



RROMAC MEETING MINUTES
October 17, 2013

The purpose of RROMAC is to study rural road operations and maintenance concerns in Washington County, work with County staff to develop program and funding alternatives and make recommendations to the Board of Commissioners.

<u>Members:</u>	Bill Ewers	<u>Staff:</u>	Steve Franks
	Denny Hruby		Keith Lewis
	John Malnerich		Victoria Saager
	Jim McCulloch		Dave Schamp
	Jake Miller		Stacia Sheelar
	Doug Riedweg		Gary Stockhoff
	Dave Sweeney		Stacy Shetler
	Gary Virign		Todd Watkins
			Shelley Oylear
			Steve Kelley
			Karen Savage
			Chairman Andy Duyck

<u>Absent</u>	Eldon Jossi	<u>Guests</u>	Matt Bauer
	Lars Wahlstrom		

Welcome

Doug Riedweg, Vice-Chair, called the meeting to order. Bill Ewers made a motion to approve the September minutes. Gary Virign seconded the motion and all were in favor.

Guest Comments

Matt Bauer, resident of Green Mountain Road, addressed the committee about the amount of dust on the road in front of his property. He said the dust is so bad the kids can't play outside and they can't open their windows. He shared he is aware that chip sealing or paving is very costly. He also shared that he paid to have the road oiled this summer, but it didn't last long.

Todd Watkins shared with Matt that he had actually met with Matt's wife, Mitzi, onsite to discuss the dust issue. Mitzi indicated they would be willing to pay for the road to be chip sealed and there were other neighbors who may also be willing to pitch in to have the road done.

Dave Schamp shared that a Local Improvement District (LID) is also an option. Todd also shared they can work with staff to chip seal the road through a Right-of-Way Permit process and hire their own contractor or work through the LID process.

Mike Chombeau asked about the past Gravel Road Upgrade Program. Todd explained there is not currently any funding available for this work. Groveland Road was recently chip sealed, but it was funded through an ODOT project.

Engineering and Construction Services Update

Stacy Shetler gave a brief update on traffic counts and the percentage of increase in traffic in specific areas. Gary Virgin asked about having the speed reduced on Clark Hill Road due to an increase in the Average Daily Traffic (ADT). Stacy said they could do a traffic count and will look at a speed zone. He also explained how the 85th percentile calculations work vs. the actual speed. Stacy will report back at a future meeting.

Gary Stockhoff joined the meeting in progress and said they are trying to get pavement down before the weather turns. Helvetia/Brookwood interchange along with Groveland being closed yesterday for paving created some issues. The plan is to reconnect Groveland Drive in 2015. Johnson School Road Bridge won APWA Project of the Year award.

Upcoming projects include Intel and Nike's ongoing construction, Cornelius Pass design, Brookwood for 2015 construction, Farmington Road Hocken to Murray, buffered bike lane on Brookwood, separated cycle track on Cornelius Pass.

The County is also working with the City of Hillsboro to realign Meek, Scotch Church and Zion Church roads in 2015. Temporary signals are being installed at Roy Rogers and Scholls Sherwood, Roy Rogers and Beef Bend, and Tile Flat and Scholls Ferry all in the spring of 2014.

Operations and Maintenance Budget and Update

Dave Schamp said the record rainfall in September and the very dry October was good in some ways, because we got an early start on grading our gravel roads. The downside to that was the dust abatement was eliminated before the dryer weather in October.

The County crews have been working on shoulder maintenance on Glencoe Rd. north of Evergreen. The harder surface has changed from gravel to asphalt. This was done to enhance the safety for all users, to help with the off-tracking in the 'S' curves and also provided an opportunity for the drainage crew, who would normally be doing ditch maintenance, to do the work. This work would typically be done by the surface crew. The improvement provides a paved shoulder from Hillsboro to North Plains. We will be running the numbers to look at the cost effectiveness of this project.

The crew was out last week working with ODOT to repair two of the five slides at Hagg Lake. One slide is at Hankins and one is at Boat Ramp C. ODOT used their Asphalt Zipper to grind, compact, and fill the area. Final lifts are being finished today and striping will be done tomorrow. Todd shared information provided by GeoTech that identified stabilization needs, but the cost is too high. These are short term fixes so you can expect to see cracks again in the short term.

The break in the weather provided an opportunity to also get some asphalt down on Gales Creek Road before winter.

Todd shared an upcoming length restriction for Jackson Quarry Road (no longer than 30'). There have been several accidents involving the guardrail.

Mountain Creek Road LID is active and very organized. There was a night meeting last night. It was very well organized and funded by the property owners.

