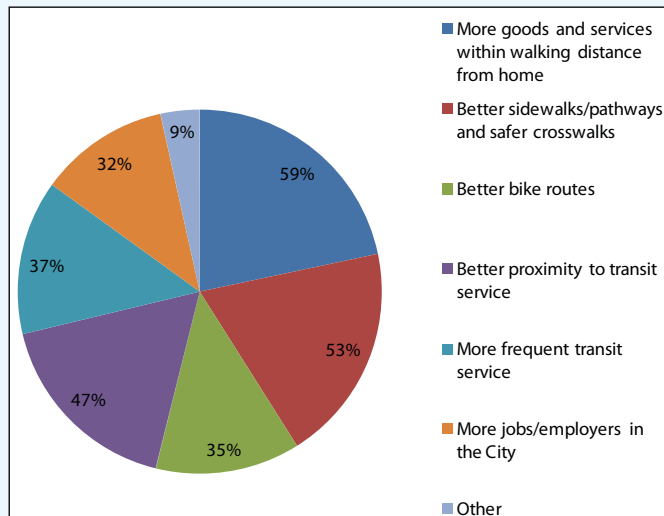


Walking • Driving • Bicycling • Access • Transit • Safety

We Love LO - Community Values and Vision Survey

In 25 years, what three (3) things do you believe will make it easier for you, and future generations to meet your daily needs without having to drive?



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. This is true in many areas throughout the region due to the land use and transportation patterns that were established over the years. Much of Lake Oswego is developed in a pattern that establishes large single use districts with single family separated from commercial and employment districts. This pattern was developed primarily during the time when walking, biking and using public transportation weren't as popular as they are today. Now, these different modes of transportation are more appealing to citizens, but the infrastructure (pathways, sidewalks, and bike lanes), limited bus service due to lack of ridership, and funding mechanisms aren't in place to accommodate the demand.

Transportation planning should provide for a circulation system that reflects existing and proposed land use patterns – for example, providing efficient access within a commercial core for pedestrians, bicyclists, cars, trucks, and buses, while also encouraging compatible access in a residential neighborhood. Investments in the transportation system are expected to support growth and/or redevelopment identified in the Comprehensive Plan.

DID YOU KNOW?

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

There are five Tri-Met bus routes that serve Lake Oswego.

Oregon Legislature established these 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.

Transportation accounts for 30% of all energy consumption in Oregon. It is the largest energy-consuming sector of the state economy.

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



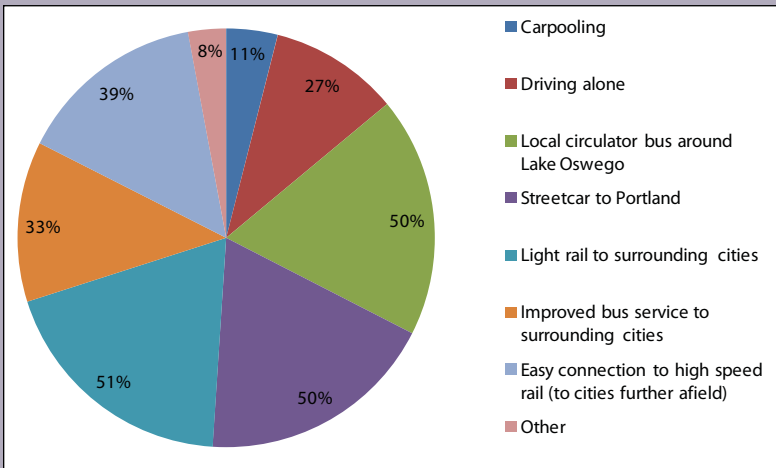


A Connected Community

Walking • Driving • Bicycling • Access • Transit • Safety

We Love LO - Community Values and Vision Survey

25 years from now, what three (3) types of transit do you believe will best connect you, and future generations to local and regional destinations?



Walkability

The ability to safely walk to your destination 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 vehicle 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.

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

w/in 1/4 mile of school	39%
w/in 1/4 mile of park or open space**	77%
w/in 1/4 mile of park or open space** and school	33%
w/in 1/4 mile of park or open space** or school	83%

* 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.

