

Connected Community DRAFT Goals and Policies

August 17~~4~~, 2012

VISION STATEMENT

We have safe, efficient and convenient transportation choices. There are frequent and reliable public transportation options that make it easy to move around our city and the region. Pathways, sidewalks, roadways and bike routes encourage residents of all neighborhoods to walk and bike safely.

Goal 1. Safety

Provide a safe, multimodal¹ transportation system for all users.

Policies

1. Designate, implement, and maintain routes for walking and biking that support safe movements from residential areas to through and along schools, parks, transit, employment centers, town centers, neighborhood villages, and community hubs.
2. Incorporate safety considerations in the planning, design and re-design of public streets for the benefit of all intended users.
3. Preserve user safety, system integrity, and facility aesthetics by providing regular maintenance of the transportation system.
4. Coordinate with commercial water and rail transportation providers and transit agencies to assure safe and compatible operations where services/facilities intersect with the City's transportation system.
5. Improve and promote transportation safety through a comprehensive program of education, enforcement and engineering.
6. ~~Prioritize high crash locations and identify and implement improvements.~~ Identify and prioritize locations with high rates of crashes and implement appropriate improvements.
7. Identify safety concerns for pedestrians and bicyclists at high traffic volume streets and/or locations with high levels of pedestrian/bicycle demand and implement improvements.
8. Identify, implement, and maintain a network of Emergency Response Streets to facilitate prompt emergency response.
9. Provide pedestrian and bicycle facilities with all new bridges and pursue opportunities to add these facilities when retrofitting existing bridges to support the safe movement of all users.
10. Coordinate with schools and surrounding neighbors to plan for safe and effective transportation for students and surrounding neighbors.

Comment [WL1]: 1. The PC suggested that the word "drive" be added to the end of the second sentence. The consultant suggests instead of the word "drive" use "safe travel for all users", which is mode neutral. He continues by saying that using his suggestion moves away from the original focus of this sentence in the overall vision statement. Travelers that walk and bike are at the greatest risk of serious injury or death. **Which language does the CAC prefer?**

Comment [WL2]: The PC did not understand what this mean so we attempted to clarify

Comment [WL3]: 2. PC suggested adding a policy about coordinating with the school district. This new policy is actually a policy in the Education topic in action area Community Culture. **Should the policy be repeated here?**

¹ Will define in preamble.

Goal 2. Transportation Choices

Increase opportunities to comfortably and conveniently walk, bike and take transit.

Policies

1. Coordinate with TriMet, Metro, and ODOT to assure that effective and efficient transit services are provided for Lake Oswego residents and businesses.
2. Provide land use patterns and promote public and private development that supports efficient transit service.
3. Support local circulator transit option initiatives that connect residents to employment centers, town centers, and neighborhood villages.
4. Provide street and frontage improvements and amenities such as dedicated s facilities, landscaping, street lighting, benches, and shelters to encourage walking and biking as viable travel modes, particularly along corridors that serve the primary transit network employment centers, town centers and neighborhood villages.
5. Require development and redevelopment, and public transportation improvement projects to provide facilities that accommodate pedestrian, bicycle, and transit use, particularly in areas with identified gaps in the transportation system and in all employment centers, town centers, neighborhood villages, and community hubs.
6. Develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way.

Goal 3. Efficiency

Optimize the performance of the transportation system for the efficient movement of people and goods.

Policies

1. Maintain arterial and major collector streets to planned level of service standards, whenever practical.
2. Balance roadway size and scale with the need to provide safe and efficient transportation for all modes.
3. Control and consolidate access to major collectors and arterials through the development review process and the implementation of major street projects.
4. Coordinate with ODOT and other regional partners responsible for traffic signal operations to regularly confirm the efficient timing and progression of traffic signals.
5. Reduce traffic congestion to enhance traffic flow through such system management measures as intersection improvements, incident management, signal priority, signal optimization, signal synchronization, and a range of measures provided through technological advancements.
6. Require, zone change requests ~~to a higher density~~ and conditional use permits- applicants to determine its extent of impact to the transportation system and provide mitigation deemed appropriate by the City to maintain transportation system efficiency.

7. Require development applicants to provide pedestrian, bicycle, and transit facilities/amenities that support efficient movements of people to and from the site.
8. Plan 20 minute neighborhoods to accommodate uses that efficiently meet many daily residential needs via short trips by any mode.
9. Coordinate with ODOT to provide and manage Hwy 43 in a manner consistent with the City’s transportation system goals and policies.

Goal 4. Accessibility

Provide a multimodal transportation system that is suitable for community members of all ages, income levels and physical abilities to access daily needs and services.

Policies

- ~~1.~~ ~~Plan employment and town centers in locations that are easily served by transit and well connected to higher density residential areas, particularly by pedestrian and bicycle facilities.~~
- ~~1-2.~~ ~~Focus the provision of transit service in areas that connect people to employment centers, town centers and neighborhood villages.~~
- ~~2-3.~~ ~~Provide transit stops in employment and town centers that are conveniently located and well-connected to the transportation system.~~
- ~~3-4.~~ ~~Provide transit amenities such as transit shelters, benches, lighting, etc. that meet the access needs of residents and employees, including the youth, elderly, and people with disabilities.~~

Comment [WL4]: 3.The policy as written directed the City to plan employment and town centers in area that are easily served by transit, but the 2035 vision map already does this. The directive should focus on providing transit service in those areas. **Does the CAC agree with this revision?**

Comment [WL5]: 4.The PC pointed out that 1 &2 apply to geography and 3 applied to demographics and that it might be confusing. **Does the CAC agree or feel it is okay to mix the two?**

Goal 5. Connectivity

Develop connections to and between different modes of transportation to neighborhood villages, employment centers, town centers, community hubs and the local and regional transportation system.

