

## GOAL # 12: TRANSPORTATION

### GOAL:

To provide and encourage a safe, convenient and economical transportation system.

### CONTEXT:

The principle streets in Rivergrove are Childs Road and Pilkington Road, which are classified as “urban collectors” by the City and by Clackamas County, which has jurisdiction over most Rivergrove streets. Clackamas County 2011 traffic counts show that Childs Road between Pilkington Rd and Bryant Road has 3260 average daily trips with Pilkington Road at 2670 average daily trips. The City's streets are adequate for present traffic volumes, and should have adequate capacity through the planning period. However, City residents have expressed concern about traffic safety on Childs Road.

In recent years, when Childs Road properties were partitioned or subdivided, Clackamas County required a 10-foot dedication for the eventual widening of the road. Since the creation of several new subdivisions along Childs near Pilkington, the roadway in that area has become significantly wider<sup>1</sup> than the remainder of Childs and concerns about speeding and safety have increased. Rivergrove citizens are not in favor of widening any more sections of Childs Road and have recently taken a more active role in the planning process.

All other streets are “local streets.” Clackamas County maintains all public roads within Rivergrove, except Childs Road west of 65th and West Road. In the past decade, Clackamas County has declined to accept responsibility for maintenance of new roads. Therefore, since that time, all streets in new subdivisions are privately owned by the individual property owners. These streets are open for public access, but not public parking.

*The automobile is and will continue to be the major source of transportation for residents of Rivergrove, because other available transportation modes offer only limited access to their employment, shopping and recreation destinations. A recent survey indicated that, as their primary means of transportation to work, 75% of Rivergrove residents drove their car alone, while 9% carpooled, 8% rode the bus, 1% walked, and 7% worked at home. Median travel time is 20-24 minutes.<sup>2</sup>*

Rivergrove conducted a city-wide transportation survey in 2013. Citizen input was received about active, safe transportation, pedestrian/bicycle access, street connectivity and public transportation. This data has been incorporated into the following objectives and policies with the purpose of developing Rivergrove’s own Transportation Plan.

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<sup>1</sup> County standards for Childs Road and Pilkington Road are shown in Clackamas County’s TSP, Figure 5-1c - and call for a two-lane road with sidewalk, bike lanes and parking – with an optional median, constructing these roads to this cross section would result in a paved width of 48’ to 69’ depending upon the improvements with a ROW of 60’ to 107’ This cross section would meet the needs of all travel modes on these streets.

<sup>2</sup> City-Data.com, Travel Time to Work (City of Rivergrove) 2008.

## **TRANSPORTATION OBJECTIVES**

### **Objective #1 – Encourage Safe, Active Transportation.**

- a. Establish a system of safe, connected bicycle/pedestrian paths.
- b. Conduct a feasibility study that identifies areas for improvement in existing pathways and areas to add or extend bicycle/pedestrian paths; this would include research into the possible addition of a bicycle/pedestrian path connecting the two sections of Dogwood Drive, considering cost and feasibility for current homeowners and implications for future land development.
- c. Investigate traffic calming devices where appropriate in support of safer roads as well as bicycle/pedestrian paths.
- d. Seek grant funding to make the above improvements and identify funding mechanisms to maintain the system.
- e. Public and private roadways, bicycle paths and pedestrian walkways within Rivergrove shall be constructed in accordance with the Clackamas County Transportation Systems Plan, Chapter 5, Section 5.0 Functional Classification and Design Policies.<sup>3</sup>
- f. Continuously participate in transportation and circulation systems planning for the East Washington County and West Clackamas County areas to maintain a safe transportation system based on a functional mix of automobile, mass transit, bicycle, and pedestrian modes of travel for local and regional transportation requirements.
- g. Require that all roads within Rivergrove be paved to enhance safety of vehicular and non-vehicular traffic.