Transportation Safety Plan

Steve Kelley, from Planning and Development Services, provided several handouts and reviewed functional road class and how roads are used. He displayed maps focusing on the rural area showing arterials and collectors. The Modal Plan Development Process Committee includes representatives from the Committee for Citizen Involvement (CCI), RROMAC and URMDAC. The committee addresses anything that needs to be upgraded/modified, etc. A lot of planning cannot be done for urban travel through the rural area due to state laws. Steve distributed a Rural Roads handout and asked members to identify corridors for future safety enhancement study areas. The Westside Transportation Study is in the very early scoping stage, it is state funded and may address urban travel through the rural areas.

Shelley Oylear spoke about the Rural Road Safety Action Plan and shared it may identify types of improvements that could help. Denny Hruby asked if the accident data that is used is verified and correct. He said it doesn't seem like the state information matches the TVFR and/or WCCCA data. Steve noted they do consider the Safety Priority Index System (SPIS) list produced by the state.

Chair Duyck warned the committee not to rely heavily on existing data and to be forward thinking about where we can make safety improvements for the future.

Doug Riedweg asked if there is a way to encourage people to use arterials and collectors instead of shortcuts like Johnson School Road, Burkhalter, etc. Steve shared the functional class identifies how people use the road so it is designed and maintained appropriately. John Malnerich would like to see Tongue Lane with the same shoulder improvements just done on Glencoe. Todd shared Golf Course Road was supposed to have shoulder work, but due to environmental requirements and other cost factors, the project was very expensive and the road is going to need repaving as well.

Chair Duyck mentioned the potential of partnering with ODOT to work on Hwy 219 and the rural roads connected to the highway that are used as cut throughs. Gary Virgin reminded the group that truck traffic should also be considered (i.e. Baker Rock and West Side Rock).

Steve Franks introduced Karen Savage, Principal Planner, who is new to the County. Dave Schamp noted that Planning and Development Services is really reaching out to

everyone and including maintenance folks in the early stages of the planning and that is very helpful.

Steve asked for anyone with input to go to the website and comment www.TSP2035.com
Doug Riedweg thanked Steve for the opportunity to comment now and not after the fact.

There was discussion about land use issues that need a hearing and how costly they can be. Chair Duyck said to change the rules you have to work with your State Representative and you have to pick and chose your battles. Steve Franks assured the group he would discuss the land use requirements with his Leadership Team later today.

Miscellaneous

Chair Duyck thanked RROMAC for supporting the Vehicle Registration Fee. He shared with the committee the Board settled on a fee of \$30 per year, they received many recommendations to proceed and were prepared to enact the fee without a public vote. After further consideration a decision was made to focus on educating the public about the fee and postponing further discussion until June 2014. At that point the Board may decide to go ahead with a recommendation of the full \$43 per year and go to the voters in November 2014.

The committee said it is very important to let the voters know the money all stays in Washington County and the education of the public should include photos and examples. Several committee members also expressed the need to include an explanation of each funding source and any limitations on how that money can be used.

Jim McCulloch said the education is key, because without his involvement in RROMAC he wouldn't have voted in favor of the fee. Now that he has the education and knowledge from his involvement with the committee, he has a much better understanding of the need for funding.

Victoria provided an update on the Minor Betterment projects. The Minor Betterment Committee met on October 3. RROMAC members on that committee include Doug Riedweg and Jim McCulloch. The committee recommended five projects. Jim said the process worked very well and included a lot of public input both for and against specific candidates. There was one rural project selected for a pedestrian pathway on Verboort Rd. between Visitation and Porter roads. The committee will have a debrief meeting in November.

The recommendations have been provided to Dave Schamp and he will pass them on to the management team for review. The design and construction of these projects will be managed by Engineering and Construction Services. The Project Manager will be Zach Morris.

Victoria also shared URMDAC will be selecting URMD Safety Improvements and providing their recommendations to Dave at an upcoming meeting. Those candidates not selected will remain on the list and additional projects will be accepted until July 15, 2014.

The issue of parking at the Banks Linear Trail on Sundays was discussed and it was suggested the adjacent property owners be contacted to provide options for additional parking for the users. Shelley Oylear said the City of Banks received a grant for Main St. planning and a parking review was included.

Chair Duyck shared there is support to bring the trail in to Hillsboro, but there are some conflicts with the railroad.

Todd Watkins shared a conceptual plan for West Union Road between Helvetia and Glencoe to get bikes off the roadway. This project would cost an estimated \$3.3 million plus engineering and design which would add about 30% to the cost. Todd will share more details at the November meeting.

Dave Schamp shared we have received a lot of positive feedback on the work our crews recently did on Glencoe Road to address shoulder maintenance. We will be doing a cost comparison to see how this project compares to using a contractor to complete the work.

Victoria shared the URMDAC would like to have a joint meeting with RROMAC at some point. It was agreed to let Lars coordinate this with Bonnie Hadley, URMDAC Chair.

November Agenda

- Intel Construction Manager Update
- West Union Draft Plan
- Cost of Glencoe Project