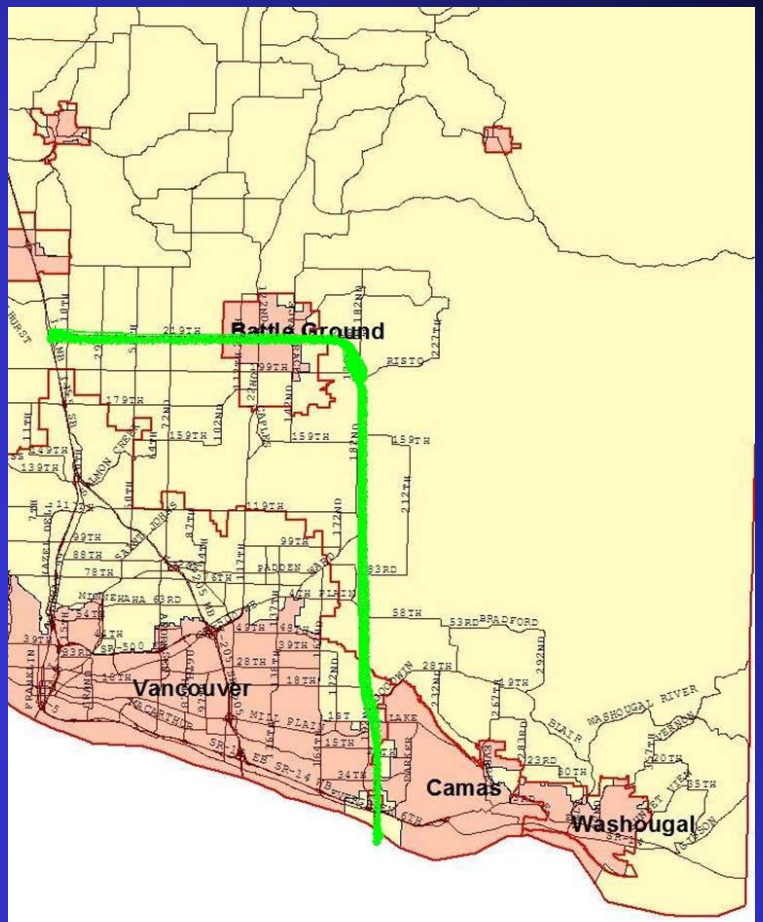
Agenda Item IX

Transportation Corridor Visioning Study (2008) – Retrospective Review

Background

- Initiated in 2006
- Battle Ground Mayor requested north/south corridor to Camas
- The RTCB noted that projects like the Padden take more than a couple of decades to develop and construct



Source: Mayor Idsinga

Background

"*How would we get around within our own community in the longer-term future if our County reaches one million in population?*“

- First phase of a multi-phase effort to establish a 50-year transportation vision for the county that would provide an initial “50,000-foot level” planning analysis

