Attachment 3

PRELIMINARY DRAFT

OUTLINE OF VISION 2050 ALTERNATIVE PLANS

This outline presents a summary of each of the alternative plans proposed to be developed for VISION 2050. In order to provide a baseline to compare alternatives against, these detailed plans will include a projection of what the Region would look like in 2050 if land use development and transportation investment trends from the past two decades continue into the future. The alternative plans differ from that projection of current trends, with changes to the Region's land use and transportation system. These changes would not affect land use development and transportation projects that are already committed.

The content of each of these alternative plans will be heavily influenced by the feedback and input Commission staff received from the residents of the Region on the five sketch scenarios that were developed and evaluated in the previous step of the VISION 2050 process. These alternative plans will be significantly more detailed than the sketch scenarios, and that level of detail will allow Commission staff to evaluate them using a larger set of criteria than were used to evaluate the sketch scenarios.

TREND

Land Use

This alternative provides a baseline to compare to other alternative futures, and represents a continuation of recent trends, which include an overall decline in urban density across the Region.

- Most development would occur at medium and low densities within existing urban centers or at the immediate outer boundary of existing urban centers, with limited high density redevelopment and infill within already developed areas.
- Some development would occur at low densities at scattered locations away from existing urban centers, with lot sizes of 1 to 5 acres per house.

Transportation

As the baseline against which the other two alternatives will be compared, the transportation system in this alternative would continue recent trends in transportation investment in the Region.

- Transit service would decline an additional 25 percent, with reductions in service frequency across much of the Region and some route eliminations.
- Bicycle facilities—bike lanes, wider curb lanes, paved shoulders—would be provided as arterials are reconstructed, and the regional system of off-street facilities would continue to expand.
- Segment-by-segment reconstruction of the freeway system would continue, with traffic lanes added on congested arterial street and highway facilities and some new facilities constructed.

ALTERNATIVE PLAN I

Land Use

This alternative includes a higher density development pattern than the Trend.

- New development under this scenario would occur largely as infill or redevelopment in existing urban centers, and at the immediate outer boundary of existing urban centers. Various combinations of lot sizes and housing types could be included in these developments, with nearly all single-family homes on lots of 10,000 square feet or less.
- This scenario would include some Transit Oriented Development (TOD), which would focus compact, mixed-use development around transit stations. This would include apartments, condominiums, townhomes, duplexes, and smaller lot single-family homes—as well as office and retail space—within walking distance of the transit station.

Transportation

This alternative would include a significant increase in transit service, and it will be evaluated both with and without additional traffic lanes and new street and highway facilities.

- Transit service would be significantly expanded, with an expansion of the service area and frequency of local bus routes, more express and commuter bus routes and increased frequency on existing express and commuter bus routes. Commuter bus routes would take advantage of paved shoulders on highways where possible, to provide a quicker and more reliable service during congested periods. A shared-ride taxi would be provided in the remainder of the Region where local bus service would not be available. One commuter rail corridor and three rapid transit corridors would be included in this alternative, with the rapid transit corridors taking the form of bus rapid transit.
- Significantly improved bicycle facilities—protected bike lanes, buffered bike lanes, green lanes, and other facilities—would be provided along key corridors of Regional importance. Standard bicycle facilities—bike lanes, wider curb lanes, paved shoulders—would be provided as other arterials are reconstructed, and the regional system of off-street facilities would continue to expand.
- Segment-by-segment reconstruction of the freeway system would continue. This alternative will be evaluated first with no traffic lanes added on congested arterial street and highway facilities and no new facilities. After evaluation without additional capacity on the arterial street and highway system, a second evaluation will include consideration of additional traffic lanes and some new arterial street and highway facilities to mitigate increases in traffic congestion that would not be alleviated by system management, demand management and the other transportation investments discussed above.

ALTERNATIVE PLAN II

Land Use

This alternative would focus a significant portion of the Region's new development in TODs.

- TODs would focus compact, mixed-use development around transit stations. This would include apartments, condominiums, townhomes, duplexes, and smaller lot

single-family homes—as well as office and retail space—within walking distance of the transit station.

- Other new development under this scenario would occur as infill or redevelopment in existing urban centers, and at the immediate outer boundary of those urban centers.

Transportation

In addition to an increase in bus service, this alternative would include capital investments in the construction of fixed-guideway transit in the form of commuter rail, light rail, or bus rapid transit. Similar to Alternative I, this alternative will be evaluated both with and without additional traffic lanes and new street and highway facilities.

- In addition to a large expansion of bus service, this alternative would include a significant investment in fixed-guideway transit corridors, including commuter rail, light rail, and bus rapid transit. Two commuter rail corridors and ten rapid transit corridors would be included, with four rapid transit corridors assumed to be light rail and six rapid transit corridors assumed to be bus rapid transit. The service area and frequency of local bus routes would be expanded and key corridors without a fixed-guideway investment would see high-frequency express or commuter bus routes. Commuter bus routes would take advantage of paved shoulders on highways where possible, to provide a quicker and more reliable service during congested periods. A shared-ride taxi would be provided in the remainder of the Region where local bus service would not be available.
- Significantly improved bicycle facilities—protected bike lanes, buffered bike lanes, green lanes, and other facilities—would be provided along key corridors of Regional importance. Standard bicycle facilities—bike lanes, wider curb lanes, paved shoulders—would be provided as other arterials are reconstructed, and the regional system of off-street facilities would continue to expand.
- Segment-by-segment reconstruction of the freeway system would continue. This alternative will be evaluated first with no traffic lanes added on congested arterial street and highway facilities and no new facilities. After evaluation without additional capacity on the arterial street and highway system, a second evaluation will include consideration of additional traffic lanes and new arterial street and highway facilities to

mitigate increases in traffic congestion that would not be alleviated by the transportation investment discussed above and systems and demand management measures. These highway capacity expansions would only be proposed in the rural and low-density suburban areas not served by the fixed-guideway transit investments included as part of this alternative. Under this plan alternative, fewer capacity additions would be included than under Alternative Plan I.

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