

# Connected Community

## 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.

## EXISTING GOAL

Lake Oswego's 1994 Comprehensive Plan identifies 11 goals for transportation related to:

1. Major Street Systems
2. Inter-Governmental Coordination
3. Neighborhood Collectors And Local Residential Streets
4. Land Use And Transportation Relationships
5. Transportation Demand Management
6. Walking
7. Bicycling
8. Transit System
9. Commercial Rail And Water Transport
10. Citizen Involvement
11. Parking

## WHAT WE'VE HEARD

The 2010 We Love Lake Oswego community survey, which received 823 responses, provided the following information:

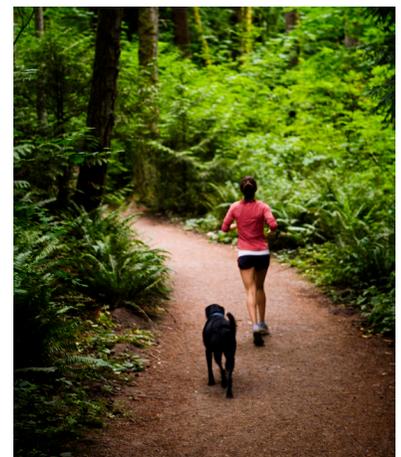
- 50% responded that "light rail," "a local circulator bus," and the streetcar to Portland would be the transportation types that will best connect Lake Oswego to the region in the future.
- 61% of respondents thought they would be working from home in the future.

When asked what things would make it easier in 25 years to meet daily needs without having to drive, respondents said the following:

- 59% chose "more goods and services within walking distance of home;"
- 53% chose "better sidewalks/pathways and safer crosswalks;" and
- 47% chose "better proximity to transit service."

## PEOPLE, PLACES AND PROSPERITY

As the City develops key elements of the Comprehensive Plan update, sustainability is an important consideration. We define sustainability as meeting the vital human needs of the present without compromising our ability to meet future needs. Planning in a sustainable way means looking at the community as an interrelated system that includes places around us (the natural and built environment), people (that live and work here), and prosperity (of the people and local economy) that



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supports society's needs. Examples of how transportation supports a sustainable Lake Oswego are listed below.

Providing People with: (1) an inter-connected multimodal transportation network that increases accessibility to jobs, schools, services, and other destinations for residents of all ages and abilities; (2) well-designed streets and paths that encourage walking and bicycling; and, (3) transportation options that promote active lifestyles and community health in every neighborhood.

Equipping Places with: 1) streets designed and landscaped to reinforce the character of a neighborhood and create a sense of place; and (2) streets, paths, transit routes, and freight facilities that provide safe, convenient, and attractive connections between neighborhoods, districts, and surrounding communities.

Promoting Prosperity by: (1) keeping commuting costs, congestion, and associated environmental impacts low; (2) optimizing the life and utility of existing facilities; (3) creatively repurposing public rights-of-way to better meet the evolving travel needs of neighborhoods and retail / entertainment / employment districts; and, (4) providing safe, reliable facilities for freight vehicles (trucks and rail) to support a vital and vibrant economy.



## BACKGROUND

The Connected Community Action Area will set direction for how the City should provide opportunities for connecting people to places safely and reliably. As part of its Comprehensive Plan update, the City is updating the City's Transportation System Plan, in accordance with State of Oregon Periodic Review regulations. Statewide Planning Goal 12 requires cities and counties to develop a transportation plan that considers all modes of travel based on an assessment of local, regional, and state needs.

The State's Transportation Planning Rule (TPR) requires local jurisdictions to prepare and adopt a TSP, specifying measurable objectives for vehicle miles traveled, increasing the number of non-auto trips, increasing average auto occupancy, and decreasing the number or length of automobile trips. The TPR also requires certain features in the zoning code with respect to parking, building orientation, street design, transit accommodations, and bicycle and pedestrian facilities.