Planning Context

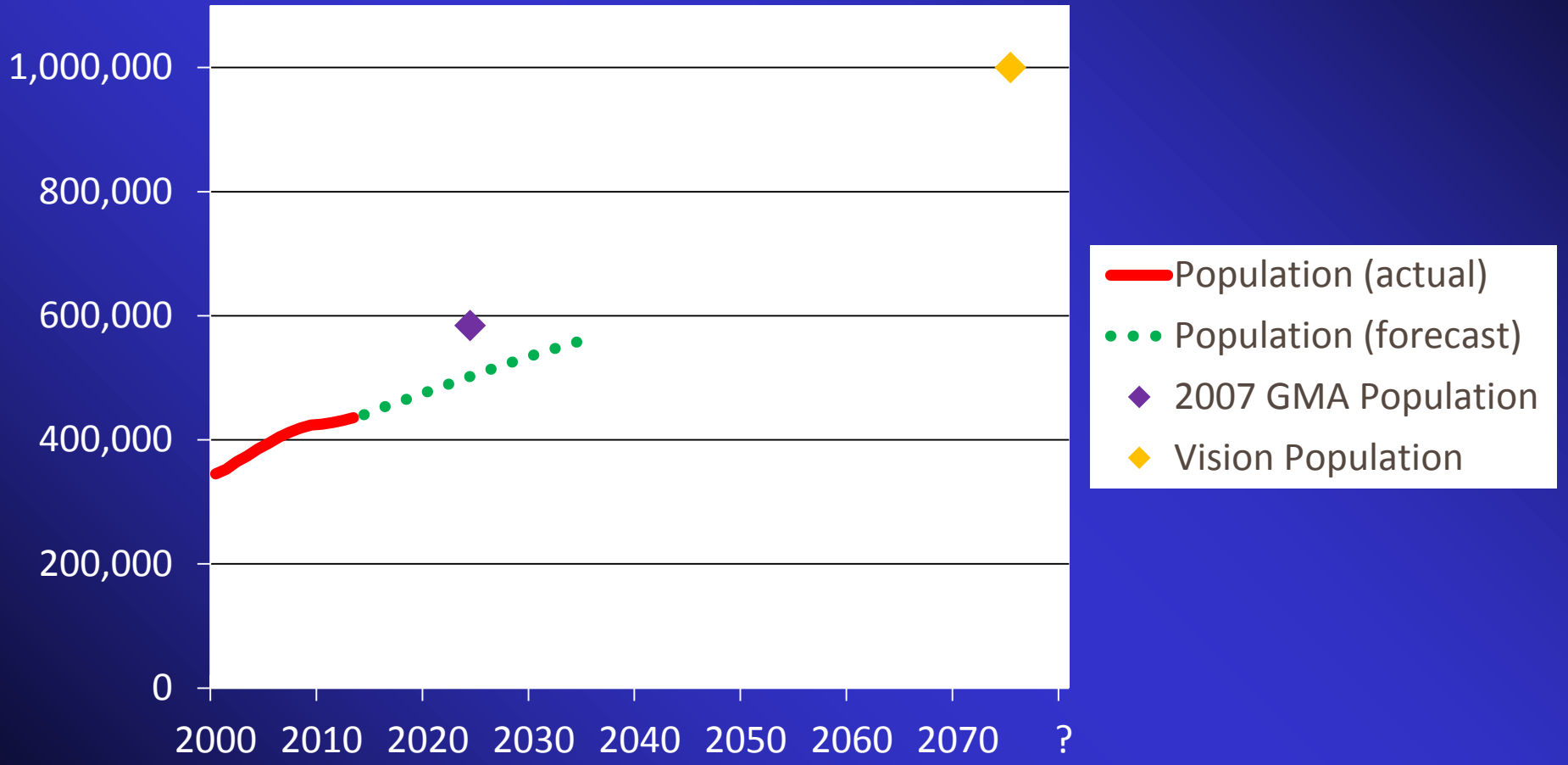
- Community Framework Plan
- Comprehensive Plans
- 20-year Capital Facilities Plans (CFP)
- 20-year Transit Development Plan
- State Highway System Plan
- 20-year Regional Transportation Plan
- 10-year Priorities
- 6-year CFPs
- TIPs

