Optimization

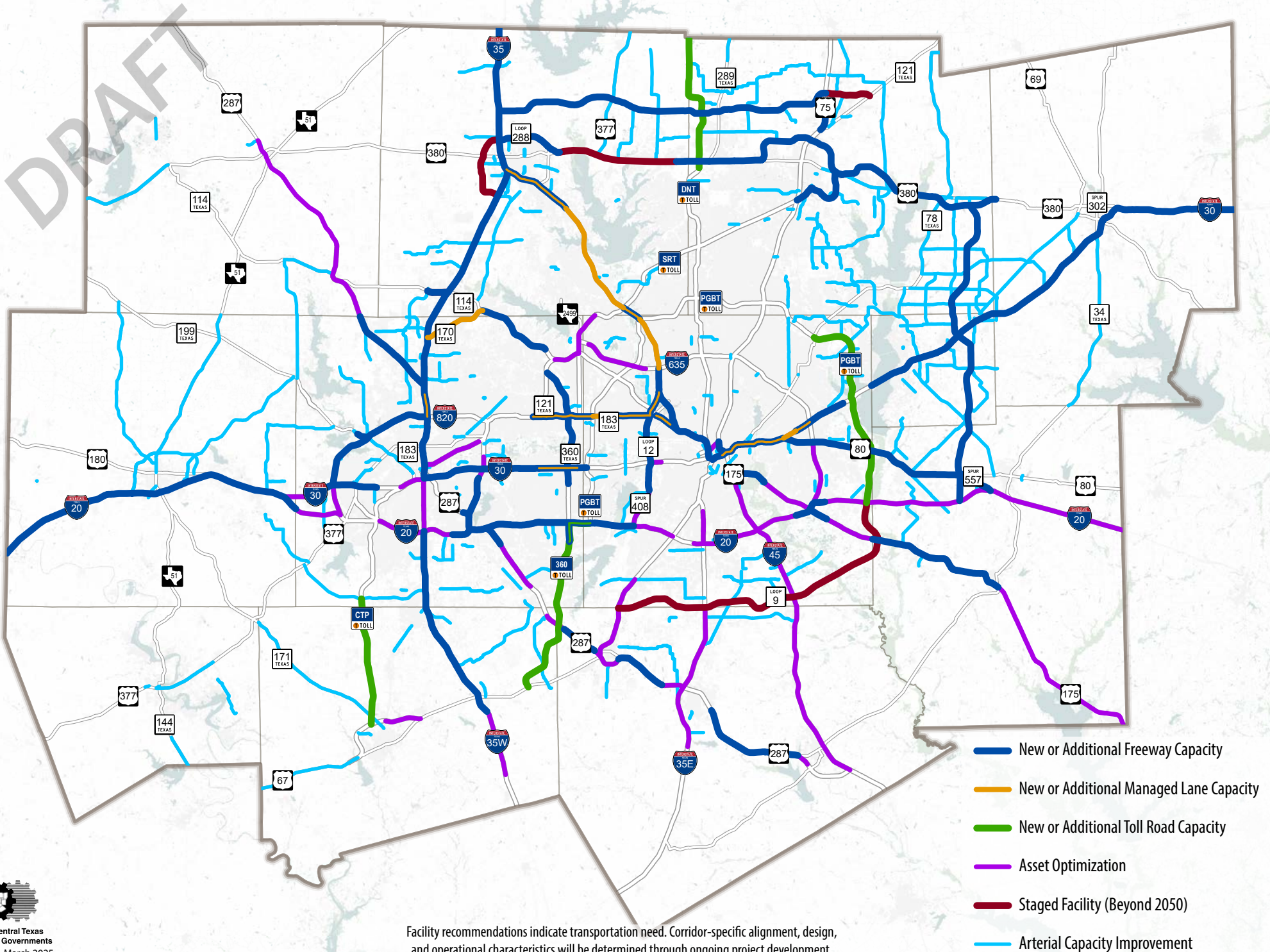
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



- Completed
- New Capacity
- Removed
- Carry-Over: Capacity
- Carry-Over: Asset Optimization

Removed and Carry Over: Capacity categories are more fully described in the Changes to Recommendations: Changes by Type map.

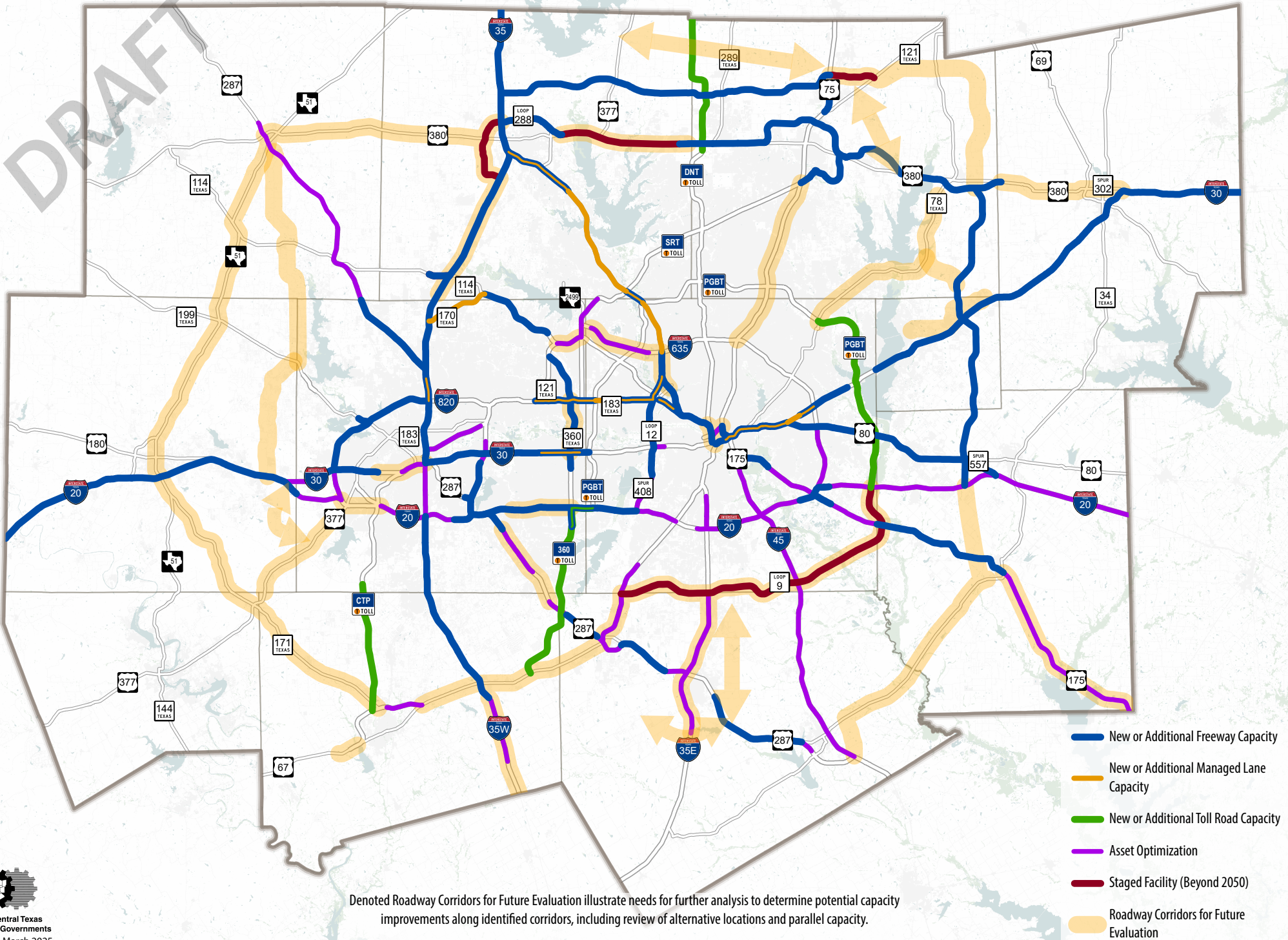




Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Major Roadway Recommendations and Roadway Corridors for Future Evaluation MOBILITY 2050

