

Goal 12 Transportation

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BACKGROUND

Statewide Planning Goal 12: Transportation

“To provide and encourage a safe, convenient and economic transportation system.”

Statewide Planning Goal 12 requires cities and counties to develop a transportation plan which considers all modes of travel including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian which is based on an inventory of local, regional and state needs, considers the differences in social consequences that would result from using differing combinations of transportation modes and avoids principal reliance upon any one mode of transportation.

In 1990, the City Council appointed a 24-member, ad hoc Transportation Committee to review and update the Transportation Chapter of the Comprehensive Plan. In general, the changes proposed by this Committee were as a result of new legislation and changes in community preferences that had occurred since the Plan adoption in 1978.

In December 1992, the new Transportation Chapter was adopted. It includes policies reflecting the changes outlined in the Transportation Rule (TPR), (OAR 660-12, 1991) which is the major new legislation adopted since the Plan was acknowledged by Department of Land Conservation (DLCDC) in 1982. The policy basis for the rule is that if cities are to accommodate urban growth, residents will have to drive less so that roadway capacity, which is economically and environmentally costly, will not have to be increased. To accomplish this, communities are to provide opportunities for residents to use alternative transportation, including walking, bicycling and transit. This will be accomplished through reduced parking, better pedestrian and bicycle connections and through provisions of amenities for alternative transportation users.

The Transportation Committee was also charged with developing a Neighborhood Traffic Management Program to manage traffic to insure the safe and orderly movement of all modes of transportation and to preserve the quiet and privacy of residential neighborhoods. This program is in response to the public's desire to control automobile traffic volumes, speeds and to increase safety in neighborhoods. Another change made during the 1992 update include a policy requiring a truck circulation plan for Lake Oswego to reduce noise and pollution in residential areas.

Another element of the Transportation Chapter is a Streets Public Facilities Plan. The state administrative rules for public facilities planning (Goal 11) requires communities to provide a list of short, mid and long range projects that it foresees for all modes of transportation, estimated costs of these projects, approximate locations and possible funding sources. The City fulfills these requirements for the streets element of the Transportation Plan and will provide the Public Facilities element for other modes of

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transportation as soon as the City's Transportation System Plan (TSP) is completed. The Goal 12 Rule requires each jurisdiction to complete a TSP for transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes and geographic areas.

During this update of the Plan, the Transportation Committee also recommended extensive changes to Functional Street Classifications. The Committee initially developed three overall objectives for the Plan. These included: 1) reduce the through traffic on neighborhood streets, 2) concentrate traffic on major streets and 3) maintain the character and livability of the community. The Committee refined the previous "Arterial" category to Major and Minor Arterials and the previous "Collector" category into Major and Neighborhood Collectors. Many streets which were collector streets were also reclassified as "local streets".

In 1997, the City adopted additional policies and projects to bring the City into greater compliance with the TPR. These changes provided more emphasis on a balanced transportation system by:

- Emphasizing pedestrian and bicycle connections and projects;
- More closely relating street function to the character of surrounding land uses;
- Emphasizing local street connectivity and traffic calming;
- Reducing required Level of Service on the Major street system from "D" to "E";
- Emphasizing transit as a viable alternative to the single-occupant vehicle in the City's highest density housing and employment areas.

Lake Oswego's challenge for transportation in the ensuing years will be similar to that of the rest of the Metropolitan region: to manage ever increasing automobile traffic with increasingly scarce financial resources and to maintain neighborhood livability in the face of increasing traffic.

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan.

- The Transportation Rule, adopted in 1991, requires cities and counties to develop a Transportation System Plan (TSP) which maintains vehicle miles traveled for 10 years following adoption of the TSP, a 10% reduction within 20 years of the TSP and a 20% reduction within 30 years. TSPs will also specify measurable objectives for increasing the modal share of non-auto trips, an increase in the average auto occupancy and a decrease in the number or length of automobile trips per capita due to demand management programs, rearranging of land uses or other means.

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- A neighborhood traffic management program began in the City in 1993 with the purpose of reducing through-traffic in neighborhoods and increasing safety.
- The City’s Transportation Public Facilities Plan calls for the following projects to be completed by 2017 to address capacity needs. State gas tax revenues are declining. The City’s funds available for capacity improvements are also decreasing annually due to the decrease in vacant, developable land and hence the decrease in collected Systems Development Charges which could be used for capacity related improvements.

System	1-10 Yrs.	11-20 yrs.	Total
Roadway	61,042,000	11,675,000	75,717,000
Pedestrian	3,121,000	4,892,700	8,013,700
Bike	1,484,700	1,299,500	2,784,200
Transit	7,610,000	6,000,000	13,610,000
Total	73,257,700	23,687,200	97,124,900

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL 1: MAJOR STREETS SYSTEM

Lake Oswego shall develop a major street system consisting of major and minor arterials and major collectors, which will have minimal impact on the City’s air quality, address the mobility needs of residents for all modes of travel and promote energy conservation (See Figures 16 & 17).

POLICIES

1. The arterial and major collector street network shall be designed and maintained to service level “E” during peak hours. The design of the roadway system shall also take into consideration:
 - a. Balancing roadway size and scale with the need to provide efficient and safe transportation for all modes of travel, including bike, pedestrian and transit,
 - b. Giving preference to transportation projects that increase the efficiency, safety, design capacity or level of service of a transportation facility, without increasing corridor width; and

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- c. Preserving community aesthetics by considering existing topography and vegetation.
2. Direct access onto major streets shall be controlled and consolidated over time through the development review process and the implementation of major street projects. In particular, access to state highways shall be reviewed subject to the regulations of the Oregon Department of Transportation and the City of Lake Oswego. Where regulations conflict, the more restrictive requirements shall apply.
3. The major streets system shall consist of freeways, major and minor arterials and major collectors as described in Figures 16 & 17. The maximum number of lanes for major streets within the Lake Oswego Urban Services Boundary shall be as follows:
 - a. Freeways — four to eight lanes.
 - b. Major arterials — three to five lanes.
 - c. Minor arterials — two to four lanes.
 - d. Major collectors — two lanes.
4. Where residential neighborhoods are bisected by existing major streets, the impacts of traffic, noise, safety, aesthetics and air quality shall be minimized by the following actions:
 - a. Where feasible, traffic generated by new development, shall be routed to other available major streets that are not within or adjacent to residential uses.
 - b. Ensure that traffic generated by new land uses does not exceed the design capacity of the street system, or adversely affect adjoining neighborhoods.
 - c. Provision of safe and efficient bicycle and pedestrian improvements to connect residential areas to other areas of the community.
 - d. Measures to physically re-orient residential areas away from major streets. This may include installation of major landscape elements such as landscaped buffers and tree plantings, and the development of neighborhood activity centers such as public open spaces, parks and community centers.
 - e. New commercial uses and neighborhood activity centers such as parks, schools and community centers shall provide direct, convenient access to and from adjacent residential areas to facilitate walking, bicycling and short auto trips. Measures shall be implemented to ensure that such routes do not attract or serve traffic from outside the neighborhood.
5. The City shall require the mitigation of negative impacts upon pedestrian and bicycle mobility, noise levels, safety, aesthetics and air quality when new residential development is located adjacent to major streets.

