



SW 198th Avenue Improvements INTERESTED PARTIES GROUP (IPG)

TVF&R - North Operating Center - Community Center
October 20, 2016 4:00 – 6:00 pm



Meeting No. 6 Notes

Interested Parties Group (IPG) :			
	Members	Representing	
1	Cheryl Mayhew	Resident	X
2	Daniel Hauser	Resident	-
3	Donnie Howard	Resident	X
4	Jessica Leitner	Business representative/Resident	-
5	Phyllis A. Beber	Resident	X
6	Raymond Eck	CPO 6 representative	-
7	Rhonda Larson	Resident	X
8	Sheryl Macy	Resident	-
9	Susan Cole	Resident	-
10	Anthony Davies	Washington County E&CS	-
11	Emily Hackett	Washington County Bicycle Transportation Coalition	-
12	Grant O'Connell	TriMet	X

Project Management Team (PMT) :				
	Name	Organization	Title	
13	Matt Costigan	Washington County	Project Manager	X
14	Magdalena Campuzano	Washington County	Support Staff	X
15	Sara Smith	Washington County	Support Staff	-
16	Gavin Oien	David Evans & Assoc.	Project Manager	X
17	KC Cooper	David Evans & Assoc.	Public Involvement Facilitator	X
18	Scott Harmon	David Evans & Assoc.	Traffic Design Engineer	-
19	Jim Evans	Casso Consulting	Project Manager	X

General Public:		
Name	Representing	

1. Meeting Overview – KC Cooper

KC opened the meeting noting that the notes from the previous IPG had already been approved.

KC provided an overview of the agenda. No changes to the agenda were requested.

2. Board of County Commissioners Presentation debrief – Matt Costigan

Matt stated the Board PowerPoint presentation on October 18 went quicker than expected due to time constraints caused by earlier scheduled items running longer than expected. The main concern of the Board has been the bike and pedestrian facilities and as such, the presentation emphasized the proximity and right-of-way constraints the design team considered in the alignment selection. The Board was then shown a PowerPoint presentation that included the proposed cross-section that would utilize a majority of the existing right-of-way while minimizing impacts to adjacent properties.

The presentation emphasized the long corridor and need for safe and marked pedestrian crossings as well as bike treatments. The presentation showed two locations where pedestrian crossings were being proposed and that further evaluation of the proposed treatment would be needed. The presentation presented the various bike treatments that were evaluated and why a buffered bike lane was the selected treatment.

The presentation concluded with the various alternatives that were evaluated for realignment of both the Blanton/198th and Kinnaman/198th intersections and that both intersections would be aligned by shifting the westerly legs to the north.

Matt wrapped up the presentation noting that the Major Streets and Transportation Program's 3e funding was recently approved by the Board meaning that this project would receive an additional \$7.0 million in funding bring the project funding total to \$21.0 million.

3. Stakeholder Meetings – Jim Evans/Matt Costigan/Gavin Oien

Intel: Jim provided an overview of the meeting the design team had with representatives of Intel in early October. The design team shared with Intel the various alternatives that were developed for the Blanton intersection and how these would work with the Shaw Street intersection, which also had a couple of design alternatives. Jim explained that the design team's preferred alternative, the west leg of Blanton would be realigned to the north, impacting an existing water quality facility and approximately 53 parking stalls, but no residences. The realigned intersection would be signalized. If Shaw Street is restricted to a right-in/right-out, the left turn storage at TV Highway could be increased.

Jim mentioned that the Intel representatives seemed receptive to the changes, but wanted more time to digest the information with others.

Matt mentioned that representatives from the County, along with representatives from the City of Hillsboro, had a meeting in a week where more information can be shared.