#### Background:

Metro defines Active Transportation as non-motorized transportation modes, such as bicycling and walking, that are well integrated with public transportation.<sup>4</sup>

Safety remains a concern on Childs Road. A Clackamas County study (November 1993) gave Childs Road the dubious distinction of “the most dangerous road to walk on in Clackamas County .” The bicycle/pedestrian path which runs along the eastbound lane of Childs Road, completed during the 1990s, has provided a smoother and safer place to walk and bicycle.

Because of Rivergrove's distance from its major employment and service centers, walking to a commercial or retail destination is not a normal transportation mode for its residents. However, walking for fitness and sheer enjoyment has increased since the construction of the bicycle/pedestrian path.

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<sup>3</sup> <http://www.clackamas.us/planning/documents/compplan/Chapter%205%20Transportation.pdf>

<sup>4</sup> <http://www.oregonmetro.gov/index.cfm/go/by.web/id/30078>

Walking safety is likely to improve as planned subdivisions are constructed, bringing sidewalks to replace the bicycle/pedestrian path and quieter connecting streets through which to stroll.

Bicycling, though, will become an increasing concern on Childs Road, as the bicycle/pedestrian path has become intermittent and is replaced in certain areas by pedestrian-only sidewalks. The City must address this issue and encourage Clackamas County to provide a safe route for bicycles.

### **Objective #2 - Study Inter-City Bicycle/Pedestrian Access**

- a.
- b. Work with other jurisdictions to improve bicycle/pedestrian access and connectivity to adjacent neighborhoods and commercial zones, avoiding disruption of neighborhoods and considering flood issues when planning transportation routes.

Background:

According to the 2013 Rivergrove Transportation Survey, there is strong community support for bicycle/pedestrian paths. Citizens have been increasingly outspoken about non-vehicular connections and maintaining quiet streets.<sup>5</sup>

### **Objective #3 - Establish and/or Maintain Reasonable Street Connectivity**

- a. Promote safe and efficient vehicular and active (bicycle, pedestrian, etc.) transportation.
- b. Provide street and bicycle/pedestrian path connectivity wherever practical and beneficial, including the continuation of the pedway along Childs Road between 65<sup>th</sup> and Terry Ave.
- c. Continue to have Childs Road designated as a preferred location for a pedestrian/bicycle path from Sycamore to 65th Ave.
- d. Continue to work with Metro, Lake Oswego, and Clackamas County to provide a safe bicycle route into Rivergrove along Childs and Pilkington Roads.

Background:

In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments of more than one acre should provide street connectivity where it is practical and beneficial. Rivergrove supports active transportation and supports connectivity of bicycle/pedestrian paths where it is practical and enhances the quality of life in the city. This supports Metro's Active Transportation Plan (ATP) goals and guiding principles and evaluation criteria, which states:

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<sup>5</sup> 2013 Rivergrove Transportation Survey, results online at <http://cityofrivergrove.com>

*“A vision for the future that includes active transportation as a real transportation option helps us achieve our shared values – clean air and water, vibrant communities, transportation choices for everyone, equity, economic prosperity and addressing climate change.”<sup>6</sup>*

- 1. Cycling, walking, and transit routes are integrated and connections to regional centers and regional destinations are seamless.*
- 2. Routes are direct, form a complete network, are intuitive and easy-to-use and are accessible at all times.*
- 3. Routes are safe and comfortable for people of all ages and abilities and welcoming to people of all income levels and backgrounds.*
- 4. Routes are attractive and travel is enjoyable.*
- 5. Routes are integrated with nature and designed in a habitat and environmentally sensitive manner.<sup>7</sup>*

Transportation facility designs are context-sensitive and seek to balance all transportation modes. Bicycles have predominantly been used by Rivergrove residents for recreation rather than for transportation. However, as fuel prices continue to climb the bicycle will become a more attractive alternative to the automobile. Walking and biking on Childs and Pilkington Roads have always been a safety concern, since enforcement of the speed limit is not consistent.

While the 25-mph speed limit on Childs Road is generally considered appropriate by residents, the 35-mph speed limit on Pilkington Road is considered too high, especially since there is a school crossing zone one short block north of Childs on Pilkington. The City has formally requested a speed limit change to 25 mph.