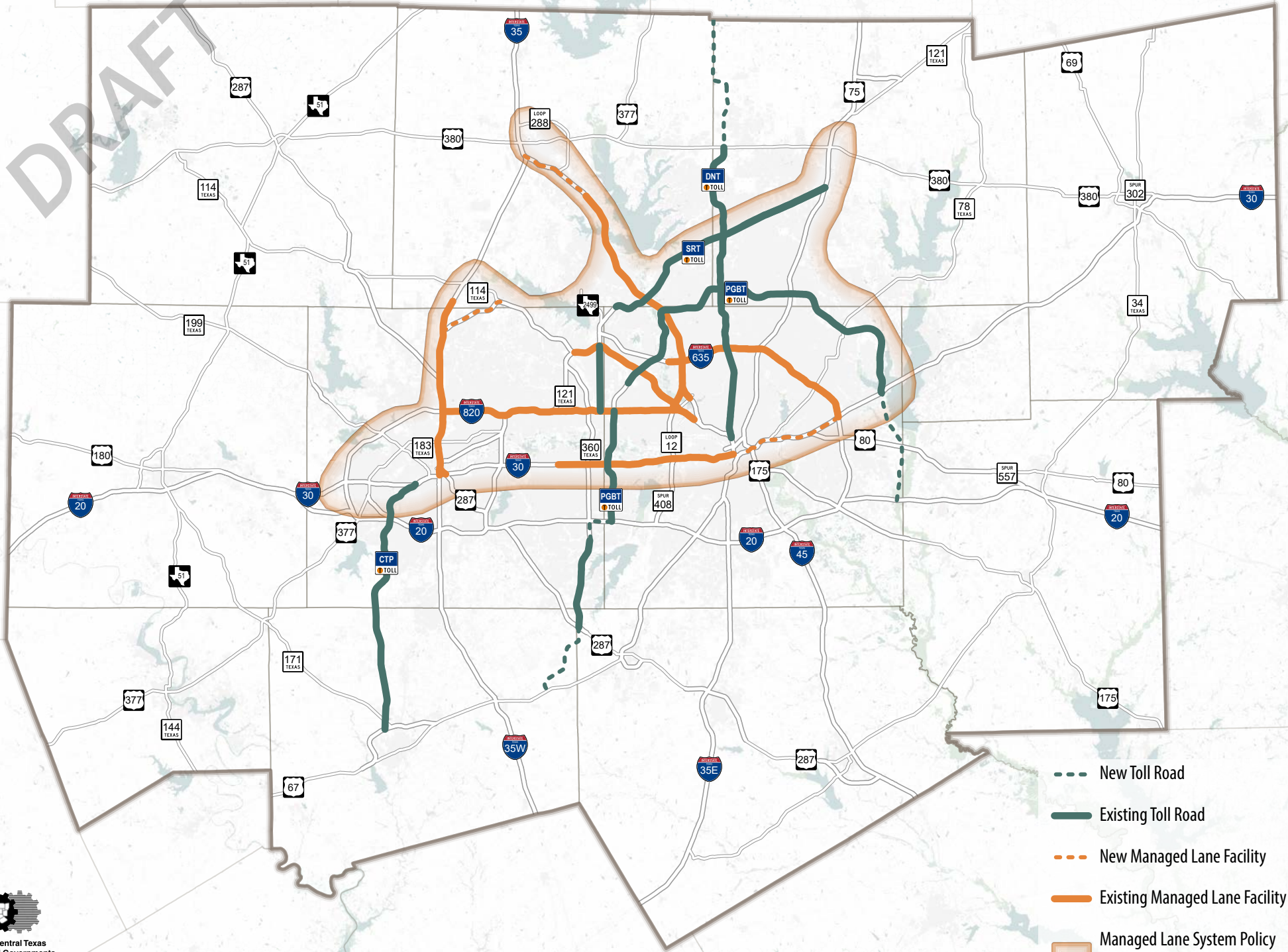
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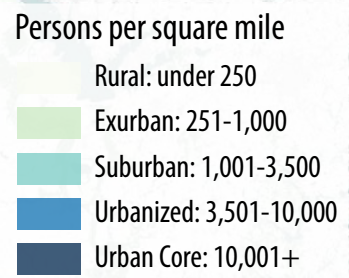
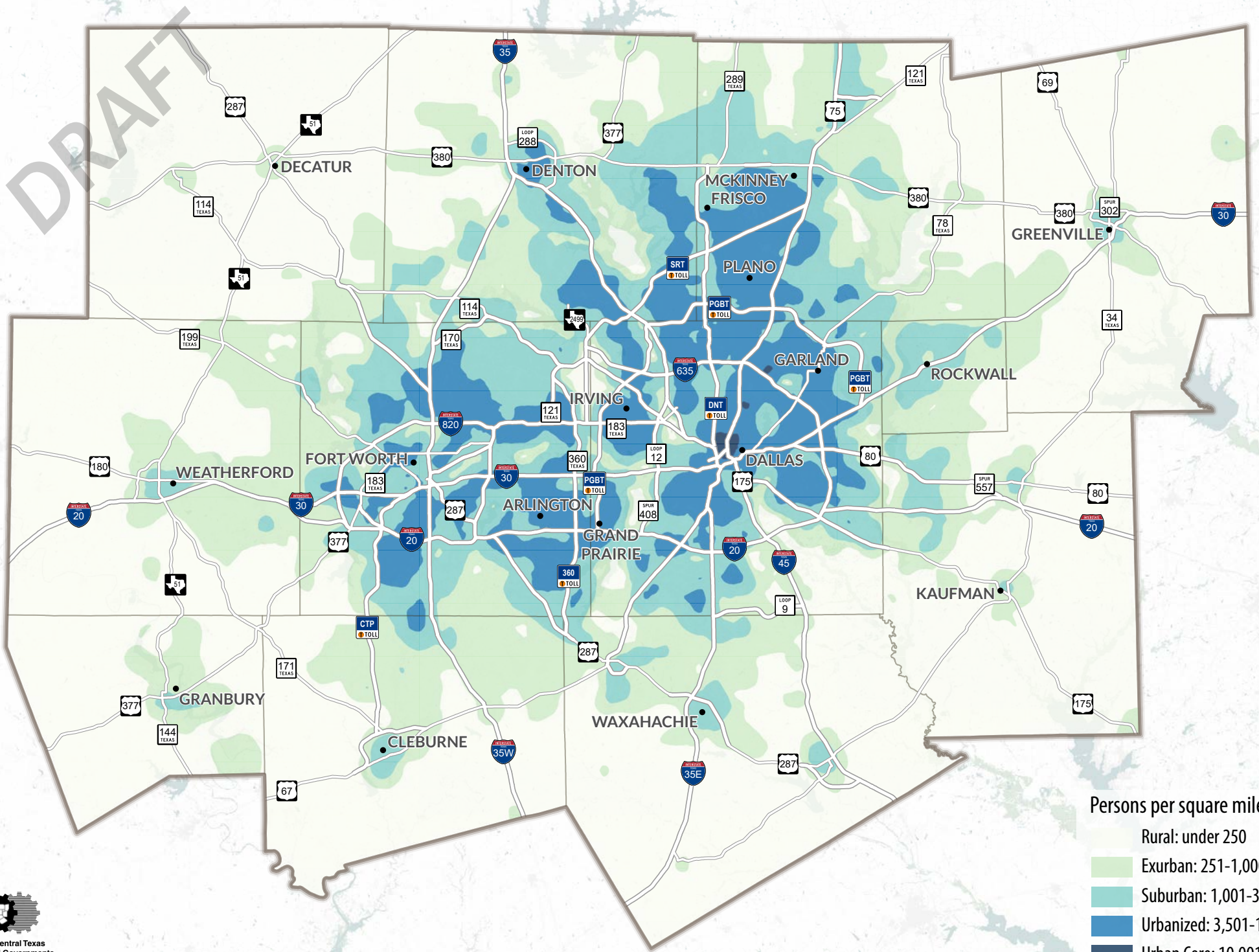
- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Asset Optimization
- Staged Facility (Beyond 2050)
- Roadway Corridors for Future Evaluation

Denoted Roadway Corridors for Future Evaluation illustrate needs for further analysis to determine potential capacity improvements along identified corridors, including review of alternative locations and parallel capacity.

