



URMD

URBAN ROAD MAINTENANCE DISTRICT

Urban Road Maintenance District Advisory Committee

December 12, 2018

4:00 to 6:00 p.m.

Walnut Street Center

1400 SW Walnut Street • Second Floor Training Room 1 • MS 51
Hillsboro, OR 97123-5625

MINUTES

Members Present: Raymond Eck, Daniel Hauser, Mary Manseau

Absent: Tim Connelly, Michele Limas, Roy Schairer, Marty Moyer

County Staff Present: Steve Franks, Melissa De Lyser, Todd Watkins, Marla Vik, Brian Irish, Aaron Clodfelter, Shelley Oylear, Deanna Kurtzbein

Guests: Commissioner Greg Malinowski

Welcome and Approval of Minutes

Daniel Hauser called the meeting to order. Approval of URMDAC's October meeting minutes was postponed, due to lack of a quorum.

County Commissioner Greg Malinowski asked to speak for a few minutes. He expressed his appreciation for the opportunity to participate with URMDAC, the importance of URMDAC to District 2, and his gratitude for the hard work of URMDAC members and the difference they are making. URMDAC members and staff expressed their gratitude to Commissioner Malinowski for his years of service and engagement with URMDAC.

Update on URMD pavement condition – Brian Irish, OPS

Brian Irish shared a one page handout provided titled *URMD Pavement Condition – November 2018*, which shows URMD pavement conditions for the last five years. Brian noted that fresh pavement condition data from November was received and included. The data reflects that we are still seeing consistency in pavement conditions on Urban Locals and Neighborhood Routes. The Pavement

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Condition Index (PCI) went up about a point between March and November for Urban Locals, and about half a point for Neighborhood Routes. This is largely due to this year's slurry seal program, which concluded in October for about 100 streets. Planning for next year's paving program for about 50 roads in URMD is in process. The County is looking at and collecting data, but numbers remain consistent. Brian pointed out the handout's PCI legend, which indicates the target PCI of 70 for Neighborhood Routes and 65 for Urban Locals. PCI actuals have been above those target levels for many years. It was recommended that if more information was wanted on the last ten years, to consult LUT's newly published *Annual Report FY 2017-2018* (page 49), which includes road system pavement condition data back to 2008. Mary Manseau asked if the PCI was so high, why is she seeing so many streets that do not appear to be doing so well? Brian responded that he is happy to look at paving condition issues on specific roads, but he would need to know which specific roads. He can provide, for individual segments of road, historical treatment data and what inspection reports are showing. Mary said she would like to see more PCI data about URMD roads.

Todd Watkins pointed out that the data shared today is for the overall road network; some roads are lower and some are higher. Roads at the lower end are on the County's radar. It is expected that next year there will be an uptick for the roads on the lower PCI range. Mary requested a listing of those roads that are on the lower side of the PCI. Brian explained that there are eight types of road distress and they all are factored in when calculating the PCI. Capital Asset and Pavement Services staff perform the inspections. They look at 1,000 feet of road at a time, and then use a 100 foot representative example of the types of distresses that they see to make a PCI determination. In response to a request from Daniel asking to see a breakdown of the PCI data into PCI types (as is shown in a PCI slide in the URMD budget presentation), Brian said he can produce a bar chart showing very good, good, fair, poor and very poor conditions. Steve Franks stated that since slurry seals were applied this year, next year's surface treatment will be overlays, since the types of maintenance treatments alternate each year. Brian said that surface treatment types are alternated for contract efficiencies. Also, the County is more selective now regarding what road gets treated, to perform preventive maintenance at the proper time. This maximizes the life of the road. In response to Mary's request for more PCI information for URMD roads, Brian offered to produce a color-coded map showing URMD roads and their PCIs, which Brian said will tell more of a story than just providing PCI data.

