



Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

1st Meeting Wednesday, March 12, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

Meeting started approximately 5:35 pm

Sign-in sheet circulated. Attendees:

MEMBERS	✓ Present - Not present
Arguello, Andy	✓
Childs, Matt	✓
Clark, Tim	✓
Garcia, Liles	✓
Horowitz, Ralph	✓
Kayfes, Randy	-
Kleier, Debbie	✓
Massingill, Chris	✓
Nevills, David	✓
Norberg, Mark	✓
Pump, David	✓
Raetz, Rick	✓
Renfro, Jerry	-
Sinclair, Jennifer	✓
Springer, Tammy	✓
Welte, Peter	✓

STAFF
Bauer, Wayne (WHP Project Manager)
Campuzano, Magdalena (County CPM Admin Specialist II)
Egan, Christine (JLA)
Oakes, Pat (County CPM Project Manager)
Rehms, Ken (WHP)
Scarbrough, Wade (Kittelson)
OTHER
Kehler, Andy (Public)

Introductions

Pat Oakes made introductory comments. Wayne Bauer introduced the consultant staff. PFG members were invited to introduce themselves and give a brief comment on their interest and/or concerns on the project.

- Liles Garcia, Lives in the Aloha area and represents CPO #6
- David Pump, owns 5 lots adjacent to 185th – he is planning on redevelopment of his lots
- Debbie Kleier, commercial/residential property own – wants to see what happens with this project
- Tim Clark, Vincent St. resident – He has witnessed rear-end accidents in the project area.
- Ralph Horowitz, adjacent business owner (Corona Photography) – concerned about proximity of road to properties (access, yards, driveways) and interested in maintaining safe driveway access to property.

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- David Nevills, adjacent business owner (dentist office & 2 rentals) – concerned with losing what was built (related to prior land use actions). Also with construction delays affecting his business
- Peter Welte, resident (student at PSU) – interested in alternate transportation modes
- Andy Arguello, resident on East side of 185th – concerned with access to his property and potential loss of trees. Mentioned desire for looped, circular driveway off roadway
- Tammy Springer, adjacent funeral home owner & rental owner – concerned with right-of-way needed for the project. She is concerned that prior required roadside improvements and landscaping could be removed or destroyed by this project's construction. Mentioned large shed in property next to hers that is very close to the road
- Mark Norberg, Washington County Bicycle Transportation Coalition – interested in safe bike traffic. Wants to avoid storm inlet design detail problems, such as exist on Kinnaman.
- Matt Childs, Hillsboro Chamber of Commerce – Excited about project. The project can benefit area to offset impacts to local SW 185th Avenue community.
- Jennifer Sinclair, resident – concerned about bike and pedestrian access and access to/from the Post Office
- Rick Raetz, County Engineering – concerned with safety, emergency access, and pedestrian safety. He has been involved with development of various other County projects.
- Chris Massingill, Aloha Post Office Station Manager – has seen too many accidents in vicinity of the Post Office. Sees project benefits to the community

Christine Egan reviewed the meeting agenda. Handouts would be provided as the meeting progressed.

Project Purpose

Pat discussed several topics:

- Original intent was for a focus group of 12 members. Grew to 16 members. All member applications were accepted.
- Most members indicated they had web access (one member did not). Pat indicated that handouts from the PFG meetings would be posted to the project web page.
- Pat provided a project overview: 185th is a County arterial with an ultimate build-out of 5 lanes at some point in the future. Current project is to develop a 3-lane interim roadway to County standards while considering the 5-lane future design. Generally the project alignment options are construction of either a West side or East side interim 3 lane roadway.
- Pat indicated that most inquiries from members can be initially directed to him.
- He indicated that ultimately the County is responsible for project decisions and development through to completion.
- The PMT (project management team) is anticipating four PFG meetings
- Project design life or horizon is 20 years. Wayne Bauer would cover more detail.

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- He mentioned the source of the project funding is MSTIP 3C (Major Streets Transportation Improvement Program). MSTIP funding constraints limit the project scope from TV Hwy to Kinnaman Road and the interim 3-lane design.
- He indicated the PFG role as part of the County public involvement for larger transportation projects as directed by the Board of Commissioners (1993 Resolution & Order).
- There have been no final decisions on the project design.

Public Outreach for the Project

Christine reviewed the meeting timeline chart and mentioned a public Open House is tentatively scheduled for July 2008. She mentioned that staff is available to provide briefing updates to stakeholder groups.

PFG Roles and Responsibilities

Christine reviewed highlights of the PFG Roles and Responsibilities handout previously provided to members. She explained that the PFG purpose does not include making decisions and that there will not be a voting process on the matters they discuss. The most important function is to analyze and make comments on all suggestions, concerns and/or interests presented. She mentioned the PFG ground rules including: share and listen to others.

Many PFG members are liaisons to other organizations and the neighborhood(s), as well as expressing their own personal opinions. . Meetings will generate the need for members to do "homework" and share with their liaison groups.

She mentioned the PFG is not a decision making group. Comments only for staff to consider in design development.

Project Timeline

Pat reviewed the current working project timeline. The four PFG meetings would run thru early July with another public Open House likely afterwards. After July, the PMT (Project Management Team) would work to finalize the design for follow-on construction. He indicated that during the initial presentation at CPO 6, he stated construction, under a best scenario could be Summer 2009. However, realistically, construction may be in 2010. This is especially in light of possible Right-of-Way (ROW) acquisition procedures and time requirements as the project design develops.