There is a bicycle/pedestrian path along the south side of Childs Road, from Sycamore to Terry Ave. The Safe Routes to Schools program has provided the funding for Lake Oswego to construct a bicycle/pedestrian path along the west side of Pilkington which provides excellent connectivity to the Childs Road bicycle/pedestrian path and enhances safety for school children, cyclists, runners and walkers.

#### **Objective #4 - Support Public Transportation**

- a. Work with Tri Met to improve public transportation service for Rivergrove residents.

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<sup>6</sup> Metro Regional Active Transportation Plan – August 2013, p. 12  
[http://library.oregonmetro.gov/files/atp\\_augdraft\\_clean.pdf](http://library.oregonmetro.gov/files/atp_augdraft_clean.pdf)

<sup>7</sup> Metro Regional Active Transportation Plan – August 2013, p. 36,  
[http://library.oregonmetro.gov/files/atp\\_augdraft\\_clean.pdf](http://library.oregonmetro.gov/files/atp_augdraft_clean.pdf)

Background:

Tri-Met services Rivergrove with line #36, the Oregon City-South Shore bus route. Tri-Met has no plans to increase bus service to Rivergrove, but has taken actions to increase the number of areas transit-accessible from Rivergrove. The development of a Transit Center in Tualatin has connected Rivergrove to Tualatin, Tigard and Legacy Meridian Park Hospital, with express service to downtown Portland. Residents presently have access to Lake Oswego and Oregon City. As service continues to improve and as automobile travel increases in cost, Tri-Met bus service will become an increasingly important mode of transportation for residents of Rivergrove.

Tri-met also supplies a necessary and important transportation service for disabled citizens of Rivergrove<sup>8</sup>. Regular bus service is an important means of travel for these citizens who cannot own or operate a private automobile. All buses are now fully accessible, and are equipped with either a boarding ramp or power lift to offer service to citizens confined to wheelchairs. Most buses have automatic systems that announce or illuminate the names of stops. Tri-Met operates the LIFT service for those unable to use standard buses.

**Objective # 5 – Explore Street Maintenance and Jurisdiction**

- a. Manage the existing public street system to support public safety, service, access and connectivity.
- b. Investigate the cost and benefits of accepting city jurisdiction of some or all of Rivergrove’s public streets to ensure adequate long-term sustainable maintenance.
- c. Private streets that allow public access shall continue to be maintained by the correlating homeowner’s associations unless there is some other means acceptable to the City. The City will require the private streets to be designed and constructed according to the Clackamas County Road Standards.

Background:

The City of Rivergrove has no tax base and therefore has very limited funds for street maintenance and/or improvements. The city has sought grants for repaving projects but must have jurisdiction of a street in order to obtain such a grant. In partnership with Clackamas County, Rivergrove has achieved projects such as restriping stop bars, creating a crosswalk at a school bus stop intersection and erecting traffic safety signs. Due to Rivergrove’s and Clackamas County’s limited funds, however, some roads continue in a state of disrepair. There is citizen support for road maintenance but funding remains the largest obstacle to achieve it.

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<sup>8</sup> TriMet, Information for Seniors & People with Disabilities, <http://trimet.org/access/index.htm>

## **TRANSPORTATION POLICIES**

- A. Transportation facilities, such as bridges or overpasses, should avoid dividing existing urban social units which would create physical barriers between neighborhoods. Continuity of existing residential neighborhoods is important.
- B. The character of neighborhoods should be maintained to enhance social units and encourage safe and active transportation.
- C. For active transportation routes, such as Rivergrove's current plan for a bicycle/pedestrian path between the two city parks, the city shall require an easement not wider than 15' for the installation of a path across any property proposed for a partition or subdivision.
- D. Vehicular roads or bridges shall not be placed within the Tualatin River Floodway.
- E. Cooperate with Tri-Met to increase mass transit ridership within the City and publicize the availability of programs for citizens of Rivergrove who are transportation disadvantaged.
- F. For any new partition or subdivision,, the main access road shall be paved.