Update on URMD pedestrian and biking improvements budget balance and updated budget estimate for Rigert Road Project – Marla Vik, ECS

Marla Vik provided a one-page handout titled *Rigert Road URMD Sidewalk Project Update for URMDAC*. As requested at the last meeting, the handout shows the cumulative budget balance for URMD pedestrian and biking safety projects and a revised estimate for the Rigert Road project. The original estimate for the Rigert Rd project was \$431,000. Because there is an unnamed creek that

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runs very close to the road, a wall will be needed to support the sidewalk. This wall would be the biggest price component of the revised cost estimate, which is \$1,435,000. Marla reported that just under 30% of the project design is completed. A \$300,000 contingency is included as part of the \$1,435,000 estimate, because it is very difficult to predict what the permitting costs will be. Staff knows that required permits include an Army Corps of Engineers permit, Dept. of State Lands permit, as well as permits from Clean Water Services and an Article 7 land use permit from the County, because the site is located within a drainage hazard area. These permits are necessary due to the location's environmental and topographical situations. At this time, staff does not know if it will be able to obtain some of the environmental-related permits the Rigert sidewalk project requires.

Marla reviewed the cumulative URMD ped and biking budget balance. The budget balance for the first two years of the improvement program showed a negative balance. This may be due to estimating costs, which staff got better at in later years. Subsequent years have resulted in a cumulative balance of \$829,393 at the end of year six (FY 2017-18) of the program. This is not enough to meet the Rigert Road project shortfall (estimated at \$1,004,000). Staff proposed spending more of the \$431,000 to look into the permitting requirements so a better prediction can be made as to the feasibility of obtaining permits and constructing the sidewalk. There is some concern that Army Corps of Engineers may not allow a wall to be built at all. This is more of an issue than the money, because the project needs to be a viable project—one we can obtain permits for. Ray Eck asked why the original estimate was only for \$431,000? Marla explained that the existence of the creek so close to the road was unknown at the time. Multiple staff are currently working on the ped and biking improvements candidate list for 2019 (currently at 133 candidates), and are making sure that various geographic layers are triggered, resulting in comprehensive analysis of conditions. Steve reminded URMDAC members that as a result of the Rigert project, staff will now make site visits to all top candidates before URMDAC makes its selection recommendations.

In response to a question, Marla explained that staff is unable at this time to predict how much money may be left over from FY 2018-19 and FY 2019-20 projects. So far, \$40,000 has been spent on the Rigert Road project for design and investigation, including surveys. Todd Watkins offered to look at the budget issue and see if he can make something happen; URMDAC has made clear that the Rigert project is an important one and wants to keep it as a project. In response to a question about other options for building such sidewalks, Steve Franks said that one option is through capital projects – the improving of existing roads, such as road widenings. Staff checked and no capital project is currently planned for Rigert Road. Daniel Hauser asked that with the existing approval of \$431,000, does URMDAC need to vote on using those resources for continuing to look into the permitting issues? Todd explained that URMDAC made their project recommendations to the Board of County Commissioners, which allocated the funds for the projects, so that URMAC does not need to do anything more. Todd will see if additional funds are available.

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Ray Eck stated that he attended the recent Madeline Street sidewalk project open house, where issues were raised about constructing the sidewalk on the north side of the street (staff's conclusion). Steve explained that while cost is only one factor, there is a \$240,000 cost difference -- the north side came in \$30,000 under budget and the south side came in \$210,000 over budget. Other factors that are considered include drainage, parking, and connectivity. Marla stated that the sidewalk makes a better connection to the high school on the north side. A contingent of people at the open house wanted the sidewalk built on the south side, largely related to drainage improvements they wanted. The open house concluded with an explanation of the factors that favor the north side. Marla said that at the end of the discussion, it was asked which side the sidewalk was going to be on: north or south, and that staff replied that it would be on the north side. Marla said that once the people were told this, the dialog shifted and attendees started a discussion about what they wanted to see on the north side of the street. Melissa de Lyser stated that many of the online open house comments preferred the north side.

Daniel Hauser asked that if when controversial open houses are held, that URMDAC be provided with a synopsis of the discussion, so that URMDAC is aware of it.

Steve Franks commended Marla and other Engineering and Construction Services staff for their good work on the 49 improvement projects over the years -- for carefully tracking and balancing each year's budget, looking for opportunities to connect to with other projects, to build on things that Shelley Oylear is aware of, and for using URMD funds wisely.

