



SW 198th Avenue Improvements INTERESTED PARTIES GROUP (IPG)

TVF&R - North Operating Center - Community Center
February 18, 2016 4:00 – 6:00 pm



Meeting No. 2 Notes

Interested Parties Group (IPG) :			
	Members	Representing	
1	Cheryl Mayhew	Resident	X
2	Daniel Hauser	Resident	X
3	Donnie Howard	Resident	X
4	Jessica Leitner	Business owner/Resident	-
5	Phyllis A. Beber	Resident	X
6	Raymond Eck	CPO 6 representative	X
7	Rhonda Larson	Resident	X
8	Sheryl Macy	Resident	X
9	Susan Cole	Resident	X
10	Anthony Davies	Washington County E&CS	X
11	Emily Hackett	Washington County Bicycle Transportation Coalition	X
12	Grant O'Connell	TriMet	-

Project Management Team (PMT) :				
	Name	Organization	Title	
13	Matt Costigan	Washington County.	Project Manager	X
14	Magdalena Campuzano	Washington County	Support Staff	X
15	Sara Smith	Washington County	Support Staff	-
16	Gavin Oien	David Evans & Assoc.	Project Manager	X
17	KC Cooper	David Evans & Assoc.	Public Involvement Facilitator	X
18	Scott Harmon	David Evans & Assoc.	Traffic Design Engineer	-
19	Jim Evans	Casso Consulting	Project Manager	X

No members of the general public present.

1. Welcome and Introductions: KC Cooper

Each person re-introduced themselves giving some information on how they related to the project (what general area they live in or the group they represent).

Meeting #1 Notes were emailed along with a preliminary agenda for today's meeting. Additional copies were available for those that did not have theirs and for members of the public. KC asked if there were any corrections needed to be made to the current notes and there weren't any. Matt did mention that he made some minor corrections (spelling errors/clarifications) since the notes were emailed. The group approved the notes as written.

KC reviewed the meeting agenda and asked if there were more items that the members would like to add – there was not.

KC then handed out an updated *draft* Screening Criteria. The “cost of maintaining the completed project” was added as additional criteria. The criteria listed will then be used as a guide for the group when developing the preferred alignment.

KC noted that the issue related to “*mailbox locations on same side of street as the house it serves*” was removed from the screening criteria list to the issue bin because it is a feature that will be incorporated into whichever design is developed.

2. Project Walk-through (computer visual)

A computer “fly-over” simulation video was shown to the group. The “fly-over” simulation was a graphical representation of existing conditions and features along the project corridor starting at Farmington Road north to TV Highway. In the simulation, side streets and creeks were identified as well as the roadway centerline, existing right-of-way, proposed right-of way, and fences/retaining walls. A copy of the video will be posted on the project website: www.co.washington.or.us/LUT/TransportationProjects/198th-avenue-project-page.cfm (under the Design tab)

Some comments made during the showing of the simulation were:

- The centerline at Farmington will likely be shifted slightly west to reduce impacts to the eastern properties
- The reservation of land on the west side of SW 198th, south of SW Carlin Blvd;
- Carlin Blvd will ultimately connect with SW Rosedale at SW 209th; suggest making designated left and right turn lanes at SW 198th;
- SW Rosa Road will connect with SW 209th, suggest making designated left and right turn lanes at SW 198th;
- Suggest making designated left and right turn lanes at SW 198th from various side streets;
- Wood fence and small retaining wall are located within existing right-of-way along the west side of SW 198th, between SW Southview St and SW Kinnaman Rd;
- Both SW Kinnaman Rd and SW Blanton Rd will ultimately connect up with the South Hillsboro (SoHill - the large City-managed development occurring south of TV Highway and west of SW 209th Ave)
- Suggest dual northbound left turn lanes on SW 198th to westbound SW TV Highway

3. Interactive Roadway Modeling Exercise

This “hands-on” exercise was to allow IPG members to develop preliminary road configurations based on existing right-of-way using scaled road pieces. Aerial strip maps of the project corridor were passed out to the members. The maps showed the existing roadway centerline, existing and proposed rights-of-way, and dimensions between the centerline and existing right-of-way. Prior to starting the exercise, KC mentioned that there were specific criteria that must be included in the cross-section with some flexibility on other items. Criteria that must be included in the road cross-section were:

- Two travel lanes – 12-foot width
- Sidewalks(along both sides) – 5-foot minimum width
- Bike “facilities” (along both sides) – 5-foot minimum width
- Overhead utility corridor – 2.5-foot minimum

A question was asked about undergrounding of the overhead utilities. Matt explained that it is up to the utility providers to decide if they want to go underground or not, as the County does not pay for this. Because of the higher cost to underground overhead utilities, most utility providers prefer to stay overhead.