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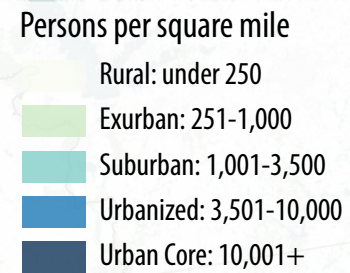
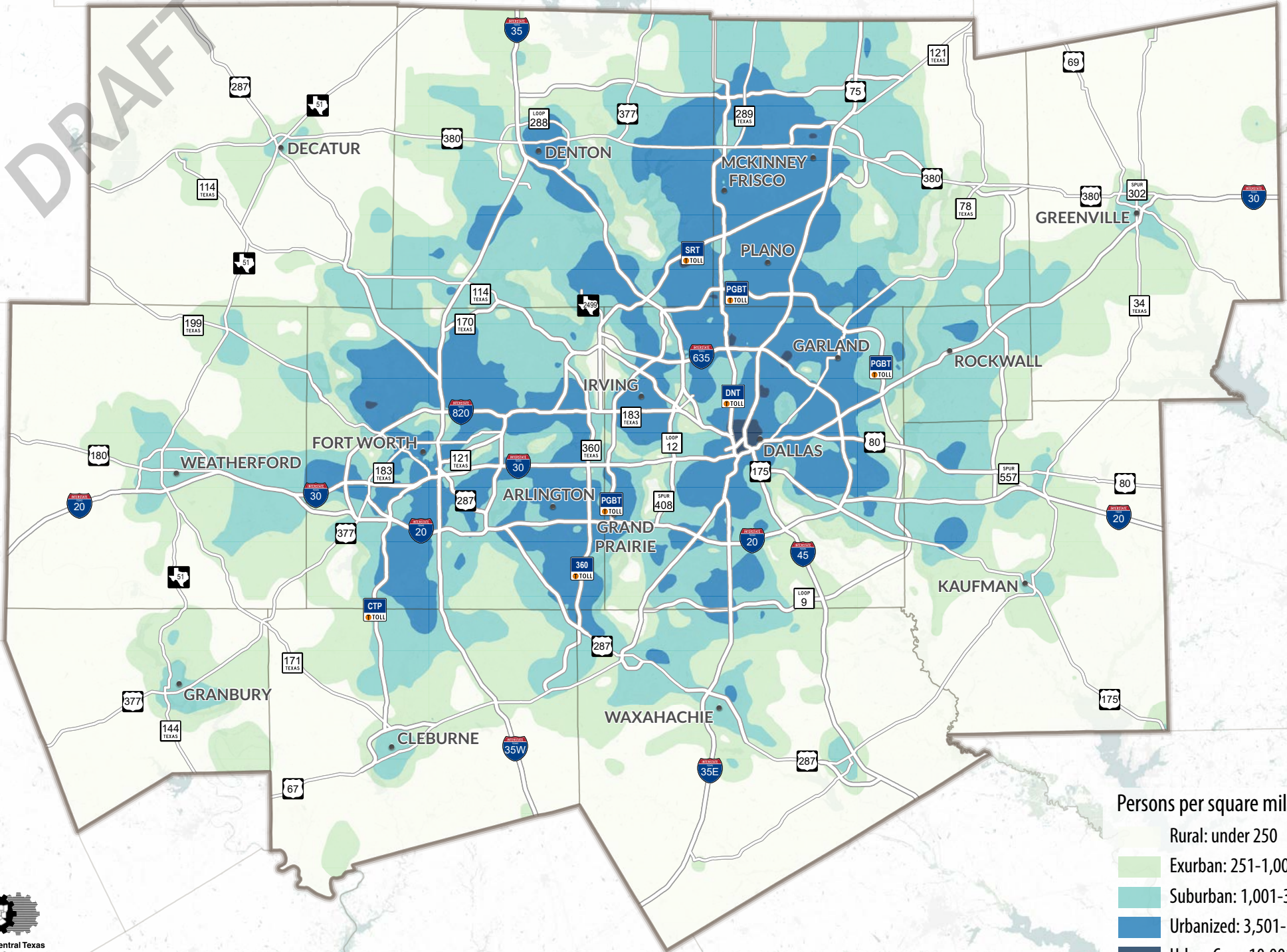


- - - New Toll Road
- Existing Toll Road
- - - New Managed Lane Facility
- Existing Managed Lane Facility
- Managed Lane System Policy Boundary



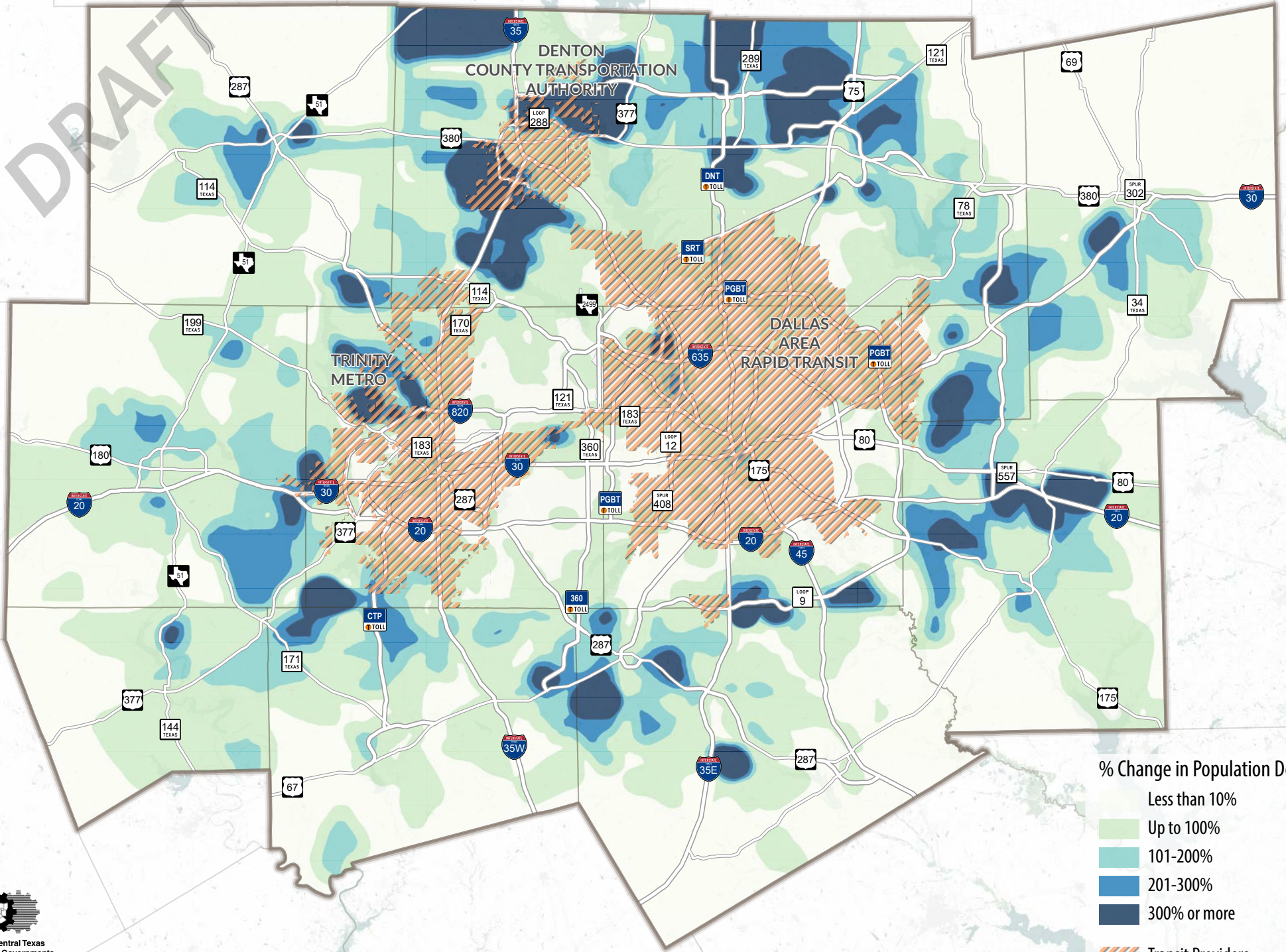
Density is calculated as the number of persons (population) divided by square miles.