The current Lake Oswego TSP was adopted in 1997. The TSP identifies 99 transportation improvement projects, totaling approximately \$55 million to be implemented over 20 years. Nearly half of the proposed improvements were associated with roadway corridor and intersection improvement projects. Over one-third of the proposed costs were associated with transit projects, primarily long-term improvements to circulator bus routes, park-and-ride lots, and transit centers.

The 2013 TSP will include a re-evaluation of the remaining projects contained in the 1997 TSP and will identify other needed and desired transportation improvements to a new horizon year of 2035. Lake Oswego's transportation challenge in the coming years is similar to the rest of the metropolitan region: to manage ever-increasing automobile traffic with increasingly scarce financial resources; encourage use of alternative modes; and maintain neighborhood livability.

## ROADWAYS

- Approximately 175 miles of roadways are in the Lake Oswego Urban Service Boundary (USB).
- Roads are owned and maintained by the City of Lake Oswego, Clackamas County (25 miles), Multnomah County (1 mile), ODOT (2.5 miles), and private landowners.
- Primary challenges facing Lake Oswego's roadway network are (1) serving increasing vehicle volumes, (2) improving network connectivity to avoid over-reliance on individual facilities, and (3) maintaining mobility while preserving neighborhood livability.

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## PEDESTRIAN AND BIKE FACILITIES

- The type and quality vary throughout the City. Hilly terrain may make improvements more difficult. Different neighborhoods have different characters and needs.
- In downtown Lake Oswego and newer residential areas, sidewalks are provided on one or both sides of the street. In other areas, sidewalks are not provided or are in short, discontinuous segments.
- Bike lanes or adjacent multi-use paths are present on several arterials and major collectors. In many neighborhood areas, pedestrians and cyclists rely on paved shoulders and/or sharing the travel lane with vehicles.

## PUBLIC TRANSIT

- Five routes provide service within the City: 35, 36, 37, 38, 78. A sixth (44) route dips down into Mountain Park.
- TriMet is considering reductions to Route 36 and 37 as of March 2012:

### *36-South Shore*

*No changes on Line 36 trips between Tualatin Park & Ride and Downtown Portland.*

*The 6:15 a.m., 6:45 a.m. and 6:26 p.m. trips from Lake Oswego Transit Center and the 5:52 a.m., 6:20 a.m. and 6:00 p.m. trips from Tualatin Park & Ride would be discontinued.*

### *37-Lake Grove*

*The 5:54 p.m. trip from Lake Oswego Transit Center and the 5:37 p.m. trip from Tualatin Park & Ride would be discontinued.*

- All TriMet buses serving Lake Oswego are equipped with bicycle racks and wheelchair lifts.
- Major transfer points include Lake Oswego Transit Center on 4th Street between “A” and “B” Avenues, the Tualatin Park-and-Ride on the west side of the I-5/Boones Ferry Road interchange, and the Portland Community College Sylvania Campus.
- The 1997 City TSP proposes four local circulator bus routes to supplement fixed-route service and recommends two new park-and-ride facilities in the Kruse Woods area and in downtown, and a new transit center at Kruse Woods.
- Streetcar: The Jefferson Street Rail Line runs north/south along the west bank of the Willamette River between Portland and Lake Oswego. In 1988, the City of Lake Oswego joined a consortium to purchase the line to preserve right-of-way for future rail transit; the City has leased the line and contracted to provide Willamette Shores Trolley service to Portland. Currently, the City has suspended streetcar plans, but hopes to retain the rail right-of-way for future use.
- SW Commuter Rail: The Portland and Western (P&W) railroad crosses the Willamette River north of downtown and travels east/west along the northern edge of Oswego Lake. The railroad typically serves two freight trains a day. The Oregon Rail Plan identifies the P&W line as a potential future passenger or commuter rail corridor connecting McMinnville to Portland, but it is not currently being pursued.



## FUNDING

Federal and state funding for transportation and other public infrastructure has remained relatively flat over the past 30 years, while operations and maintenance needs have increased. Please see Open House Station Three for more information.

## OTHER PLANS AND POLICIES

Lake Oswego’s transportation network and policy is influenced by multiple policies, plans, and regulations at the state, regional and local level. Several open house stations provide this information.