ALTERNATIVE REGIONAL LAND USE AND TRANSPORTATION PLANS

VISION 2050
One Region, Focusing on Our Future

ADVISORY COMMITTEES ON REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANNING
AUGUST 19, 2015
Alternative plans will be presented in Volume II, Chapter III of the VISION 2050 Report

- Part I: Description of Alternative Plans
- Part II: Evaluation of Alternative Plans
- Part III: Public Feedback on Alternative Plans
- Appendix F (Detailed Alternative Plan Evaluation Results)

Will review with Committees at next meeting
Each alternative plan includes a detailed land use development pattern and transportation system

- Input from public, Advisory Committees, and EJTF used to refine sketch scenarios into alternative plans
- Preliminary recommended plan will be prepared based on alternative plan evaluation and public input
The Trend is a projection to the year 2050 of trends from 1990 to 2010

Alternative Plans I and II have more compact development patterns and changes in transportation investments

Common elements between the alternative plans
Alternative Plan Land Use Categories

- Mixed-Use City Center
  - Most densely populated areas of Region
  - Mix of very high density housing, offices, stores, services

- Mixed-Use Traditional Neighborhood
  - Also found in densely populated areas
  - Mix of high density housing, stores, services, offices
  - More single-family homes on small lots than Mixed-Use City Center
Alternative Plans – Land Use Component

- **Small Lot Traditional Neighborhood**
  - Found within and at edges of cities and villages throughout the Region
  - Mix of housing types with single-family homes on ¼ acre lots or smaller and businesses

- **Medium Lot Neighborhood**
  - Typically found at edges of cities and villages throughout the Region
  - Primarily homes on ¼ acre to just under ½ acre lots

VISION 2050
One Region, Focusing on Our Future
## Large Lot Neighborhood
- May be found at the edges of cities and villages or outside of cities and villages
- Homes on $\frac{1}{2}$ acre to one acre lots

## Large Lot Exurban
- Typically found outside of cities and villages
- Residential development at an overall density of 1.5 to five acres per home
Alternative Plans – Land Use Component

- **Rural Estate**
  - Found outside of cities and villages at an overall density of one home per five acres
  - Cluster subdivision design can be used to preserve natural and agricultural resources

- **Agricultural Land**
  - Farmland preservation areas from county plans, “prime” agricultural land covered by Class I and II soils, other agricultural land

- **Primary Environmental Corridor**
Trend (Maps 1 and 2)

- More new development in lower density land use categories than Alternative Plans I and II
  - Fewer households and businesses served by public transit
  - Fewer households with public sewer and water
  - Very little TOD
  - Fewer people living in walkable areas
  - More agricultural land converted to urban development
Alternative Plan I (Maps 3 and 4)

- Most new development in higher density land use categories
  - More households and businesses served by public transit than the Trend
  - More households with public sewer and water than the Trend
  - Significant TOD development
  - More people living in walkable areas than the Trend
  - Less agricultural land converted to urban development than the Trend
Alternative Plans – Land Use Component

- Alternative Plan II (Maps 5 and 6)
  - Similar development pattern to Alternative I
    - More than twice as many fixed-guideway transit stations than Alternative Plan I
    - Results in more high-density, mixed-use development than Alternative Plan I
Trend

- Continuation of recent trends in transportation investment, including similar investment levels and priorities
  - Additional 25 percent decline in transit service
  - Significant expansion of on- and off-street bicycle facilities
  - Arterials reconstructed with additional traffic lanes and new facilities added to address congestion
Alternative Plans – Transportation Component

Alternative I

- Significant expansion of transit service, including one commuter rail and three BRT corridors
- Bicycle facilities expanded as in the Trend, but enhanced bicycle facilities in key regional corridors
- Arterial reconstruction evaluated both with and without additional traffic lanes and new facilities to address congestion
Alternative Plans – Transportation Component

- Alternative II
  - Similar expansion of transit service as Alternative I, but with two commuter rail, four light rail, and six BRT corridors
  - Bicycle facilities essentially the same as Alternative I
  - Arterial reconstruction evaluated both with and without capacity expansions, but expansions generally limited to rural and low-density suburban areas not served by fixed-guideway transit lines
Maps for Alternatives

- Transit services: Maps 7-10
- Bicycle networks: Maps 11-13
- Arterial streets and highways: Maps 14-16
Introduction to Evaluation Results

- Detailed evaluation results will be reviewed at next meeting
  - Next few slides cover how they will be organized and presented
- Over 50 evaluation criteria, measuring extent to which each alternative meets each plan objective
- Four themes:
  - Healthy Communities
  - Equitable Access
  - Costs and Financial Sustainability
  - Mobility
Evaluation of Alternatives I and II

- Expected congestion levels without highway expansion used to identify congested highway segments
- Additional lanes and new facilities proposed under each alternative to address congestion
  - Alternative II expansions generally limited to rural and low-density suburban areas not served by fixed-guideway transit lines
- Key criteria will compare results for Alternatives I and II with and without highway expansion
Presentation of Evaluation Results

- Volume II, Chapter III will describe alternatives and summarize key findings of evaluation
- Appendix F will provide detailed evaluation results
  - Organized into four themes
  - Write-up for each criterion, including tables, maps, and figures, as appropriate (see example for Criterion 1.1.1)
- Will review chapter and appendix at next meeting