



Meeting Summary

185th (TV Hwy to Kinnaman) Project

Project Focus Group

4th Meeting Thursday, July 10, 2008 5:30-7:30 p.m.

Aloha High School Faculty Room

18550 SW Kinnaman Rd, Aloha, OR 97007

Meeting started at 5:30 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)
Quigley, Jason (WHP)
OTHER
Amy Grant (Public)

- * Arrived during second half of the meeting
- ** Departed during first half of the meeting

Christine E. opened the meeting by reviewing the evening's Agenda.

Introductory Comments

Pat O. provided the following introductory comments.

Pat indicated his intent to tape record the meeting to aid in later transcribing of the Meeting Summary. The tape would later be recorded over with other future County meetings. There were no objections to tape recording the meeting. After the meeting, staff discovered that the tape recorder failed to properly function, therefore the below meeting Summary was transcribed from meeting notes taken by staff.

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Pat pointed out that this meeting of the Project Focus Group was the 4th and final meeting. He and staff very much appreciated all the support and involvement of members in the project information gathering process.

He outlined goals of the PFG meeting:

- Approval of the Meeting Summaries for the 2nd and 3rd PFG meetings He indicated that these are important records for the project file.
- Presentation of the County Engineer design alignment selection and review of update plan details. Staff will also review some specific design issues that still under consideration for resolution.
- Collect group feedback and staff answer any outstanding questions
- Provide a project schedule update
- Preparation and displays for the 8/14/08 Public Open House
- Distribution of Appreciation certificates for PFG participation

Staff introduced themselves. Without objection, it was decided to forego individual member introductions. Amy Grant introduced herself as the only member of the general public in attendance.

Public Comment

Amy G. - Amy indicated that she was attending to understand what the project entails. She is the parent of children who attend the school and regularly use the roadway as bicyclists and pedestrians. She was interested in road safety issues for bicyclists and pedestrians and concerned with possible increases in traffic speeds.

Review/Acceptance of 2nd and 3rd PFG Meeting Summaries

Christine asked if PFG members had received meeting summaries from Meetings 2 and 3. They verified they had received copies.

Liles G. moved to approve the 2nd PFG Meeting Summary was approved as written. Approved with no dissenting votes.

Pat pointed that there was some corrections to the draft Summary for the 3rd PFG meeting including:

- Matt Brady's name was misspelled
- During meeting, Matt B. commented that the Beaverton School District would submit a formal protest against the 5 lane alignment option if selected. Pat noted that in a subsequent email communication from Randy Kayfes at the Beaverton School District, Randy clarified that Matt's formal protest comment was in error and was the result of a

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miscommunication between himself and Matt. Randy indicated that the District has no plans to protest. Pat said he added that note to the meeting Summary.

The motion by Liles G. was repeated for the 3rd PFG Meeting Summary. Approved with no dissenting votes.

Added clarification from prior meeting Summary

Alignment options being considered include the following:

Interim 3-lane roadway primarily on the West side of the right-of-way titled, "**3W Alignment**"

Interim 3-lane roadway primarily on the East side of the right-of-way titled, "**3E Alignment**"

Full 5-lane roadway centered in the existing right-of-way titled, "**5F Alignment**"

Presentation of County Engineer Selected Design Alignment

Pat indicated that on 5/30/08 the Project Management Team (PMT) held a meeting with the County Engineer to review the project status and request a decision regarding project alignment selection to allow the project design to be further developed. He presented the following details from that meeting:

Attendees were Greg Miller (County Engineer), Joe Younkings (Interim Capital Project Management [CPM] Division Manager), Rick Raetz (County Engineering), Greg Clemmons (Operations), Wayne Bauer (WH Pacific) and Pat Oakes (CPM Project Manager). Pat indicated that the County Engineer was already familiar with project basics and provided additional background details to bring Greg and other attendees up to date:

- General information from the first three PFG meetings
- Project budget
- Overall PFG alignment preference vote taken at the 3rd meeting (4 votes for **3E** alignment, 3 votes for **3W** and 2 **No Preference** votes). After the 3rd PFG meeting, Pat informally collected input from non-attendees that could be reached with the following cumulative result: 5 votes for **3E**, 5 votes for **3W** and 5 **No Preference** no votes. This information is provided on the attached "Summary Alignment Preference Votes".
- He reviewed comments from the 3rd Meeting Summary of representatives of CPO 6 and the Beaverton School District. He also reviewed phone collected comments from the representatives of Hillsboro Chamber of Commerce and the Tualatin Valley Fire and Rescue (these representatives were not present at the 3rd PFG meeting). See attached "Summary Alignment Preference Votes".
- Pat indicated the cost estimates for both the **3W** and **3E** Alignment Options were over the original approved Construction Budget. Thus the primary consideration in alignment is cost. The **3W** alignment (lower cost of the **3W** and **3E** alignment cost

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estimates) was recommended as a result. He indicated that if the cost estimate overage could be resolved by additional allotted budget for Construction, staff could support the **3E** alignment.

- Attendees asked various questions regarding PFG input, individual PFG member issues, cost, construction issues and other considerations (trees, wetlands, easement areas).

The County Engineer ultimately concurred with the **3W** alignment option staff recommendation indicating that cost was the primary consideration. He specifically indicated that this decision considered the relatively close preference vote of the PFG.

Joe Y. indicated that funds for the increased Construction budget for the project would be provided from the MSTIP 3C funds.

Pat handed out copies of the "Summary Alignment Preference Votes" document to PFG meeting attendees.

Status of Latest Project Plans and Design Considerations

Wayne B. reviewed the latest developed plans for the **3W** alignment. He commented that the latest plans on display for the Focus Group were not significantly different from the last PFG meeting. They did include updated sidewalk details for the interim (East) side of the roadway. The proposed eastside concrete sidewalk separates from the roadway section to avoid some larger trees, to allow ditch drainage and to tie in to existing sidewalk improvements where feasible.

Wayne also displayed a working drawing of drainage collection areas in the project area. He pointed out areas that collected existing drainage and the collection points of that accumulated drainage. He indicated that exact design details of how the accumulated drainage will be handled is be a part of the post 50% design development process. That pending design will include further County staff input along with requirements from Clean Water Services.

He commented that the Traffic Report is being finalized and will receive County staff review in the near future. That staff review may take between four to eight weeks to complete. After receipt of staff input and finalization, the final Traffic Report will be available for public review. When available, the online version of the report will not include the technical appendices due the size of the electronic document. It was clarified that the draft Traffic Report summary conclusions presented during the 1st PFG meeting had not changed. The latest updates of the Traffic Report primarily focus on refining and finalizing supporting technical information and data for those conclusions.

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He mentioned that the PMT is reviewing considerations for a mid-block pedestrian crossing across 185th Avenue vicinity Wheeler Street or Pike Street. He stated that various options will be considered and that no decisions or specific proposals have been developed so far.

PFG members provided feedback/questions:

Tim C. - Commented that the updated sidewalk details serve to address various safety concerns of Amy G. and enhanced the project design.

Mark N. - Added that the roadway section includes bike lanes also addressing some Amy's concerns.

Tammy S. - Expressed concern that there are portions of sidewalk that were previously constructed on the East side of 185th by private property owners. Specifically at her property (funeral home) significant private investment was made at direction of the County Land Development in order for her to develop her business several years ago.

David N. - Commented that he also had to make large road frontage investment per County requirements, but his improvements were about 12-13 years ago.

Tammy S. - She said she had invested \$100,000 in road frontage, sidewalk and other improvements to meeting County land use requirements, and that now some of these improvements were now going to be removed without their being compensated.

Response: The latest proposed design details show the new sidewalk connecting to these existing improvements where feasible. The sidewalk improvements along the Springer's property will remain with the new sidewalk connected to this sidewalk. There was further general discussion of requirements for road frontage improvements in conjunction with land use applications and property improvements. Related road frontage improvements are tied to the road standards and functional classification in effect at the time of the land use application. The intent of the permit process is to place the improvements at the correct location and grade.

Andy A. - Asked about sidewalk width requirements.

Response: County standard for sidewalk width is five feet. However, based on site specifics that width may actually vary between five to six feet.

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Andy A. - He mentioned he was cautious about the final new roadway height in relation to the driveway to his parcel. If the new road surface was higher than the existing roadway, he would have a problem entering his property.

