



# Rural Roads Operations and Maintenance Advisory Committee Meeting

September 8, 2016, 7:30 to 9:30 a.m.

Walnut Street Center

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

## MINUTES

**Members Present:** Allen Amabisca, Denny Hruby, Michael Jamieson, Daniel Morgan, Matt Pihl, Dave Sweeney, Gary Virgin, Lars Wahlstrom

**Absent:** Bill Ewers, John Malnerich, Doug Riedweg

**County Staff Present:** Theresa Cherniak, Tracy Fox, Steve Franks, Russ Knoebel, Keith Lewis, Jennifer McCollum, Mike Mills, Dave Schamp, Stacy Shetler, Andrew Singelakis, Todd Watkins

**Guests:** Blaine Ackley, Sylke Neal-Finnegan, Carolyn McCormick

### Welcome, Introductions, and Approval of Minutes

Lars called the meeting to order. Dan Morgan made a motion to approve the August minutes. Gary Virgin seconded the motion. All were in favor and the August minutes were approved as written.

### Guest Comments

Blaine Ackley stated he resides in Hillsboro and is an avid bicycle rider. He enjoys riding on the rural roads of western Washington County roads. Blaine extended a big thanks for the work County does to keep the roads in good condition. He made note of the recent improvements on Kansas City Road.

Following the road rules, riding single file, and using the right side of the road are all things he does when riding; however, some roads are too bumpy on the right side to ride safely, and it's easier to ride in the lane of traffic. He wanted to bring this issue to the County's attention.

Blaine stated if the road is on the Scenic Bikeway Map, he thinks they should be maintained to a different standard. He would like to see RROMAC and the County give greater attention to the Oregon Scenic Bikeways because they are so frequently used.

Todd Watkins replied that the Visitors Association and the County decide which routes are used; however, County's road maintenance priority matrix does not give special consideration to bike routes. We do not have the capacity to provide the specific maintenance of our bikeways. It is on the County's radar and we are looking for ways to be responsive to the issue. More conversations will be happening in the future regarding bicycles, but for now no additional funding is available.

## Operations and Maintenance Update – Todd Watkins and Keith Lewis for Dave Schamp

Todd Watkins stated the major maintenance projects are winding down for the year.

- [Scoggins Valley Road](#) – paving, slide repairs, and guardrail are complete.
- [Scoggins Dam](#) – Bureau of Reclamation accidentally left the traffic control devices for an additional week but they have since been picked up.
- Culvert projects:
  - [Timber Road](#) – emergency repairs were replaced with a final permanent culvert.
  - Dairy Creek – has pipe in and a bypass road was built to accommodate traffic.
  - Gordon Road – concrete box culvert has been completed.
  - Beef Bend Culvert – might not be complete until summer 2018/repair work is complete and is holding up well.
- Paving contractor is wrapping up for the season and will pick up in the spring again.
- Crews are preparing for winter.

Keith Lewis stated the goal was to get some of those culverts completed before the Labor Day weekend and that goal was met.

- Paving, chip sealing, and fog sealing were temporarily postponed due to weather but are now complete for the year.
- Crews are now moving onto machine patching.
- Finishing work on Laidlaw Road – crews plan to complete before school starts.
- Working on Cochran Bridge now in Timber area. Reinforcing the caps for that bridge is going well and is on schedule.
- Mowing was shut down due to fire danger, but work has started again.

Denny Hruby asked about who is responsible for the overhead vegetation clearance on roads. Keith answered it is the adjacent property owner's responsibility unless it is an immediate hazard and then the County will take care of the issue. The example given is vegetation on River Road from Rood Bridge Road to Minter Bridge Road. There are trees encroaching on the roadway. Also noted was Rood Bridge Road and Burkhalter Road having large trees with low hanging limbs that trucks/cars hit with their vehicles. Keith made note of these areas and will follow up with service requests.

