

Connected Community DRAFT Goals and Policies

July ~~620~~, 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, multimodal transportation system for all users.

Comment [WL1]: Will define in preamble.

Policies

- ~~1~~. Designate, implement, and maintain routes for walking and biking that support safe movements from residential areas to and along schools, parks, transit, employment centers, town centers, neighborhood villages, and community hubs.
- ~~1-2~~. Incorporate safety considerations in the planning, design and re-design of public streets for the benefit of all intended users.
- ~~2-3~~. Preserve user safety, system integrity, and facility aesthetics by providing regular maintenance of the transportation system.
- ~~3-4~~. Coordinate with commercial water and rail transportation providers and transit agencies to assure ~~their~~ safe and compatible operations where services/facilities intersect with the City's transportation system.
- ~~4-5~~. Improve and promote transportation safety through a comprehensive program of education, enforcement and engineering.
- ~~5-6~~. Prioritize high crash locations and identify and implement improvements.
- ~~6-7~~. 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.
- ~~7-8~~. Identify, implement, and maintain a network of Emergency Response Streets to facilitate prompt emergency response.
- ~~8-9~~. 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.

Goal 2. Transportation Choices

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

1. Policies
Coordinate with TriMet, Metro, and ODOT to assure that effective and efficient transit services are provided for Lake Oswego residents and businesses.

Attachment 3c

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. ~~Encourage walking and biking as viable travel modes by providing~~ street and frontage improvements and amenities ~~through such as dedicated street~~ facilities, landscaping, street lighting, benches, and shelters ~~to encouragewalking and biking as viable travel modes~~, particularly along corridors that serve the primary transit network employment centers, town centers and neighborhood villages.
- ~~6. Address the needs of pedestrian, bicycle, and transit access needs when the planning, designing, constructing, and maintaining development and transportation projects particularly in employment centers, town centers, neighborhood villages, and community hubs.~~
- ~~6.5 Through the adoption of standards and the imposition of conditions, when appropriate, or by agreement, 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.
- ~~7.6~~ 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, ~~through the adoption of standards and imposition of conditions when appropriate, zone change requests to a higher density and conditional use permits development~~ 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, ~~through the adoption of standards and imposition of conditions when appropriate,~~ 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 ~~with sufficient commercial lands~~ to accommodate uses that efficiently meet many daily residential needs via short trips by any mode.

~~9. Avoid actions that compromise the function of the existing and/or planned transportation system and jeopardize the livability of Lake Oswego.~~

Comment [WL2]: I think this is an error. Probably something that got cut and pasted in the wrong place.

Goal 4. Accessibility

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

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.
2. Provide transit stops in employment and town centers that are conveniently located and well-connected to the transportation system.
3. Provide transit-supportive amenities that meet the access needs of residents and employees, including the youth, elderly, and people with disabilities.
4. Coordinate with TriMet for accessible transit service.

Goal 5. Connectivity

Provide seamless connections to and between ~~modes~~different modes of transportation to, neighborhood villages, employment centers, town centers, 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, 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 by the adopting standards and imposing conditions, when appropriate, or by agreement.
3. Expand neighborhood and local connections to provide convenient circulation between neighborhoods.
4. Avoid new and eliminate existing pedestrian and bicycle ~~“cul-de-sacs”~~dead ends that require substantial out-of-direction travel for pedestrians and bicyclists.
5. Preserve existing rights-of-ways, including railroad ROW and other easements to maintain opportunities for future mass transit, bike and pedestrian paths.
6. Connect local trail and bicycle facilities directly to regional trails and bicycle networks.
7. Provide continuous pedestrian and bicycle facilities that directly connect to transit routes and stops.

Goal 6. Livability

Design and maintain a transportation ~~facilities system~~ that enhance the ~~appearance and~~ 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. Avoid plans for major streets that 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.
3. This does not include acceleration and deceleration lanes that may be determined as necessary on arterials.
4. Minimize the impacts of traffic and noise major collectors that bisect residential neighborhoods upon the neighborhood's traffic, by promoting safety, aesthetics, and good air quality.
5. Minimize the adverse impacts of traffic generated through new commercial development on adjoining neighborhoods by orienting vehicular access to major collectors or higher order streets whenever practical.
6. Maintain a system of neighborhood collectors and local residential streets that preserves the quiet, privacy and safety of neighborhood living and has adequate, but not excessive, capacity necessary to accommodate planned land uses.
7. Provide design standards to address pedestrian, bicycle, and storm water design elements that are compatible with the neighborhood character and the street functionality.
8. Apply ~~traffic calming measures~~ when and where feasible to address neighborhood livability issues.
9. Apply ~~traffic diversion techniques~~ to protect local streets from being misused as cut-through routes by non-local traffic.
- ~~10. Oppose the construction of a new bridge over the Willamette River that allows automobile traffic to cross from Lake Oswego to the east side of the river.~~

Comment [WL3]: Will include a definition

Comment [WL4]: Will include a definition

Comment [WL5]: CAC/TAB removed – it's not a policy it's a direction.

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 future.

Policies

1. Support and implement trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs to reduce pollution and increase the health of our citizens.
2. Adapt the transportation system to strengthen and protect community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations.
3. Identify ways to decrease reliance on fossil fuels. Identify the financial resources needed to achieve the goals for adequately providing and maintaining the transportation system.
4. 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.
5. Provide and maintain the transportation system in a manner that is consistent with the Stormwater Management Plan, minimizing stormwater pollution and hydrologic impacts.
6. Maintain or enhance the tree canopy along key transportation corridors to reduce the urban heat island effect.
7. Ensure that an adequate, but not excessive, supply of parking is provided to support desired levels of economic activity while optimizing the availability of land for further economic development while making it easier take transit, and bike and walk to and within commercial and employment areas.
8. Coordinate with ODOT to provide and manage Hwy 43 in a manner consistent with the City's transportation system goals and policies.
9. 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.

Comment [WL6]: CAC/TAB asked us to add a few policies addressing social equity. Will bring suggestions to CAC Meeting on July 25.