Transportation Corridor Visioning Study

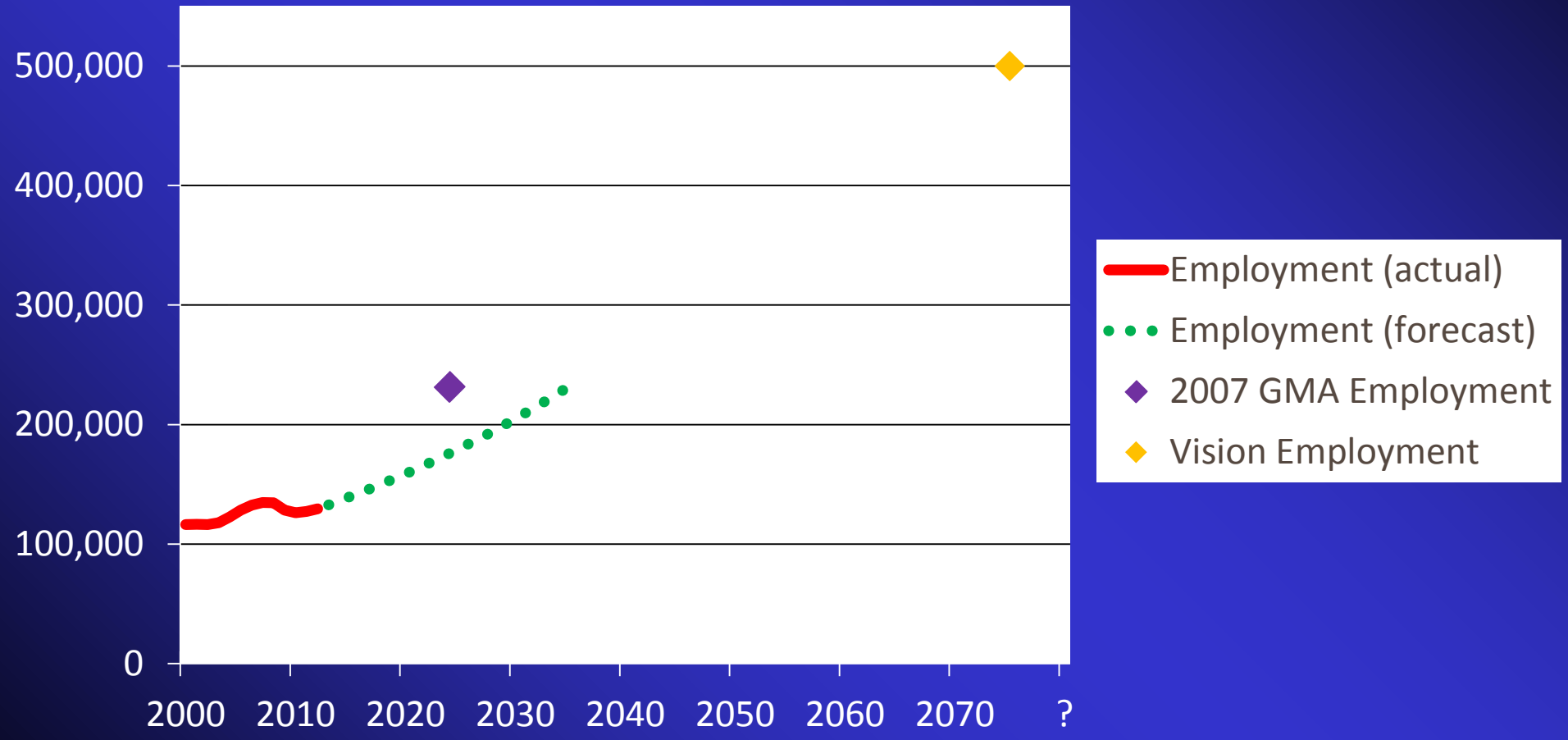
Key Assumptions – Land Use

	Population	Jobs
Clark County	1,000,000	500,000
Metro Oregon	3,000,000	2,000,000
Total	*4,000,000*	*2,500,000*