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6. The City shall consider the movement of freight within the City when:
 - a. Conducting multi-modal transportation studies,
 - b. Developing truck routing plans, and;
 - c. Developing freight loading and parking strategies.

7. Streets designated as Regional Streets on the Regional Transportation Plan, shall be designed with consideration of the following when reconstruction or retrofitting occurs:
 - a. Promoting community livability by balancing all modes of transportation,
 - b. Relating the street to the function and character of surrounding land uses;
 - c. Controlling access to improve safety, function and appearance of streets and adjacent land uses.

RECOMMENDED ACTION MEASURES - MAJOR STREETS SYSTEM

- i. Develop access criteria for the major streets system which utilize the following principles:
 - a. Direct access to the major and minor arterial system is restricted except from existing platted lots, which may be allowed access when there is no feasible alternative. Feasible alternatives may include easements through adjacent properties to existing Residential or Neighborhood Collector Streets or shared access to the Major Street System.
 - b. Whenever possible, properties shall develop access to major and minor arterials from frontage roads or side streets as opposed to direct access to a major street. Major arterials may be allowed to intersect every 1,000 feet, and minor arterials every 600 feet, subject to an approved street plan.
 - c. Controlled access may be allowed, subject to review, from major traffic generators, (e.g., shopping centers). When conditions warrant, common access at property lines shall be required to reduce the number of access points onto state highways and other major streets.
 - d. Increased building setbacks shall be required when it is determined that frontage roads, and/or combined access points are required.
 - e. Direct access to major collectors is discouraged except when there is no practical access from local streets or neighborhood collectors.
 - f. To reduce travel on major streets, encourage travel connections between adjacent developments.
 - g. Require consolidation and closure of driveways onto the major streets system over time if access spacing guidelines in Figure 16 are exceeded and when implementing major street capital projects.

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- ii. The Metro publication “Creating Livable Streets” will be a resource for street design for those streets shown as “Regional” on the Regional Transportation Plan.
- iii. Develop specific types of traffic calming measures to be applied to Major Collector Streets for the purposes of improving safety and aesthetics while maintaining mobility. Criteria for selection of streets on which to apply traffic calming measures should also be developed.

GOAL 2: INTER-GOVERNMENTAL COORDINATION

Lake Oswego’s transportation system shall be planned, developed and operated in a coordinated manner with other state, regional and local transportation providers.

POLICIES

- 1. Lake Oswego shall develop a Comprehensive Transportation System (TSP) in conjunction with Clackamas County and adjacent counties where appropriate, the State of Oregon, Tri-Met and Metro for the area within the City’s Urban Services Boundary. The Comprehensive Transportation System Plan shall:
 - a. Be consistent with land use designations identified within the Lake Oswego Comprehensive Plan.
 - b. Identify the location of arterial and collector streets, bicycle paths and pedestrian ways and public transit facilities.
 - c. Identify the major street construction projects required to accommodate anticipated development and to address public safety issues.
 - d. Propose funding mechanisms and related policies necessary to implement identified projects.
 - e. Describe public transportation services and identify service inadequacies.
- 2. The City shall coordinate transportation and land use planning efforts with federal, state and regional agencies, local jurisdictions and Tri-Met to make sure that:
 - a. The requirements of the various transportation modes are coordinated, and that conflicts between land use, operational characteristics and safety issues are minimized.

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- b. Effective notification and coordination occurs between affected agencies regarding the transportation impacts of proposed development within or adjacent to the Urban Service Boundary.
 - c. An effective citizen involvement program is implemented, including public notice and hearings if the development of transportation projects involves land use decisions or adversely impacts the existing transportation system or surrounding neighborhoods.
3. The City shall work with Metro, Tri-Met, ODOT and Clackamas County to develop interim benchmarks for measuring progress towards transportation goals and policies over the planning period.

RECOMMENDED ACTION MEASURES — INTER-GOVERNMENTAL COORDINATION

- i. Work with Metro, Tri-Met and other appropriate agencies to investigate the feasibility of passenger transport on the Willamette River.
- iii. Develop joint agreements with Clackamas, Multnomah and Washington counties that specify the methods whereby:
 - a. The City and counties can bring to the other's attention transportation conditions and circumstances which adversely impact other jurisdictions.
 - b. Discussion and/or negotiation can take place to resolve the adverse situation.

GOAL 3: NEIGHBORHOOD COLLECTORS AND LOCAL RESIDENTIAL STREETS

Lake Oswego shall develop a system of neighborhood collectors and local residential streets which preserves the quiet, privacy and safety of neighborhood living and which has adequate, but not excessive capacity, necessary to accommodate planned land uses. (See Figures 16 and 17).

POLICIES

1. The primary function of local residential streets and neighborhood collectors is to serve the circulation and access needs of residents adjacent to and abutting these streets. Neighborhood collectors will serve to channel local traffic to the major streets system. Through traffic (auto

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trips which have neither trip end within the neighborhood association boundary) on these streets shall be discouraged.

2. The City shall, in conjunction with the neighborhood association, plan for, develop and maintain a local residential street system at a service level and scale which:
 - a. Recognizes the need for safety for all modes of travel,
 - b. Recognizes the multi-use functions of neighborhood streets for walking, bicycling and social interaction, and which preserves the privacy, quiet and safety of neighborhood living,
 - c. Provides for safe access to abutting land; and,
 - d. Allows adequate and safe circulation from residential properties to the major streets system and neighborhood activity centers.
3. The City shall designate as local residential streets all streets not identified as major streets or neighborhood collectors in the Lake Oswego Comprehensive Transportation System Plan.
4. The City shall utilize flexible design criteria and construction standards for local residential street and neighborhood collector improvement projects. Design criteria shall be consistent with the adopted neighborhood plan. In particular these standards shall promote:
 - a. Street development which is compatible with the physical and social characteristics of each neighborhood to promote neighborhood identity and beauty.
 - b. The minimum scale of improvements necessary to provide adequate, but not excessive capacity, required to safely handle automobile traffic generated by planned land uses.
 - c. Solutions to storm water problems and surface water management issues.
 - d. The safety and utility of pedestrians, bicyclists, transit users and motorists.
5. The City shall ensure that new development which will use new and existing neighborhood collectors and local residential streets is compatible with these street's function and character. Development approval of new land uses shall ensure that:
 - a. The quiet residential quality of neighborhood streets is fostered and maintained.
 - b. Street improvements required to serve new land uses are designed in accordance with the adopted neighborhood plan and to the minimum necessary scale.
6. The City and neighborhood associations shall jointly plan for the use of public rights-of-ways in residential neighborhoods. Uses within rights-of-way shall be supportive of the multi-use function of neighborhood streets and may include:

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- a. Pedestrian paths and bikeways.
 - b. Vehicular related uses as on-street parking, transit facilities and driveways.
 - c. Urban design, public utility, safety and beautification elements such as street trees, public seating, street lights, wheelchair ramps and sidewalk extensions.
7. Develop a truck circulation ordinance to reduce congestion, conflicts with residential neighborhoods and to decrease noise and air pollution.
 8. Manage traffic on Neighborhood Collectors and Local Streets according to the policies established in this chapter. Traffic calming measures should be used where feasible to encourage non-local traffic to use streets with higher functional classifications and should not significantly divert traffic to other nearby streets of the same or lower classification.
 9. Ensure that connectivity of local streets is achieved in order to:
 - a. reduce excessive trip lengths;
 - b. efficiently and safely accommodate emergency fire and medical vehicles;
 - c. promote the use of alternative modes of travel;
 - d. ensure even dispersal of local traffic; and
 - e. provide local street circulation patterns that provide connections to and from activity centers such as schools, commercial areas, parks and employment centers.