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Density is calculated as the number of persons (population) divided by square miles.

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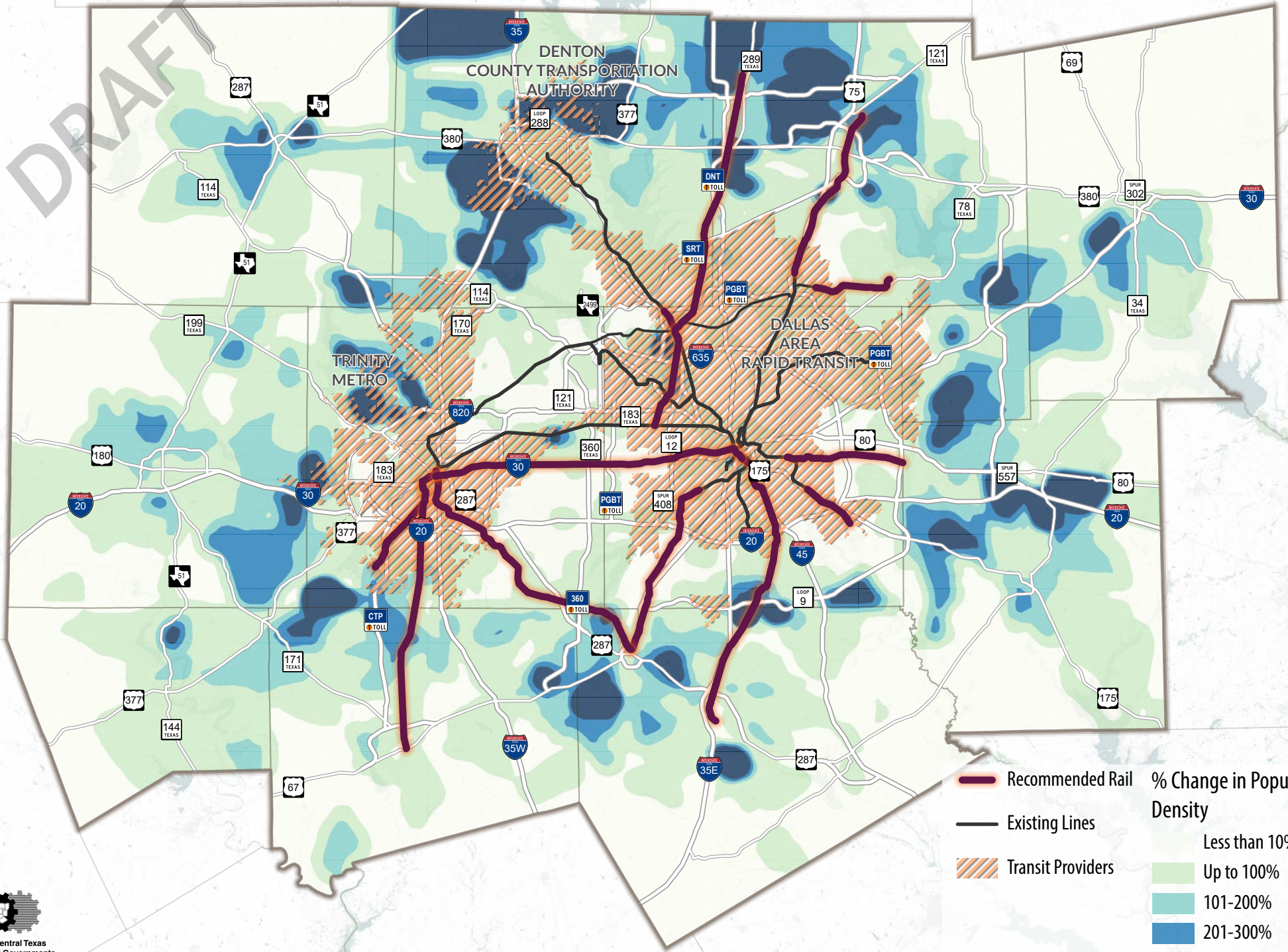


% Change in Population Density

- Less than 10%
- Up to 100%
- 101-200%
- 201-300%
- 300% or more

Transit Providers

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Recommended Rail (Red line)