## Engineering and Construction Services Update – Russ Knoebel for Gary Stockhoff

Russ stated the design phase for [Roy Rogers Corridor](#) from Scholls Ferry Road to Beef Bend Road is 30% complete. This project is fully funded by MSTIP. Plans are to be under construction next year and

possibly into 2018. The design phase is 90% complete for the south end of Tualatin-Sherwood Road crossing over Hwy 99. There is no date set for construction to begin.

There was a formal recommendation to the Board of Commissioners by the Planning Committee to change Roy Rogers from a two- to three-lane cross section/and from a four- to a five-lane cross section in the Transportation System Plan. This should go to the Board September 20 for the first hearing.

There is a 99% chance the [Willamette water supply project](#) will go up Roy Rogers Road. The projects will be combined and coordinated between agencies. However, the Tualatin River Bridge is not funded at this time.

The committee discussed the difficulties of making a left turn onto Roy Rogers from the Baggenstos Farm store.

### **Economic Benefits of Bicycling – Dan Morgan**

Dan Morgan shared his views on the [economic benefits of bicycling](#) and would like to offer a different perspective of demographics in Washington County. He has a good understanding of the rural community and has been an avid bike rider his whole life. Dan said biking makes him feel more accessible and people are more accessible to you.

Biking generates about \$100 million in revenue for the state. About \$18 million in taxes are paid to our state yearly. Washington County has great assets, but how do we keep it as a destination? Bicyclists spend more money when passing through because they ride to eat. They stay longer than drivers do. The goal is to get more people riding out in the rural areas to bring in that revenue.

The Portland Velo-Bicycle Club sponsors a bike ride in Washington County every week. Around 5,000 riders, mostly residents of southeast Portland or Multnomah County, come out to ride the rural roads. Non-paved riding is a growing trend also. These roads offer less traffic and you can see more remote places. A series of rides come out early in the spring or late in winter. About 50 people came out for the 55-mile ride. Several other rides are scheduled each year.

Dan mentioned events in other cities that bring a lot of money and wants to see this happen here. This committee has asked, "How do we keep the money here?" We can make this happen in our county. We need to capitalize on our rugged land and fun destinations.

Matt Pihl mentioned how difficult it is to pass a bicycle when driving large trucks and how the bicyclists do not seem to understand the trucks cannot swerve into the oncoming traffic lane to go

around them. Dan answered that he does his best to educate bicyclists but there is no way to force people to be considerate on the roadway.

### Rural Tourism Study – Theresa Cherniak

Theresa shared copies of the completed [Rural Tourism Study](#). She shared some of the highlights of the study pertaining mostly to roads:

- This study was authorized by the Washington County Board of Commissioners in 2014 and is partially funded by Washington County Visitors Association.
- The most important focus of the study was protecting the farmlands, not promoting tourism.
- “Rural Tourism was considered broadly as activities/uses above and beyond traditional farm and ranch operations that draw visitors to farmlands and other rural areas.”
- Research suggests that 72% of rural properties commonly host rural tourism activities. These include wineries/beer/sake/spirits, recreation, farms and nurseries, dining/preparing food, historical/cultural, and overnight stays.
- Resident interviews suggested most neighbors support regulating noise with events, traffic and parking, event frequency and hours of operation, and notice to the neighbors.
- Roads related content - the report recognizes the role of rural roads in supporting rural tourism and the need for transport of goods from farm to market and movement of farm equipment.
- Potential action items are, keeping in mind this is a report not a plan, considering road and bridge improvements, bike safety corridors, nature trails, signage about farm equipment, turnouts, and bikeways.
- There is currently a public comment period. This will remain open for comment through the end of September. Formal recommendations will be taken to the Board in the fall.

Carolyn McCormick, President of the Washington County Visitors Association, thanked the County for recognizing the importance of tourism and the economic impact of that money in our community. She stated that in 2015, over \$680 million dollars was spent here by tourists. We are a place that attracts visitors.

Michael Jamieson offered some suggestions for additional areas to study. He will send those ideas to Theresa Cherniak. (Her contact information is listed below.)