RECOMMENDED ACTION MEASURES — NEIGHBORHOOD COLLECTORS AND LOCAL RESIDENTIAL STREETS

- i. Promote low traffic volumes on residential streets. Traffic volumes less than 1,200 ADT are desirable.
- ii. Develop criteria for installation of traffic calming devices based on incremental changes in traffic volume and other factors, including traffic safety.

GOAL 4: LAND USE AND TRANSPORTATION RELATIONSHIPS

Amendments to land use designations, densities, and design standards within the Lake Oswego Comprehensive Plan shall be reviewed to ensure that traffic generation does not exceed the present design capacity and function of the planned transportation system.

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POLICIES

1. The City shall use the following criteria when reviewing proposals for new street development or for improvements to the existing system:
 - a. The service level and scale of new street improvements are appropriate to the land use or area to be served.
 - b. Surface water management considerations are adequately addressed.
 - c. The character of surrounding residential neighborhoods as defined by the adopted neighborhood plan is preserved. When improvements are made to major streets that are adjacent to, or bisect, residential areas, measures shall be taken to mitigate noise, aesthetic and safety impacts and discourage cut-through traffic on adjacent residential streets.
 - d. The project's impacts upon the natural and human-made surroundings are clearly defined. This includes consideration of topography, hydrology, distinctive natural areas, vegetation, and surrounding land uses. The commitment to mitigate impacts shall occur in the project planning stages through the application of specific design techniques.
2. The costs of mitigation of the negative impacts (reduced safety and aesthetics, increased noise, reduced bicycle and pedestrian mobility), resulting from street improvements needed to serve a specific development, shall be paid for by the developer of the property. When street projects are needed to improve the capacity, operation and safety of the street system as a whole, the mitigation of negative impacts shall be paid for by the City and/or appropriate funding agencies.
3. The City shall provide for an ongoing transportation planning program to:
 - a. Monitor changes in the area's transportation network, and ensure that traffic counts and other transportation planning information are kept current and usable for planning purposes.
 - b. Develop and maintain a transportation facility planning effort, which identifies and prioritizes projects for implementation.
 - c. Develop and implement measures to change travel behavior to improve performance of existing transportation facilities and reduce the need for additional road capacity.
 - d. Periodically review the City's land use ordinances to encourage development that reduces dependence on single-occupancy private automobiles, while encouraging the use of mass transit, bicycles and pedestrian movement.
4. The City shall require that a proposed increase in land use intensity be accompanied by a detailed traffic analysis, using current information, which finds that existing streets and intersections both

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on and off site will accommodate the projected traffic increases, or; necessary improvements can be constructed which are in conformance with the Comprehensive Plan Transportation Map. Mitigation of negative impacts (noise, aesthetics, safety, bicycle and pedestrian mobility) shall be paid for by the developer of the property.

5. A change in the functional classification of any road or street in the Urban Services Boundary or the development of any new arterial or collector, shall require an amendment to the Lake Oswego Comprehensive Transportation System Plan.
6. The City shall require dedication of right-of-way for transportation facilities as a condition of development approval where:
 - a. The abutting transportation facilities do not include sufficient right-of-way to comply with the Comprehensive Plan Transportation Policies, standards and street classification or with transportation facility design standards adopted by the City Council; and
 - b. The proposed development will result in increased use of or greater impact on the abutting transportation facilities.
7. Allow property owners to realize tax benefits when right-of-way, not required as a condition of development approval, is dedicated for roadways, pedestrian and bicycle paths.
8. Lake Oswego shall develop and maintain an up-to-date transportation system development charge which shall prevent existing residents from subsidizing the cost of any new development. Transportation SDC's shall be applied directly to projects which implement the Lake Oswego Transportation System Plan.
9. The City shall, for all development projects, evaluate the adequacy of all transportation modes, to, from, and within the development site.

The City shall ensure that:

 - a. The design and location of driveways provides for safe and efficient property access and does not interfere with the safe flow of traffic or degrade the design capacity and adjacent streets; and
 - b. Alternative transportation modes have been provided for, such as public transit, bicycling and walking.
10. The City shall require new development, through building and site design measures, to address the needs of the disabled and those who utilize alternative transportation modes such as van and car-pools, bicycles, public transit and walking.

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11. The City's transportation planning efforts shall consider and promote energy conservation and enhancement of air quality.
12. The City shall oppose construction of a new Willamette River Bridge that allows automobile traffic within the Lake Oswego Urban Services Boundary because of negative impacts on:
 - a. Regional jobs-housing balance by providing a direct automobile commute option to the Washington County job market;
 - b. The capacity and safety of the City's road system including, State Street, "A" Avenue, Country Club Road, Boones Ferry Road and Kruse Way;
 - c. The destination status of the Lake Oswego Town Center and its future development potential by providing for regional travel through the community;
 - d. Air quality and the Willamette River and its Greenway, and;
 - e. The general character and livability of the City due to visual blight, increased noise, air pollution, decreased traffic safety and the potential for traffic dispersion onto local residential streets.
13. The City shall, in conjunction with the neighborhoods, promote the safe and convenient use of walking and bicycling as viable transportation alternatives by:
 - a. Developing and implementing a local bicycle and pedestrian circulation plan as part of the Comprehensive Transportation System Plan.
 - b. Working with the neighborhood associations to ensure that pedestrian and bicycle ways are compatible with neighborhood character.
 - c. Developing a system of off-street recreational pathways which also provide alternative routes to major activity centers.
 - d. Coordinating with other jurisdictions to promote the development of regional and inter-city pathways.
 - e. Providing for an ongoing City-wide sidewalk and pathway construction and maintenance program.
14. Require building and parking placement for new development to be supportive of pedestrian, bicycle and transit users. Facilities supportive to these transportation modes shall also be required (e.g., bike racks, bus shelters, benches, etc.)

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RECOMMENDED ACTION MEASURES - LAND USE AND TRANSPORTATION RELATIONSHIPS

- i. Develop and maintain a pavement management program to protect and enhance the City's investment in its street system.
- ii. Develop a Lake Oswego Transportation Capital Improvement Plan which prioritizes projects for implementation that address the City's short range (five year) transportation needs.
- iii. Streets in industrial and commercial areas shall be developed according to standards which accommodate the special transportation needs of these uses.
- iv. Review street standards and special street setback standards to see if they are appropriate to implement the policies of this chapter.
- v. Conduct a planning and design process for the Town Center and Main Street portion of Boones Ferry Road, to be completed prior to the construction of any transportation projects affecting roadway width, median treatments, bicycle facilities, etc.

