Environmental Justice Task Force
March 4, 2014

VISION 2050
One Region, Focusing on Our Future
Chapters reviewed by Advisory Committees to date:

- Chapter I – Introduction
- Chapter II – Existing Conditions and Trends: Population, Employment, and Land Use
- Chapter III – Review of the Currently Adopted Regional Land Use and Transportation System Plans
- Chapter VI – Future Population, Households, and Employment in the Region
Chapter I – Introduction

- Sixth Generation regional land use and transportation plan
  - Plans are updated on a ten year cycle
  - Advisory plan provides land use and transportation planning coordination to:
    - 154 local units of government in the Region
    - State government
    - Federal government
    - Private interests

- Basic Principles of Land Use and Transportation Planning
Overview of VISION 2050 visioning and scenario planning approach

- Visioning and the formulation of guiding statements and objectives
- Scenario planning and evaluation
- Alternative plan design and evaluation
- Preliminary recommended plan
- Final recommended plan
Chapter I – Introduction

Scheme of Presentation

- Volume I: Groundwork for Vision and Plan Development
  - Chapter I: Introduction
  - Chapter II: Existing Conditions and Trends: Population, Employment, and Land Use
  - Chapter III: Review of the Currently Adopted Regional Land Use and Transportation Plans
  - Chapter IV: Inventory of Transportation Facilities and Services
  - Chapter V: Travel Habits and Patterns
  - Chapter VI: Future Population, Household, and Employment in the Region
Chapter I – Introduction

- **Volume II: Developing the Vision and Plan**
  - Chapter I: VISION 2050: A Visioning and Scenario Planning Approach
  - Chapter II: Alternative Land Use and Transportation System Plans

- **Volume III: Recommended Regional Land Use and Transportation Plan**
  - Chapter I: Recommended Year 2050 Regional Land Use and Transportation System Plan
  - Chapter II: Plan Implementation
  - Chapter III: Summary and Conclusions
Demographic and economic base

  - Both reports reviewed by Task Force at its April 16, 2013, meeting
- Comments from Advisory Committees
  - Additional race/ethnicity and income information
  - Information for Region’s largest cities
Land Use

- Developed land encompassed 29 percent of the Region, or 779 square miles, in 2010
- Developed land increased by 67 square miles, or about 9 percent between 2000 and 2010
  - Residential land: 39.2 square miles (10.8 percent increase)
  - Commercial land: 5.4 square miles (17.9 percent increase)
  - Industrial land: 2.3 square miles (7.0 percent increase)
• Undeveloped land encompassed 71 percent of the Region, or 1,911 square miles, in 2010

• Agricultural land encompassed 1,156 square miles, about 60 percent of all undeveloped land

• Wetlands, woodlands, and surface water combined encompassed 591 square miles

• Other open land encompassed 164 square miles

• Undeveloped land in the Region decreased by 67 square miles, or 3.4 percent, between 2000 and 2010
Chapter II – Existing Conditions and Trends

Public Utilities

- Areas served by public sanitary sewers encompassed 19.5 percent of the Region, or 525 square miles in 2010 and 17.7 percent of the Region, or 477 square miles, in 2000
- The population served increased from 1.71 million people in 2000 to 1.80 million people in 2010 (89% of population)
Chapter II – Existing Conditions and Trends

- Areas served by public water utilities encompassed 16.5 percent of the Region, or 444 square miles in 2010 and 14.5 percent of the Region, or 390 square miles, in 2000.
- The population served increased from 1.58 million people in 2000 to 1.68 million people in 2010 (83% of population).
Natural Resource Base

- Environmental Corridors and isolated natural resource areas contain almost all the best remaining woodlands, wetlands, and wildlife habitat in the Region

- Corridors and isolated natural resource areas encompassed about 24 percent of the Region, or 649 square miles, in 2010
Agricultural Resource Base

- About 43 percent of the Region, or 1,156 square miles, was in agricultural use in 2010.
- 77 percent of the agricultural land is covered by highly productive Class I and II soils.
Existing Plans and Zoning

- Regional plans
- County and local comprehensive plans
  - State legislation requires consistency between comprehensive plans and zoning decisions
Part One: Review of the Year 2035 Population, Household, and Employment Forecasts

- The 2013 forecast population of the Region (2,064,900) exceeded the actual population (2,025,900) by about 2 percent.

- The 2013 forecast number of households in the Region (826,000) exceeded the actual number of households (805,000) by about 3 percent.

- The 2012 forecast employment (1,257,800 jobs) exceeded actual employment (1,198,400 jobs) by 5 percent.

- Economic recession of the late 2000s.
Part Two: Review of the 2035 Regional Land Use Plan

- Urban Development should occur primarily within existing urban centers as infill development and redevelopment, as well as within defined urban growth areas adjoining these centers.
Implementation Status of the Plan

- 74 percent (40 square miles) of the 54 square miles of urban development that occurred in the Region between 2000 and 2010 was in accordance with the regional plan.

