



**URBAN ROAD MAINTENANCE DISTRICT ADVISORY COMMITTEE**  
**September 17, 2014**

<u>Members:</u>	Martin Granum	<u>Staff:</u>	Ron Del Rosario
	Bonnie Hadley		Steve Franks
	Anthony Mills		Roberta Garcia
	Marty Moyer		Phil McCormick
	Larry Virgin		Zach Morris
	Jason Yurgel		Victoria Saager
			Dave Schamp
			Stacia Sheelar
			Stacy Shetler
			Marla Vik

<u>Absent:</u>	Tim Connelly	<u>Guests:</u>	Gary Ross
	Ray Eck		

**Welcome**

Introductions were made. Anthony Mills motioned to approve the July minutes and Larry Virgin seconded the motion. All were in favor and the July minutes were approved.

**Guests – Public Input**

No public comment.

**2013-2014 Safety Improvement Project Updates – Zach Morris**

Zach Morris gave the following brief summaries on the [2013-2014 URMD Safety Improvement projects](#):

- 92<sup>nd</sup> near completion waiting for moisture to finish up.
- Butner near Huntington – MB project is under construction to limit impacts to school nearby; safety project will follow.
- Scholls Ferry is next and is currently being surveyed; physical construction will start next week.
- Laidlaw – CWS extended Laidlaw – building in 2015, extended with committee approval, now back to a pedestrian bridge, with permits should go to bid in early 2015.
- Leahy was ready for bid with other projects, but trying to focus on water issues coming from public to private property. There is an easement we may be able to use; adding cross culverts, some uncertainty so decided to wait until 2015.
- McDaniel was similar – big water quality swale and open ROW, by the time bidding would be complete weather would be too wet; should go to bid in early 2015.

## **Performance Measures Update – Victoria Saager**

Victoria just received final numbers for Fiscal Year 2013-2014 surface treatments only (contract prep, administration, etc.) and will provide them at the next [November] meeting. Admin costs were at 7% with a goal to keep that number below 10%. All items for the FY 2013-14 Work Program were completed during the fiscal year.

Service Requests for timeframe January to June 2014 – Vegetation had the highest number of requests ([Slide provided.](#)) Victoria will provide a comparison of the last four years at the next meeting [included in slide]. Vegetation requests have gradually decreased over the last four years with the other categories remaining stable. The total number of requests has remained consistent over the four-year period.

[Customer service response](#) – Door hangers included a removable post card in addition to a link to the online survey. Surprisingly, we have received more postcards back than we expected. The response has been fair. Most people tend to fill out surveys when they are unhappy with something rather than when they are pleased.

## **Updated Minor Betterment Candidate List**

Public comments are still being received on the [Minor Betterment](#) Candidate list.

Jason Yurgel asked about the character limit for comments and Victoria will check to make sure there is no longer a limit. [There is a 500-character limit.] She also reminded the committee there are several ways to submit comments (by phone, email, fax, snail mail, etc.).

Candidates showing a cost of NA (Not Applicable) exceed the scope of a Minor Betterment project, but are listed as an identified need. Marty reminded Ron, the URMDAC budget is larger than the Minor Betterment Program and the dollar amounts should be included for this committee's consideration.

Victoria asked if this committee will be waiting for the Minor Betterment Committee to make their selections prior to making selections, and the committee agreed that would be the best choice. There is still adequate time to make those selections.

Commissioner Malinowski asked if the Saltzman Road beyond Laidlaw candidate, which is planned to have a widening of the asphalt path, can be done off the grade a bit so cars know it's a pedestrian pathway. Staff will review.

## **Miscellaneous**

Victoria shared the [Neighborhood Streets Program](#) has a long list of locations that have requested Speed Display Signs. Requests to put these on Collectors and Arterials are not funded by the NSP. It has been suggested that URMD may want to fund some of these as safety improvements, possibly as a package (streets that are in proximity of each other). It's not necessary to make any decisions, just something for the committee to think about for the future.

Jason asked if there is any hard data to show the effectiveness of the speed display signs. Stacy Shetler, Traffic Engineer, indicated we do have studies that prove the display signs have shown

the speed does decrease. The cost to install a sign is approximately \$15,000. They can be permanently installed in a fixed location or they can be moved from one location to another by a neighborhood association.