Existing Conditions, Traffic Summary, County Standards

Wayne Bauer reviewed current conditions of the project area using the project drawing and aerial photo. He handed out smaller versions of the same drawing and aerial photo. He pointed

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out the extent of the project which stops right before the railroad tracks near TV Highway and goes to South of Kinnaman Road. He reviewed a summary of the realignment options and informed that there are no alternatives on paper yet. Generic road section drawings were provided to members (same drawings as at the 1/31/08 public Open House).

Wayne commented that with scope and budget limitations that it was unrealistic to try to solve every problem in the area of the project. Hopefully the project will address many, if not most, outstanding issues or concerns of the PFG members. Items such as drainage, environmental and hazardous materials will be evaluated as well as traffic and costs. The PMT will consider all presented information in reviewing design realignment options.

Wade Scarbrough presented a short briefing on traffic terminology with a handout. Topics included Level of Service (LOS), Volume/Capacity (V/C), Washington County standards, and signal warrants. He explained the terminology to be used in evaluating traffic.

The preliminary traffic analysis was presented. Traffic counts were conducted at 2 locations in the project area and included speeds and vehicle types over a 7-day period. He presented current LOS and V/C evaluations for intersections in the project area along with projected 2030 figures (build and no-build scenarios).

Wade clarified that the traffic review complies with the regional based model (from Metro). He explained that in the future, 20 years from now, most of the intersections in the project area will be the F classification if the project is not done.

PFG members' comments regarding traffic presentation included:

- General: Widening the road encourages traffic growth some. Not building SW 185th would shift traffic to local roads.
- Jennifer S. – Merging lanes in front of the post office are always a problem and traffic hazard.
- Tammy S. - 184th is a problem (large amounts of traffic avoiding 185th). Also, access is not allowed from SW 185th to the properties to the east.
- Andy A. - Asked about conversion to one-way roadway. He also questioned the construction of the SW 170th Avenue to 5 lanes. It was explained that the five lane section was needed for future traffic demand.
- Ralph H. - Office/commercial zone is difficult for businesses to open along 185th.

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- Tammy S. – Indicated there are some high density unbuilt zoning parcels (apartments) in the area that should be considered.
- Tim C. - Agrees with future plan on 185th, and asked about transit considerations. Wade clarified that transit use increase is accounted for in the presented traffic figures. Tim discussed layering of zoning in the area and impacts on traffic.
- Mark N. – Will the intersections that are in an “F” classification be improved (like the one at the Post Office? Wade: It is possible. As design work advances, County will explore all opportunities for improvements.
- Chris M. – Signal should go in (at Blanton). He commented that Post Office staff avoids 185th. He routes his carriers out Blanton and down 184th to avoid 185th. He would like to do Post Office parking lot modifications, landscape removal, etc. He has asked his superiors about the topic. However, there are no plans to upgrade the Post Office now. He indicated there are no current plans for PO to relocate, but that in 30 years they might have to relocate with the volume of work that is increasing. He commented that the rate of growth in the County is amazing and that we (County) need more traffic capacity, more expansion of the arterials.

Wade clarified that traffic recommendations to follow were based on preliminary traffic data in coordination with County Planning. The latest complete future traffic data was just received the afternoon prior to the meeting. As such, the traffic conclusions/recommendations he is making are tentative until after a review of the final traffic data. His preliminary recommendations:

- For 185th/Kinnaman intersection, 5 lanes will be warranted with 5-10 years from now.
- For the Blanton/185th off-set intersections, signals should be considered / recommended by 2030.
- He indicated that the middle portion of the project area (between Vincent and just South of Blanton) can be built to 3 lanes with the local road intersections in this area still functional at acceptable levels up to 2030.

Additional comments:

- Rick R. - One of the County’s main concerns is pedestrian safety. The goal is placing a sidewalk in both sides of the road.
- David P. - Why postponing doing the 5-lane improvement? Wayne: Mainly due to funding restrictions.

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Tim C. - Why would we need sidewalks on both sides? How wide will these be? Wayne: PMT does not have those details yet. The design will start with building improvements to meet County standards, and adding other temporary improvements.

There were various questions related to specific project improvements including bus stops, sidewalks and other features. Wayne clarified that the PMT does not have those details yet, but the design process will review all those elements.

Matt C. - Are the emergency vehicles needs considered in the projections and analysis? When there is a bad accident or a fire, the traffic is worse. Wade: All these predictions are considered. Crash history is definitely a factor. Safety is a main factor and all possibilities are look at to improve it: turn lanes, sight distance issues, etc.

Wayne reviewed the format of a sample project evaluation matrix that will be used in the upcoming PFG meeting to evaluate and compare road realignment options. A sample matrix from another project was distributed.

Ralph H. commented that the presentation this evening did not address earlier comments by the PFG members. Pat and Wayne commented that as the evaluation matrix gets filled in, many, if not most, of the PFG members' comments will be part of that evaluation process. As members review the draft matrix, they should look at the evaluation areas on the left side of the matrix to verify their interest/concern areas are incorporated.

Next Steps

Christine reviewed the general subject for the next PFG meeting: start of review of realignment options using the matrix previously discussed.

Schedule next meeting

Christine collected PFG member input on possible dates/times for pending meetings. The next meeting was tentatively set for the week of April 7 or April 14 on Thursday evening (5:30-7:30 pm) at the TVF&R facility. Actual meeting dates/times were subject to meeting room availability.

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Public Comments

Regarding Public Comments during the meeting, PFG members agreed to have two periods to hear public input: at the beginning and end of the meeting.

Andy K. – He indicated that he was a biker and had concerns about the Blanton crossing at 185th. He asked for consideration of speed humps/calming on Blanton.

Meeting concluded at approximately 7:40 pm. Various PFG members remained after the meeting conclusion to discuss specifics with PMT staff. The last of PFG members departed at 8:10 pm.

Meeting summary consolidated/drafted by Pat Oakes, PM