Allen Amabisca stated he doesn't see the groups involved really communicating and coordinating. The committee discussed options to control and stay informed about the impacts for these activities.

Theresa offered her contact information if anyone has additional information or ideas for the study.

Theresa Cherniak, Principal Planner, [theresa\\_cherniak@co.washington.or.us](mailto:theresa_cherniak@co.washington.or.us), 503-846-3961

**Department of Land Use & Transportation • Operations and Maintenance Division**

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## Special Event Permitting – Mike Mills

Stacy Shetler, Principal Engineer, introduced Mike as the coordinator for the Neighborhood Streets Program, which is funded by URMD. The purpose of this program is to calm traffic on local streets with signage and radar trailers.

He also prepares [Race and Special Event permits](#) which are approved by the Principal Engineer in Traffic Engineering. An online request is made and Mike sends out the most current permit application for race events. There are other requirements with the application. One of the main things looked at is traffic control, a parking plan, an indemnity agreement, waiver of liability, special event package, general definitions, event definitions, application fees are required even if the event is for a charity.

A permit is required for races where the event is a competition and an entry fee is involved. There is no permit required at this time for group rides. Hagg Lake has some special requirements. There are extra rules regarding what they can do to conduct the event. There are supplemental pages with additional information for the event. If the group needs flaggers, they must be certified. There is also a planning checklist with recommendations of how to run a successful event. Documentation is kept in various locations for ease of access. One of the keys to successful events is the course map. The map goes through several checkpoints to be sure there isn't any maintenance or construction going on or other group already using that area. If there is a conflict with the course, it can be addressed ahead of time and rerouted.

There is a \$118 fee for bike/run events and parades so there is a small economic impact to the County. Mike stated he issues permits for about 50 bike/runs events, about 15 to 20 block parties, and 10 parades each year. There is no fee for block parties. Follow up includes making sure all areas are cleaned up after the events.

Gary asked if Mike goes back to the permit recipient after the event to find out if there is anything we can do better in the future. Mike said the events are usually annual so he has contact with them regarding feedback and has identified some issues that have been corrected.

Stacy mentioned there has been some feedback about debris left on roads being an issue.

## Miscellaneous:

- Set agenda for October meeting:
  - Bridges being impacted with weight limits (especially for super solo or single drop axle trucks). Requested an update on whether the bridges are worse off than we thought.

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Todd said we are doing a second round of evaluations and there may be more bridges being weight limited in the near future.

- Willamette Water Line – impacts to some of the secondary ROW in addition to Roy Rogers (environmental issues associated with this project)
  - Farmington widening – Lars requested an update by ODOT
  - Culverts – Lars mentioned this is a big issue for the VRF and asked which will be the next culvert to fall apart? Per Todd Watkins, the culverts are in the process of being inspected and reevaluated again (last time was 10 or more years ago)
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- Matt Pihl recommended Green Mountain Road have access to the Banks Linear Trail. He stated he would like to see a route created for people to reach the path instead of using Hwy 26. He stated this might be more convenient and more people might use the trail. Dave said it's not a road maintenance issue. Andrew asked Matt to contact him directly.
  - Gary commented that 209th turning left onto TV Hwy is so much better now that ODOT has installed a light. Andrew coordinated with the city and ODOT to get this implemented and the committee thanked Andrew.
  - Andrew mentioned the first reading of the VRF recommendation and the Public Hearing will be held on September 20 at 6:30 p.m. Andrew invited members to show up to give input. Lars said he plans to go to the meeting. Guest – Blaine said he would like to go as well.
  - Lars asked for comments to share at VRF meeting at the September 20 meeting from members. It was asked if there is organized opposition. Andrew answered that he did not know of any. He said it was odd because articles have been issued, however there has not been a lot of interest.
  - Lars thanked Dan for his presentation and liked the idea of bringing money into the county.

Meeting adjourned.

**Next meeting:** November 10, 2016, 7:30 – 9:30 a.m.