

# WE LO

Planning for People, Places and Prosperity



A Connected  
Community

*Pedestrians • Safety • Streets • Bicyclist • Access • Transit • Moving Around • Parking*



As Americans we love our cars. We think nothing of driving less than a mile to the bank, the store or even from one parking lot to another at a shopping center.

As our waistlines and our dependence on foreign oil increase, the quality of our life and air decrease. But it's not as if we are trying to pollute our environment or be less active, it's just become second nature to grab the keys and go.

This is particularly true in Lake Oswego due to the land use and transportation patterns that were established over the years. Lake Oswego is primarily a large lot, single family housing development pattern that was built during the time when walking, biking and using public transportation weren't as popular as they are today. Now, these alternative means of transportation are more appealing to citizens, but the infrastructure (pathways, sidewalks, and bike lanes) service (limited bus service due to lack of ridership due to lack of density) and funding mechanisms aren't in place to accommodate the desire.

Given the relationship between transportation and land use, decisions about needed transportation facilities and programs should take into account the demands of the local population and our growing economy. Transportation planning should provide for a circulation system that reflects existing and proposed land use patterns – for example, to provide efficient access within a commercial core for pedestrians, bicyclists, cars, trucks, and buses, while also encouraging quiet access in a residential neighborhood. Investments in the transportation system are expected to support growth and/or redevelopment targeted by the City's land use goals in the Comprehensive Plan.

## DID YOU KNOW?

Lake Oswego has 166 miles of roadways and 14 miles of bike lanes.

The Pavement Condition Index rates the major roadways in Lake Oswego as either moderate or good.

Tri-met trips have increased by 500 since 2000 in Lake Oswego.

Transportation accounts for 30% of all energy consumption in Oregon, which makes it the largest energy-consuming sector of the state economy.

Transportation accounts for about 25% of the Portland metropolitan region's greenhouse gas emissions.

Oregon Legislature established climate change goals for the state in 2007.

By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.

By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.



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## Walkability

Walkability has a number of benefits and functions in a community. Increased walking improves the health of the individual and families. It can reduce the number of vehicular trips, thus decreasing pollution and traffic congestion. Walking can also improve the sense of being “connected” to various parts of the city, increasing our sense of community. Sometimes walkability is described in terms such as “pedestrian mobility” and “pedestrian orientation.”



The percentage of residential properties that are located within Lake Oswego's Urban Services Boundary and are located within ¼ mile of a park, open space, or school facility.

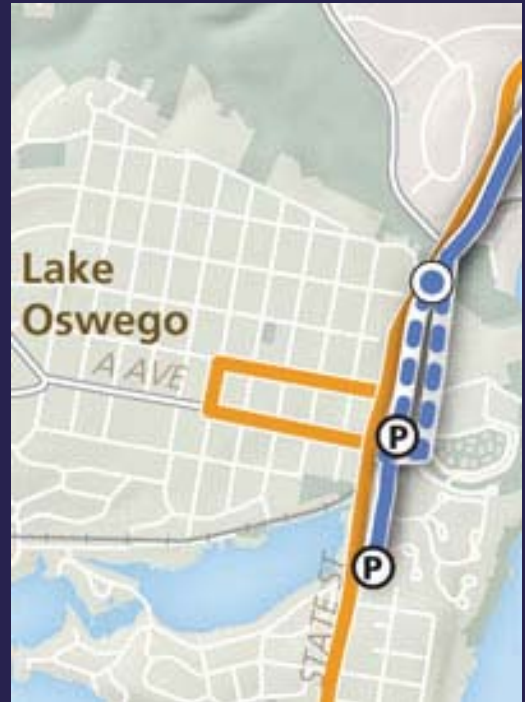
	Res. Addresses	% of Total
w/in 1/4 mile of school	7,449	39.22%
w/in 1/4 mile of park or open space**	14,559	76.65%
w/in 1/4 mile of park or open space** and school*	6,301	33.17%
w/in 1/4 mile of park or open space** or school*	15,707	82.70%
Total residential addresses w/in USB	18,992	100.00%

\* Includes all schools (LOSD, Colleges, Universities, schools in surrounding districts) \*\* Includes all public parks and open space, but excludes privately held open space

Just because these residents are close to these amenities does not mean they can get there safely or easily without driving a car due to the lack of pathways, sidewalks and bike lanes.

## Did you know?

Metro is studying transit options to meet future travel demand between Lake Oswego and Portland, that supports local and regional land use plans, and garners public acceptance and community support.



Oregon and Washington requested funds to study the possibility of running high speed rail from Vancouver B.C. to Eugene.



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