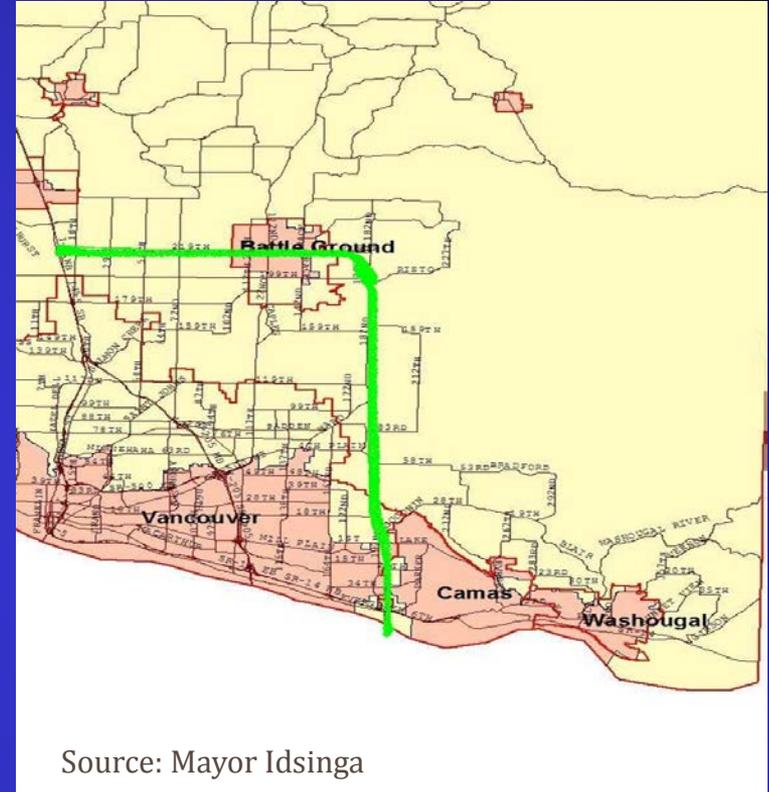


Agenda Item VI.

Transportation Corridor Visioning Study (2008) – Retrospective Review

Background

- ◆ Initiated in 2006
- ◆ Battle Ground Mayor requested study of north/south corridor to Camas
- ◆ The RTCB noted that new corridors take more than a couple of decades to develop and construct