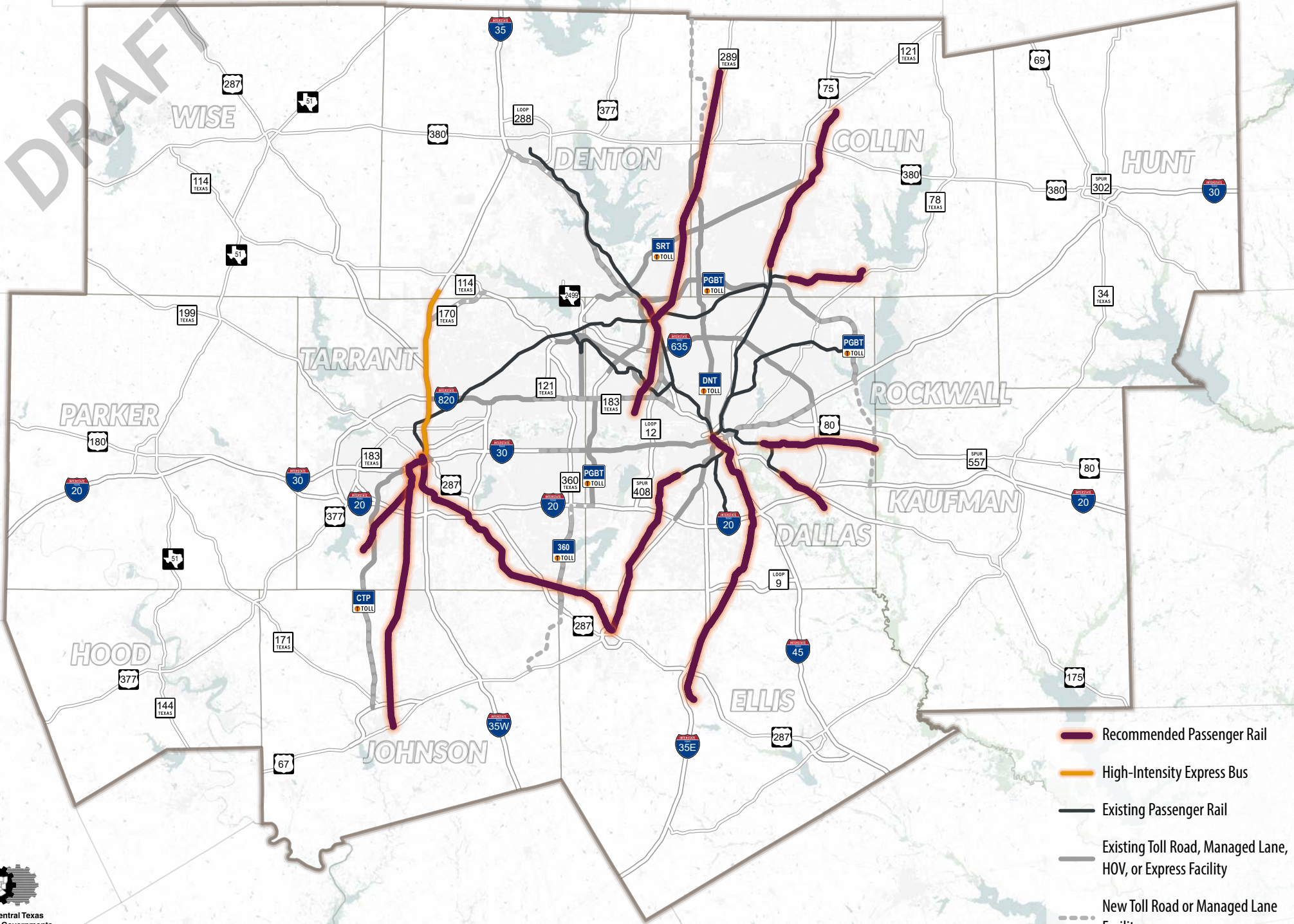
Existing Lines (Black line)

Transit Providers (Orange hatched area)

% Change in Population Density

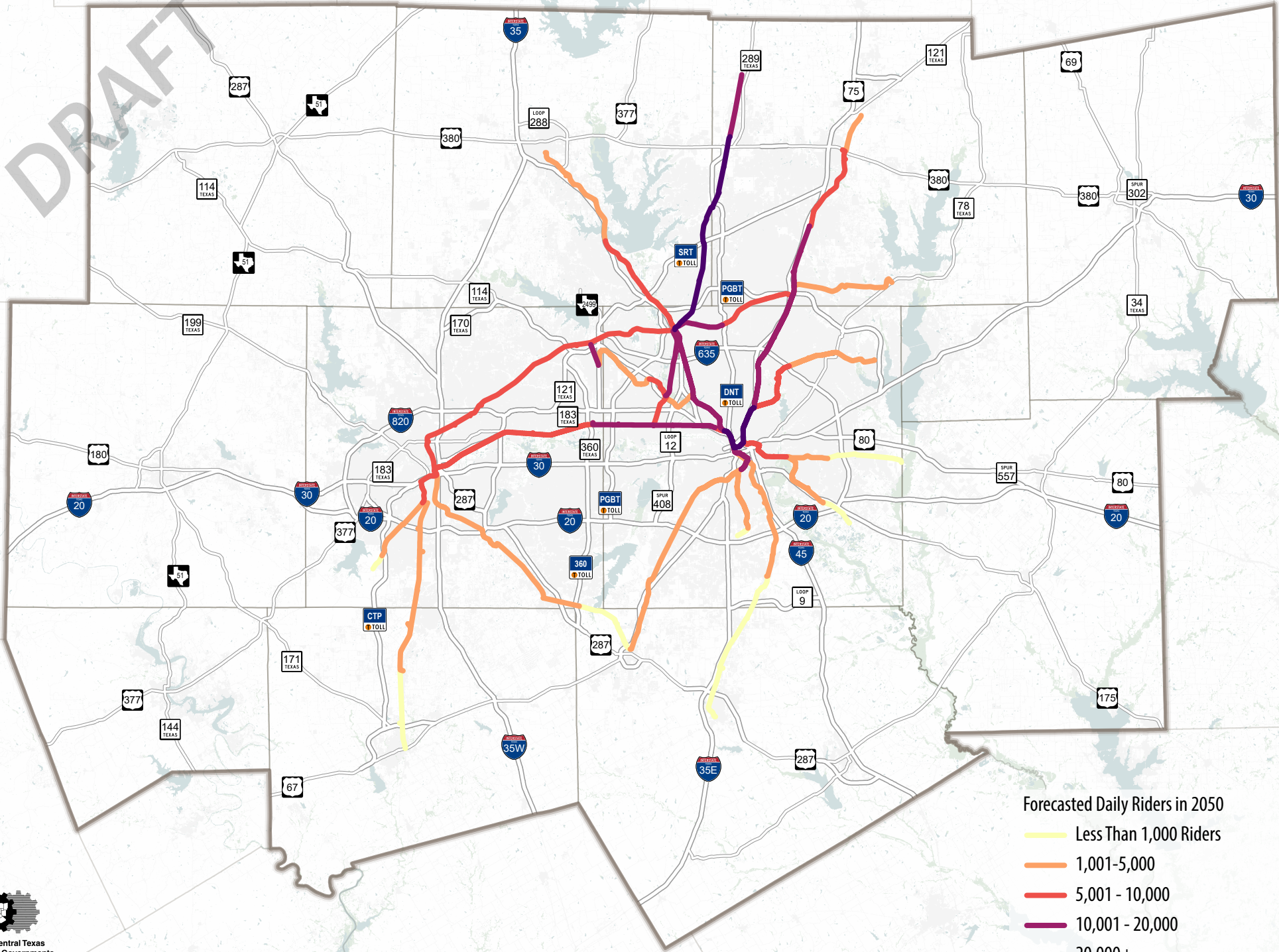
- Less than 10%
- Up to 100%
- 101-200%
- 201-300%
- 300% or more

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- Recommended Passenger Rail
- High-Intensity Express Bus
- Existing Passenger Rail
- Existing Toll Road, Managed Lane, HOV, or Express Facility
- New Toll Road or Managed Lane Facility