GOAL 5: TRANSPORTATION DEMAND MANAGEMENT

Lake Oswego shall develop strategies and implement programs that reduce the number of automobiles traveling in Lake Oswego, especially during peak morning and evening traffic hours.

POLICIES

1. Work with ODOT, Metro, Tri-Met and Clackamas County to develop travel demand management programs to maintain the total number of vehicle miles traveled per-capita in the City at current levels to the year 2005 and to reduce current vehicle miles traveled by 10% by the year 2015.
2. Support the Department of Environmental Quality (DEQ) Employee Commute Options (ECO) goals for trip reductions.
3. Increase the attractiveness of alternative transportation through mixed use development in areas consistent with the Region 2040 Plan.

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4. The City establishes the following alternative transportation targets* for trips into, out of and within Lake Oswego's land use design type areas which it will strive to achieve by 2040. The City will analyze its progress toward these targets every five years.

ALTERNATIVE TRANSPORTATION TARGETS BY DESIGN TYPE		
Land Use Design Type Areas (See Figures 26-29 of the Comprehensive Plan	Current Estimate of Alternative Transportation Share	Alternative Transportation Targets
Lake Oswego Town Center	35%	55%
Lake Grove Town Center	31%	31%
Lake Oswego Main Streets	35%	44%
Boones Ferry Main Street	31%	44%
Kruse Way Employment Center	29%	45%
Corridors:		
• State Street	35%	44%
• A Avenue	35%	
• Boones Ferry	28%	
• Kruse Way	29%	
Inner Neighborhoods (all other areas)	35%	45%

5. The City shall identify and support actions that will implement the adopted alternative transportation targets.

RECOMMENDED ACTION MEASURES – TRANSPORTATION DEMAND MANAGEMENT

- i. Educate and inform employers regarding Tri-Met's demand management programs such as transit subsidies, carpool matching, vanpool subsidy programs, bikes on transit, emergency ride home and development assistance for employer based transportation plans for Employee Commute Option compliance. Promotional information will be included in business license renewal packets for businesses with 25 or more employees.
- ii. Encourage the installation of bike racks, preferred parking spaces for car-poolers, and building placement for new development that encourages pedestrian, bicycle and transit use.
- iii. Annually inform Tri-Met of all businesses in the City with 50 or more employees, so that Tri-Met can contact them regarding demand management programs and services.

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- iv. Educate and inform neighborhoods about Tri-Met's transportation demand management programs such as carpool matching, bikes on transit and accessing transit trip planning information.
- v. The City shall require businesses within the City's highest density employment areas, such as the Kruse Way Corridor, to develop Transportation Management Associations (TMAs). The City shall support these TMAs.
- vi. Provide encourage incentive programs which allow commercial, institutional and industrial developments to substitute parking requirements if pedestrian and bicycle amenities, transit facilities, and ride-share programs are developed and maintained.
- vii. Encourage volunteers to assist in the planning and construction of pedestrian and bicycle pathways.

GOAL 6: WALKING

The City shall provide a continuous citywide network of safe and convenient walkways that promotes walking as a mode of travel for short trips.

POLICIES

- 1. Integrate pedestrian access needs into planning, design, construction and maintenance of all transportation projects.
- 2. Improve access to and use of the public transportation system through pedestrian improvements and changes in land use patterns.
- 3. Connect local walkways to activity centers such as schools, employment areas, parks, commercial areas, and transit centers and corridors.
- 4. The City shall make the pedestrian environment safe, convenient, attractive and accessible for all users through:
 - a. Planning and developing a network of continuous sidewalks, pathways, and crossing improvements that are accessible per the requirements of the Americans with Disabilities Act (ADA),

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- b. Providing adequate and safe street crossing opportunities for pedestrians, and
 - c. Improving street amenities (e.g., landscaping, pedestrian-scale street lighting, benches and shelters) for pedestrians, particularly near transit centers, town centers, main streets, employment centers, and transit corridors serving the primary transit network.
- 5. Involve citizens in the pedestrian facility planning process as well as in facility design.
 - 6. The City shall ensure that planned bike and pedestrian paths are not obstructed as the result of new land development.
 - 7. The City shall require developers to provide pathway connections from new development projects to the existing bicycle and pedestrian system.
 - 8. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit, bike and pedestrian paths.

RECOMMENDED ACTION MEASURES – WALKING

- i. Improve pedestrian amenities (e.g., landscaping, pedestrian street lighting, benches and shelters) in town centers, main streets, employment centers and transit corridors.
- ii. Develop criteria for prioritizing projects on the Pedestrian Facilities Plan, based on priorities including service to activity centers, potential for high pedestrian usage, eliminating gaps in the existing system, improving pedestrian safety and providing geographic equity in pathway provision. Criteria may be revised in conjunction with the five-year Capital Improvement Plan process for consistency with community goals.
- iii. Design pedestrian facilities to be compatible with neighborhood character and to minimize environmental impacts, consistent with public safety and user needs.
- iv. Participate with the Lake Oswego School District and other public agencies to provide bicycle and pedestrian safety instruction.
- v. Coordinate bike and pathway planning and development with ODOT, Metro, Clackamas, Multnomah and Washington Counties and other local jurisdictions.

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GOAL 7: BICYCLING

The City shall provide a network of safe and convenient bikeways integrated with other transportation modes to increase modal share of bicycle transportation for all trip purposes.

POLICIES

1. Integrate bicycle access needs into planning, design, construction and maintenance of all transportation projects.
2. Connect local bicycle facilities for bicyclists to ride to local and regional destinations, activity centers, connections to other transportation modes and the regional bicycle network.
3. Maintain existing and future bicycle facilities to encourage use.
4. Require, as appropriate, and encourage the placement of bicycle lockers and bicycle racks at major destinations and activity centers. Encourage covered bicycle parking whenever possible.
5. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit, bike and pedestrian paths.

RECOMMENDED ACTION MEASURES – BICYCLING

- i. Pursue regional funding sources for bicycle routes identified on the Regional Transportation Plan within Lake Oswego's Urban Service Boundary,
- ii. Keep bikeways free of debris and in good repair,
- iii. Promote bicycle safety and encourage bicyclists and motorists to share the road through educational programs,
- iv. In general, plan bicycle routes along Arterials and Major Collectors and design bicycle facilities that take into consideration:
 - a. neighborhood character;

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- b. safety for other modes of travel;
 - c. the need for on-street parking;
 - d. topographic conditions;
 - e. street speed and volume;
 - f. ability to gain additional right-of-way due to placement of existing buildings or existence of sensitive lands; and
 - g. using alternative parallel routes within one-quarter mile of an Arterial or Major Collector where these constraints exist, as long as the parallel bike way provides an equally convenient route to local destinations.
- v. Ensure that secure bicycle storage facilities such as bicycle racks and other park and lock accommodations are provided at major destination points including recreation areas and commercial and employment centers.
- vi. Ensure that bicycle safety laws are implemented and enforced.
- vii. Work with surrounding jurisdictions and ODOT to develop direct bicycle commuting routes between Lake Oswego and other communities.
- viii. Implement a bicycle license fee, with proceeds contributing to funding bicycle facilities.