Source: Mayor Idsinga

Background

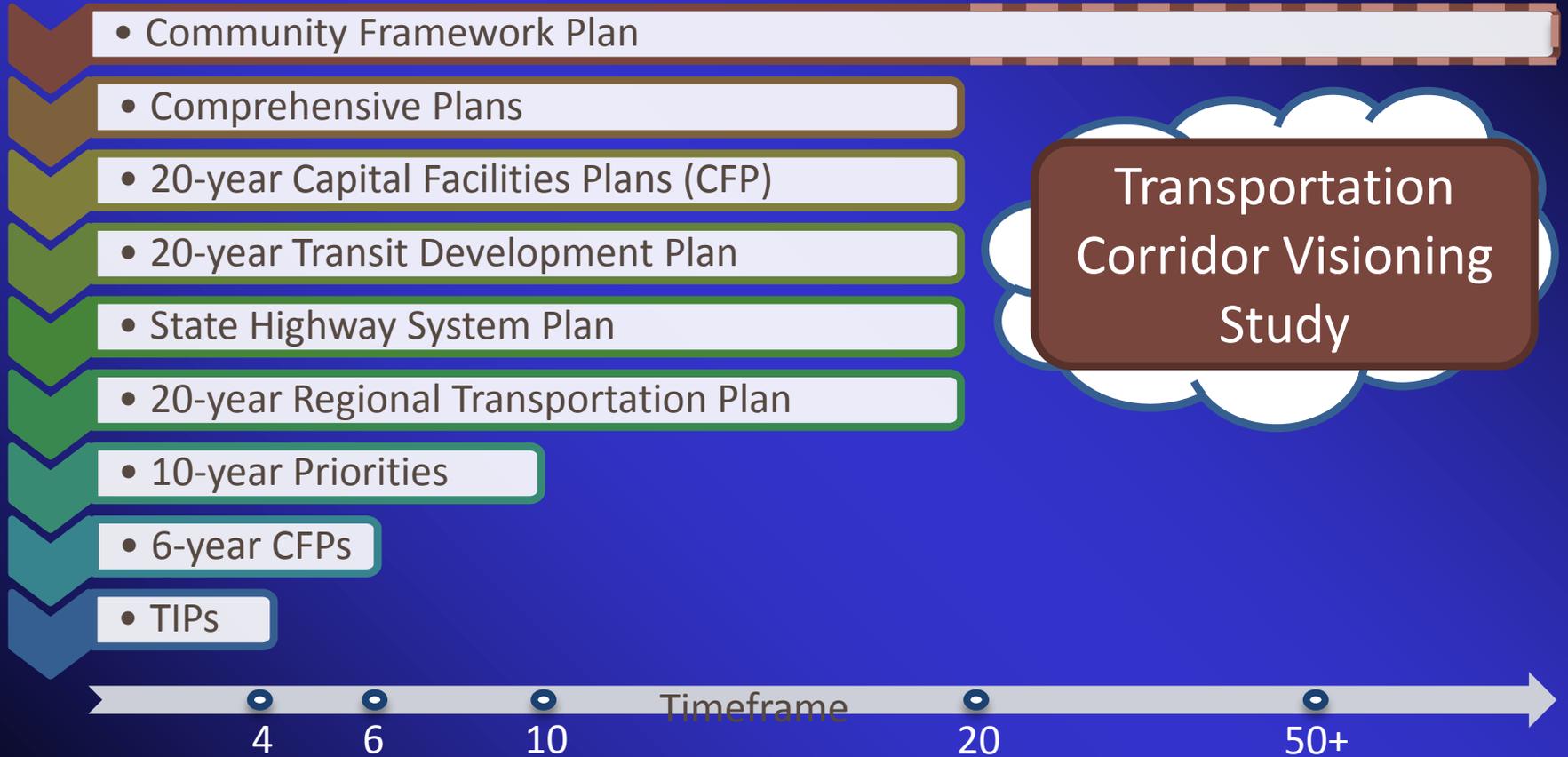
What Study Was:

- ◆ Identified “rural” connecting corridors
- ◆ Limited evaluation of long-term growth
- ◆ Internal evaluation
(RTC Board and select member agency staff)
 - ◆ No Public Review or Input

What Study Was Not:

- ◆ A Plan or adopted policy by RTC Board member agencies
- ◆ A reflection of the community growth vision