Response: There are no plans to significantly alter the height of the road surface since the existing pavement is in good condition. If there were changes to the road surface height, driveways will get appropriate modifications as part of the project work.

Andy A. - He was concerned about drainage from the roadway into his property. If the road was widened or increased drainage runoff toward his parcel, he would have to deal with the change.

Response: As plans are further developed and refined, staff would include analysis of drainage runoff changes. Appropriate mitigation measures would be considered including the possibility of adding drainage curbs on the East side in vicinity of his property, and adding an area drain to collect local drainage.

Liles G. - Asked about several large "historic" trees near the edge of the West side of the new road section North of Pike Street. Would those trees need to be removed? If so, would they be replaced?

Response: Initial review of the latest plans shows that those trees may not be directly impacted. It is hard to tell at this point without further developed plan details. An arborist will review the impacts to trees to verify if they can remain if they are close to the area of roadway construction.

Tim C. - He mentioned that when he first moved into his Vincent Street residence years ago that County documents indicated he was in a 100 year floodplain. Since that time, the floodplain designation had been removed by the County and he no longer needed or had flood insurance. He wanted to verify that status would remain applicable.

Response: This road improvement project would not worsen drainage or cause the return of a floodplain designation.

Peter W. - Asked about 185th pedestrian crossing counts in the central area of the project.

Response: The number of pedestrian crossings are not specifically tracked or counted. That fact that there are pedestrians crossing the road is based on

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observation, location of posted bus stops, where neighborhood homes are concentrated (such as the Pike Street neighborhood) and public input.

Peter W. - Asked about the location of crosswalks throughout the project, and what is meant by mid-block crosswalks. He also wanted to know if TriMet bus stops were being considered in crosswalk locations.

Response: The location of crosswalks requires a thorough review to be sure they are placed at a safe location. This is especially true at "tee" intersections since drivers may not expect to see them. Mid-block crosswalks will consider possibly providing traffic islands to further provide safety for pedestrians. It will be difficult to place these due to traffic turning at intersections and driveways. The County is in the process of developing standards for locating mid-block crosswalks.

Peter W. - Commented that traffic count data collected by the County only goes back to 1994. Since 1994, he mentioned that the data shows a traffic count decrease not an increase making him question the Traffic Report conclusions.

Response: Staff used the Metro traffic model for traffic projections in preparing the traffic report. The model is regularly updated with refined traffic data and subsequently endorsed by traffic engineering professionals in all the local jurisdictions in the Metro area. It is a dynamic document that reflects adapting changes and new information over time. The Traffic Report being developed for this project includes "tube counts" for various locations within the project area taken within the last 6-8 months. This additional traffic count information provides more detail regarding the type and volumes vehicles travelling at key intersections.

Peter W. - Asked what the traffic speeds would be after the roadway is improved.

Response: The design speed is 40 MPH which is required for this street classification. The posted speed is 35 MPH, and will remain 35 MPH. It takes an action at the state traffic control board to change posted speeds.

Tim C. - He said he has lived in the area for over 20 years. He travels 185th to and from his work daily and says from his viewpoint traffic is increasing and getting worse. His time delay waiting to turn off 185th to Vincent Street has gotten worse over time because of increased traffic. He disagrees with the statement that traffic volumes have decreased over time.

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Response: Staff mentioned that there are larger traffic system variables causing apparent decreasing in the snapshot traffic counts. Variables include other nearby projects such as the 170th Ave improvement project constructed several years ago. That roadway was widened to handle additional traffic and likely causing interim traffic to shift to avoid the overcrowded 185th Avenue. It is unrealistic to look at isolated traffic counts taken on one day and draw system-wide conclusions without looking at the larger traffic network changes.

David P. - Commented that he has missed other PFG meetings, but found the information presented helpful in understanding the process in evaluating and selecting the recommended design alternative.

Preparation for the 8/14/08 Public Open House

Pat explained that for the scheduled August 14th Open House at the Aloha High School cafeteria most of the information and displays are substantially done. Subject to input from the PFG, the **3W** alignment would likely be the same drawing that Wayne reviewed earlier in the meeting.

Pat reviewed an updated Public Involvement Process Chart (originally presented at the 1st Open House) with no outstanding comments from the PFG.

