



**RROMAC MEETING MINUTES**

**February 21, 2008**

Members:

James Burns  
Robert Ewers  
Lanny Garland  
Eldon Jossi  
Ken Moyle  
Matt Pihl  
Gary Virgin  
Lars Wahlstrom  
Dave Vanasche

Staff:

Dave Schamp  
Greg Clemmons  
Keith Lewis  
Victoria Saager  
Stacia Sheelar  
Joe Younkins  
Tom Tushner  
Greg Miller

Absent:

Hal Ballard  
Keith Fishback  
Wendy Mortensen

Guests:

Fred Meisner  
Ed Meisner  
Denny Hruby  
David Sweeney  
David Kim  
Carl Ness

**Welcome**

Bill Ewers called the meeting to order at 7:35 a.m. Gary Virgin motioned to approve the January minutes and Jim Burns seconded the motion. All were in favor.

**MSTIP 4 Update**

Greg Miller shared information regarding MSTIP4. It is not looking like the voters will support this in November. Taxpayers don't seem willing to pay any additional property taxes. Greg asked the group for their ideas. More to come next month.

**Traffic Engineering Update**

Verboort roundabouts and their safety records were discussed. In summary, while the number of crashes remains about the same since installation of the roundabouts, the crashes have been less severe with fewer injuries. See the attached presentation. The decision to install roundabouts is based on warrants just like traffic signals. They work best when traffic volumes are about equal on all legs of the intersection.

Dave Vanasche shared that the added lighting near the roundabouts has caused the adjacent crops to mature faster along the edge of the fields. He said roundabouts in Australia aren't as "pretty" as ours; they probably cost less.

## **CPM Update**

Dan Brown has left the county. Joe Younkens is the Interim CPM Manager. Joe updated the group on several capital projects. Three current projects that will be completed this year are Cornell from 158<sup>th</sup> to 185<sup>th</sup>, Oleson Rd. from Fanno Creek to Hall Blvd., and Groner Bridge on Scholls Ferry Rd.

CPM will bid 11 projects this summer:

Two signal projects, one on Cornell at Aloclek and one on Beef Bend at 131<sup>st</sup>.

Murray - Hwy 26 northbound to Cornell, widening to five lanes

170<sup>th</sup>/173<sup>rd</sup> – connection between Baseline and Walker

West Union – Deerfield west of 185<sup>th</sup>

Sellers/Banks Rd/Hwy 47 realignment

Farmington – 170<sup>th</sup> to Kinnaman, widening to five lanes

Cornelius Schefflin from Dairy Creek NE – Bridge over Council Creek

River Rd. Bridge – three lanes

Brookwood and Alexander - roundabout for City of Hillsboro

209<sup>th</sup> culvert at Butternut Creek – replace with a 60 foot bridge

Matt Pihl expressed concern about the Sellers Rd. realignment and large truck traffic. He along with several others urged Joe to reconsider the alignment. Joe indicated changes would need to be discussed with Parks and the City of Banks. RROMAC was disappointed that they were just learning about this project and it's already been decided. Gary Virgin shared his feelings that there was an inadequate design for this project and asked that CPM reconsider the alignment because of commercial traffic. Ken Moyle reminded Joe that this is why RROMAC has continued to ask CPM to include them in the process at a much earlier stage.

Dave Vanasche requested that RROMAC be permitted to review designs for Susbauer Rd. prior to them being finalized. He also requested some type of speed reduction on Susbauer during the Cornelius Schefflin project. Dave also shared a letter from City of Cornelius to all rural residents in the area asking them to support improvements on Susbauer Rd.

## **Quality Assurance Report**

Greg Clemmons presented a summary of the consultant's findings. Dave Schamp introduced this topic by noting that the county has been very proactive in comparing our costs to perform road maintenance to that of the private sector. The bottom line is that we are cost-competitive, but are we doing the same quality work? Last summer we contracted with a consultant to watch our crews at work and evaluate their performance. The consultant's finding is that we are doing the same quality of work, but we have some room for improvement. He distributed the Executive Summary of the consultant's report. The complete report is available for review.

Lars Wahlstrom complimented the County for taking this initiative.