GOAL 8: TRANSIT SYSTEM

The City shall encourage transit ridership by working with Metro, Tri-Met, and ODOT to develop a transit system which is fast, comfortable, accessible and economical through development of land use patterns, development design standards and street and pedestrian/bikeway improvements which support transit.

POLICIES

1. Transit shall be a viable alternative to the single-occupant automobile in the City's highest density employment and housing areas. The City shall develop, in conjunction with Tri-Met, a network of transit routes to connect these areas with Main Streets, Town Centers, Employment Centers, downtown Portland and major transit and transfer stations.

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Areas not directly served by transit shall be served with park and ride lots, which shall be located to provide convenient auto access to regional trunk route service.

2. Develop transit centers in Town Centers and Employment Centers where there is a need for transfer points between bus lines and local shuttle services or transit trunk routes. Transit centers will be conveniently located for all modes of transportation, in particular pedestrian, bike and transit.
3. The City will work with Tri-Met to ensure that the needs of the community's transportation disadvantaged are met by making transportation services more accessible.
4. The City will work with Tri-Met to determine appropriate locations and design of bus turnout lanes to enhance transit usage and public safety and to promote the smooth flow of traffic.
5. The City shall work with Tri-Met to ensure that the potential for transit to meet transportation needs is addressed in compliance with the Transportation Planning Rule.
6. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit, bike and pedestrian paths.

RECOMMENDED ACTION MEASURES – TRANSIT

- i. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit and bike and pedestrian paths.
- ii. The City shall pursue capital/operating assistance from Tri-Met and/or other public or private transit providers as needed to provide adequate transit service.
- iii. Work with Tri-Met to identify additional opportunities for park and ride facilities and shelters in Lake Oswego.
- iv. Support efforts to develop greater inter-city public transit options.
- v. Preserve the Willamette Shore Rail line for high capacity transportation opportunities or opportunities to share the right-of-way, if feasible, with high capacity transit and other modes of travel, such as pedestrian and bicycle.
- vi. Coordinate with Metro, Tri-Met, Multnomah County, Clackamas County, the City of Portland and other regional partners in the planning and design of high capacity transit on the Willamette Shore Rail line to ensure:

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- a. Adequate access to the regional transportation system;
- b. Adequate termini facilities; and
- c. Adequate access to the line for all modes of travel.

GOAL 9: COMMERCIAL RAIL AND WATER TRANSPORT

Lake Oswego shall work with commercial rail and water transportation providers and associated regulatory agencies to ensure their activities are safe and compatible with the City's transportation system.

POLICIES

1. Lake Oswego shall ensure that the development of marine oriented land uses and transportation facilities along the Willamette River are coordinated with the appropriate governmental agencies and those businesses who currently use the river for transport.
2. The City shall coordinate future transportation planning and roadway improvements with rail service providers and the Public Utilities Commission to ensure the installation of efficient and safe crossings.
3. The City shall, through the Public Utilities Commission, ensure that rail traffic does not impede the smooth and safe flow of bicycle, pedestrian and vehicular traffic.

GOAL 10: CITIZEN INVOLVEMENT

Lake Oswego shall ensure that opportunities are provided for citizen involvement in decisions affecting the City's transportation system.

POLICIES

1. Public involvement opportunities shall be provided for all major transportation projects.

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GOAL 11: PARKING

Adequate on-site parking and loading facilities shall be provided for all land uses.

POLICIES

1. The City shall develop and maintain parking regulations that require off-street employee and customer parking and loading facilities be provided on-site and commensurate with the size and relative needs of each new development, balanced with the need to reduce auto trips, encourage alternative transportation and retain the natural drainage system.
2. When commercial, industrial or institutional uses are changed or intensified, customer and employee parking shall be adjusted commensurately.
3. Commercial and industrial parking shall not intrude into adjacent residential neighborhoods. The impacts on adjacent residential areas of new commercial and industrial parking facilities or increases in the size of existing lots shall be reduced through buffering and screening.
4. The City, through the neighborhood associations, shall develop residential area parking guidelines to maintain the safety, character and utility of residential streets.
5. Require off-street parking in commercial, industrial, and high density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner which is convenient to pedestrians, bicyclists and transit riders.

RECOMMENDED ACTION MEASURES - PARKING

- i. Monitor and evaluate the number and sizes of parking spaces required for various types of land uses and amend development regulations.
- ii. Provide redevelopment opportunities for parking lots when they are no longer needed for automobile parking.
- iii. Where possible, provide for the minimum of impervious area by utilizing durable and dust-free alternatives to traditional asphalt and concrete paving when developing new streets and parking lots. Utilize the natural drainage system where practical.

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- iv. Where appropriate and practical, mitigate the visual and aesthetic impacts of parking by encouraging:
 - a. Buildings and parking to be oriented to the street in a manner that is convenient to pedestrians and transit users; and,
 - b. Landscaping, buffering and screening.
- v. Through the Neighborhood Traffic Management Program, address on-street parking problems within residential neighborhoods that are caused by adjacent commercial and institutional land uses.

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FIGURE 16
FUNCTIONAL CLASSIFICATION SYSTEM
General Characteristics (1)

Classification	Primary Function	Examples	Speed Limit	Parking	Direct Land Access Guidelines	Min. Access Spacing Guidelines	Traffic Volume	# of* Lanes
Freeways	Intended to provide for trips between Clackamas, Washington, Multnomah Counties and other parts of the region; and between major urban areas within the Metro region.	I-5 I-205	55	Prohibited	None. Access to freeway is limited to interchanges.	2-3 miles	30,000+	4-8*
Major Arterials	Connects cities in the Metro area. They are intended to serve as the primary routes for major areas of urban activity and to access the freeway system.	Kruse Way Boones Fry. Rd. (South of Country Club) Country Club "A" Avenue Hwy. 43	25-45	Generally Prohibited***	Direct access to the major and minor arterial system is restricted except from existing platted lots, which may be allowed access when there is no feasible alternative. Major arterials may be allowed to intersect every 1,000 feet and minor arterials every 600 feet, subject to an approved street plan.	1,000 ft.	20,000+	3-5*
Minor Arterials	Inter-urban connectors between different parts of the city. Intended to serve as the primary route for travel within and between community sub-areas and to augment access to major arterial and freeway systems.	Terwilliger Kerr Pkwy. Boones Fry. Rd. (North of Country Club)	30-45	Generally Prohibited	Controlled access may be allowed, subject to review, from major traffic generators, e.g., shopping centers.	600 ft.	7,500 - 25,000	2-4*
Major Collectors	Serves multi-neighborhood areas. Intended to channel traffic from local streets and/or minor collectors to the arterial street system. A major collector can also provide access to abutting properties.	South Shore Iron Mtn. (between Lakeview and Chandler) Bryant Rd. Westlake	25-40	Limited	Direct access to major collectors is discouraged except when there is no practical access from local streets or neighborhood collectors. Requests for access is subject to review and approval.	100 ft.	1,500 - 10,000	2**
Neighborhood Collectors	Provides access to abutting properties and serves the local access needs of neighborhoods by channeling traffic to the major collector and arterial street system. A neighborhood collector is not intended to serve through traffic.	Wembley Pk. Rd. Overlook Greentree	25-30	Permitted	Access to each lot permitted.	50 ft.	1,000 - 3,000	2**
Local Streets/Residential	Provides direct access to neighborhood land uses. A local street is not intended to serve through traffic.	North Shore "D" and "E" Atwater Glen Eagles Laurel Glenhaven	25	Permitted	Access to each lot permitted.	None	1,200 or less	2

*Includes turn refuge lanes or acceleration lanes.
 **Turn refuge lanes may be allowed subject to review and approval.
 ***On street parking may be appropriate in pedestrian oriented commercial areas.
(1) NOTE: These are general characteristics of each street classification. Actual classification is based on a review of the function and characteristics of all aspects of a roadway.