He reviewed a proposed display explaining the Alignment Selection Decision Process. Various members thought that display should be split into 2 distinct displays with larger lettering due to the amount of information presented. There were general member comments that having additional staff to explain the two charts seemed appropriate. Preparation of a related handout was suggested.

He mentioned that CPM Right-of-Way staff would be at the Open House to answer general Right-of-Way acquisition questions. He clarified that fully developed details of acquisitions for parcels would not be available by the date of the Open House, but that procedural questions would be addressed and expected time frame for future staff contacts with affected owners.

Pat reviewed an updated Project Schedule display. He indicated that primary project construction is anticipated to be 2010. If project design can be completed early enough in 2009, there may be an opportunity for project construction bidding during the later half of 2009, but that primary construction would still occur in 2010. There were no outstanding member comments.

He reviewed how the Open House would be publicized. An announcement card would be mailed to all the addresses that received the notice for the 1st Open House in January. In addition a news release would be issued for the local newspaper publications. Pat and Wayne will make a

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brief presentation of the project status at the monthly meeting of CPO 6 on August 7th. At that meeting the Open House would be promoted.

Liles G. - Mentioned that inclusion of the Open House date in the CPO 6 emailed and mailed monthly newsletter would also be an excellent tool to promote the event.

There was a discussion of the inclusion of copies of the other alternatives at the Open House. It was agreed to include copies of the **3E** and **5F** alternatives at the open house in a smaller scale.

Public Comment:

Amy G. reiterated her concern regarding bicycle and pedestrian safety on SW 185th Avenue.

Pat handed out Appreciation/Thank You Certificates to members for their involvement in the project development as part of the Project Focus Group.

Meeting concluded at approximately 7:10 pm. Various PFG members remained after the meeting to talk with PMT staff. The last PFG members departed at 7:30 pm.

Meeting summary consolidated/drafted by Pat Oakes, PM.

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Project Focus Group Summary Alignment Preference Votes

Alignment options considered include the following:

Interim 3-lane roadway primarily on the West side of the right-of-way titled, "**3W Alignment**"
Interim 3-lane roadway primarily on the East side of the right-of-way titled, "**3E Alignment**"
Full 5-lane roadway centered in the existing right-of-way titled, "**5F Alignment**"

Name	At 5/15/08 Meeting	Collected After Meeting (by phone or email)	3W vs. 3E	5 lanes vs. 3 lanes (assuming no \$ limitation)	Comments
Liles Garcia	✓		3W: 3 3E: 4 NP: 2	5 lanes: 5 3 lanes: 3 NP: 1	Due to the amount of detail presented at the 5/15/08, staff was unable to record the exact preference vote breakdown by individual.
Matt Brady (for Randy Kayfes)	✓				
Mark Norberg	✓				
Rick Raetz	✓				
Debbie Kleier	✓				
Tim Clark	✓				
Jennifer Sinclair	✓				
Ralph Horowitz	✓				
David Nevills	✓				
Input at the 5/15/08 mtg	↑	↓	Input after the 5/15/08 mtg		
Andy Arguello		✓ (5/21/08)	3W	3 lanes	5 lanes causes negative impact to his parcel
Matt Childs		✓ (5/23/08)	3E	5 lanes	No longer at Baker Rock. Collected his input at new job out of the project area.
Chris Massingill		✓ (5/21/08)	3W	5 lanes	No longer at PO. Acting Manager: Joanne Kuehn . She provided PO preference info. New manager will be Doug Stevens.
David Pump		✓ (5/21/08)	NP	5 lanes	
Jerry Renfro		✓ (5/21/08)	NP	5 lanes	Can accept 3 lanes
Tammy Springer		✓ (5/22/08)	NP	5 lanes	
Peter Welte		✓ (6/27/08)	3E	NP	Input rec'd after Co Engineer alignment decision
16 total members					
Meeting Attendees + Non-attendees			3W: 5 3E: 6 NP: 5	5 lanes: 10 3 lanes: 4 NP: 2	

NP=No Preference or Not Provided

Rex Nere (<i>public</i>)	✓		3W	-	Listed as per member discussion. Not included in above totals.
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Minor clarification updates added after 7/10/08 PFG mtg. PO