



Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

2nd Meeting Thursday, April 17, 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)
Dick Schouten (County Commissioner)
OTHER
Rex Nere (Public)

Introductions

Pat Oakes opened the meeting and requested introductions:

- Commissioner Dick Schouten: He thanked the PFG for their attendance and participation in reviewing this very important project. He hopes to attend future meetings as well to be more informed on the project.
- Rick Raetz: Washington County Engineering staff member
- Tim Clark: Resident
- David Nevills: Property owner and resident
- Ralph Horowitz: Business and property owner
- Andy Arguello: Property owner and resident
- Peter Welte: Resident of the area
- Jennifer Sinclair: Resident and property owner
- Mark Norberg: Bicycle Transportation Coalition representative
- Rex Nere: Resident and member of CPO6

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- Liles Garcia: Representing CPO6
- Matt Childs: Hillsboro Chamber of Commerce
- Wade Scarborough: Kittelson & Associates traffic engineer
- Ken Rehms: WHPacific Project Engineer
- Wayne Bauer: WHPacific Project Manager
- Magdalena Campuzano: Washington County
- Christine Egan: Public Involvement specialist
- Tammy Springer: Business owner

Pat Oakes made introductory comments:

- Project schedule update: Based on competing projects development, it is looking more and more likely that the primary construction part of the project will occur Summer 2010. It is likely the project may be bid during late Spring or Summer 2009 allowing for some advance construction work during 2009.
- Regarding the first PFG meeting Summary review/approval, Pat encouraged incorporation of any missing details. The Summary was developed from several different sources. He noted that records of the meetings are used to update senior County staff as to progress of project design development and public participation.
- He mentioned that the project web page includes links to all documents used or referenced in the latest PFG meeting
- He reminded PFG members that ultimate project design alignment decision is the County's responsibility. Managers with subject matter expertise are continually updated re: project design development. Ultimately, combining all that expertise and input, the County Engineer makes the final call for the project design. The County Engineer is regularly involved in reviewing the design details for consistency with County standards.
- Pat mentioned that both Randy Kayfes from the School District and Chris Massingill from the Post Office had apologized for not being able to make to the meeting. He would have input from both later in the meeting.

Christine Egan continued with introductory details:

- She indicated that David Pump could not attend this meeting due to a land use meeting conflict. She confirmed with members that no one had to depart early to attend his function.
- She reviewed some meeting procedures and confirmed no proposed changes to the proposed meeting agenda.

Public Comment

Christine asked if Public Comment could be delayed to the end of the meeting. Rex N. had no problem with that.

Meeting Summary

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Review/Acceptance of 1st PFG meeting Minutes

The first PFG meeting Summary was approved as written with no dissenting votes.

Presentation of updated traffic data

Wade Scarbrough presented the revised traffic recommendations. He provided a Summary handout indicating that the preliminary traffic data presented at the first PFG meeting had been subsequently confirmed by County. Prior presented traffic recommendations were effectively the same as initially presented at the previous meeting.

From the handout:

Existing Conditions

- The 185th Avenue/Kinnaman Road intersection is nearing capacity.
- The 185th Avenue/TV Hwy is currently at capacity during the weekday peak hours.
- Blanton Street (East) and Blanton Street (West) approaches are currently operating at Level of Service "F." Neither intersection currently meets signal warrants.
- The crash history at the 185th/Blanton Street East and 185th/Blanton Street West intersections are relatively high.

Estimated 2030 Traffic Conditions

- A 5-lane cross-section is needed on 185th Avenue at the Kinnaman Road intersection. The additional northbound and southbound through lanes will likely be needed in the 5-10 year horizon.
- A continuous five-lane cross section is recommended for the ultimate configuration along the study area corridor.
- Both Blanton Street intersections on 185th Avenue will meet traffic volume warrants for signalization. In the future, the County could consider realigning one or both approaches of Blanton Street to form a single intersection.
- The following additional capacity improvements are needed at the 185th Avenue/Tualatin Valley Highway intersection:
 - Additional eastbound and westbound through lanes (for a total of three through lanes each direction).
 - Additional northbound and southbound left-turn lanes (dual left-turn lanes at both approaches).
 - Additional northbound and eastbound right-turn lanes.

Meeting Summary

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Tualatin Valley Fire & Rescue Office, Classroom #1

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PFG member discussion regarding number of lanes on SW 185th:

Matt C. - Given the traffic recommendation about need for an ultimate 5-lane build-out, why not build the 5-lane road section now?

Tim C. - Reiterated the above concern indicating that if we know how fast traffic is increasing, why not build the 5-lane section now?

Response: Pat explained several facets that had bearing on the topic: 1) The scope of designated project was development of a 3-lane interim design, 2) Project funding is for an 3-lane interim design, and 3) While there may be merit to building the full road section all at once to avoid wasted money and other issues, in terms of the larger picture, the County is balancing construction and spending priorities all over the County causing practical scope limitations of various projects.

