

# RTP/SCS 2018 Scenario Development

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## Strategy-Based Planning

For the 2018 RTP/SCS, Fresno COG's goal is to craft complete scenarios, where each scenario is centered on a clear and concise vision. When a scenario is defined by a strong, defining set of guiding principles, it becomes a relatively simple exercise to discuss strategies, policies and investments that either support the vision or detract from it. This should lead toward a suite of land-use, transportation, and policy strategies that all work together to support a cohesive vision for the future of Fresno County.

In these early, formative stages of the scenario development process, COG staff have conceptualized four scenarios that seem to capture much of the feedback received from the 2014 SCS process. These scenarios are by no means set in stone, but are merely offered by way as a launching point for the scenario development discussion, which will largely be driven by input from the public and from the RTP Roundtable.

It is stressed that any scenarios that are discussed would represent not a brand-new vision for Fresno County, but rather an incremental deviation/improvement from the adopted SCS, which was developed through an intense and transparent coordinated public process. Also, as the central purpose of the SCS is to reduce greenhouse gas emissions due to travel, each scenario should seek in some way to reduce vehicle emissions.

The four draft proposed scenarios, submitted for discussion and development, are:

- **Scenario A**  
This scenario presents a vision of Fresno County where amenities and assets are invested in local communities, reducing reliance on urban services and fostering robust, complete neighborhoods. The goal is to reduce long-range travel from rural areas into the urban core.
- **Scenario B**  
This scenario focuses on transit-oriented development, maximizing the impact of the high-quality transit lines in Fresno County through compact, walkable, mixed-use development near important transit stops. The goal is to increase transit ridership, decrease vehicle travel, and minimize greenhouse gas emissions.
- **Scenario C**  
This scenario seeks to build a transportation network that supports a thriving, resilient economy by maximizing mobility of people as well as goods. The goal is to minimize vehicle delay and congestion, cutting down on emission-heavy idle time on the roads.
- **Scenario D**  
This scenario makes every effort to support public health and safety by encouraging active transportation, minimizing roadway fatalities and serious injuries, and reducing reliance on single-occupancy vehicles. The goal, on top of fostering a healthy and resilient community, is to reduce emissions by shifting travel to non-motorized, active transportation and public transit.

The attached worksheet presents a list of transportation and land-use strategies. Each strategy represents a policy or area of investment that can shape a scenario's transportation and land-use patterns into the future. Each scenario should demonstrate which of these strategies strongly support the scenario's vision (priority investments), which strategies are important if not central to the vision (moderate investments), and which strategies are marginal or could detract from the vision (limited investment).

## **The Scenario Planning Process At-a-Glance**

The following are pivotal events in the scenario development timeline:

1. **February 2017**  
RTP Roundtable will go through the strategy planning exercise, taking four conceptual scenario descriptions and specifying which strategies and investments should be prioritized or limited to support the scenario's vision. This exercise provides a starting point for public engagement.
2. **April 2017**  
COG will hold a public workshop, guiding the public through a similar strategy-based activity, based on the feedback from the RTP Roundtable.
3. **May 2017**  
COG staff will compile the results of the public outreach and report to the RTP Roundtable. The Roundtable will recommend 3-4 scenarios for analysis within the 2018 SCS.

Throughout the scenario development process, the scenarios will be open to discussion, suggestion and improvement. However, given the tight adoption schedule for the RTP, it is strongly recommended that any changes made to the adopted scenarios after the May Roundtable meeting be as minor as possible, to ensure the adoption schedule is properly maintained and the ability to conduct future activities is not compromised.

SCENARIO NAME \_\_\_\_\_

Directions: Fill in the  to increase the level of investment for the given strategy.  
 Limit the number of  filled in to 18.