## **Miscellaneous**

David Kim from ODOT Region 1 updated the group on upcoming ODOT projects, and said he plans to attend additional RROMAC meetings in the future. Some of the projects he mentioned were:

Hwy 217 – adding a northbound lane between Canyon and Hwy 26  
Sidewalk infill on Pacific Hwy in Tigard  
I-5 preservation – Tualatin  
Staley's Junction – Hwy 47  
Glencoe – new Hwy 26 interchange

Lanny Garland announced that the \$220,000 Community Development Block Grant for chip sealing Sell and Turk roads has been approved. A big thank you to Washington County for their assistance in getting this done, especially Victoria Saager for all of her efforts.

Fred Meisner from Cascadian Nurseries came to thank Greg Clemmons, Dave Schamp, and Washington County for the work that was done on Dick Rd. Mr. Meisner donated an additional \$18,000 to offset the cost to chip seal the remainder of Dick Rd.

Dave Vanasche mentioned the issue of criminal mischief. He would like to see the fines increased when people leave the road and go into a farmer's field and damage it. The farmer loses valuable crops and should be compensated by the offender. Topic of discussion for next month's meeting.

Greg Clemmons distributed the Gravel Road Upgrades list. Gary Virgin motioned to approve the list as presented and Dave Vanasche seconded the motion. All were in favor. The following roads will be hard surfaced in 2008 with the following funding source:

Riedweg Rd. – Gravel Road Upgrade Program  
Moreland Rd. – Gravel Road Upgrade Program  
Sell Rd. – Community Development Block Grant  
Turk Rd. – Community Development Block Grant  
Summit Ave. – Local Improvement District  
212<sup>th</sup> Place – Coop – paid for by the residents  
Dick Rd. – Donation from Cascadian Nurseries

Meeting was adjourned.

## **Next Month**

MSTIP 4 Update – Greg Miller  
CPM Update – Joe Younkins  
Criminal Mischief – Dave Vanasche  
Chip Seal – Actual vs. Average – Greg Clemmons

# RRROMAC

February 21, 2008

At the January 21 RRROMAC meeting, a request was made to look at the crash history for the roundabouts installed on Verboort Road at Martin/Marsh Road and Verboort Road at Cornelius-Shefflin Road.