Key Assumptions – Population



Key Assumptions – Employment

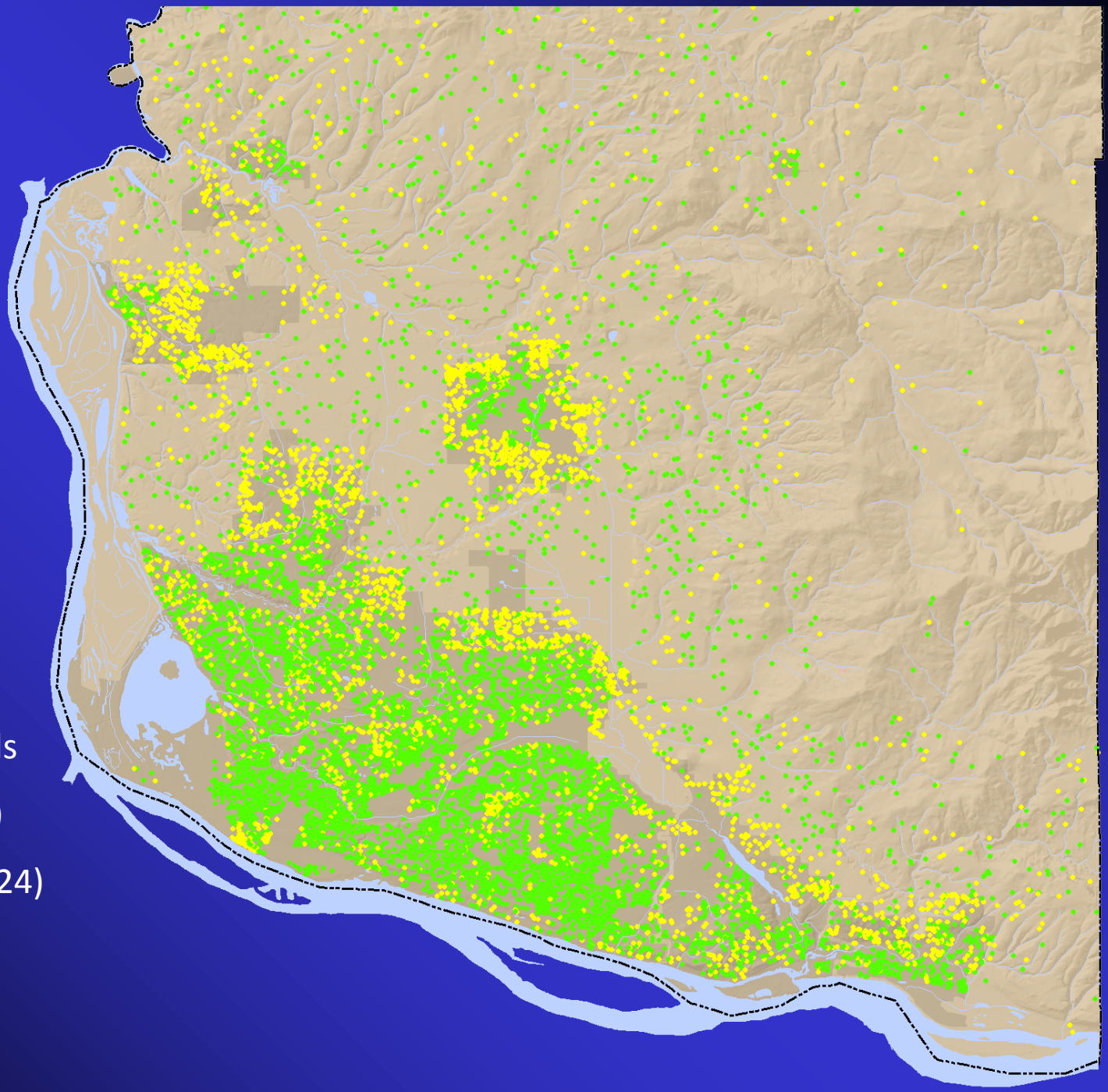



Legend
Residential
Commecial
Industrial / Mining
Agriculture / Forest / Park / Open Space
Urban Growth Areas

