



URMD

URBAN ROAD MAINTENANCE DISTRICT

Urban Road Maintenance District Advisory Committee

April 18, 2018

4:30 to 5:450 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, Raymond Eck, Daniel Hauser, Michele Limas, Mary Manseau, Martha Moyer, Roy Schairer

Absent: Bonnie Hadley

County Staff Present: Aaron Clodfelter, Melissa De Lyser, Steve Franks, Brian Irish, Stephen Roberts, Todd Watkins, Jennifer Williams

Elected Officials: Commissioner Malinowski

Guests: Steve Kelly, Washington County Long Range Planning

Welcome and Approval of Minutes

Daniel Hauser called the meeting to order and introductions of committee and staff were made.

Ray Eck made a motion to approve the draft March joint URMDAC/RROMAC meeting minutes and Daniel Hauser seconded the motion. All were in favor and the minutes were approved as submitted.

Overview of Issue Paper No. 2017-03, "Transportation Requirements and Procedures for Development" – Steve Kelley, Long Range Planning

Steve Kelley, Senior Planner, Long Range Planning was introduced by Steve Franks. Steve Kelley shared the goal of Issue Paper No. 2017-03, "Transportation Requirements and Procedures for Development" is to update the transportation requirements and procedures for development that are used in Washington County's

Department of Land Use & Transportation

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development review process. These proposed rules would apply to unincorporated Washington County, both urban and rural areas. This work is department-wide, multi-year task. It is a complicated topic.

Steve Kelley used a PowerPoint to provide an overview of the draft issue paper and the related Resolution & Order (R&O) 86-95, "Determining Traffic Safety Improvements Under the Traffic Impact Fee Ordinance." Steve noted this is not an action item for URMDAC; it is only informational for the committee. Staff is still collecting comments on the issue paper. The Board will be reviewing this topic in the next year or two. The 2014 update of the Washington County Transportation System Plan called for the Board to consider an update of these procedures. The issue paper examines the County's existing transportation development review requirements and procedures and provides recommendations for policy and procedural changes.

Steve reviewed the draft categories for how development could be evaluated, based on the size of development and the amount of traffic it is anticipated to generate. He said a general goal is to build a connected system of pedestrian and biking facilities. Steve said required improvements are based on a development's impact to the transportation system, rather than the amount/cost of the investment. Furthermore, the required improvements must consider "proportionality"—the amount of required improvements related to the development's impact. The committee discussed the proportionality of different scales of development and what requirements should be expected from a small subdivision versus a larger development. In response to a question about the County's Community Development Code (CDC), Steve said there was no momentum to change the current CDC through this process. Steve provided his contact information: Steve Kelley, 503-846-3764, stevel_kelley@co.washington.or.us

Overview, pavement management – Brian Irish, Operations and Maintenance

Brian Irish used a PowerPoint to provide an overview of pavement management. Pavement management is a process/procedure/program/tool that addresses pavement life cycle, the cost to maintain the road system, and prioritization for maintenance. Maintenance is how we protect the citizens' investment; this includes choosing the right treatment at the right time. Based on the "deterioration curve" (which compares pavement condition with pavement age), our software and subjective analysis allows us to utilize preventive maintenance techniques, instead of focusing on roads in the worst condition first. This is the most cost effective practice.

Brian also reviewed "Pavement Condition Index" (PCI), a numerical index between 1 and 100 that indicates the general condition of pavement. Road surface treatment options for URMD roads are: slurry seals, overlays, grinding and paving and full depth road reclamation. Brian emphasized the need to choose the right surface treatment for the situation. This year on URMD roads we are doing slurry seal treatment only.

Staff is looking into new software solutions to track PCI. Washington County contracts inspection of roads every two years, and all roads are inspected within four years. Last year every road was inspected, so we have very good PCI data to work with. Brian reported that Neighborhood Routes have a PCI of 80.6 and Urban Locals have a PCI of 82.2. So URMD roads are in good shape today. Projecting into the future, it is currently estimated that URMD roads will have a PCI of 75 in 2023.

Guest Comments

None

Miscellaneous

Steve Franks shared a sample door hanger and postcard that will be sent out related to the URMD slurry seal work that will be done this year. Steve then presented a Power Point showing the URMD FY 2018-19 budget presentation, which will be presented to the County Budget Committee in May. Points included that URMD ped and bike improvements are the largest part of the URMD budget "pie." Also, staff has projected out to FY 2026-27 and how funding is projected for road surface treatments, ped/bike improvements, total expenditures, and ending fund balance. A comparison of the PCI of URMD roads with non-URMD roads shows that URMD is indeed doing its job: Urban Locals (within URMD) had a 2017 average PCI of 84, while Rural Locals (located outside of URMD) had a 2017 average PCI of 68. Steve noted that per the URMD intergovernmental agreement, the target PCI for Urban Locals is 75 (as is the target PCI of Neighborhood Routes). For service requests in FY 2016-17, over half were vegetation requests, and the total number of service requests grew significantly, from 318 in FY 2015-16 to 509 in FY 2016-17. For URMD pedestrian and biking improvements, 49 projects have been funded over 7 years, with a total budget of over \$21 million. The first five years of projects stayed within 94% of cost estimates.

Potential future agenda items discussed:

- It was agreed to skip the May meeting and meet in June
- Alternate types of road treatments
- Neighborhood streets program

Meeting adjourned

Next meeting: June 20, 4:30 – 6:00 p.m.