



WASHINGTON COUNTY OREGON

RROMAC MEETING MINUTES June 21, 2012

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.

Members: Mike Chombeau
Tom Duyck
Robert Ewers
Denny Hruby
Jim McCulloch
Doug Riedweg
Dave Sweeney
Gary Virgin
Lars Wahlstrom

Staff: Keith Lewis
Shelley Oylear
Victoria Saager
Stacia Sheelar
Gary Stockhoff
Todd Watkins

Absent: Eldon Jossi
John Malnerich
Matt Pihl

Guests David Ross
Lee Olsen
Calvin Nakao

Welcome

Bill Ewers called the meeting to order. Jim McCulloch motioned to approve the May minutes, the motion was seconded by Denny Hruby and all were in favor.

Introductions were made.

GUEST COMMENTS

Lee Olsen, guest, decided to attend the RROMAC meeting that she has heard about at her CPO meetings. She would also like to see some speed signs on Hwy 219 South of Hillsboro and at the southern end in Scholls. Some people drive so slow they are getting passed in no passing areas and this creates a safety issue.

ENGINEERING AND CONSTRUCTION SERVICES UPDATE

Gary Stockhoff provided an update on Engineering and Construction projects. Bull Mountain and Roshak bid opened and came in over the estimate; final lift on Brookwood will be next week; 185th Ave. buffered bike lane is done; River and Scholls roundabout is now open; Bethany widening will go out to bid in two weeks, property has been acquired and there were not structures involved, project will start in August; Cornelius Pass from Aloclek to Wilkins will be closed starting July 2; MSTIP 3d will include \$175 million split

around the county with \$10 million going to rural bridges. The bridges being considered include: Gales Creek, Springhill, B Street, Old Hwy 47, Cornelius Schefflin, Timber, and Cornelius Pass. We will do as many as we can for the \$10 million. Groveland Road realignment continues to move forward; ODOT will be doing the Glencoe and Brookwood overpasses starting this year.

Gary Virgin asked how much per square foot the right-of-way acquisitions cost us. Gary Stockhoff estimated residential at \$10-\$12 foot; lower than 2005/2006 when it was closer to \$20 foot. Gary Virgin also asked what that dollar figure would be for the rural area and Gary Stockhoff agreed to provide that information. There was also a question asked about the structure of Bethany and Gary Stockhoff will have Matt Costigan provide that information.

BIKE AND PEDESTRIAN ISSUES

Shelley Oylear provided a brief handout on the Bicycle and Pedestrian Related Updates (attached).

Shelley clarified the Bicycle Toolkit treatments rural vs. urban and she will add the cost information. She also shared a postcard announcing a survey that was done in conjunction with Health and Human Services to provide feedback on how to improve future transportation and safety initiatives in the community. Mike Chombeau asked for an electronic version of the survey so he can pass it on to his contacts as well.

Shelley has also been working on a couple of grant applications and explained that the first step is to notify the state of our intent to apply for the grant and then you are invited to apply. There is some federal and some state funding available; \$200k minimum for federal and under \$500k at the state level.

The Oak Hills neighborhood has been in the news fighting the proposed trail in BPA right-of-way. There is some dispute about whether or not BPA owns the land or just has an easement. In Oak Hills, BPA owns the land and in rural areas they likely just have an easement.

TARGET SERVICE LEVELS

Todd handed out a document a couple of meetings ago titled Target Service Levels for Transportation Assets and asked the committee to review it and report back with any comments.

The purpose of the document is to identify service levels, set a budget and maintenance strategy for major assets. The challenge will be implementing, especially dynamic assets such as gravel roads and landscaping. Pavements and bridges don't change as quickly. They are still working on identifying costs related to various service levels. Gary Virgin commented the County does not need to spend money on landscaping services. In his opinion the service level for landscaping should be at "E". Todd shared one of the challenges in Operations is balance. Do you build it in the first place? How do you

maintain it? We are encouraging Adopt-A-Landscape groups to take over these areas. We currently have eight groups. Chair Duyck shared there is not distinction between rural and urban (i.e. Verboort Roundabout). Gary Virgin shared that rural standards should be different than urban. Why are there sidewalks on rural roundabouts? Doug Riedweg questioned why water quality ponds built by developments become the government's responsibility. Chair Duyck shared CWS holds a permit and must maintain control of water quality.

Todd asked the committee to let him know if they see anything else that needs to be changed so he can move toward a final document. Gary Virgin said landscape maintenance levels need to be dropped at least one level for everything. Chair Duyck says we need to think about how low things can go before the cost increases due to deterioration.

Jim McCulloch suggested as soon as money is identified for service levels, the public will self select low targets for landscaping. Gary Virgin disagreed and said set the target level for downtown Scholls and let it die.

Shelley asked when overgrown vegetation becomes a hazard to bike and pedestrian traffic. Todd assured her that we do abate any hazards, but we don't do wholesale maintenance. The new Road Standards include landscape standards that require less maintenance. About half of the installed urban, major landscape is being maintained by property owners.

Mike Chombeau said the document looks good, but he would like to see costs and the evaluation criteria and how conditions are rated. Todd shared each asset has a method/protocol for inspection and rating; currently getting ready to let contract for pavement rating. Major roads are inspected every two years, minor and local roads are inspected every four years. Our pavement strategy is not worst first. The goal is to maintain a good road to keep it good and if the road is beyond repair then it has to be reconstructed and that is much more costly.

Jim asked in the long term, how important is the urban vs. rural issue going to last? Chair Duyck said the percentage is staying the same, Metro just adopted any new development must be inside a city; with annexation laws cities cannot force annexation; County provides many urban services through service districts.

Mike asked if unincorporated areas pay comparable taxes. Chair Duyck answered, "ESPD is a good example where one officer per 1,000 (double the rural) less than the cities provide, but residents don't notice, don't think you need city level service. Another example is "we want speed bumps" – Board created Neighborhood Streets Program funded by URMD. URMD also funds safety improvements.

Gary Stockhoff says because we have MSTIP and URMD, we can stretch our Road Fund money to provide more services, compared to other Oregon counties.

MISCELLANEOUS

Todd Watkins shared he has been meeting with the Sheriff's Office Weigh Master and they are looking to enforce truck laws due to reports of overweight trucks on Farmington and the Hwy 219 area. They are stepping up patrols and planning a truck rodeo event at the fairgrounds. Please let Todd know if you see loads that look suspiciously overweight. We are seeing super solos raising their tag axles which overload the remaining axles. The comment was made to check overloaded firewood trucks coming out of the coast range.

Gary Virgin shared a study done by one of his neighbors regarding the intersection of 209th and TV Hwy and the history of accidents. Chair Duyck asked Gary to share the information with the TV Hwy Corridor Study group.

Doug Riedweg thanked the road crews for fixing a wash out near his property. They were very pleasant.

Gary Stockhoff shared there is some consideration of restricting the length limit on vehicles using Laurelwood Road.

Victoria shared copies of the URMD Annual Report and a brochure on summer road work.

NEXT MONTH'S AGENDA

Group Photo

Target Service Levels

Bike and Pedestrian Issues