Update on Gain Share projects and pedestrian crossings at uncontrolled intersections – Shelley Oylear, ECS

Shelley Oylear reported that three Gain Share projects are moving forward and some have been completed, including Bronson Road and 1st Ave/Glencoe. Miller Hill Road and Florence Street (east/west of 170th) are moving forward for design. Three projects were applied for through Safe Routes to Schools infrastructure grants; staff will know in January if they were awarded money. Projects include two on Scholls Ferry and one on 185th & Kinnaman. These were specifically chosen off the Gain Share list because they met the specific criteria required, such as a Title 1 school designation and lower income neighborhoods. Safe Schools requested \$133,000,000 for projects, but was granted only \$16,000,000.

About 20 pedestrian crossing locations have been analyzed and those locations where the analyses indicated a crossing improvement was warranted (and the improvements have not been constructed) have been added to the ped and biking improvement candidates list. About eight will be on the list that will be available in January. Mary requested the list of the crossings prior to the January meeting.

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Shelley stated that currently, crossing enhancements are being implemented at five locations, and that neighborhood bikeways will be worked on, to include pavement markings, striping and signing. Mary asked who decides what crossings get evaluated? Shelley explained that some crossings were decided through grant criteria and others through the School Access Improvement Study. Mary asked if staff is looking at bus stops? Shelley said that a study to be conducted this summer, *First Mile Last Mile*, will be looking at 50 top bus stops, their stations, transfer points and accessibility. That study will then provide a list of locations for crossing enhancements analysis.

Communication Team update – Melissa De Lyser, LUT –

Melissa De Lyser reviewed a number of recent communication initiatives and updates:

- [WC-Roads](#): On November 30th, LUT launched a new version of WC-Roads. After six months of planning, staff launched an interactive website that provides information and links to project sites and additional information. There is a text version available as well, and they have received a good response so far.
- [LUT News](#): In conjunction with the new website, it was decided to combine the WC-Roads broadcast with the LUT News broadcast, and create one weekly update. The weekly LUT News broadcast was on Wednesday, and the WC-Roads was on Friday. It was decided to use Friday as the broadcast day and it is labeled as LUT News. It is also mobile friendly.
- LUT Annual Report: LUT's [Annual Report FY 2017-18 Partnering for the Future](#) was distributed to committee members. When accessing the report online you will be able to click on a page and find embedded videos.
- [LUT Homepage](#): LUT's homepage features a new online calendar. By clicking on "view all events", all events are shown. Subscribing to an event will enable notifications be sent if changes occur to that event. Melissa offered to subscribe URMDAC members to the calendar/events.
- *2019 LUT Strategic Calendar*: Copies were distributed. This is the third year the calendar has been produced. The purpose of the calendar is to provide a daily reminder to people of LUT's strategic plan goals.

Guest Comments

None

Open Forum – URMDAC

None

Meeting wrap-up

Daniel said Steve had drafted a potential January agenda, and asked Steve to review it. It included:

- Elect officers
- Discuss URMDAC in 2019: schedule, agendas, topics, membership
- Discuss joint meeting with RROMAC and the Board of County Commissioners (tentatively set for February)
- Status report update on all URMD pedestrian and biking improvement projects (Marla)
- Review the pedestrian and biking improvements candidate list for 2019

Staff will also follow up on information that was requested at this meeting.

Steve recommended that URMDAC members revisit URMDAC's October and November 2017 minutes (posted on [URMDAC's website](#)). They include good summaries of the outcomes from the 2017 selection process and how staff works on evaluating and sorting candidates. Steve also stated that URMDAC's October meeting handouts are posted on the URMDAC website; they include the outline of the 2019 improvements selection process that URMDAC agreed to and a table showing available improvements funding (URMD funding and House Bill 217 funding) for the next two fiscal years. There are no revisions to these two key handouts, which staff is using as it moves forward with the selection process.

Meeting adjourned at 5:50 p.m.

Next meeting: January 16, 2019, 4:00 – 6:00 p.m.