Limited investment    
    Moderate investment    
    Priority investment

**BLUE = PUBLIC HEALTH**    
**GREEN = PUBLIC SAFETY**    
**ORANGE = SOCIAL EQUITY**

		Level of Investment
<b>Streets and Roads</b>		
<u>Strategy</u>	<u>Desired Effect</u>	
• Maintain and repair existing roads	Minimize long-term maintenance costs and decrease vehicle wear-and-tear	●○○○
• Expand roadway network (add lanes)	<b>Decrease vehicle congestion</b>	●○○○
• Extend roadway network (build new roads)	<b>Increase access to outlying neighborhoods and communities</b>	●○○○
• Speed-reducing measures on public roads	<b>Decrease roadway fatalities and serious injuries</b>	●○○○
• Operational improvements (signal coordination, ITS, etc.)	Improve roadway performance	●○○○
<b>Public Transit</b>		
<u>Strategy</u>	<u>Desired Effect</u>	
• Maintain and repair existing assets	<b>Increase access, ease of use, and safety</b>	●○○○
• Increase operational efficiency (service frequency, transit speed, etc.)	Increase reliability, mobility and <b>ridership (decrease VMT)</b>	●○○○
• Extend urban transit (add new lines)	Increase access to suburban neighborhoods	●○○○
• Extend rural transit (add new lines)	<b>Increase transit access to rural communities</b>	●○○○
• Promote ridesharing (vanpool, bike/car sharing, etc.)	<b>Decrease vehicle travel</b>	●○○○
<b>Active Transportation</b>		
<u>Strategy</u>	<u>Desired Effect</u>	
• Maintain and repair existing bike/ped facilities	<b>Increase safety and ease of use</b>	●○○○
• Enhance existing bike/ped facilities (widen lanes/sidewalks, etc.)	<b>Increase safety and ease of use</b>	●○○○
• Extend bike/ped network (new bike lanes, sidewalks, trails)	<b>Increase accessibility</b>	●○○○
• Prioritize active transportation assets in health-burdened areas	<b>Increase physical activity</b> and <b>reduce disease burden</b>	●○○○
<b>Land Use</b>		
<u>Strategy</u>	<u>Desired Effect</u>	
• Encourage development near high-quality transit services	<b>Decrease vehicle travel and increase transit ridership</b>	●○○○
• Encourage development in local communities	<b>Decrease dependence on urban services</b> and <b>reduce vehicle travel</b>	●○○○
• Promote complete communities (mixed-use, infill, walkable neighborhoods, etc.)	<b>Decrease vehicle travel, encourage active transportation, and improve effectiveness of enforcement and emergency services</b>	●○○○
• Discourage development of farm and resource land	Decrease sprawl and preserve ag land	●○○○
<b>Other</b>		
<u>Strategy</u>	<u>Desired Effect</u>	
• _____	_____	●○○○
• _____	_____	●○○○
• _____	_____	●○○○

## Scenario Development Activity Results

*RTP Roundtable - February 2017*

- Scenario A: "Investing in Existing Communities"

- Scenario C: "Maintaining Existing Transportation Facilities"

- Scenario B: "Transit-Oriented Development"

- Scenario D: "Active Transportation"

● Limited investment

●● Moderate investment

●●● Priority investment

Streets and Roads	Scenario A	Scenario B	Scenario C	Scenario D
• Maintain and repair existing roads	●●●	●	●●●	●
• Expand roadway network (add lanes)	●	●	●●	●
• Extend roadway network (build new roads)	●	●	●	●
• Speed-reducing measures on public roads	●	●	●	●●
• Operational improvements (signal coordination, ITS, etc.)	●●	●●	●●●	●●
<b>Public Transit</b>				
• Maintain and repair existing assets	●●	●●●	●●●	●
• Increase operational efficiency (service frequency, transit speed, etc.)	●●●	●●●	●●●	●●
• Extend urban transit (add new lines)	●●	●●●	●	●●
• Extend rural transit (add new lines)	●●	●	●	●●
• Promote ridesharing (vanpool, bike/car sharing, etc.)	●●	●●	●●	●●
• Provide transit links to active transportation*	●●	-	-	-
<b>Active Transportation</b>				
• Maintain and repair existing bike/ped facilities	●●	●●	●●	●●●
• Enhance existing bike/ped facilities (widen lanes/sidewalks, etc.)	●●	●●	●	●●
• Extend bike/ped network (new bike lanes, sidewalks, trails)	●●	●●	●●●	●●●
• Prioritize active transportation assets in health-burdened areas	●●	●●	●	●●●
<b>Land Use</b>				
• Encourage development near high-quality transit services	●	●●●	●●	●●
• Encourage development in local communities	●●●	●	●●	●●●
• Promote complete communities (mixed-use, infill, walkable neighborhoods, etc.)	●●●	●●●	●●●	●●●
• Discourage development of farm and resource land	●	●●●	●●	●

\* This strategy was added by Scenario A's focus group