Policies

1. Provide pedestrian, bicycle, transit, and vehicle connections to schools, parks, employment centers, town centers, neighborhood villages, community hubs, and recreational areas by identifying and implementing improvements that address connectivity needs.
2. Acquire right of way through development for planned and required transportation facilities during the development review process.
3. Expand neighborhood and local connections to provide convenient circulation between neighborhoods.
4. Avoid new and eliminate existing pedestrian and bicycle dead ends that require substantial out-of-direction travel for pedestrians and bicyclists.

Comment [WL6]: 5. A commissioner suggested adding “from neighborhoods” here. The addition indicates that the policy is specific to neighborhoods not a general policy about connectivity. **Should the addition be made?**

5. Preserve existing rights-of-ways, including railroad ROW and other easements to maintain opportunities for future mass transit, bike and pedestrian paths.

6. Require development applicants to connect local trail and bicycle facilities directly to regional trails and bicycle networks.

7. Require development applicants to provide continuous pedestrian and bicycle facilities that directly connect to transit routes and stops.

8. Give additional weight to connectivity when prioritizing projects for funding.

~~7-9.~~

Comment [WL7]: 6. The PC wanted to add a policy about funding priorities. The consultants feels that all one goal should not outweigh another, but should be analyzed on a case-by-case. **What does the CAC think?**

Goal 6. Livability

Design and maintain a transportation system that enhances the quality of Lake Oswego's natural and built environment.

Policies

1. Apply flexible design criteria and construction methods to local and neighborhood collectors streets that are responsive to neighborhood character and planned land uses, ~~while also meeting federal, state, and local design and engineering requirements.~~²

~~1. Do not exceed the following maximum number of vehicular travel/turn lanes within the Lake Oswego Urban Services Boundary:~~

~~a. Freeways — six lanes.~~

~~b. Major arterials — five lanes.~~

~~c. Minor arterials — four lanes.~~

~~d. Major collectors — three lanes.~~

Comment [WL8]: PC felt this should be too specific and is a code issue, not a policy issue. Added 6c. See below.

~~This does not include acceleration and deceleration lanes that may be determined as necessary on arterials.~~

2. Minimize the impacts of traffic on neighborhood collectors and higher classifications that bisect residential neighborhoods.

3. Minimize the impacts of traffic generated through new commercial development on adjoining neighborhoods.

4. Provide design standards to address pedestrian, bicycle, and storm water design elements that are compatible with the neighborhood character and the street functionality.

5. Address neighborhood livability issues by:

a. Applying traffic calming measures³ when and where feasible.

b. Protecting local streets from being misused by non-local traffic by applying traffic diversion techniques when and where feasible.

² Will include information in preamble.

³ Will include a definition.

- c. ~~Applying design standards that reinforces neighborhood character, social interaction and community building.~~
- d. ~~Addressing the impacts that parking can have.~~
- ~~b-e. Maintaining the truck circulation ordinance.~~

Comment [WL9]: The existing plan calls for creating a truck circulation plan which was done. PC wanted to acknowledge them impact that trucks have on livability.

Goal 7. Sustainability

Provide a transportation system that maintains and improves economic vitality, environment health, social equity and well-being for citizens today and in the future.

Policies

1. Support and implement trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs to reduce pollution and ~~improve~~increase the health of our citizens.
2. Adapt the transportation system to strengthen resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations.
3. Decrease reliance on fossil fuels ~~-by providing opportunities for a local energy supply for transportation that is renewable, less carbon-intensive, and least toxic.~~
4. Provide the financial resources needed to achieve the goals for adequately providing and maintaining the transportation system, ~~including requiring the continued use of transportation system development charges.~~
5. Support mixed-use development in designated locations and encourage local job creation in order to reduce the number of locally generated regional commuting and shopping trips.
6. Provide and maintain the transportation system in a manner that is consistent with the Stormwater Management Plan, minimizing stormwater pollution and hydrologic impacts.
7. Maintain or enhance the tree canopy along key transportation corridors. ~~to reduce the urban heat island effect.~~
8. Ensure that an adequate, but not excessive, supply of parking is provided to support economic activity while making it easier take transit, and bike and walk to and within employment centers, town centers and neighborhood villages.
- ~~8-9. Allow for the design of off-street parking to provide multiple functions such as storm water management.~~
- 9-10. Coordinate with Metro, Tri-Met, ODOT and Clackamas County to develop interim benchmarks for measuring progress towards transportation goals and policies over the planning period.
- ~~10-11. Provide a coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the need of people and businesses.~~

Comment [WL10]: The PC wanted to added another policy about the potential for parking lots to function in multiple ways.