# Roundabout Follow Up Analysis

## Assumptions

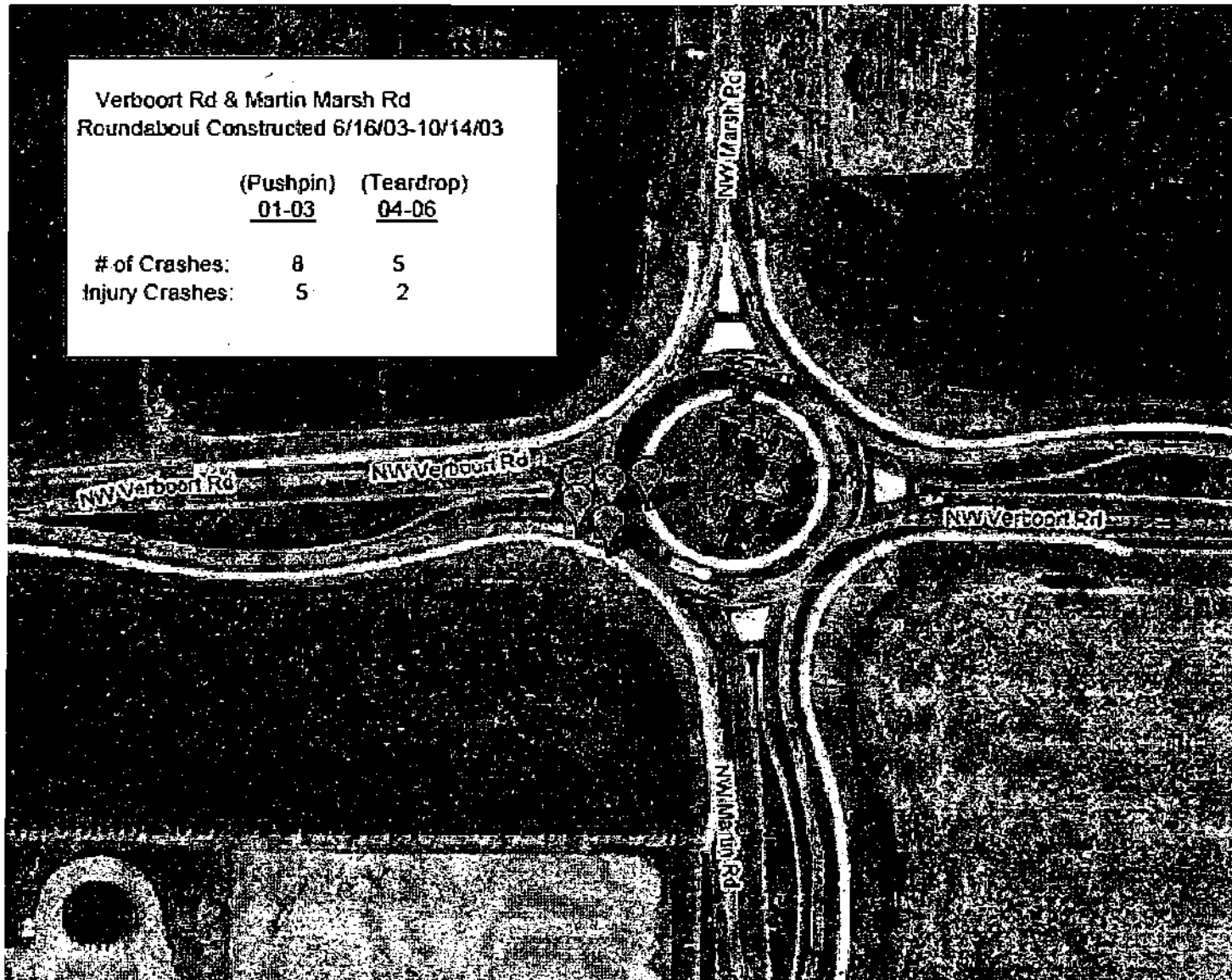
- Crash history was from three years before to three years after the construction of the roundabouts.
- Span of 2001 through 2006
- Roundabouts were under construction from 6/16/2003 to 10/14/2003.
- State crash information database (vehicle damage of \$1,500, Injury/death or property damage of \$1,500).

# Roundabout Follow Up Analysis Findings

- Crashes were:
  - Verboort at Martin/Marsh Road
    - Before 8 crashes, 5 injury
    - After 5 crashes, 1 injury
  - Verboort at Cornelius-Shefflin
    - Before 8 crashes, 4 injury
    - After 10 crashes, 1 injury
  - Generally:
    - Type changed to rear-end/turning movement
    - Severity decreased
    - Only one involved a truck
    - Crash times did not appear to change