Peter W. - Is the intermodal traffic projection for the project accurate for the future?

Response: Wade clarified that the traffic data projections took into account intermodal projections consistent with the Metro Planning Model.

Peter W. - "The traffic will grow now... we know. Why not go to 40-50 years from now and just do 7 lanes? You have to stop somewhere."

Response: Wayne noted that traffic corridors and their uses depend on growth and certain traffic estimates. We have to work with those variables and concentrate on what is needed now. Pat added that we have to be realistic and pragmatic with priorities and available funds.

Peter W. - As we do bigger wider roads the traffic will grow as well... why not just leave them or do smaller roads and then traffic will adjust?

Response: Wade responded that the County needs to work with the Transportation Model variables. The 185th/Kinnaman is at 90 percent capacity with the 3-lanes which is close to the limit of acceptable operation.

PFG member discussion regarding driveway and right-of-way acquisition:

Tammy S. - She noted that County Land Use requires if a parcel has a new land use application that parcels are not allowed to access directly to 185th from the parcel. Property owners have to access their properties from 184th Ave. She commented that some parcels and houses with no access to 184th Ave will be worth worthless due to lack of access.

Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

2nd Meeting Thursday, April 17, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

Response: Parcels with secondary frontage to 184th Ave (along with 185th frontage) will be required to have access from 184th when it is redeveloped. Parcels with only access to 185th would be allowed to maintain their existing access from SW 185th.

Rick R. - He clarified that any updated access points to 185th are reviewed consistent with access spacing standards and the County's Transportation Plan.

Tammy S. - Mentioned the various owners along 185th are trying to sell. She said The Arc wants to sell, but has not received any offers. She believes this is due to the previously mentioned limitations on access to and from 185th.

David N. - All the properties along 185th are zoned Office Commercial, so if they do not have access, they will be vacant. It will be a concern and people would not know for sure and won't know how or if they will be compensated.

Ralph H. - Will they [County] provide driveways for all the properties?

Response: The County has a responsibility to guarantee access directly or indirectly to a public road right-of-way. They can not isolate lots. If that standard cannot be met, the right-of-way acquisition process would provided for appropriate consideration or compensation. Regarding project right-of-way acquisitions associated with the project, Wayne commented that the process is a fair process. He explained that project staff will meet with individual property owners to ensure that compensation is fair and paid accordingly with what they take.

Matt C. - "If these businesses came to the area knowing that this street would eventually be widened, then don't these property owners have a certain amount of responsibility as well? The argument of 'they are taking my access' is valid, but in most case, they should have already known about the project."

Tammy S. - She clarified that many property owners have lived here before the County rezoned the area from Residential to Office Commercial, which occurred about 15 years ago.

Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

2nd Meeting Thursday, April 17, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

Presentation of alignment options

Ken discussed project road alignments that had been considered to date. Some of these were eliminated from further consideration following receipt of final traffic recommendations. The following summarizes alternatives considered and their current status for future consideration:

Interim 3-lane design (100 percent of length from Blanton to Kinnaman) (either west or east realignment)

Status: Eliminated from further consideration. Kinnaman intersection near capacity now. Kinnaman will need additional northbound and southbound lanes within 5 to 10 years to keep functioning at acceptable level. Blanton intersection(s) have relatively high crash histories. Lengthening north end 5-lane section now to south will serve to reduce turning movement conflicts.

Permanent 3-lane (i.e. down centerline of public right-of-way)

Status: Eliminated from further consideration. Increasing traffic volumes past 2030 will exceed capacity of a 3-lane section and a 5-lanes will ultimately be needed in the future. Constructing the widening down the middle portion would not allow construction of curbs and sidewalks in their permanent location, which would increase future construction costs.

3-lane section west realignment (with 5 lane improvements at north and south ends of project)

Status: Will be considered further in the design process. Titled "Alternative 3West".

3-lane section east realignment (with 5 lane improvements at north and south ends of project)

Status: Will be considered further in the design process. Titled, "Alternative 3East".

Ultimate 5-lane design (100 percent of length of Blanton to Kinnaman Road)

Given the relatively short length of the 3-lane section 'throat' between Pike and Vincent, this may be a realistic design option to consider if additional costs can be supported.

Status: Will be considered further in the design process. Titled "Alternative 5Full".

Ken reviewed details of the last three options on wall maps posted at the front of the room. To supplement his presentation, he handed out smaller versions of the three alignment options to PFG members and members of the public.

