

SALTZMAN ROAD PAC MEETING



SUMMARY

Date/Time: Thursday, October 22nd, 2020 from 5:30-7:30 pm

Location: Zoom

Attendees

Project Advisory Committee (PAC):

Suresh Bala, Bauer Highlands HOA

Bruce Barbarasch, Tualatin Hills Park & Recreation District

Virginia Bruce, CPO 1

Mary Manseau, CPO 7

Asif Rahman, Bethany Neighborhood Coalition

Trace Richard, Tualatin Valley Fire and Rescue

Christopher Temple-Morris, Findley Elementary School

Mariana Valenzuela, Centro Cultural

Staff Attendees:

Ben Lively, Marla Vik, Steve Kelly, and Melissa De Lyser with Washington County

Terry Song with Murraysmith

Brandy Steffen with JLA Public Involvement

Welcome and Introductions

Brandy Steffen, JLA Public Involvement, welcomed the group and reminded attendees that the meeting was being recorded. She reviewed the agenda, process for participation, and reminded the public how to provide comments.

Brandy introduced the PAC members. Brandy introduced herself and reminded the group that she will keep the meeting running, ensure that everyone has a chance to speak, and keep the group true to their protocols.

Public Comments

Brandy opened the public comment period. Each person could speak for 2 minutes. Brandy also encouraged people to type comments in the Q&A box (those comments and staff's responses are listed at the end of this summary).

- **Andrew Paul** – owner of the property at 4670 NE Saltzman Rd. House is set for demolition in the proposed northeastern alignment. Otis & Lillian Bales built the house in 1957. They revived Cedar Mill with the opening of the Thriftway in the 1960s. The house is a historic part of the community. Andrew has done restoration of the house. If the county forcibly takes the house, he and his family will face the financial consequences. Andrew has many fond memories of the house growing up. He encouraged the PAC to vote for the western alignment.

- **Venkatesh Kambhammettu** – Resident of the neighborhood for the last 12 years. Saltzman is the primary way of getting to the southern neighborhoods, the shopping center, and Highway 26. He leads the Nextdoor site for Arbor Heights. Questions:
 - What is the proposed length of construction, especially for when there will be detours?
 - What are the impacts of the construction to the surrounding neighborhoods?
- **Jake Krishnan** – Read in Cedar Hills News that two properties are slated for demolition. In a previous meeting, Terry or Ben said that the impacts for specific residential properties had not yet been determined. Don't want other community members to be unfairly impacted.
 - **Terry** confirmed that there will be two properties impacted by the Eastern alignment and that the property owners would be contacted when designs are refined, so that efforts can be made to reduce the impacts when possible.

Housekeeping

Brandy reviewed the roles and expectations of being a PAC member. Went over operating protocols about communications outside of meetings. Reviewed meeting guidelines and ground rules, as well as her role as facilitator. Brandy then reviewed questions and answers from Meeting #2.

Brandy reminded the group that they are at the end of 30% design and at the next PAC meeting committee members will make a recommendation which will be shared with the Board of County Commissioners. The Board of County Commissioners will then select an alignment and may approve design to continue. If design proceeds to 100%, there will be opportunities to gather input from the public. Finally, there will be a formal advertised bid process for construction; a qualified bidder will be selected, and construction will begin.

Questions from chat:

- **Mary** - When will an open house be planned?
 - **Ben Lively, Washington County** – There will be a couple of opportunities, with the first at approximately 30% design (to get public input), and one at approximately 60% design (once public input is incorporated).
- **Mary** - If we are supposed to be communicating with our constituents, why isn't our email open to the public?
 - **Brandy** - Can include the emails of those who are willing to share in the meeting notes.
 - Mary Manseau, CPO 7, marymanseau@gmail.com
 - Virginia Bruce, CPO 1, vrb@teamweb.com
 - Asif Rahman, Bethany Neighborhood Coalition, asif_rahman@mentor.com

Background Context for the Work

Asif presented some background about what happened in the past with the Bethany Neighborhood Coalition (BNC); the full presentation is posted to the project website. Asif asked that for the community's sake, the County does the right thing or leaves the community alone.

- Goals of the project:
 - Paying attention to cost and time

- Improving safety and livability
- Attention to scalability and future growth, particularly with a future extension to 130th Avenue to the north.
- Challenges:
 - Hard to optimize for both cost and time. He stated that every time there is a new study the cost goes up.
- BNC recommendation:
 - Implement option 2 (western) within available budgetary projections
 - PEBS design (pre-fab elements and bridge systems)
 - Many detailed, technical studies have been done to support these recommendations

Comments from the PAC:

- **Virginia** - Asked if report can be shared with panelists.
- **Bruce** - Clarifying that the land on the Western alignment is completely owned by the Tualatin Parks & Recreation.

Alternative Analysis Memo

Ben Lively, Washington County, thanked everyone for the comments made so far and Asif for the information in the presentation. He reminded the group that their charge is to review the two alignments and determine your preference. The recommendation to the Board is based on 2/3 consensus, but if the PAC can't provide that individual evaluations and comments will be sent to the Board. Both alignments use County safety standards, which provides bike lanes and sidewalks (at this stage of design, though future design may result in refinement for the width).