March 3, 2015

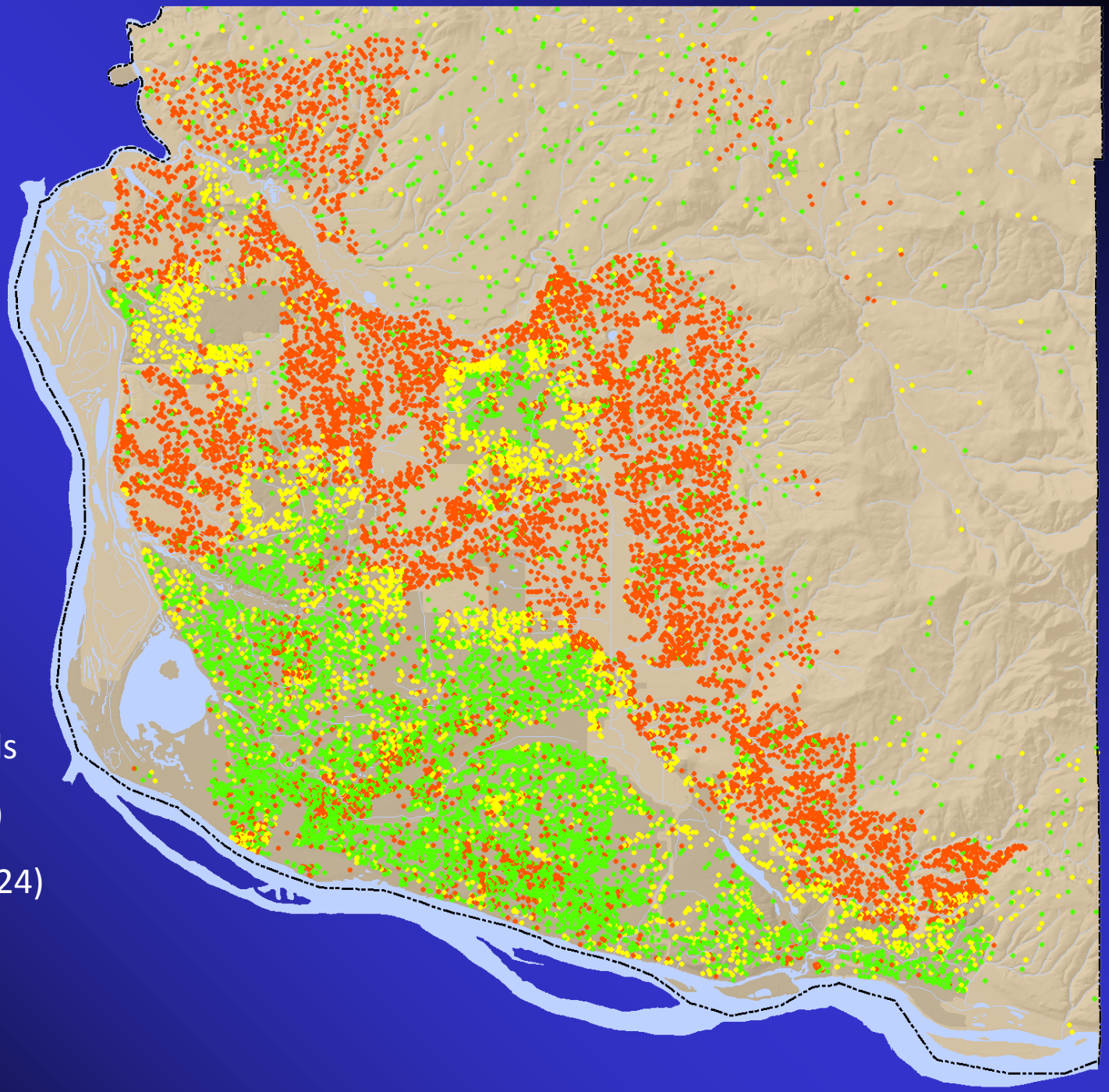
1 Dot = 20 Households

- Base Year (2004)



1 Dot = 20 Households

- Base Year (2004)
- GMA Future (2024)