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FIGURE 17
STREET CLASSIFICATIONS

Freeways (30,000+ volume, 4-8* lanes):

I-5
I-217

Major Arterials (20,000+ volume, 3-5* lanes):

Kruse Way
Boones Ferry Road (I-5 to Country Club)
Country Club Road
"A" Avenue
State Street

Minor Arterials (7,500-25,000 volume, 2-4* lanes):

Kerr Parkway
Boones Ferry Road (North of Country Club)
Terwilliger Blvd.
McVey (South Shore to State Street)
Rosemont Rd.
Stafford Road

Major Collector (1,500-10,000 volume, 2** lanes):

Bangy Road (Bonita to Kruse Way)
Bonita Road
Botticelli/Fosberg
Bryant Road
Carman Drive (I-5 to Fosberg)
Chandler Road (between Iron Mtn. And 10th)
Childs Road
Fosberg Road (between Melrose and Carman and between
Melrose and Jefferson Parkway)
Iron Mtn. Blvd. (between Chandler & Upper Drive/Lakeview
Blvd.)
Jean Road and Jean Way
Jefferson Pkwy./Lesser Road
Lakeview Blvd. (between South Shore & Bryant)
McNary Parkway
Meadows Road
Melrose Street
Monroe Parkway
Pilkington Road
South Shore Blvd.

Major Collector (1,500-10,000 volume, 2** lanes)
[continued]:

Westlake/Fosberg/Lesser
"B", between State and 5th
65th Street, McEwan Road (between 65th and I-5)
5th between A and B Avenues

Neighborhood Collector (1,000-3,000 volume, 2 lanes):***

Boca Ratan
Bergis Road
Cardinal/Wren/Cedar
Carman Drive (between Fosberg & Touchstone)
Cornell Avenue
Crestline Drive (between Greenbluff & Skylands)
Glenmorrie Drive (between Greenbluff and Hwy 43)
Goodall Road (Country Club to 19th Avenue)
Greenbluff Drive
Greentree Road
Hallinan St./Cherry Lane
Iron Mtn. Blvd. (between Country Club and Chandler)
Knaus Road
Lake Forest Blvd.
Lake Grove Avenue
Lakeview (between South Shore & Iron Mtn., and between
Bryant & 65th)
Laurel (between Hallinan and Cornell)
Oakridge (between Boones Ferry & Quarry)
Overlook Drive
Parkview Drive
Quarry Road
Reese Road
Royce Way
Skylands (between Crestline & Upper Cherry Lane)
Timberline Drive
Treetop Lane/Fernwood Drive
Twin Fir Road
Upper Drive (from Bryant Road to Iron Mtn. Blvd.)
Waluga/Firwood
Washington Court (between Lake Forest Blvd. and Boones
Ferry Road)
Wembley Park Road
Westview Drive (between Tamaway Drive and South Shore)

*Includes turn refuge lanes or acceleration lanes.

**Turn refuge lanes may be allowed subject to review and approval.

***On-street parking may be appropriate in pedestrian oriented commercial areas.

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Please See Figure 18

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Figure 19

Public Facilities Plan: Transportation Improvement Program 1-10 Years				
Map #	Location	Description	Estimated Cost (1997\$)*	Potential Funding Source
Pedestrian Facilities				
P-1	Jean Road, between Jean Way and Pilkington	Sidewalk, one side	\$60,000	SDC, NLFS
P-2	Kerr Pkwy, between PCC/One Jefferson Pkwy.	Sidewalk, south side	\$74,000	SDC, C (Mult./ Clack), NLFS
P-3	Greentree Road, Fernwood to Westview	Shoulder pathway	\$25,000	SDC, NLFS
P-4	10th Street, between A/E	Pathway, one side	\$44,000	SDC, NLFS
P-5	Wembley Park Road (98-99 Budget; Used Parks & Rec Funds)	6' pathway	\$225,000	SDC, NLFS
P-6	Carman, between Kruse and Fosberg	Sidewalk, east side	\$40,000	SDC, NLFS
P-7	Daniel Way	Sidewalk (Included in Street Improvement Project T-55)		SDC, NLFS
P-8	Lakeview between Twin Fir/Iron Mtn.	Pathway	\$166,000	SDC, NLFS
P-9	Country Club, Boones Fy.-Wembley P.	Sidewalk, south side	\$75,000	SDC, NLFS
P-10	Melrose, between Peters and Fosberg	Sidewalk, north side	\$21,000	SDC, NLFS
P-11	Hwy. 43, between Public Storage and Briarwood	Sidewalk, east side from Tryon Creek to Briarwood	\$19,000	SDC, NLFS
P-12	Lakeview Blvd. between Bryant & 65th	Pathway, one side	\$268,000	SDC, NLFS
P-13	Upper Drive between Reese/Bryant	6' pathway	\$130,000	SDC, NLFS
P-14	Boones Ferry between 17755 and 17355	Sidewalk, north side	\$60,000	SDC, NLFS
P-15	Kerr Pkwy, between One Jefferson Pkwy. and Touchstone	Sidewalk, north side	\$49,000	SDC, NLFS
P-16	4th between E/F; G Ave, Between 4th and ACC	Sidewalk on west side 4th, north side G	\$6,000	SDC, NLFS
P-17	Old River Rd.	Pathway, one side	\$400,000	SDC, NLFS
P-18 a)	Treetop/Fernwood, between Greentree/Overlook	Sidewalk	\$56,000	SDC, NLFS
P-18 b)	Greentree Ave. between Greentree Rd. and Fernwood Dr. and Fernwood Dr. between Mapleleaf and Greentree Ave.	Pathway, one side	\$64,000	SDC, NLFS
P-19	Twin Fir	Pathway, one side	\$370,000	SDC, NLFS
P-20	Lake Grove Avenue	Pathway, one side	\$63,000	SDC, NLFS
P-21	Pilkington, between Boones Ferry and Willow Lane	Sidewalk on one side	\$66,000	SDC, NLFS
P-22	Quarry Road - Carman Road to Boones Ferry Road	Bike lanes, sidewalk on east side	\$585,000	SDC, NLFS
P-23	Kerr Road, north side, between Touchstone and McNary	Multi-use path, north side	\$255,000	SDC, NLFS
	Subtotal		\$3,121,000	

