

**RIVERGROVE
COMPREHENSIVE PLAN**

(Attachment B to Ordinance No. 54-89)

Adopted March, 1989

**City of Rivergrove
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RIVERGROVE COMPREHENSIVE PLAN

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TRANSPORTATION ELEMENT

GOAL

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

FACTUAL INFORMATION

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.

The principle streets in Rivergrove are Childs Road and Pilkington Road, which are classified as secondary arterials in the Clackamas County Plan. LAKE OSWEGO AND RIVERGROVE SHARE PLANNING RESPONSIBILITY WITH CLACKAMAS COUNTY FOR THESE ROADS. LAKE OSWEGO CLASSIFIES CHILDS ROAD AS A MAJOR COLLECTOR. RIVERGROVE'S POSITION IS THAT THE SECTIONS OF CHILDS ROAD AND PILKINGTON ROAD IN OUR CITY SHOULD BE CLASSIFIED AS NEIGHBORHOOD COLLECTORS. THIS ISSUE WILL BE RESOLVED WITHIN THE NEXT FIVE YEARS THROUGH THE ADOPTION OF COORDINATED TRANSPORTATION SYSTEMS BY THE CITY AND THE COUNTY.

Traffic counts (Keech 1992) show that Childs Road has 1,900 ADT west of Pilkington, and 3000 east of Pilkington, and Pilkington Road has no current figures. 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, specifically at the intersections of Sycamore and Pilkington. CLACKAMAS COUNTY AND LAKE OSWEGO BOTH HAVE ADOPTED PLANS WHICH INCLUDE TURN LANES ON CHILDS ROAD AT IT'S INTERSECTION WITH PILKINGTON. THE TURN LANES ARE A LONG RANGE PROJECT AND NOT EXPECTED TO HAPPEN FOR 11 TO 20 YEARS. RIVERGROVE HAS RESERVATIONS ABOUT ANY WIDENING OF CHILDS ROAD AND WISHES TO BE AN ACTIVE PARTICIPANT IN THE PLANNING PROCESS.

All other streets are local. Clackamas County maintains all roads within Rivergrove.

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 in their Five-Year Transit Plan (January 20, 1980) they have outlined some actions which they will take which will increase the number of areas easily accessible from Rivergrove. The institution of a Transit Center in Tualatin HAS CONNECTED Rivergrove to Tigard and the Meridian Park Hospital. Residents presently have access to Lake Oswego, Oregon

City and the Portland Mall. 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 the transportation disadvantaged citizens of Rivergrove with a necessary and important service. Regular bus service is an important means of travel for these citizens who cannot own or operate a private automobile. Within the next ten years at least one-half of all peak hour buses will be equipped so as to offer service to citizens confined to wheelchairs. In the interim, Tri-Met operates the LIFT and subsidizes Special Mobility Services in Washington County and the TRAM in Clackamas County.

Bikes have predominantly been used by Rivergrove residents for recreation rather than for transportation. However, as fuel prices continue to climb the bike will become a more attractive alternative to the automobile. WALKING AND BIKING ON CHILDS AND PILKINGTON ROADS CAN BE DANGEROUS BECAUSE OF EXCESSIVE TRAFFIC SPEEDS (OVER THE POSTED 25MPH)

AND POOR OR NON-EXISTENT SHOULDERS. IN THE BIKE\PED WAY PLANS OF CLACKAMAS COUNTY AND LAKE OSWEGO, CHILDS AND PILKINGTON ARE DESIGNATED IN NEED OF PIKE\PED PATHS. RIVERGROVE CONCURS. THE SECTIONS OF CHILDS AND PILKINGTON IN RIVERGROVE WOULD BOTH BE SAFER AND MORE ACCESSIBLE WITH A BIKE\PED PATH ALONG ONE SIDE OF THEM. WE ESTIMATE THE COST OF THESE IMPROVEMENTS AT \$150,000 IN 1993 DOLLARS. RIVERGROVE IS COMMITTED TO WORKING WITH CLACKAMAS COUNTY AND LAKE OSWEGO ON THESE PROJECTS. SAFETY CONCERNS ON CHILDS ROAD ARE INCREASING AS CLACKAMAS COUNTY'S OWN RECENT SURVEY (NOVEMBER 1993) CONCLUDED, WHEN CHILDS ROAD WON THE DUBIOUS DISTINCTION OF, " THE MOST DANGEROUS ROAD TO WALK ON IN CLACKAMAS COUNTY ". IT IS LIKELY THAT A BIKE\PED WAY WILL BE COMPLETED SOONER THAN THE ESTIMATE OF 11 TO 20 YEARS MADE BY CLACKAMAS COUNTY.

Because of Rivergrove's distance from its major employment and service centers walking is not a major transportation mode for its residents.

POLICIES

1. The City shall 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.
2. Roadways within Rivergrove shall be classified as and meet the specifications as described in the Standards Document and the classification shall be coordinated with the Interim Transportation Plan and plans of abutting jurisdictions.
3. The City shall cooperate with Tri-Met to increase mass transit ridership within the City and shall publicize the availability of programs for the transportation disadvantaged citizens of Rivergrove.
4. The City should work with Metro, Lake Oswego, and Clackamas County to extend a bike route into Rivergrove along Childs Road.
5. Childs Road is designated as a preferred location for a pedestrian/bicycle path from Lake Oswego Canal to 65th Street.
6. The City of Rivergrove will seek funding and construction of the bicycle/pedestrian path along Childs.
7. Any plans for and/or new construction off bikeways shall be in accordance with those standards in effect by the City of Lake Oswego, or Clackamas County, at the City's discretion.
8. The precise alignment of the path along Childs Road shall be determined by the City Council when necessary to further the implementation of the pathway.