ODOT Rail: Matt provided an overview of the meeting that he and Gavin had with representatives of ODOT rail in September. ODOT Rail works with the rail users, in this instance, Union Pacific (UP) and Portland and Western (W&P). Matt presented what the design team was hoping to accomplish with the road improvement project in the segment near the rail crossing (widening the road to include on-street bike lanes). ODOT Rail provided a list of requirements that the County would need to fund through the

project if impacting the rail crossing (new gates, concrete panels, a 10-ft median on 198th, a right turn island with a crossing arm on TV Highway, electronics, etc.). These requirements would then lead to an upgrade of the 198th/TV Highway intersection (new signals, additional right-of-way impacts, etc.). It was estimated that the rail improvements alone would exceed \$1.5 million and would need to be paid by the project. In addition to these design requirements, ODOT Rail mentioned that they wanted the County to relocate the Tri-Met bus stops off of rail right-of-way and obtain maintenance permit.

Because of the additional costs associated the rail crossing, the County looked at a couple alternatives to try and install bike facilities on both sides of 198th up to and across the rail crossing that would not require extensive rail crossing and intersection upgrades. Matt mentioned a field “diagnostic” meeting is scheduled for November with ODOT Rail and representatives of UP and P&W to discuss the project, the various alternatives and hopefully find a solution that will work for all parties.

Clean Water Services: Gavin provided an overview of the meeting the design team had with representatives of Clean Water Services in September. The design team had completed a preliminary review of the stormwater and wetland impacts for the project. Because this project will include regulatory permitting, the project will be required to detain water to a level that would be released to mimic “pre-developed” runoff. Detention could be accomplished through either storage in piping (underground) or by construction of detention ponds (above ground). CWS stated that they prefer above ground and that they do not maintain underground storage. The County explained that the project is severely constrained and does not have available right-of-way to construct a large detention pond.

Gavin then explained that the team still needs to finalize the water quality and storm drainage impacts and requirements and then reconvene a meeting with all of the governing agencies to try and find a reasonable solution.

Other Stakeholders: Matt gave a quick update on other discussions the team has had with other stakeholders, all of them dealing with the realignment of Kinnaman Road:

- Property owner at the east end of Pike Street (at 198th) regarding potential increase in noise, (a noise study will be performed next year when we get into final design).
- Pastor of the Baptist church whose property would be impacted by the realignment of Kinnaman. His concern was also noise but more concerned about the impact to the property as they are looking to expand in the near future.
- Property owner whose property would be directly impacted by the realignment of Kinnaman.

Alignment refinements: Gavin discussed the minor design modifications that have been made to the strip map since we last met. These changes are minor and were based on discussions with stakeholders (rail, Intel, etc.). Designated turn lanes were also added at Rosa, Deline and at Carlin as discussed in earlier IPG meetings. As the project continues, refinements will continue to be made to minimize impacts.

4. Next Steps – KC Cooper/Matt Costigan

KC and Matt mentioned the upcoming open house on Thursday, November 17 from 5:00 – 7:00 pm at the Edwards Center. Over 7,000 flyers will be sent out. Representative from the City of Hillsboro were asked to attend to answer questions on South Hillsboro and improvements to 209th Avenue.

Q: Why is construction so long?

A: It is a two-season construction schedule due to the in-water (creek) work window. This may be able to be shortened if 198th is closed completely at the bridge This would allow the contractor to work longer without having to worry about traffic restrictions.

Q: What about mail delivery during construction?

A: It will continue. The contractor will maintain access for mail delivery as well as garbage pick-up. The contractor usually just relocates mailboxes to a 5-gal bucket so they can be easily moved as construction progresses. Ultimately, the mail boxes will permanently installed on the property side of the road.

Q: When does an arborist determine what trees stay and which ones go?

A: The design team will work with the arborist once we have a better handle on the design and will walk the project with them and identify trees that are of concern.

Q: What about utility lines if the humps are taken down as part of the road improvement?

A: The design team works with the affected utilities and brings this information to their attention. If they feel they would not have minimal depth, they would relocate their lines as part of the project

5. Public Comments – KC Cooper

No members of the public were in attendance.

Next Meeting:	No future meetings are scheduled
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End of Meeting Notes