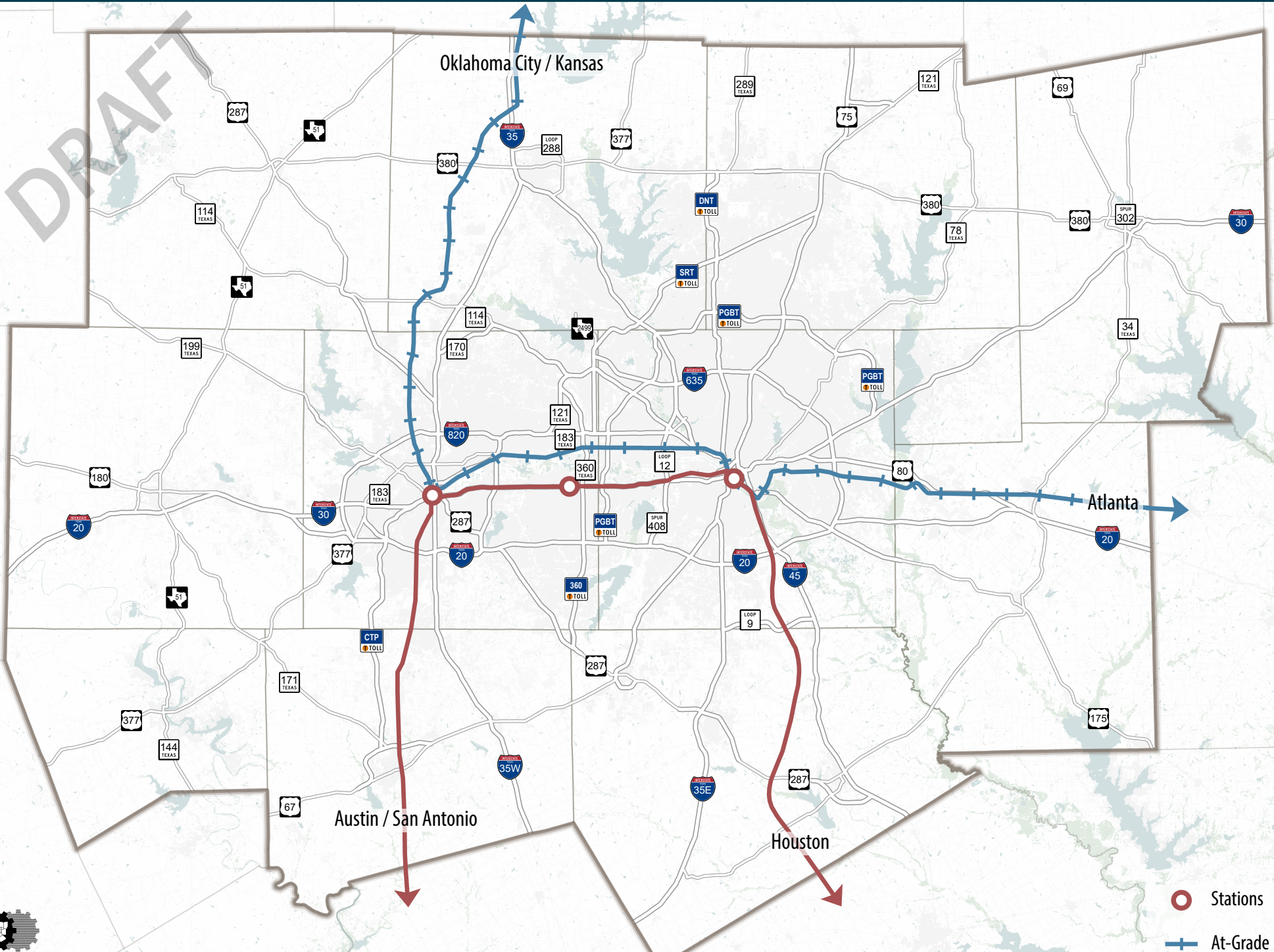
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Forecasted Daily Riders in 2050

- Less Than 1,000 Riders
- 1,001-5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,000+

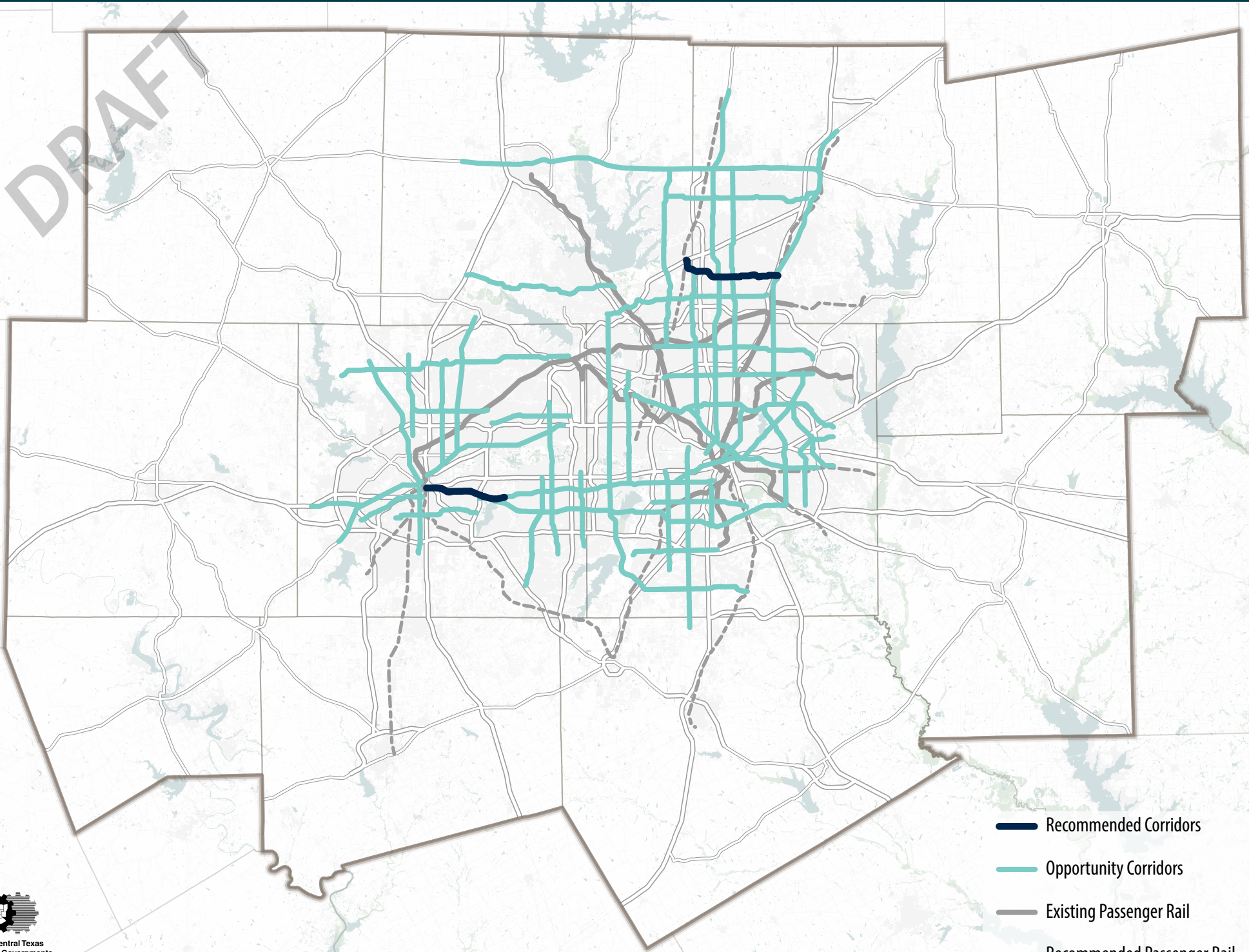
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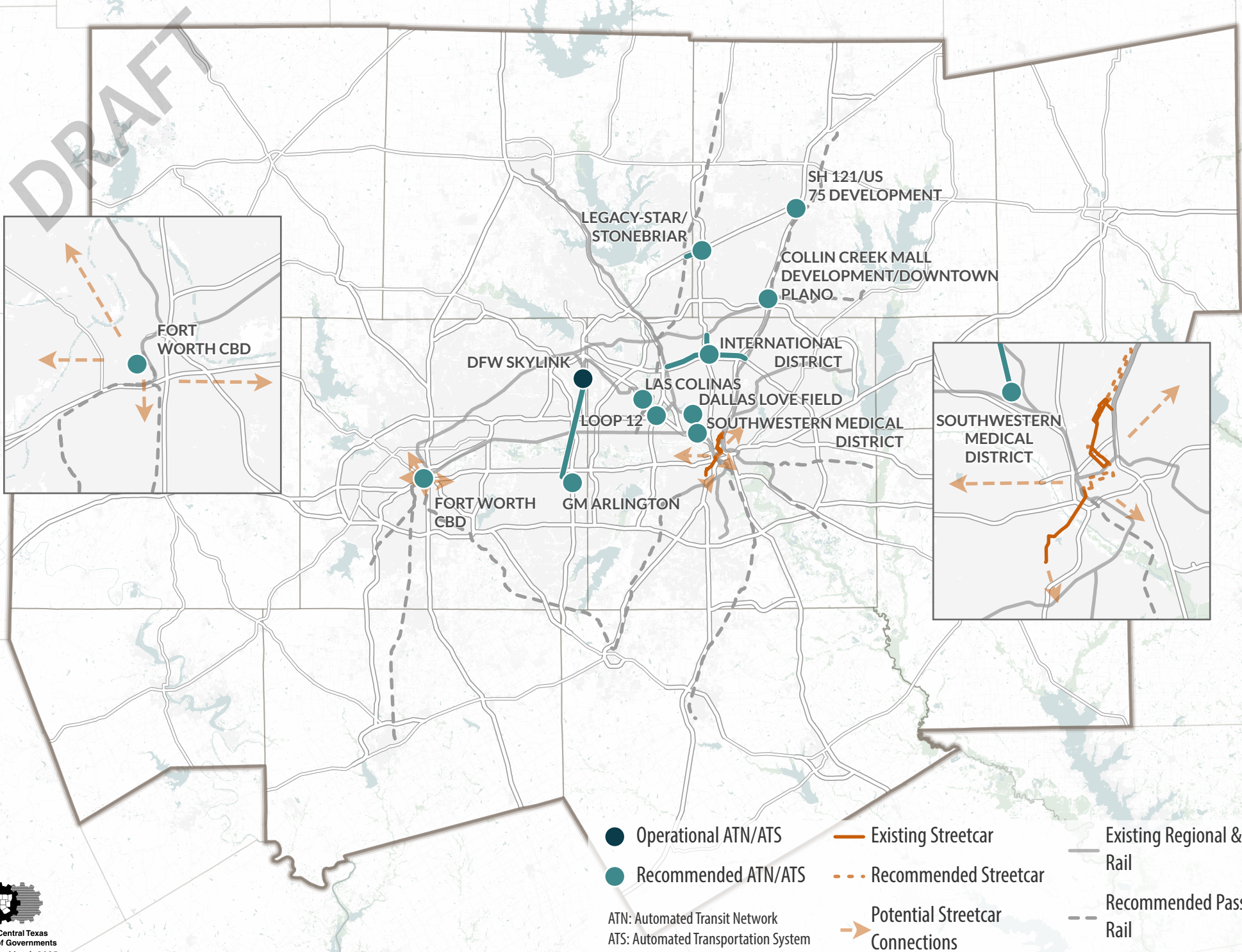
- Stations
- + At-Grade
- Grade Separated