Planning Context

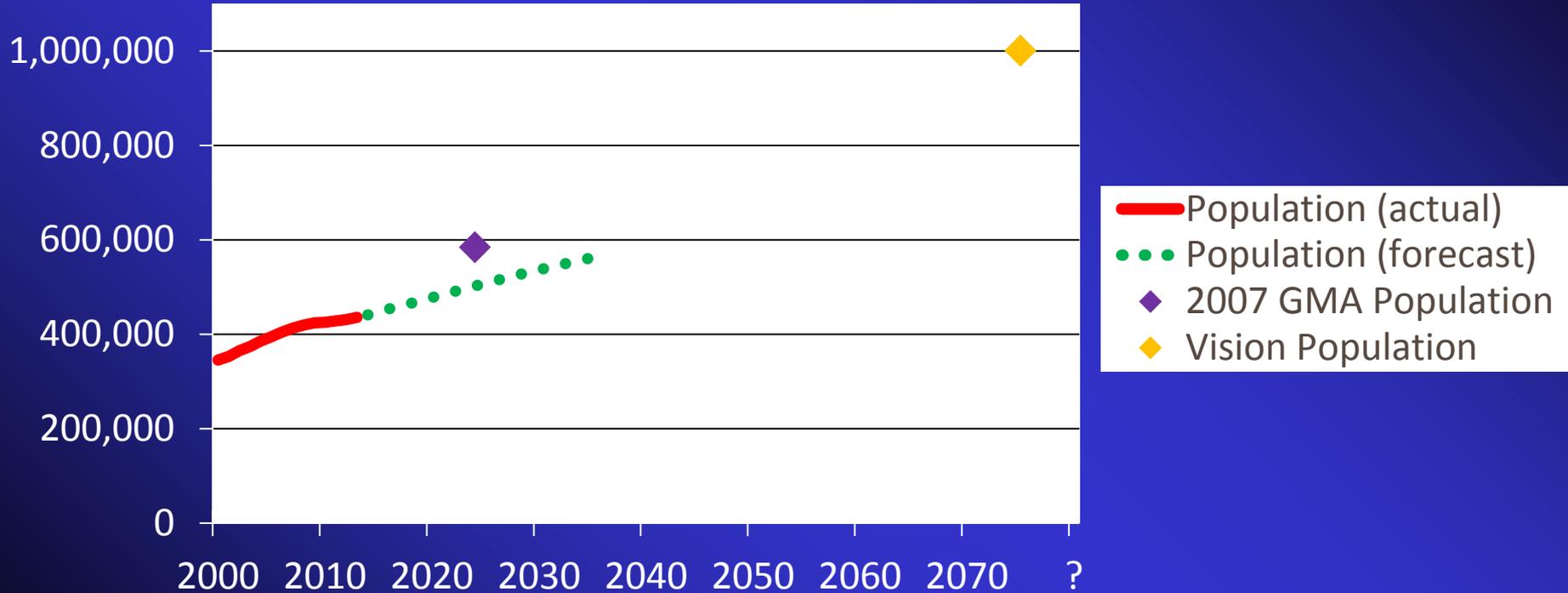


Key Assumptions – Land Use

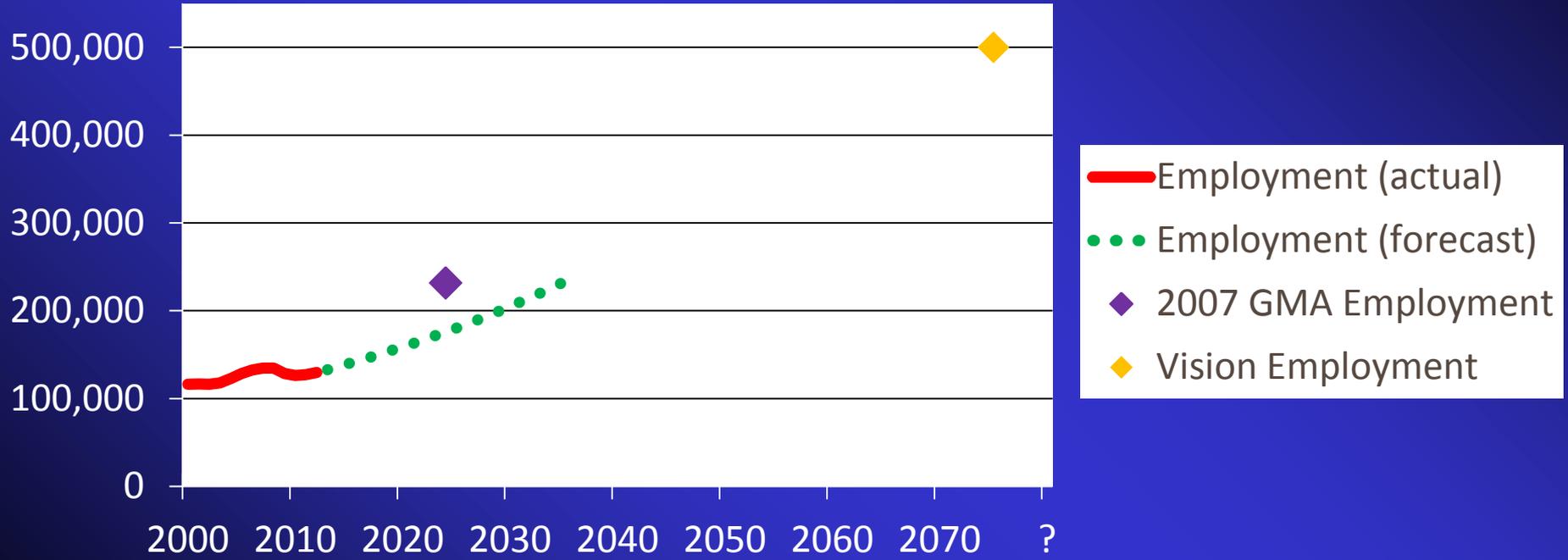
- ◆ *Assumptions were used for analytical purposes only.*
- ◆ *Assumptions were not validated, endorsed or coordinated with applicable agencies.*
- ◆ *Assumptions do not correlate to or reflect community Comprehensive Plans.*