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□ Goal 12: Transportation

Figure 19

Public Facilities Plan: Transportation Improvement Program 1-10 Years				
Map #	Location	Description	Estimated Cost (1997\$)*	Potential Funding Source
Bicycle Facilities				
*B-1	Country Club/A/4th/B between State and Iron Mtn.	Bike lanes	\$1,500	SDC,NLFS
*B-2	McVey, between Oswego Creek and State Street	Bike lanes	\$500	SDC,NLFS
B-3	Kerr Parkway, between Stephenson and Boones Ferry	Bike lanes	\$600,000	SDC,NLFS
B-4	Jean Road/Jean Way, between Boones Ferry and Bryant	Bike lanes (B.F. to Pilkington portion completed)	\$64,000	SDC, NLFS
B-5	Boones Ferry, between Kruse Way and Madrona	Bike lanes (Cost included in Project T-4)		SDC, NLFS
B-6	Stafford Road, Overlook to South Shore	Bike lanes	\$140,000	SDC, NLFS
*B-7	Melrose, between Fosberg and Westlake	Bike lanes	\$700	SDC, NLFS
B-8	Quarry Rd.	Bike lanes (Cost included in project P-23)		SDC, NLFS
B-9	Boones Ferry, between Country Club and Mtn Park Town Center	Bike lanes	\$60,000	SDC, NLFS
B-10	Pilkington, between Boones Fy. and Childs	Bike lanes	\$280,000	SDC, NLFS
B-11	Firwood between Waluga/Boones Ferry	Bike lanes	\$62,000	SDC, NLFS
B-12	Oakridge Road, between Quarry and Boones Ferry	Bike lanes	\$26,000	SDC, NLFS
B-13	South Shore, between Westview and Lakeview	Shared Roadway	\$75,000	SDC, NLFS
B-14	South Shore between Greentree and McVey	Shared Roadway	\$25,000	SDC, NLFS
B-15	Willamette Shore Bike Corridor Feasibility Study	Study to determine cost/feasibility of using Willamette Shore right-of-way as a bicycle corridor	\$135,000	Metro
			\$7,500	Portland
			\$7,500	SDC
	Subtotal		\$1,484,700	
*Incidental, striping only				

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Figure 19

Public Facilities Plan: Transportation Improvement Program 1-10 Years				
Map #	Location	Description	Estimated Cost (1997\$)*	Potential Funding Source
Transit				
TR-1	Willamette Shores Trolley	Track/trestle rehabilitation	\$600,000	J
TR-2	#41 Boones Ferry Route (Barbur Transit Center-Tualatin)	15 min. service - days, 30 min. service - eves	\$1,250,000 (Capital) \$5,760,000 (Operating - 10 years)	F,S,SDC, NLFS Tri-Met
	Subtotal		\$7,610,000	
	11-20 Year Total, All Projects		\$23,867,200	
	1-10 Year Total, All Projects		\$73,873,700	
	Total, All Project		\$97,740,900	

**Improvements pending Boones Ferry Planning and Design project

Note: Projects in City and County jurisdiction will proceed with financial participation by both parties
Roadway and transit facilities costs reflect construction, right-of-way costs with construction costs at a 40-50% contingency

Funding Sources:

C	Clackamas County	
CP	City of Portland	
F	Federal Funds - ISTEA	
J	Jefferson Rail Consortium	
LID	Local Improvement District	
LORA	Lake Oswego Redevelopment Agency	
NLFS	New Local Funding Source	(GO bonds, local gas tax, etc.)
S	State of Oregon	(State Highway Fund, Special Public works Fund, State vehicle registration fees, gas tax, revenue sharing)
SDC	System Development Charge	
TM	Tri-Met	

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Figure 19

Public Facilities Plan: Transportation Improvement Program 11-20 Years				
Map #	Location	Description	Estimated Cost (1997\$)*	Potential Funding Source
Streets and Roadways				
T-25	State Street/Cherry Lane	Left turn lane, improve approach to Hwy 43	\$820,000	SDC, S
T-26	Meadows Road-Bangy Road to Carman Drive	Widen to 4 lanes	\$1,500,000	SDC, C, S
T-27	"A" Avenue - State Street to 8th Street	Signal interconnect	\$150,000	F,S,SDC,
T-28	Jean Road/Bryant Road	Left turn lanes, traffic signal	\$200,000	SDC
T-29	Childs Road/Bryant Road	Left turn lanes, traffic signal	\$200,000	SDC
T-30	Kruse Way/Kruse Oaks Drive (98-99 Budget)	NB approach lane on Kruse Oaks, add bus pull-out	\$150,000	SDC, C, S
T-31	Bryant Road/Cardinal Avenue	Upgrade approach to Bryant	\$60,000	SDC
T-32	Meadows Road/Bangy Road	Addition of a NB through lane on Bangy Road, SD left turn lane on Bangy Road	\$325,000	SDC,C, S
T-33	State Street (Hwy 43)/Glenmorrie Drive	Left turn lane	\$100,000	SDC,C, S
T-34	Bangy Road - Kruse Way to Bonita Road	Widen to 4 lanes, pavement overlay, bike lanes	\$1,000,000	SDC
T-35	Kruse Way/Westlake Drive/Kruse Woods	Right turn lane on westbound Kruse Way	\$140,000	SDC, C
T-36	Boones Ferry Road/ Country Club/Kerr Parkway	Develop right turn lane on Kerr Pkwy approach	\$110,000	SDC
T-37	Carman Drive/Kruse Way	Add left turn lanes on Carman, right turn lanes on Kruse. Signal modification	\$375,000	F,S,SDC
T-38	Kruse Way/Mercantile Drive/Daniel Way	WB and EB right turn lane	\$116,000	SDC,C
T-39	Country Club Road/ A Avenue/10th Street	Traffic signal	\$200,000	SDC
T-40	State Street (Hwy 43)/"B" Avenue	SB right turn lane	\$350,000	SDC,S
T-41	Carman Drive/Lake Forest Blvd.	WB left turn lane	\$150,000	SDC, C
T-42	Boones Ferry Road - 65th to Bryant Road	Signal interconnect	\$210,000	SDC
T-43	Carman Drive/Parkview Drive/Fosberg	Traffic signal, channelization	\$250,000	SDC
T-44	Knaus Road/Boones Ferry Road	Left turn lanes, channelize	\$275,000	SDC
T-45	Bangy Road/Bonita Road	Traffic signal,signal interconnect, second SB left turn lane on Bangy	\$325,000	SDC,C

