



# URMD

## URBAN ROAD MAINTENANCE DISTRICT

### Urban Road Maintenance District Advisory Committee

**May 17, 2017**

4 p.m. to 6 p.m.

Walnut Street Center

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

## MINUTES

**Members Present:** Tim Connelly, Ruth Deal, Bonnie Hadley, Daniel Hauser, Raymond Eck, Michele Limas, Mary Manseau, Martha Moyer, Larry Virgin

**Absent:**

**County Staff Present:** Ron del Rosario, Melissa De Lyser, Steve Franks, Jennifer McCollum, Mike Mills, Todd Watkins

**Guests:** Commissioner Greg Malinowski, Sgt. Tim Tannenbaum, Washington County Sheriff's Office

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### Welcome and Approval of Minutes

Bonnie called the meeting to order. Introductions of committee members and staff were made. Mary Manseau made a motion to approve the April meeting minutes; Larry Virgin seconded the motion. All were in favor and the minutes were approved as submitted.

### Sheriff's Office, Road Safety Issues – Sgt. Timothy Tannenbaum

Sgt. Tim Tannenbaum, supervisor for the [Sheriff Office's Traffic Safety Unit](#), gave an update. The goal of his unit is safety. He looks for trends and sees how to make roads safer. Traffic volumes are up which means crashes are also up. He would like to see accident rates down as far as he can get them. Washington County's fatal crash rates have dropped significantly since 2006. He encourages deputies to focus on impaired driving.

Data gathered this year from 911 calls shows who called in the crash and the location. In rural areas of the county, 437 crashes were reported to 911 and responded to in 2016; of those, 111 were injury crashes. Year to date 2017, there have been 344 crashes already – a nearly threefold increase. Some of those were related to the heavy rains.

Enhanced Sheriff's Patrol District (ESPD) areas are the focus of his unit's efforts, since that is where the money comes from. They push education and the traffic safety hotline and website, and encourage citizens to report issues so the Sheriff's Office can have the information and work to fix those things.

Sgt. Tannenbaum stated that we cannot engineer our way out of human behavior, so we need to change people's driving behavior -- the goal is to get drivers to drive better. He said the person who has received six tickets should be the one taking the driving courses ordered by the courts, not the first time offenders.

Awareness is key while driving, especially in school zones. Being conscious instead of on "auto-pilot" is extremely important.

The committee discussed the intersections of Bany Road & 170th Avenue and 185th Avenue as being problem areas. Sgt. Tannenbaum mentioned that TV Hwy is the corridor with the most accidents.

When there are speed complaints, extra enforcement can be requested through the Sheriff's Office. Online and phone requests are accepted. Also placing the speed monitor trailers on streets helps to keep traffic in check. Sometimes the perception is that cars are going really fast; however, when tracked, it turns out they are not.

The Sheriff's Office is trying to do a better job about talking to people and having a meaningful dialogue with citizens. They are trying to explain that speeding is one of the leading causes of crashes and let them know the Sheriff's Office patrol is out there to keep folks safe.

The committee discussed political or real estate signs in the right of way. Todd recommended that people call Operations to have them removed.

### **Neighborhood Streets Program Update – Mike Mills, NSP Coordinator**

Mike Mills explained that [The Neighborhood Streets Program](#) is a traffic calming program for Washington County. Part of the process is collecting data with the radar trailers and using that data to determine if the road will get speed cushions or other assistance for speed control, like solar powered speed display signs. Speed display signs are an effective tool to slow drivers down. Anything over 6% grade is not eligible for the program. Arterials and Collectors are not eligible for funding through the NSP. People are surprised to hear that speed humps cost about \$5,000. Solar powered speed display signs cost about \$6,500.

**Department of Land Use & Transportation**

**Operations and Maintenance Division • Urban Road Maintenance District Advisory Committee**

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The Neighborhood Streets Program is just for Urban Locals and Neighborhood Routes with speed limits below 30 miles per hour. Mike said he spends about 60% of his time on the NSP; he also coordinates the permits for neighborhood events, such as block parties, and encourages neighborhood involvement.