	Population	Jobs
Clark County	1,000,000	500,000
Metro Oregon	3,000,000	2,000,000
<i>Total</i>	<i>4,000,000</i>	<i>2,500,000</i>

Key Assumptions – Population



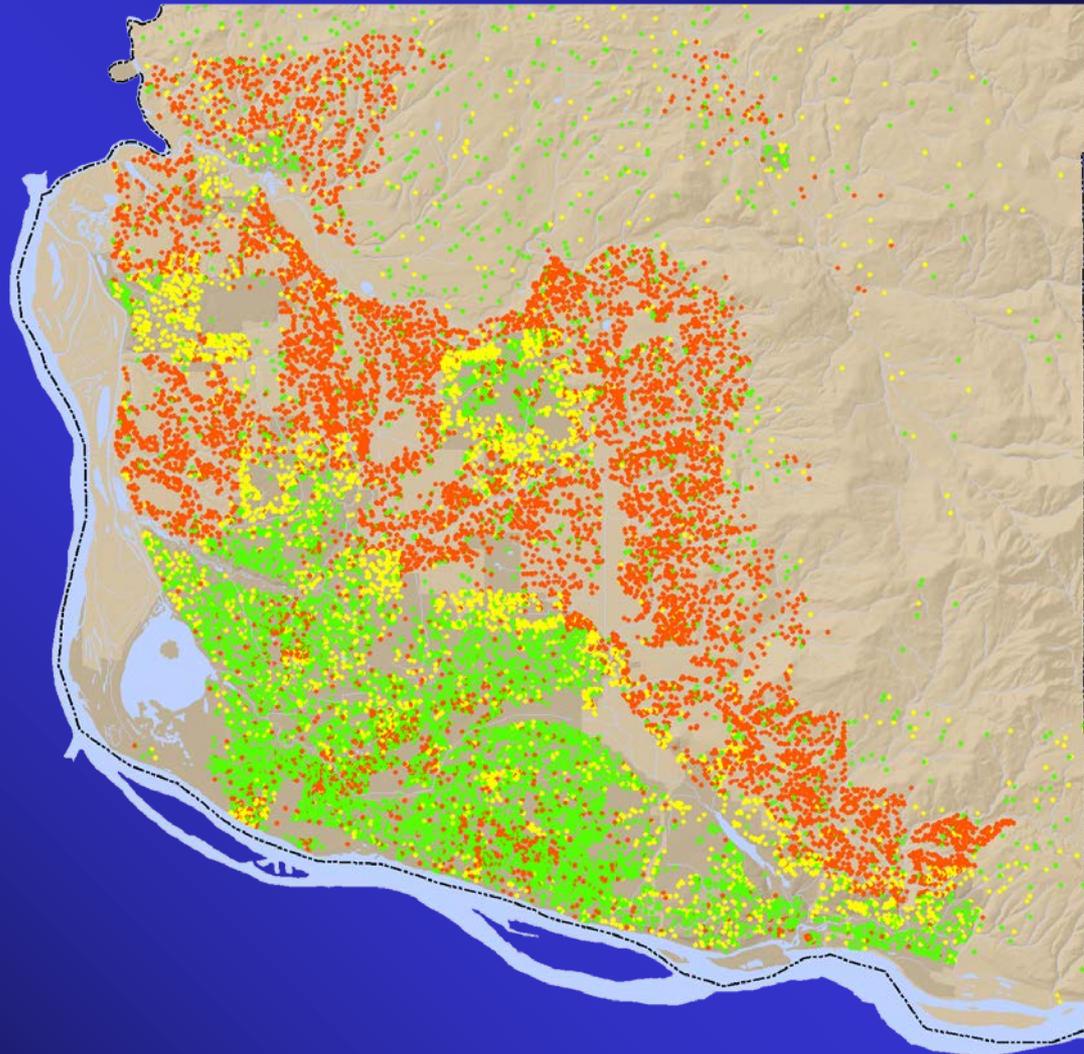
Key Assumptions – Employment



Households in Clark County

1 Dot = 20 Households

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



Growth:
Covers Entire
Buildable Areas
in
Clark County



Legend

- Residential
- Commercial
- Industrial / Mining
- Agriculture / Forest / Park / Open Space
- Urban Growth Areas

Summary Map: Potential New Transportation Corridors



Key Findings

- ◆ Improving rural corridors may offer connectivity benefits between select urban areas of the County
 - ◆ Travel connectivity/travel times improve for limited number of trips
 - ◆ Benefit/cost tradeoffs and community consensus remained untested
- ◆ Regional adoption of long-term population /employment assumptions, land-use and urban services growth vision is required under GMA
 - ◆ Should occur prior to further validation of identified corridors
- ◆ Designation of any new regional corridor classification is a local Comprehensive Plan decision prior to inclusion in RTP

Key Findings

◆ River Crossings

Did:

- ◆ Review was limited to whether a crossing could be connected to internal corridors in Clark County

Did not:

- ◆ Did not evaluate connections into Oregon
- ◆ Did not provide a need or benefit/cost assessment
- ◆ Review did not include engagement with affected WA agency partners or Oregon stakeholders

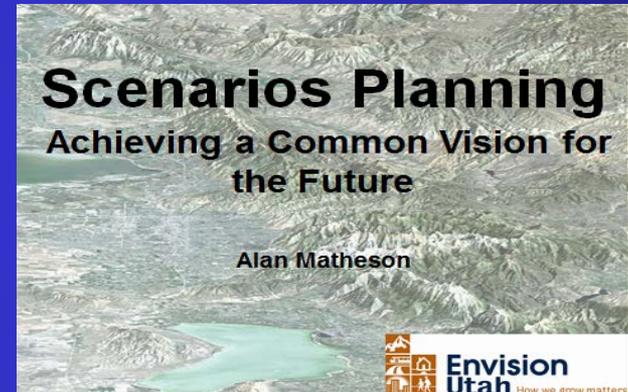
Study Recommended Next Steps

- ◆ “Check-in” of region’s long-term land use planning and community growth vision
- ◆ Local agencies should consider corridors for policy and project work in conjunction with local Comprehensive Plan updates. Examples of work could include:
 - ◆ Additional Needs assessment
 - ◆ Policy / Code assessment
 - ◆ Engineering assessment
- ◆ In-depth public outreach and agency participation

Follow-up Steps

- ◆ 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 transportation corridor plans *MUST* be coordinated with County Framework Plan and local Comprehensive Plan policies, visions and local desires.
- ◆ An update to a Countywide Framework Plan (50-year growth vision & policies) may be in order.
 - ◆ Regional scenario planning/visioning could be used to develop a 50+ year vision that would inform comprehensive planning activities