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Figure 19

Public Facilities Plan: Transportation Improvement Program 11-20 Years				
Map #	Location	Description	Estimated Cost (1997\$)*	Potential Funding Source
Streets and Roadways				
T-46	Carman Drive/Meadows Road/Quarry Road	Traffic signal; additional left turn lanes NB, SB and WB; additional through right turn lane	\$1,065,000	SDC, C
T-47	Kerr Parkway/ McNary Parkway (lower intersection)	Left turn lanes, traffic signal	\$364,000	SDC
T-48	South Shore Blvd./Westview Drive	Left turn lane, retaining wall	\$100,000	SDC
T-49	Stafford Road/Golf Course Road	NB left turn lane on Stafford	\$100,000	SDC
T-50	Stafford Road/Sunnyhill Drive	NB left turn lane on Stafford	\$100,000	SDC
T-51	Meadows Road/Kruse Oaks Drive	Traffic signal, additional SB right turn lane, WB right turn lane on Meadows Road	\$320,000	SDC,C
T-52	Stafford Road/Bergis Road	Left turn lane on SB Stafford Road	\$200,000	SDC
T-53	South Shore Blvd./Fernwood Street	Left turn lane	\$50,000	SDC
T-54	Meadows Road/Kruse Woods Drive	Traffic signal, SB left turn lane on Kruse Woods Drive	\$260,000	SDC,C
T-55	Carman Drive/Burma Road	Realign Burma Road approach, add left turn lanes	\$200,000	SDC
T-56	Parker/Carman	Add turn lanes	\$150,000	SDC, C
T-57	Carman Drive/Bonita Road	Left turn lanes, traffic signal	\$400,000	SDC, C
T-58	Childs Road/Pilkington Road	Left turn lanes	\$200,000	SDC, C
T-59	Knaus Road/Goodall Road	Channelization improvement	\$60,000	SDC, C
T-60	Laurel Street, Dyer Street to Hallinan Street	Construct embankment, widen roadway to City Standards	\$600,000	SDC
T-61	Traffic Calming - Daniel Way	Widen roadway north of Safeco Insurance to City Standards	\$300,000	NLFS
	Subtotal		\$11,475,000	
T-62	Traffic Calming - Locations to be determined	Speed bumps, curb extensions, traffic circles, etc. (not mapped)	\$200,000	S,SDC,NLFS
	Subtotal		\$11,675,000	

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Figure 19

Public Facilities Plan: Transportation Improvement Program 11-20 Years				
Map #	Location	Description	Estimated Cost (1997\$)*	Potential Funding Source
Pedestrian Facilities				
P-24	Washington Court - Lake Forest to Boones Ferry Road	Add sidewalk on one side between Lake Forest and Boones Ferry Road	\$14,000	SDC, NLFS
P-25	Firwood between Waluga/Boones Ferry	Sidewalk, one side	\$31,000	SDC, NLFS
P-26	Carman Drive - Waluga Drive to Quarry Road	Pathway one side	\$140,000	F,S,SDC, NLFS
P-27	Carman Drive, between Waluga and I-5	Sidewalks and bike lanes on both sides	\$290,000	SDC, NLFS, C
P-28	Lanewood/Douglas Circle, Twin Fir to Boones Ferry	Pathway, one side	\$200,000	SDC, NLFS
P-29	Monroe Parkway	Sidewalk, north side	\$26,000	SDC, NLFS
P-30	Bryant Road, between Lakeview Blvd. and Jean Road	Pathway, east side	\$120,000	SDC, NLFS
P-31	Knaus Road	Pathway, one side	\$480,000	SDC, NLFS
P-32	Lake Forest Blvd., Washington Court to Carman	Sidewalk, one side	\$33,000	SDC, NLFS
P-33	McNary Parkway between Jefferson Parkway and Churchill Downs	Sidewalk, south side	\$38,000	SDC, NLFS
P-34	Meadows Road	Sidewalk on south side	\$89,000	SDC, NLFS
P-35	Laurel Street, Hallinan to Cornell	Sidewalk on one side	\$45,000	SDC, NLFS
P-36	Bonita, between Carman and existing sidewalk	Sidewalks	\$32,600	SDC, NLFS
P-37	Boca Ratan	Sidewalk on one side	\$40,000	SDC, NLFS
P-38	Cornell, Laurel to Bergis	Sidewalk, one side	\$200,000	SDC, NLFS
P-39	Childs Rd, between Indian Springs and Bryant	Pathway on north side	\$200,000	NLFS
P-40 ²	Bryant between Lakeview/Boones Ferry Road	Sidewalks on both sides	See T-5	SDC, NLFS
P-41	Fosberg Rd, between Carman and Melrose	Sidewalk on west side	\$35,000	SDC, NLFS
P-42	Cherry Lane	Sidewalk on one side, between State and Hallinan	\$55,300	SDC, NLFS
P-43	Bryant, between Westridge and Childs	Pathway, east side	\$72,000	SDC, NLFS
P-44	Redleaf, Tualata, Centerwood (connects Centerwood sidewalk to Pilkington/Rivergrove school)	Sidewalk, one side	\$40,000	SDC, NLFS
P-45	Botticelli	Sidewalk on north side	\$95,000	SDC, NLFS
P-46	Westlake Drive	Pathway on west side	\$125,000	SDC, NLFS
P-47	Timberline	Pathway, one side	\$130,000	SDC, NLFS
P-48	Fir Ridge Road (between Wembly and Twin Fir)	Sidewalk, one side	\$8,800	SDC, NLFS
P-49	Willamette River Greenway George Rogers Park to Oswego Pointe	Multi-use pathway	\$110,000	SDC, NLFS

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Goal 12: Transportation

Figure 19

Public Facilities Plan: Transportation Improvement Program 11-20 Years				
Map #	Location	Description	Estimated Cost (1997\$)*	Potential Funding Source
Pedestrian Facilities				
P-50	Willamette River Greenway, between Roehrer Park and Tryon Creek, connecting to Terwilliger multi-use path	Multi-use pathway	\$300,000	SDC, NLFS
P-51	Bryant Rd, between Cardinal/Sara Hill Rd.	Sidewalk/pathway	\$20,500	SDC, NLFS
P-52	Goodall Road, between Knaus and Country Club	Pathway, one side	\$246,000	SDC, NLFS
P-53	South Shore Blvd. (except Westview to Blue Heron)	Pathway on south side	\$600,000	SDC, NLFS
P-54	South Shore Blvd., Westview to Blue Heron	Pathway on south side	\$50,000	SDC, NLFS
P-55	Hallinan Street	Pathway, one side	\$69,000	SDC, NLFS
P-56	Kerr Parkway, Boones Ferry to McNary	Pathway, east side	\$60,000	SDC, NLFS
P-57	Kelok, Cardinal to South Shore	Pathway, one side	\$50,000	SDC, NLFS
P-58	Pilkington, between Jean Rd. and Childs	Sidewalk, one side	\$300,000	SDC, NLFS C
P-59	McEwan Between 65th and Pilkington	Sidewalk, one side	\$52,500	SDC, NLFS
P-60	Glenmorrie Dr.	Pathway, one side	\$100,000	SDC, NLFS
P-61	Jefferson Parkway between Kingsgate and Kerr	Sidewalk, one side	\$105,000	SDC, NLFS
P-62	Jean Rd. between Pilkington and Bryant	Sidewalk, one side	\$70,000	SDC, NLFS
P-63	Waluga Dr. between Parkhill and Carman	Pathway, east side	\$40,000	SDC, NLFS
P-64	Waluga Dr. between Oakridge and Firwood	Pathway, both sides	\$80,000	SDC, NLFS
P-65	Fosberg Rd. between Southwood Park and Melrose	Sidewalk, west side	\$15,000	SDC, NLFS
	Subtotal		\$4,807,700	

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Figure 19