Martin Granum suggested there are still a few schools that could use these signs. Anthony asked if there was an option to use a sign that just flashes to remind drivers of the speed and doesn't necessarily include a radar element to explore a potential cost savings.

The committee requested further information from Traffic Engineering regarding options available as potential safety improvements, costs involved for installation, maintenance, etc. Stacy indicated installation costs are the largest piece, but there may be some other alternatives he can bring back to the committee at a future meeting. [Scheduled for October agenda.]

### **URMD Audit 2014 Update**

Dave Schamp reviewed a memo provided to the Board of County Commissioners from Bob Davis, County Administrator, regarding the [2014 URMD Audit Response](#). (Available on the URMDAC web page.)

By all accounts URMD has substantially met all objectives and is using all resources effectively. One recommendation that was not implemented was a comparison of URMD roads and roads in other jurisdictions (cities). However, URMDAC recommended spending levels and established a pavement condition target against which URMD's performance is measured. Other agencies establish their own performance level and how much they spend so the comparison would not be comparing apples to apples. We are reporting on URMDAC's established criteria.

Another critical element was forming the URMDAC initially. The CAO explained the difficulty the County had finding applicants to participate on the committee. There was also some criticism on the IGA with CWS. The IGA did not include reporting requirements and performance measures; opening up the IGA to discuss this opened up several other elements for discussion. The auditor wanted a date certain when these elements would be completed. The IGA continued to be renegotiated without a final agreement, but eventually a Memorandum of Understanding which sets reporting and performance measures was approved by both County and CWS. The Auditor continued to report that the staff did not complete the IGA.

Anthony Mills asked Commissioner Malinowski how the Board views the audit report and he indicated there are people who want all the t's crossed and the i's dotted. The Board also is very pleased with what the committee has accomplished.

Dave indicated to the committee that if the comparison is critical or important to the committee, staff would provide the information.

Steve Franks commends Dave for stopping and thinking about the use of County resources and whether or not there would be any value added.

Jason asked if an audit has ever been done on RROMAC. Dave shared that RROMAC is funded by the Road Fund and to his knowledge there has never been an audit of the Road Fund. RROMAC does not have a dedicated source of funding like URMD.

## **Questions**

Marty Moyer – When they first started the Helvetia Rd. and Hwy 26 interchange it was Washington County and ODOT. Now the City of Hillsboro is involved, why? Jacobsen Rd. is a City of Hillsboro Rd. All three agencies are working together. Marty said, “They just ruined a perfectly good route. They made Jacobsen a right-in, right-out – If I just came from West Union, why would I want to go back to West Union?”

Bonnie Hadley – Inquired about a school zone for Life Christian School on 209<sup>th</sup>. Stacy indicated the school has some requirements that need to be met in order to create a school zone and the school is aware of those requirements.

Jason asked, if an URMD road floods who closes the road? Dave shared the Sheriff’s Office can only legally close a road if there is a fatality [crime scene], but they do close them. Technically a road needs to be closed by the road authority.

Discussion regarding Saltzman Rd. needing some type of pavement treatment to keep drivers from crossing the center line or the fog line near pedestrians.

Bonnie asked what it would take to keep trucks off of Saltzman. Todd indicated the Weigh Master would have to follow the trucks from the entry area of the roadway all the way up which is not likely to happen.

There was some discussion regarding the [Gain Share](#) projects and the committee was given the web link to find out more information:

<http://www.co.washington.or.us/LUT/TransportationProjects/2013-gainshare-program.cfm>

Bonnie – Within the last year Victoria gave a presentation of street lighting projects that never went anywhere. Were we going to make them special projects? Victoria will be writing a white paper regarding the study done on Johnson St. between 209<sup>th</sup> and Cornelius Pass.

## **October Agenda**

Minor Betterment Candidate Updates

Traffic Engineering – Safety Improvement Options

Annual Report Draft Review and Financial Results – Victoria

Pavement Condition Rating Update – Brian Irish

Gain Share Safety Projects Update – Gary Stockhoff