

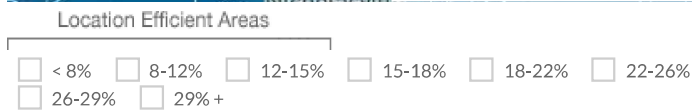
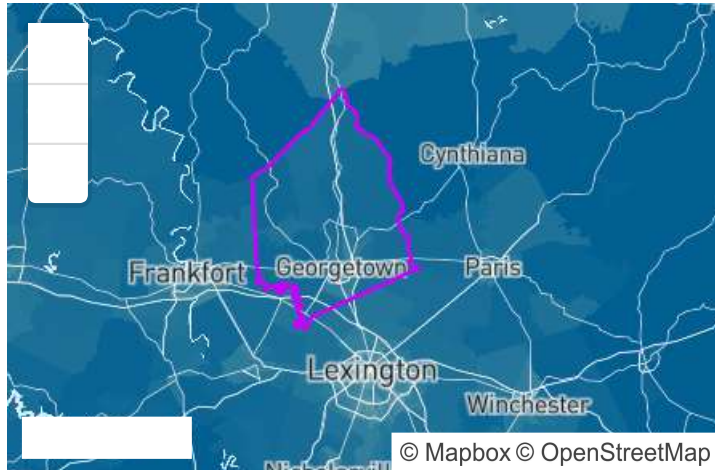


County: Scott, KY

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$68,089 Commuters: 1.08 Household Size: 2.38 (Lexington-Fayette, KY)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access

1.7

Very low access to jobs

AllTransit Performance Score

1

Car-dependent with very limited or no access to public transportation

Compact Neighborhood

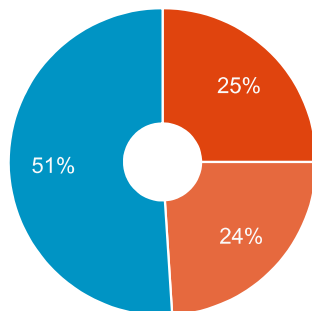
1.1

Very low density and limited walkability

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$16,158

Annual Transportation Costs



1.99

Autos Per Household



21,151

Average Household VMT

1%

Transit Ridership % of Workers

14

Annual Transit Trips

7.45 Tonnes

Annual Greenhouse Gas per Household



H+T Metrics

| Affordability | | Demographics | |
|--|-----|---------------|--------|
| Housing + Transportation Costs % Income: | 49% | Block Groups: | 47 |
| Housing Costs % Income: | 25% | Households: | 21,603 |
| Transportation Costs % Income: | 24% | Population: | 57,286 |

Household Transportation Model Outputs

| | |
|---|----------|
| Autos per Household: | 1.99 |
| Annual Vehicle Miles Traveled per Household : | 21,151 |
| Transit Ridership % of Workers: | 1% |
| Annual Transportation Cost: | \$16,158 |
| Annual Auto Ownership Cost: | \$12,155 |
| Annual VMT Cost: | \$3,989 |
| Annual Transit Cost: | \$15 |
| Annual Transit Trips: | 14 |

Housing Costs

| | |
|---------------------------------------|---------|
| Average Monthly Housing Cost: | \$1,412 |
| Median Selected Monthly Owner Costs: | \$1,471 |
| Median Gross Monthly Rent: | \$783 |
| Percent Owner Occupied Housing Units: | 73% |
| Percent Renter Occupied Housing Unit: | 27% |

Greenhouse Gas from Household Auto Use

| | |
|---------------------------|-------------|
| Annual GHG per Household: | 7.45 Tonnes |
| Annual GHG per Acre: | 8.20 Tonnes |

Environmental Characteristics

| | |
|--|-------------------------------|
| Gross Household Density: | 0.12 HH/Acre |
| Regional Household Intensity: | 5,056 HH/mile ² |
| Percent Single Family Detached Households: | 77% |
| Employment Access Index: | 7,035 Jobs/mi ² |
| Employment Mix Index (0-100): | 42 |
| Transit Connectivity Index (0-100): | 0 |
| Transit Access Shed: | 2 km ² |
| Jobs Accessible in 30 Minute Transit Ride: | 1,211 |
| Available Transit Trips per Week: | 59 |
| Average Block Size : | 97 Acres |