Review of project evaluation matrix

Wayne handed out a working copy of a project evaluation matrix. The concept of the project matrix was introduced at the previous PFG meeting. He explained that the handout follows the general format used in prior projects. However, it has been customized for the 185th project

Meeting Summary

185th (TV Hwy to Kinnaman) Project

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2nd Meeting Thursday, April 17, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

specifics. He explained the Project Issues column and how the other columns are filled in during the alternatives evaluation process of considering alignment alternatives. He explained that several evaluation categories already have some known 'hard' numbers associated with them and are listed, i.e. estimated right-of-way acquisition costs, anticipated construction costs, amount of earthwork, wetlands areas. Ultimately each row in the chart will have a rating: P-preferred, A-acceptable, N-neutral or U-unacceptable. Actual evaluations of the Project Issues will be part of the PFG's "home work" and a major part of the next PFG meeting in May.

Comments included:

Dick S. - He asked about the 'black box' that determines how the transportation model works in projecting traffic data.

Response: Wade clarified that the Metro Transportation model is used in projecting traffic data in the future. It contains general information that is further refined with County Planning staff and other information/reviews. It is constantly being updated to reflect new planning efforts. Wade's role as a traffic engineer is to review details and projections as how they related to the specific project site.

Dick asked about the influence of future gas prices on reducing future vehicle traffic.

Response: Pat pointed out that while it is apparent that gas prices will likely only increase in the future, the projected magnitude of increasing gas prices is unknown. Wade indicated that the Metro Transportation Model does consider increased intermodal transportation use as a balance to increasing fuel costs.

There were general questions asking about construction details of an interim 3 lane roadway. The following clarifications were provided:

Roadside lighting for a 3-lane road section can generally be built on one side and cover lighting for the 3 lanes. This does not result in lighting structures that have to be torn out and replaced during a later 5-lane construction project.

An interim 3-lane design will include sidewalks that meet ADA standards. On the permanent side of the construction, sidewalks will be constructed to permanent, full standards. On the interim side of the road section, the sidewalk/pedestrian way will be constructed to ADA standards. This interim construction may have to be torn out later when a 5-lane section is ultimately constructed. The County views asphalt pathways and concrete sidewalks as costing about the same for interim road sections. However, concrete sidewalks have proven more durable and easier to maintain.

Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

2nd Meeting Thursday, April 17, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

Andy A. - He asked why the County is not building the full 5 lane construction at one time, as well as extending the project to Farmington Road. As currently proposed, a 3-lane interim project will create a new bottleneck at Kinnaman Rd.

Response: Ken reiterated details about project scope, budget and timing, all of which limit full project build out at this time. Pat mentioned the MSTIP process determines project priority and timing.

Peter W. - Asked about the speed on the roadway.

Response: Ken said the current posted speed is 35 mph. The design speed for this street classification is typically 5 mph over the posted speed, so the design speed is 40 mph. The posted speed will remain 35 mph.

Ralph H. - Asked about when a decision will be made regarding an east or west orientation.

Response: Pat explained that that topic will be addressed as the group moves forward with the project evaluation matrix discussion.

Development of project evaluation matrix

Wayne reviewed the concept of how the project evaluation matrix will be completed to assist in evaluating the alternatives. The matrix evaluation will be completed at the next PFG meeting. PFG members should complete their own evaluation of matrix project issues in each category. This should include developing a rating for each alternative in each category - Preferred, Acceptable, Neutral, Unacceptable. It can be based on the numeric information provided by the design team or the PFG members' sense of the project's priorities. This will be discussed at the next PFG meeting to arrive at a consensus among the PFG members. This will hopefully result in selection of the preferred alignment alternative.

Pat provided a 5 page summary of public comments and concerns previously provided to staff through the Open House, first PFG meeting and other contacts. There were approximately 60 entries. He categorized comments by evaluation categories in the matrix. Pat clarified that the document was a working draft and members could propose additional categories or modifications at the next PFG meeting. PFG members should direct their questions about the matrix to Pat or Wayne by phone or email.

Christine reminded members representing constituencies to review the matrix with their organizations' membership to include their feedback as well.

Meeting Summary

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2nd Meeting Thursday, April 17, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

Mark N. - Commented that he had not seen anything that is related to bike issues. He understood there may not be funding for the 5 lane improvement, but would like to know the difference in cost now and if this is constructed in two pieces.

Response: Wayne explained that doing this in two phases does cost more money. The project will be built to minimize the amount of construction that is temporary and would be removed in the second phase. Unfortunately, there is not enough money now to construct the full improvement. Wayne made the analogy to home repairs: if you do not have enough money, you have to wait; make some repairs now, save some money and wait until you are able to finish the job. It might cost more, but you do what you are able to do with what you have at the moment.

Tim C. - Is the 3 lane west side alternative less expensive? On the east side you have 184th to provide service in case of relocating accesses. What happens if the west side is chosen? What do you do with the accesses?