The group then divided into two teams that would start at the project ends and work their way toward the middle:

- The north group that started at SW TV Highway was comprised of Cheryl, Susan, Phyllis, Rhonda, Emily, and Anthony with Matt and KC from the project team.
- The south group that started at SW Farmington Road, was comprised of Daniel, Donnie, Ray and Sheryl with Gavin and Jim from the project team.

4. Modeling Exercise Results

After about an hour, the larger group came back to their seats and then each group presented their results with the north group going first.

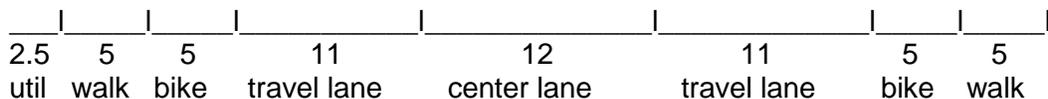
North Group results:

- SW TV Highway to SW Blanton St (90-foot R/W):

From TV Highway to Shaw the existing road is 5-lanes wide (2 travel lanes in each direction with a center turn lane) with sidewalks but lacks bike facilities. The right-of-way width on the east side of the roadway centerline reduces from 45-feet to 25-feet south of SW Shaw St. The group acknowledged that the road will need to be widened to include bike facilities with potential for even more right-of-way if dual left turn lanes from 198th to TV Highway westbound are added.

- SW Blanton St to SW Kinnaman St (70-ft R/W):

From Blanton to Kinnaman, the existing road is 4-lanes (2 travel lanes with a center turn lane and a dedicated right turn lane for southbound 198th). The road narrows to 2 lanes south of Blanton. The design team will need to determine if the dedicated turn lane on 198th southbound to Blanton westbound is still warranted since the Intel plant is changing production. The group came up with the following cross-section for the segment but could go wider depending on the status of the right turn lane (dimensions are from west to east for all segments and groups):

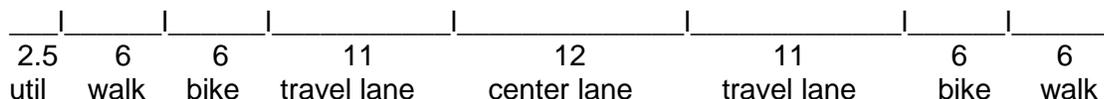


Total = 56.5-ft

- SW Kinnaman St to SW Southview St (60-ft R/W):

From Kinnaman to Southview the existing road includes two travel lanes in this segment and lacks continuous bike and pedestrian facilities. Sidewalk only exists along the west side of 198th, south of Kinnaman. Because of the high volume of turning vehicles at Kinnaman, a center turn lane is included in the proposed cross-section. It was noted that an existing retaining wall/fence for a subdivision along the west side of 198th, and south of Kinnaman is within the existing right-of-way by approximately 3-5 feet and could be reclaimed for roadway use.

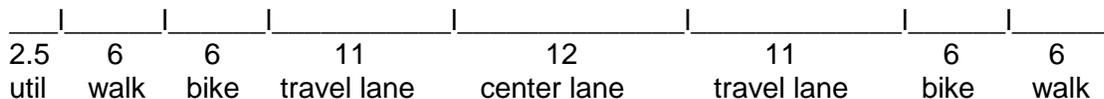
Total = 60.5-ft



- SW Southview St to SW Butternut St (80-ft R/W):

From Southview to Butternut the existing road includes two travel lanes in this segment and lacks bike and pedestrian facilities. At one point, the right-of-way narrows to 45-feet near Anderson St but then widens back out to 80-feet. Shifting the centerline east would affect about eight properties versus one property if it was shifted to the west. Additionally, several properties along the east side sit lower than the existing road. The group felt it was better to shift the road centerline to the west versus the east. Discussion about having the surplus of existing right-of-way along part of this section could allow additional widths on some features (ie. Bike lane and/or sidewalk) and could include a landscaped strip. A concern about the maintenance of the landscaping was raised noting that the area currently is overgrown with blackberries and is not being maintained. And since the landscaped area would be adjacent to properties that back up to it, the owners would need to go around the block to access it. It was suggested that this additional area might be better suited for a water quality facility rather than landscaping.

