

ALTERNATIVE REGIONAL LAND USE AND TRANSPORTATION PLANS



One Region, Focusing on Our Future

**ADVISORY COMMITTEES ON REGIONAL LAND USE AND
TRANSPORTATION SYSTEM PLANNING**

AUGUST 19, 2015

Introduction

- ❑ 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

Introduction

- 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

Introduction

- ❑ 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 Plans – Land Use Component

❑ 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 $\frac{1}{4}$ acre lots or smaller and businesses

- Medium Lot Neighborhood
 - Typically found at edges of cities and villages throughout the Region
 - Primarily homes on $\frac{1}{4}$ acre to just under $\frac{1}{2}$ acre lots



Alternative Plans – Land Use Component

- Large Lot Neighborhood

- May be found at the edges of cities and villages or outside of cities and villages
- Homes on ½ 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

Alternative Plans – Land Use Component

□ 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 Plans – Land Use Component

❑ 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

Alternative Plans – Transportation Component

□ 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

Alternative Plans – Transportation Component

☐ Maps for Alternatives

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

Alternative Plans – Evaluation Overview

□ 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

Alternative Plans – Evaluation Overview

- 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

Alternative Plans – Evaluation Overview

□ 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