



WELCOME TO VISIONING WORKSHOP #3: REVIEW OF SKETCH SCENARIOS



Sketch Scenarios

“Sketch” scenarios are conceptual designs of alternative ways in which the Region could develop in the year 2050. The five sketch scenarios represent a range of possible futures for land use and transportation. These scenarios are intended to be “what if” illustrations, varying based on the location, density, and mix of new development and redevelopment, and the transportation system.

These sketch scenarios include one that continues current trends—Scenario A—and four with different levels of investment in the transportation system and different development patterns. Those four scenarios represent alternative futures which could achieve the initial vision, generally identified through the VISION 2050 Guiding Statements, which were developed using the results of the visioning activities conducted during previous steps in the VISION 2050 process.

Evaluating the Scenarios

Commission staff evaluated, as best as can be done with the conceptual nature of the scenarios, how each scenario may be expected to perform related to a number of different factors. The results are presented in a “Scorecard” (see inside of this handout) that allows the scenarios to be easily compared by their relative benefits, costs, and impacts.

Purpose of Scenario Planning

The purpose of this scenario planning effort is to begin to allow the Region to consider the consequences of following each of the alternative paths presented in the five scenarios. Exploring these conceptual, sketch-level scenarios is an intermediate step; the feedback received will be used to create more detailed alternative land use and transportation plans that will be evaluated in greater detail in a subsequent step of the process.

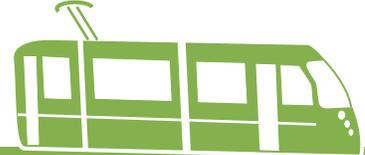
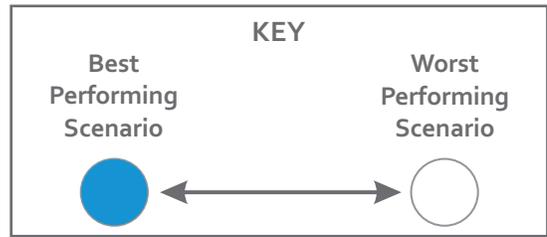
Scenarios at a Glance

Topic	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Housing Mix Single Family Homes vs. Condos, Apts, Townhomes	66.9% 33.1% 	66.6% 33.4% 	64.6% 35.4% 	65.6% 34.4% 	64.0% 36.0%
Density ● = Residential ● = Jobs ★ = Transit Station					
Transportation Choices					

SCENARIO SCORECARD



Scenarios	Healthy Communities			Open Space	Equitable Access	
	Bicycle and walking trips	Greenhouse gas emissions	People living in walkable areas	Remaining farmland and undeveloped land	Households with affordable housing + transportation costs	Transit service quality for minority and low-income populations
A	328,000 Trips Per Day	15.5 Million Tons Per Year	786,000 People	1.023 Million Acres	327,000 Households	Average Transit Score: 2.8
B	361,000 Trips	15.4 Million Tons	793,000 People	1.052 Million Acres	381,000 Households	4.6
C	472,000 Trips	15.0 Million Tons	843,000 People	1.069 Million Acres	411,000 Households	5.6
D	469,000 Trips	15.1 Million Tons	817,000 People	1.066 Million Acres	396,000 Households	4.7
E	475,000 Trips	15.0 Million Tons	849,000 People	1.069 Million Acres	420,000 Households	5.6



Costs

Mobility

Cost of supporting new development to local governments	Average annual transportation system investment	Congestion	Vehicle miles of travel per capita	Job/housing balance	Access to transit	Access to high quality transit
 \$538 Million Per Year	 \$800 Million Per Year	 291 Congested Miles	 8,800 Miles Per Year	 523,000 HHs in balanced areas	 991,000 People 688,000 Jobs	 0 People 0 Jobs
 \$536 Million	 \$1.26 Billion	 272 Miles	 8,700 Miles	 530,000 Households	 1,225,000 People 927,000 Jobs	 0 People 0 Jobs
 \$520 Million	 \$1.50 Billion	 363 Miles	 8,400 Miles	 544,000 Households	 1,327,000 People 970,000 Jobs	 453,000 People 423,000 Jobs
 \$528 Million	 \$1.32 Billion	 374 Miles	 8,500 Miles	 555,000 Households	 1,288,000 People 975,000 Jobs	 84,000 People 93,000 Jobs
 \$514 Million	 \$1.58 Billion	 366 Miles	 8,400 Miles	 542,000 Households	 1,373,000 People 1,013,000 Jobs	 514,000 People 480,000 Jobs

See back for criterion descriptions.

Scorecard Criteria Explanations

Bicycle and walking trips: an estimate of the total daily non-motorized trips for transportation purposes only (does not include recreational trips); varies between scenarios based on density and the level of bicycle accommodation.

Greenhouse gas emissions: an estimate of annual greenhouse gas emissions produced in the Region from mobile sources (cars, trucks, buses, etc.) and homes. Emissions are measured in CO₂ equivalency.

People living in walkable areas: an estimate of walkability (the ease by which people can walk to various destinations in an area) for residents; considers variation in household density and intersection density, with a baseline for existing walkability estimated using data from Walk Score®.

Remaining farmland and undeveloped land: an estimate of the land that would remain as farmland or undeveloped; varies between scenarios based on location and density of jobs and households.

Households with affordable housing + transportation costs: an estimate of the number of housing units affordable at the household median income, based on combined transportation costs and housing costs (45 percent of income or less is considered affordable); varies between scenarios based on residential density and transit service quality; baseline existing data provided by the Center for Neighborhood Technology.

Job/housing balance: an estimate of the balance between jobs and households in communities throughout the Region; varies between scenarios based on location and density of jobs and households.

Transit service quality for minority and low-income populations: an estimate of transit service quality in areas with concentrations of minority and low-income populations in the Region; varies between scenarios based on amount, frequency, and speed of transit service in locations with concentrations of minority and low-income populations.

Cost of supporting new development to local governments: an estimate of select local government operating and capital costs (annualized; in year 2014 dollars; excludes education costs) for new residential development; varies between scenarios by the number of single-family and multi-family housing units; baseline existing data provided by the National Association of Home Builders.

Average annual transportation system investment: an estimate of operating, maintenance, and capital costs (annualized; in year 2014 dollars) of arterial streets/highways, transit, and bicycle facilities; varies between scenarios based on types and quantities of transportation infrastructure and services.

Congestion: an estimate of the degree of traffic congestion on arterial streets and highways, measured in centerline miles experiencing moderate, severe, or extreme congestion; congestion categories vary based on level of service, travel speed, and operating conditions.

Vehicle miles of travel per capita: an estimate of the average annual vehicle miles of travel in the Region per Region resident; varies between scenarios based on the predicted number and length of vehicle trips.

Access to transit: an estimate of the number of residents with access to fixed-route transit and the number of jobs accessible by fixed-route transit; service area defined as being within 1/4 mile of a fixed-route transit stop.

Access to high quality transit: an estimate of the number of residents with access to high quality transit and the number of jobs accessible by high quality transit; transit service is considered to be high quality if it has its own right-of-way (bus rapid transit, light rail, or commuter rail); service area defined as being within 1/2 mile of a high quality transit stop.