At-Grade higher-speed rail recommendations follow existing rail right-of-way and may use existing track where available; Grade Separated high-speed rail recommendations may follow existing rail right-of-way for portions of their alignment but do not share existing track with freight or commuter services.

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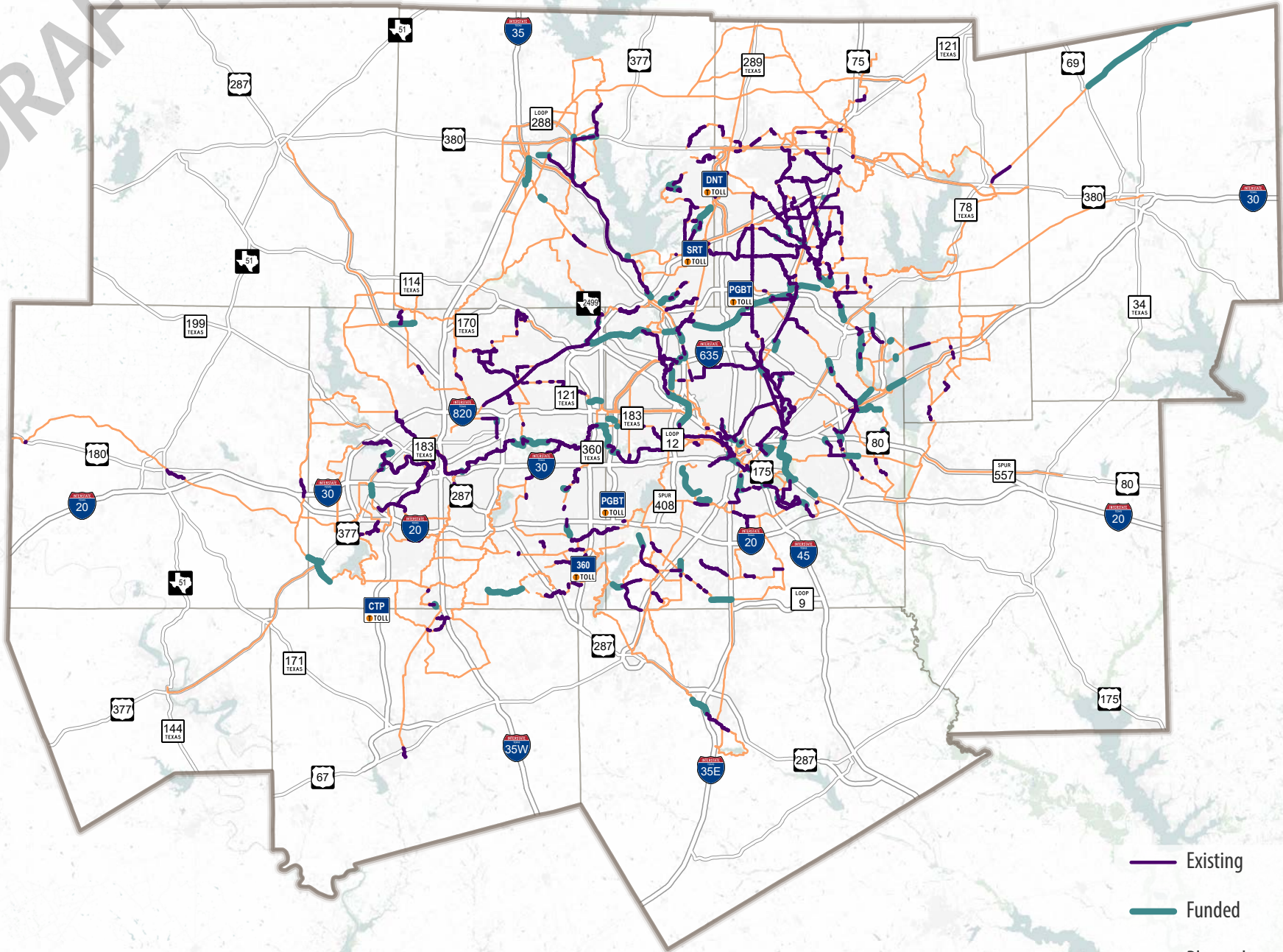
- Recommended Corridors
- Opportunity Corridors
- Existing Passenger Rail
- Recommended Passenger Rail



- Operational ATN/ATS
- Recommended ATN/ATS
- Existing Streetcar
- - - Recommended Streetcar
- Potential Streetcar Connections
- Existing Regional & Light Rail
- - - Recommended Passenger Rail