- About 86 percent of the 84,100 new housing units built between 2000 and 2010 were served by public sewer systems.
Chapter III – Review of Currently Adopted Plans

- Actual land converted to residential in the Region between 2000 and 2010:
  - High density: 2.7 square miles
  - Medium density: 9.7 square miles
  - Low density: 13.2 square miles
  - Sub-urban density: 6.4 square miles
  - Rural density: 7.0 square miles

- Planned land to be converted to residential in the Region between 2000 and 2010:
  - High density: 1.3 square miles
  - Medium density: 18.0 square miles
  - Low density: 4.1 square miles
  - Sub-urban density: 3.1 square miles (already committed by 2000)
  - Rural density: 2.0 square miles
5.4 square miles of land converted to commercial between 2000 and 2010, which is 42 percent of the total envisioned for 2035

2.3 square miles of land converted to industrial, which is 43 percent of the total envisioned for 2035

The map shows status of major economic activity centers
All of the major parks in the Region recommended for additional development experienced at least some development during the 2000s.

The map shows that 94 percent, or 456 square miles, of the primary environmental corridors in the Region were protected in 2010.
Chapter III – Review of Currently Adopted Plans

- The map shows that 20.5 square miles of Class I and II soils were converted to urban use between 2000 and 2010.
- Five square miles (24%) were outside of urban service areas, which is not consistent with the regional plan.
- Each county in the Region with substantial agricultural lands has recently adopted a farmland preservation plan.
Part Three: Review of Year 2035 Regional Transportation System Plan

- The transportation plan is designed to serve, and be consistent with, the 2035 regional land use plan
  - Public Transit Element
  - Bicycle and Pedestrian Element
  - Transportation Systems Management Element
  - Travel Demand Management Element
  - Arterial Streets and Highways Element
Public Transit

- The 2035 plan recommends a doubling of transit service over the 2005 level
  - Rapid transit system
  - Express transit system
  - High-speed rail service
  - Improvement and expansion of local transit service
  - Paratransit service consistent with ADA requirements
Rapid and express transit would initially be provided with buses.

Rapid bus service would be upgraded to commuter rail in six corridors.

Express bus service would be upgraded to bus guideway or light rail in six corridors.
Chapter III – Review of Currently Adopted Plans

- The plan recognized this expansion would require:
  - State legislation to create local dedicated transit funding and a regional transit authority
  - Renewal of adequate annual State financial assistance to transit
- Overall decline in transit service in the Region from the time of plan adoption in 2006 to 2012:
  - 7 percent decrease in fixed-route bus service
  - 17 percent increase in demand-responsive service
  - Overall 4 percent decrease
  - Plan envisioned a 12 percent increase by 2012
Bicycle and Pedestrian

- The plan recommends accommodating bicycle travel as the surface arterial street system of about 3,300 miles is constructed, resurfaced, and reconstructed

  - State Statues and Federal policy for projects receiving State and Federal Funds

- 203 miles of the planned 586 miles of off-street paths existed in 2006, 47 miles added by 2012
Chapter III – Review of Currently Adopted Plans

- Transportation Systems Management
  - Freeway traffic management
  - Surface arterial street and highway traffic management
  - Major activity center parking management and guidance
  - Regional transportation operations plan
Chapter III – Review of Currently Adopted Plans

- Travel Demand Management
  - Additional park‐ride lots
  - Internet trip planners
  - Automatic vehicle location systems
  - Bike racks on buses
  - Neighborhood plans encouraging higher density, mixed use, transit oriented development
Arterial Streets and Highways

- Recommended system totals 3,662 miles
  - 88 percent to be resurfaced and reconstructed to same capacity (3,209 miles)
  - 10 percent recommended for widening (360 miles, including 127 freeway miles)
  - 2 percent new facilities (93 miles)

- 57.3 miles of new or widened arterial facilities opened to traffic since plan adoption
Chapter III – Review of Currently Adopted Plans

- Review of the Year 2035 Regional Transportation Plan Forecasts
  - Regional personal-use vehicle forecast:
    - Estimated 2012: 1,379,030 vehicles
    - Forecast 2012: 1,337,840 vehicles (about 3 percent low)
  - Regional commercial and municipal truck forecast:
    - Estimated 2012: 121,400 trucks
    - Forecast 2012: 133,000 trucks (about 10 percent high)
Regional public transit ridership forecast:
- Estimated 2012: 34.5 million weekday trips
- Forecast 2012: 45.3 million weekday trips (about 23 percent high)

Regional vehicle-miles of travel forecast:
- Estimated 2011: 40.9 million vehicle miles of travel on arterial street and highway system on average weekday
- Forecast 2011: 43.5 million vehicle miles of travel on arterial street and highway system on average weekday
Comments from Advisory Committees

- Add discussion about the consequences of not implementing the 2035 regional plan
Chapter VI – Future Population, Households, and Employment

- 2050 Population, Household, and Employment Projections
    - Both reports reviewed by Task Force at its April 16, 2013, meeting