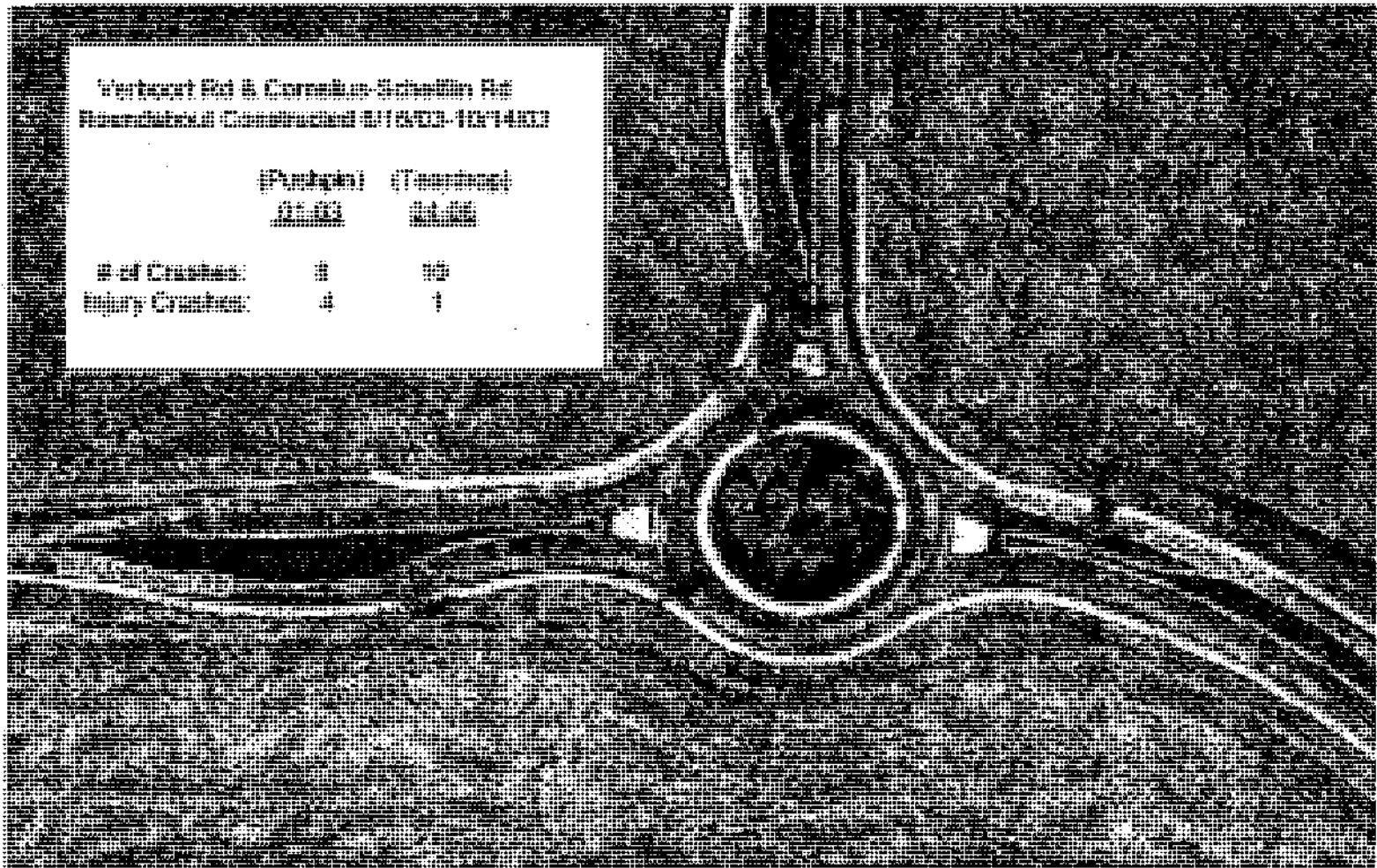
Verboort Rd & Martin Marsh Rd  
Roundabout Constructed 6/16/03-10/14/03

	(Pushpin) <u>01-03</u>	(Teardrop) <u>04-06</u>
# of Crashes:	8	5
Injury Crashes:	5	2



Verkehrskreis & Corridor-Schelling Plz  
Hessentempelstr. 11 (Kreuzung) 10714 KL3

	(Pünktlich) 21.03	(Tardivität) 21.03
# of Crashes:	8	10
Injury Crashes:	4	1





~3 Year Before and After Crashes at the Verboort Roundabouts Constructed in 2003.

Intersections were closed to through traffic from 6/16/2003 through 10/14/2003 for construction.

INTERSECTION	Verboort - Martin/Marsh		Verboort - Cornelius Shefflin	
	Before	After	Before	After
DATES	2001-6/16/03	10/14/03 - 2006	2001-6/16/03	10/14/03 - 2006
# OF CRASHES	8	5	8	10
Fatal	0	0	0	0
Severity A	1	1	0	0
Severity B	2	0	1	0
Severity C	2	0	3	1
PDO	3	4	4	9
TYPE				
Rear End	2	5	3	5
Turning Movment	2	0	2	4
Head On	0	0	1	0
Fixed Object	3	0	1	1
Angle	1	0	0	0
Backing	0	0	1	0
TIME OF DAY				
Day	6	3	4	4
Night	2	2	4	6
HEAVY TRUCKS	0	0	0	1

# Roundabout Follow Up Analysis Conclusions

- Total crashes are approximately the same
- Severity decreased
- Expectation that crashes will decrease over time
- Types of crashes changed
- Continue to monitor