ATN: Automated Transit Network
 ATS: Automated Transportation System

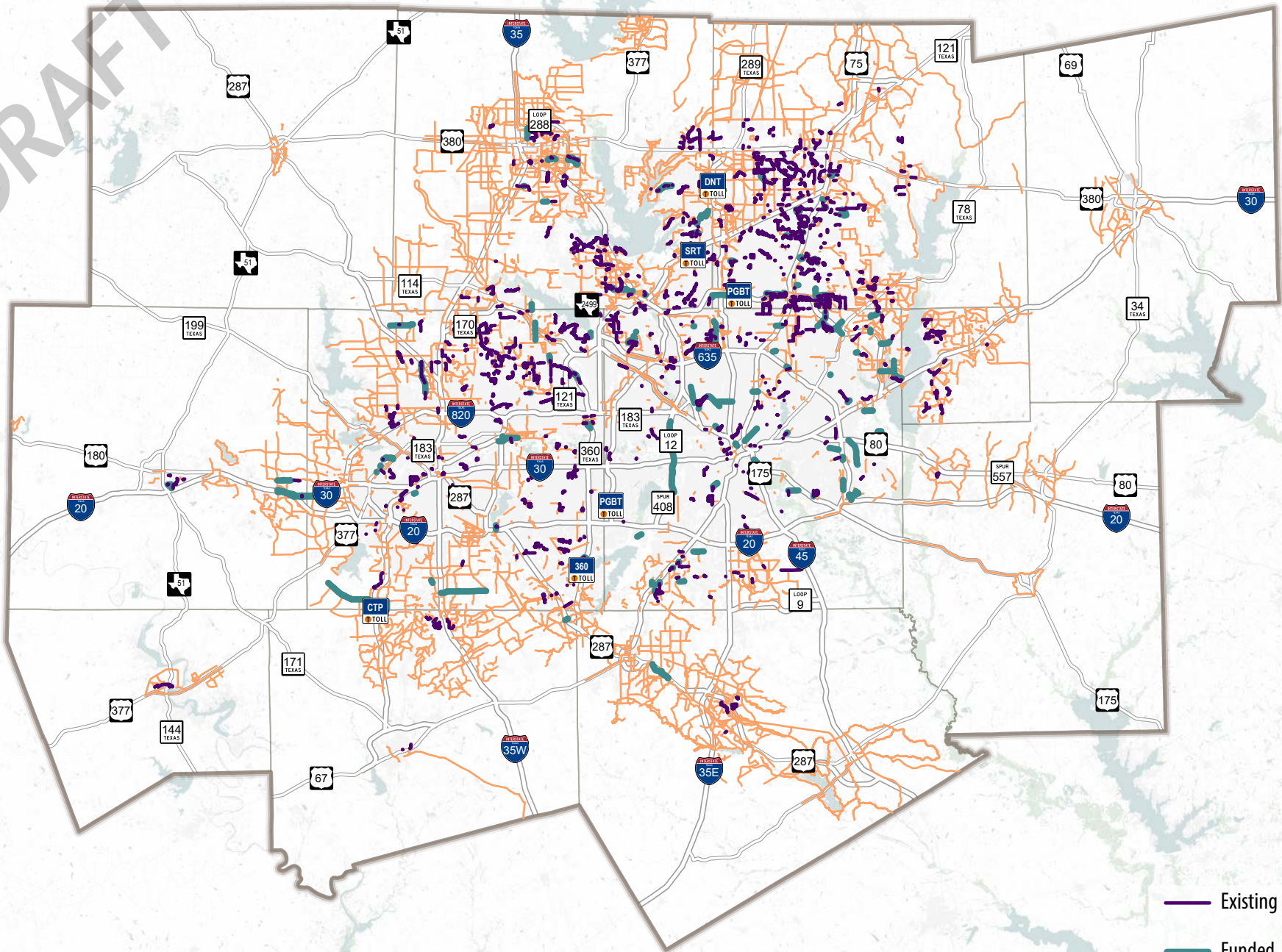
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Existing	576 Miles
Funded	124 Miles
Planned	1,571 Miles
Total	2,269 Miles

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.

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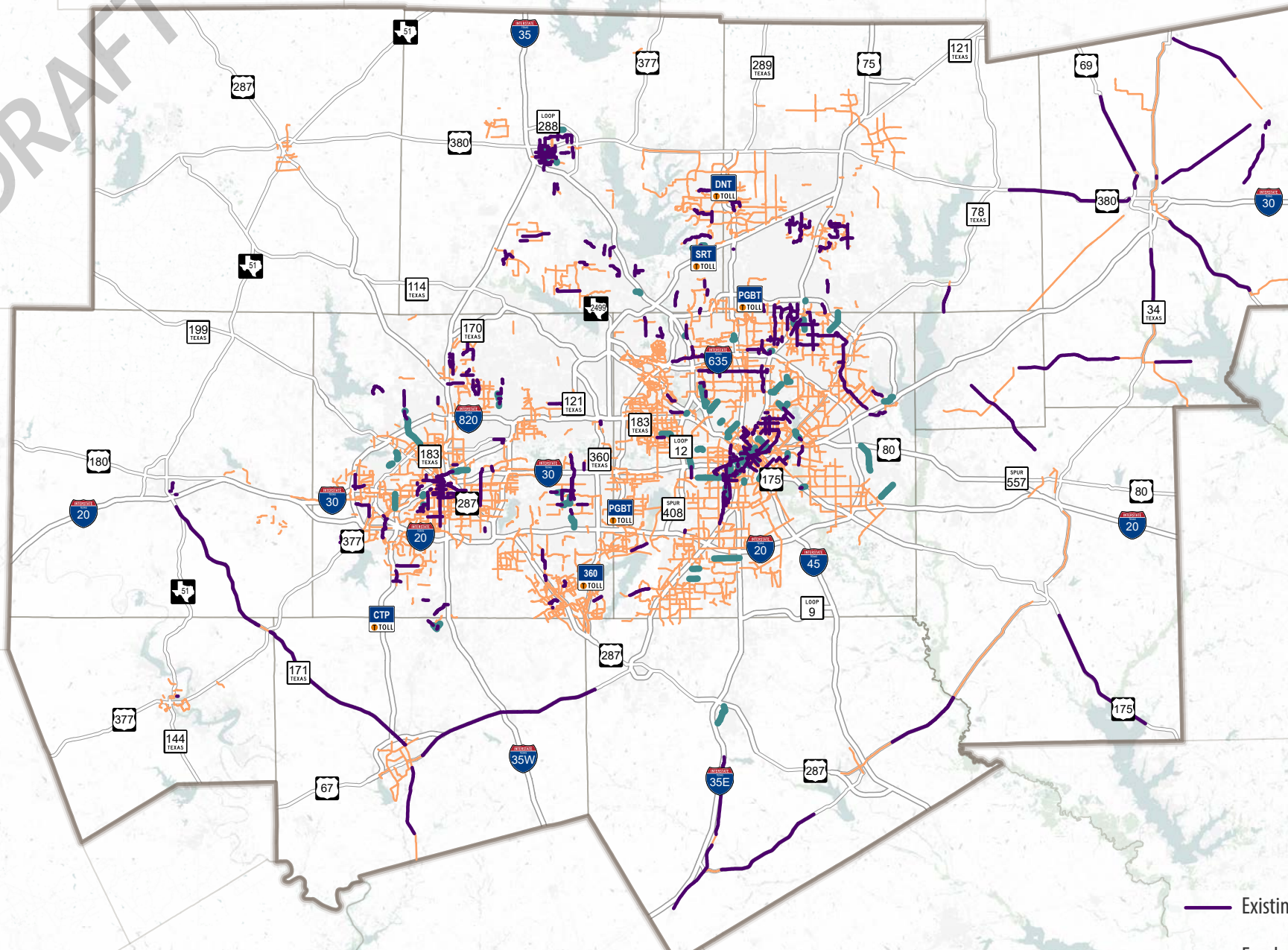


—	Existing	520 Miles
—	Funded	113 Miles
—	Planned	3,861 Miles
	Total	4,494 Miles

- Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
- Community Path facility mileages are based on linear miles.



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Existing	328 Miles
Funded	62 Miles
Planned	2,093 Miles
Total	2,478 Miles

- On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes," signed "share the road," unmarked wide outside lanes, or signed wide shoulders.
- The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- On-street bikeway facility mileage is based on centerline miles.