Response: Wayne responded that if 185th is the only point of access, the County will work on maintaining or providing access.

Peter W. - Asked about vegetation plantings to allow separation of travel lanes from pedestrian and bike lanes.

Response: The road section was reviewed by staff. The current road section does not indicate a planter strip between the curb and sidewalk, but that could change depending on right-of-way issues and utility needs. The actual road section design has yet to be determined.

Andy A. - Over time the surface height of the existing paved road is getting higher, increasing the slope of his driveway. He is concerned that a new road construction will make his or other driveways inaccessible.

Response: Wayne responded that final construction details will address appropriate usability of driveways impacted by the project. Driveways would likely be reshaped or modified to address changes in the road section. The profile of SW 185th will be developed to consider the use of the existing pavement. Pavement analysis is being completed to determine if the existing roadway pavement and/or base can be reused or needs to be reconstructed with the project.

Andy A. - He raised an issue shared by one of his neighbors: What will happen to the mailboxes along SW 185th?

Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

2nd Meeting Thursday, April 17, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

Response: Wayne explained that mailboxes will be moved back. Rick said that the County coordinates with the Post Master to determine the final location for mail boxes. During construction, mailboxes will be placed in barrels of sand and moved around as construction advances. At the end of construction, the Post Master will decide the final location and the County will provide the stand, if needed for grouping the boxes.

Pat commented that are many details that are considered and incorporated in the final stages of the design process. After the alignment alternative is selected, the design will be at about 50 percent. The County will present the alternative at an Open House to collect further public comment. Hopefully most of the issues will be addressed by that time.

Rick and Pat explained that as post 50 percent design work proceeds, different activities are ongoing: designers finalize plans for construction bidding, the right-of-way acquisition process begins, right-of-way staff continue to provide feedback to designers for plan edits, the County starts permitting applications are started with related regulatory organizations. Details of those issued permits are put in the plans as appropriate.

Next Steps

Pat explained that the intent is to complete the evaluation matrix at the next PFG meeting, which will hopefully result in identifying a preferred alternative. Following the third PFG meeting, the County will review the status of the design and PFG feedback before making a decision on the preferred option. Staff will present this decision at the fourth PFG meeting for further comment and in preparation for a public Open House in July.

Schedule next meeting

Christine reviewed that due to limited availability, tentative dates for the next PFG meeting at the TVF&R facility are May 15 or May 29. Attendees agreed without dissent to May 15.

Public Comment

Rex N. - Asked if bus cuts (pull-outs) would be included in the project design.

Response: Wayne indicated that they would be considered and incorporated as appropriate.

Rex commented that TV Hwy was a Town Center designation and that Town Center design details could be extended down 185th. He commented that putting utilities underground similar to the recent Murray Blvd project would add to the project's appearance. Finally he mentioned that the ongoing South Hillsboro 'plan' is proposing an

Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

2nd Meeting Thursday, April 17, 2008 5:30-7:30 p.m.

Tualatin Valley Fire & Rescue Office, Classroom #1

20665 SW Blanton St., Aloha, OR 97007

increase in residential development (20,000 houses) to the South and East of the 185th project site (west of 209th). This additional development will likely cause traffic impacts/increases on Blanton as drivers seek to avoid using TV Hwy in the future. This project should at least consider this. He mentioned that a flashing yellow light is needed in the Aloha High School area. This project should add the conduit to provide for a future light. Use of TIF (Traffic Impact Fees) should be considered to assist in funding the project.

Liles G. - He commented that the working Alternatives Comparison matrix listed no cultural or historic properties in the project area. He understands that there are two historic house still along the road: house at the SW corner of Pike and the Corona Photography house. Ralph concurred.

Response: Wayne responded that staff will research both properties further through appropriate sources (County Lane Use and SHPO [State Historic Preservation Office] to verify their status).

Pat added the following comments:

Chris M. from the Aloha Post Office could not attend this evening's meeting. Chris had reported that Post Office engineers are reviewing the existing entrance/exit design at the Post Office for opportunities to tie-in or coordination with the 185th project work. He anticipated feedback from the engineers in about a week.

Randy Kayfes (and his alternate, Mat Brady) could not attend this evening's meeting. Pat indicated receipt of an email from Mat outlining some of the School District's concerns regarding the project. Among the listed concerns, Pat noted that the District is interested in adequate size sidewalks for pedestrians and traffic signals to be programmed to allow better coordination during times that buses are actively using the 185th/Kinnaman intersection. After project completion, they would like to see extended crossing times on signals during school hours. Pat mentioned that he had shared the signal comments with the County traffic engineer for his review.

Meeting concluded at approximately 7:35 pm. Various PFG members remained after the meeting to talk with PMT staff. The last PFG members departed at 8:15 pm.

Meeting summary consolidated/drafted by Pat Oakes, PM