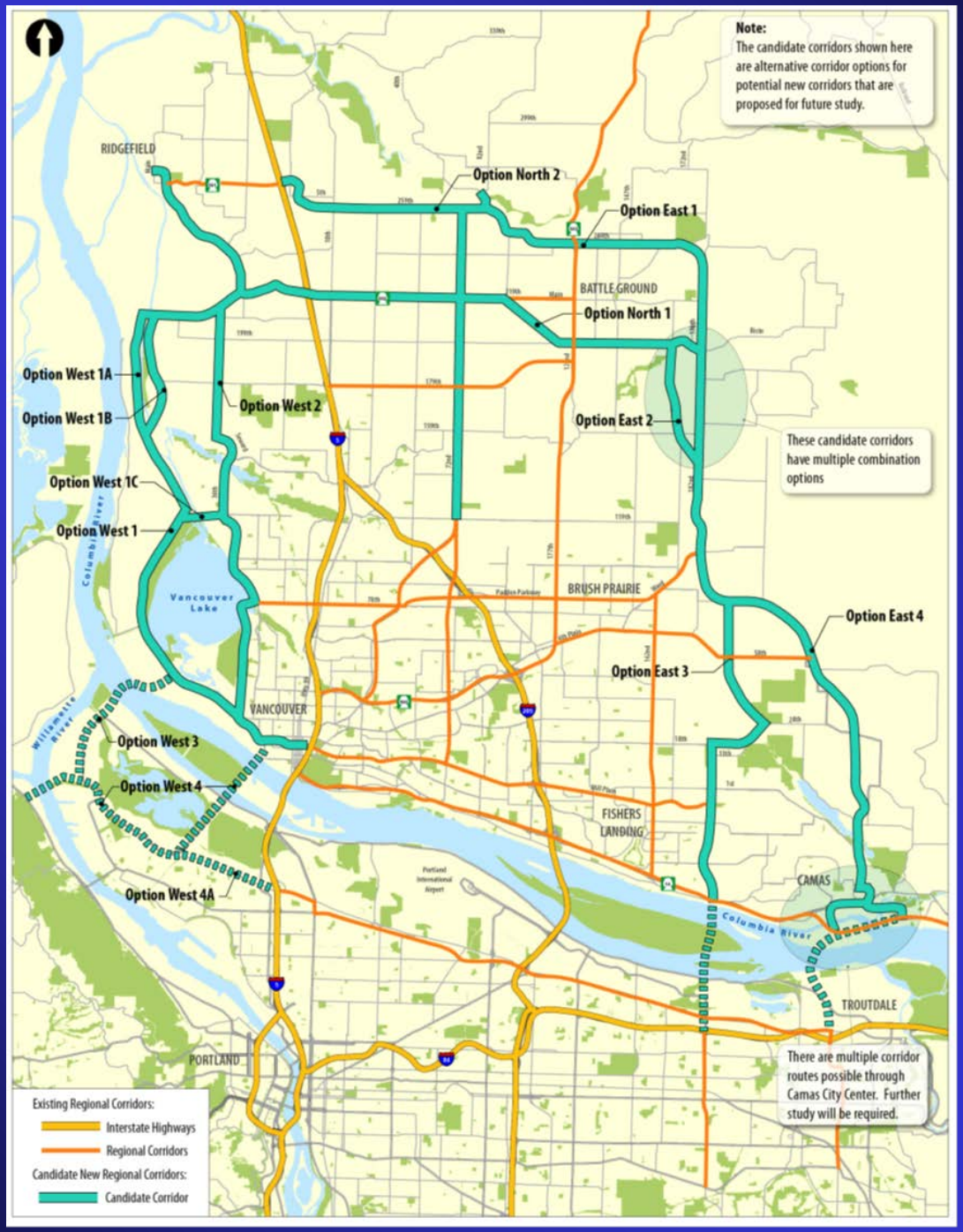


1 Dot = 20 Households

- Base Year (2004)
- GMA Future (2024)
- Visioning Study

Key Assumptions – Transportation

- RTC and Metro's 2030 RTP networks
- New 10-12 lane I-5 bridge
- Urban upgrades to major rural routes
  - 179th St., 199th St, NE 72nd Ave. and etc.
- Transit at 2030 levels


Note:
The candidate corridors shown here are alternative corridor options for potential new corridors that are proposed for future study.
RIDGEFIELD
Option North 2
Option East 1
BATTLE GROUND
Option North 1
Option West 1A
Option West 1B
Option West 2
Option East 2
These candidate corridors have multiple combination options
Option West 1C
Option West 1
Columbia River
Vancouver Lake
BRUSH PRAIRIE
Option East 4
Option East 3
VANCOUVER
Willamette River
Option West 3
Option West 4
FISHERS LANDING
Portland International Airport
CAMAS
Option West 4A
Columbia River
TROUTDALE
PORTLAND
There are multiple corridor routes possible through Camas City Center. Further study will be required.
Existing Regional Corridors:
Interstate Highways
Regional Corridors
Candidate New Regional Corridors:
Candidate Corridor

Key Findings

- Report is exploratory and informational
- Land use assumptions require further policy decisions
- Participation in the study is not policy commitment to the land use or transportation corridor vision identified
- Preservation of any new corridors would require inclusion in local Comprehensive Plan as well as the RTP