Total = 60.5-ft

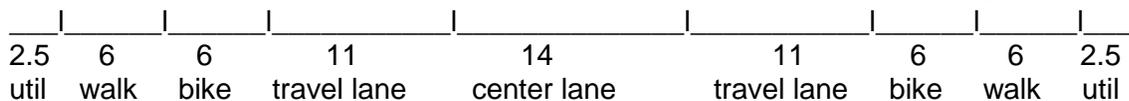


South Group results:

- SW Farmington Rd to SW Prospect St (65-ft R/W):

198th north of Farmington was previously improved for several hundred feet by an earlier county project and includes 3-lanes with bike and pedestrian facilities. From where that project ended, the group decided to continue with a similar road cross-section, maintaining the existing water quality facility along the west side.

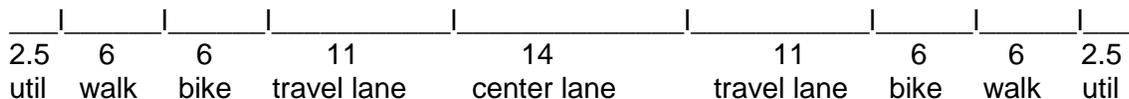
Minimal Section Total = 65.0-ft



- SW Prospect St to SW Celebrity St (55-ft R/W):

Continue with the same proposed cross-section as used in the segment from Farmington to Prospect but try and line up the off-set intersection of SW Rosa Road. The group also suggested shifting the centerline of the new road to the west between Deline to Celebrity to take advantage of existing right-of-way. The group suggested adding landscaping where possible.

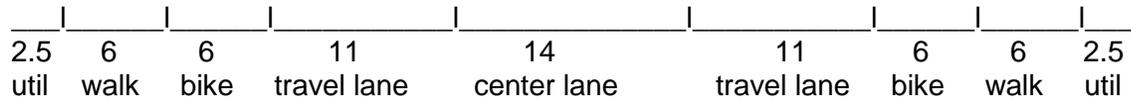
Total = 65.0-ft



- SW Celebrity to SW Butternut St (58-ft R/W):

In this short segment, there is a point where the right-of-way narrows to 45-feet. The group decided to shift the road to the west as it would impact one property on the west side versus six properties on the east side.

Total = 65.0-ft

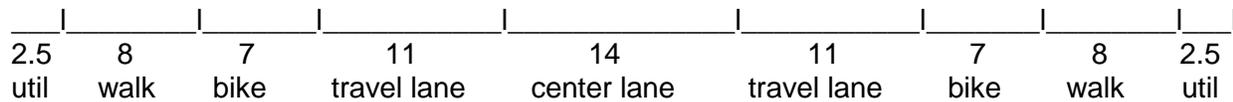


• SW Butternut St to SW Southview St (80-ft R/W):

Because of the additional right-of-way width available in this segment, the group decided to widen the sidewalks and bikelanes as well as the center turn lane north of the wetlands area. As part of widening the sidewalks, the group suggested using a small planter strip (3-foot wide) between the sidewalk and roadway.

There was some discussion between the groups regarding the landscape strips because of the potential for lack of maintenance. It was suggested by the north group that in lieu of the landscaped strip, that the available right-of-way would be better suited for a water quality facility.

Total = 71.0-ft



In the larger summary discussion, both teams and the PMT agreed on several items:

- The planter strip is not desirable because of the greater impact to properties. Additionally, it doesn't make sense to take out mature trees to install younger ones, just to create a "buffer". Maintenance of the landscape strip would be an issue since some homes back up to the road as opposed to facing the road.
- Center (turn) lane the entire length of the project due to the South Hillsboro development (the width of the turn lane could vary to reduce/minimize impacts)
- The area covered in blackberry bushes might be a good site for a water quality swale

Jim confirmed that the road probably would not be a straight road at the south end and that the improved roadway will have some sinuosity (occasional curve) to it due to the shifts of the road centerline caused by the various improvements that have occurred along the road.

5. Next Steps

KC stated that the design team will work with these results from the modeling exercise and possibly look at some additional alternatives that will be brought to the next IPG meeting. She mentioned the possibility of having an open house late spring 2016: date and place is to be determined.

6. **Public Comment** - no members of the general public were present at the meeting.

Next Meeting:	Thursday April 14, 2016
	Thursday May 19, 2016
	Thursday June 16, 2016
	Thursday July 21, 2016
	Thursday August 18, 2016

End of Meeting Notes