Parking infiltration is an issue that is addressed by the NSP. Examples of areas are SW Woodward Way and Muirwood Drive. The neighborhood got together, petitioned, and voted for parking with a permit only. Two-thirds majority voted yes. The signs were installed almost immediately and the Sheriff's Office assisted with writing warning tickets. A notification letter was mailed to everyone in the district and each owner received two visitor permits. Mike actually set up a table in one of the neighbor's driveway and issued permits in person for the convenience of the citizens.

## Guest Comments

Commissioner Malinowski said there is a situation that he would like to bring to the committee regarding the Sunset High School crossing. Commissioner Malinowski said that a mid-block crossing is a traffic calming issue that he would like URMDAC to consider funding. Todd Watkins spoke about the County's mid-block crossing policy, which also covers un-controlled intersections. Todd explained that a study supporting installation of a crossing at a mid-block or uncontrolled intersection location is required before one can be installed, and that study, once completed, must then support the installation. The study takes place before design and construction. In the past it was decided that URMD funding would not be used to fund such studies, since the study may not lead to a candidate being viable – it would not lead to a project being built. If the study with the analysis were paid for by a third party and the study supported installation of the crossing, then that crossing proposal could possibly be brought to the committee as a possible URMD Safety Improvement Project. The committee discussed options. Chair Hadley suggested that this subject is better suited for the Board of Commissioners or LUT department director, instead of URMDAC, since it is a policy decision. Steve Franks went on to remind the committee members that there were already over 150 URMD-eligible candidates on the URMD safety improvement candidates list, and URMD funding did not have to be the only source of funding for desired mid-block/uncontrolled intersection crossings.

## Follow-Up to April meeting

- *Select one additional URMD safety improvement project for FY 2017/18 funding:*

Bonnie suggested going around the room to have each member voice their project choice. Ron del Rosario used a spreadsheet method to calculate the scores and put the projects into the ranking order.

Michele Limas, Mary Manseau, Tim Connelly, Ray Eck, Larry Virgin, and Bonnie Hadley supported project #596 (Bull Mountain Road sidewalk). Ruth Deal supported project #424A (175th sidewalk) and Mary Moyer supported #161B (174th Avenue sidewalk).

Daniel Hauser also voted for 161B. However, since Dan is as an alternate, and since all regular members were present, his vote does not technically count, although he was allowed to express what his support would be.

The committee discussed why they made their choices. After discussion, Larry Virgin made a motion to fund project #596 as the \$1.5 million additional URMD safety improvement project for FY 2017-18. Ray Eck seconded the motion. The committee voted and all were in favor. Project #596, Bull Mountain Road sidewalk was selected by the committee.

- *Finalize FY 2018/19 URMD safety improvement criteria and selection approach:*

Steve reported the subcommittee met four times. The committee discussed the proposed changes to the sorting criteria and the [selection approach for selecting the FY 2018-19 projects](#). Larry Virgin did not agree with the removing the cost limit. Everything else he thought was great. Todd explained that taking the cost out of the choices allows the committee to rank all the candidates. It was recommended that the cost cap be decided yearly. The committee can choose then whether to do a large project or several small projects. Ron thanked Mary Manseau, Daniel Hauser, and Marty Moyer for their time put in on the subcommittee.

The committee decided to discuss further at its next meeting the idea of choosing URMD small road improvements every two years instead of yearly. Larry Virgin made a motion to accept the subcommittee's recommended revised sorting criteria and selection approach. Mary Manseau seconded the motion. All were in favor and the motion was passed.

## Miscellaneous

- Set agenda for June meeting:
  - Marla Vik-overview of Capital Projects
  - Finish discussing topic of biennial project selection process-advantages/disadvantages

## Future Agenda Items:

Meeting adjourned.

**Next meeting:** June 21, 4 p.m. – 6 p.m.