Key Findings – Westside Corridor

- Land use implications on each side of river as options traverse environmentally sensitive and/or existing urban areas
- Washington side: exhibits characteristics of both a regional and sub-regional corridor
- River crossing trips: predominantly regional
- Minor relief to I-5, I-205 trips backfill onto I-5 Bridge with minimal relief to I-205
- Increases cross-river travel about 3-4% (latent demand)

Key Findings – Eastside Corridor

- Land use implications on each side of river as options traverse environmentally sensitive and/or existing urban areas
- Washington side: exhibits characteristics of a sub-regional corridor
- River crossing trips: predominantly sub-regional
- No impact to I-5; some relief to I-205
- Increases cross-river travel about 7-10% (latent demand)

Study Recommended Next Steps

- Further refinement of region's long-term land use vision
- Advanced study of candidate corridors
- Review of impacts of the candidate corridors on land uses
- In-depth public outreach and participation

Planning Context

- Community Framework Plan
- Comprehensive Plans
- 20-year Capital Facilities Plans (CFP)
- 20-year Transit Development Plan
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One possible land use future

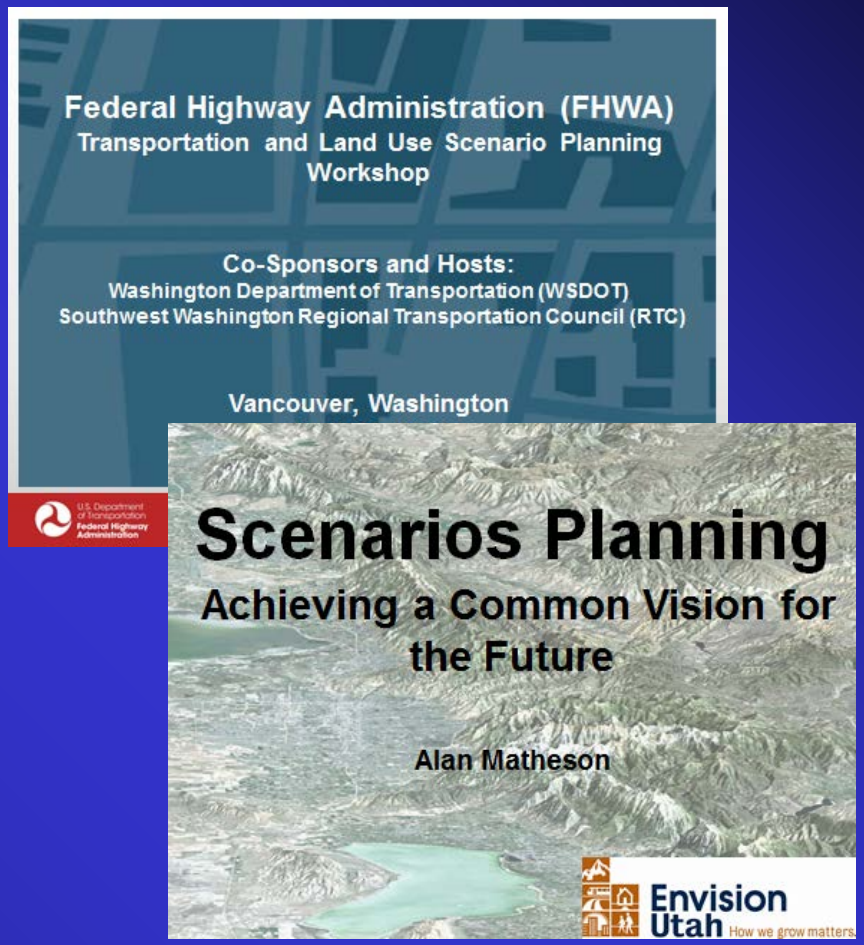
Transportation Corridor Visioning Study

New limited access highway corridor candidates

Steps Taken

- FHWA Transportation and Land Use Scenario Planning Workshop – April 2011

- Linking Values to Regional Prosperity: A Proposal for a Core Values Assessment Process – October 2011



Summary

- Study was “exploratory and informational”
- Future land use visions and plans are key to defining future transportation infrastructure needs
- Regional scenario planning/visioning could be used to develop a 50+ year vision that would inform comprehensive planning activities