Terry Song, Murraysmith, said that input from last meeting was incorporated into changing the conceptual design to the Western alignment; no changes were made to the Eastern alignment. Asif's evaluation of the existing road is correct (narrow, with sharp curves). The new Eastern alignment is wider, has higher radius curves, will meet County safety standards (which results in additional impacts on the properties and home; impacts to Blueberry Hollow on the corner are still uncertain).

The Western alignment changes include the removal of the center turn lane for most of the area with a 200ft left turn lane at Laidlaw. The bridge was changed to accommodate the tapered section to a 3-span section. The advantage of this changes is that the bridge components get smaller, which reduces the bridge costs. However, the increased bridge length to reduce some peer heights will require flood plain impact mitigation with an additional pier.

During the last meeting, the PAC question the addition of a safety criteria; both alignments are similar in terms of safety.

With the changes, the cost for Eastern alignment remains \$10.6M and the Western alignment is now \$19.1M, still including the contingency (at this stage of design always includes a contingency).

Brandy called on the PAC members one at a time:

- **Mary** – I really pushed on making sure we had the evaluation criteria early and I want to add quality of life, for both pedestrians, bikes, and homes along Saltzman. We also need to consider the short-term and long-term community including the direct impact for area residents (closures required for the two alternatives). I remember when the water line went in and how long we had to go around Saltzman because it was closed for several months. Long-term impacts – need to keep in mind what expansion will do [shared example of how this played out for Murray Blvd].
 - **Terry** – There is no doubt that constructing the Eastern alignment will have a much greater community impact. The Western alignment is a new alignment through open land.
 - **Terry** –The exact right of way costs have been adjusted, though they will continue to be refined. While the Western alignment has a lower cost there is not a large order of magnitude difference between the two alignments.
- **Mary** – The comparison table shows one star for both on safety [one star is lowest impact potential], but I question whether that's true for bike and ped as well and weigh those.
 - **Terry** –For bike and pedestrian safety, both alignments will utilize the full County standard design requirements, so the safety will be equivalent.
 - Mary thinks the Western alignment will provide an added bonus because more peds/bikes will feel safe biking off of a major road and can utilize the existing Saltzman road which will have lower traffic volumes.
- **Mary** –Question about trees being torn down.
 - **Terry** –During the analysis, we tried to quantify the number of trees and the area of trees each alignment would impact. As the project develops, we are scoped to do a study with an arborist to address these concerns.
- **Mariana** – Can you show on the map where Jessica Barbosa [blueberry farm] and Andrew's properties are? I'm very concerned about the impact on the properties; these are people's homes.
 - **Ben** – We are determining whether there will be an eastbound right turn lane on Laidlaw Rd and whether there will be bike lanes and sidewalks. This is the unknown potential for impact on the blueberry farm.
- **Suresh** – Wanted clarification on why the Western alignment cost rose even with removal of the center turn lane. How confident are we with these numbers? It shot up from \$17M originally. Are we buffering too much contingency on both options? Based on your experience, how close do you get to these numbers?
 - **Terry** – Last meeting the cost was \$22M and it has come down to \$19M. We are providing the same contingency percentage on each alignment (40%). These are very standard procedures for cost-estimations.
 - **Ben** – We will make it clear to the Board that there is a 40% contingency added to these numbers
- **Suresh** – Can you expand on the comparison between traffic ratings for each alignment? The cars are the same traffic that are using the current alignment, why are we assuming higher volume of traffic?
 - **Terry** – This is referring to future connections and traffic operations. This factors in if the western alignment is connected to other roads, improvements will need to be made to open

those roads up to accept more traffic. It isn't about an increased volume of traffic but where that traffic ends up going and how prepared those roads are to receive it.

- **Suresh** – We are concerned that Murraysmith has a conflict of interest doing the estimates now and then bidding for the construction project.
 - **Ben** – Murraysmith would not bid for the construction; they are not a construction contractor. Their only role is to develop a design and assist with permitting. After design is completed and permits received, the County will hold a formal bidding process for a construction contractor to construct the project. The lowest qualified bidder is selected as the construction contractor for the project.
 - **Terry** – We don't build bridges; we design roads and bridges.
- **Asif** - Why don't we open bids for both routes and decide from there?
 - **Ben** – This is a transparent process. Murraysmith is providing initial design and cost estimates, as is the normal process for designing to 10-15% before selecting an alignment then designing to a more detailed level. We are not hiring additional engineering design firms to do the same work.
- **Asif** – My current egress from the Eastern alignment will not work. My house won't be demolished, but I won't be able to get out.
 - **Terry** – If the Eastern alignment is chosen, we will complete more survey work to find a solution that will work for you to retain access to your home.
- Brandy brings in question from the chat: Can you clarify how many houses are being impacted on the Eastern alignment?
 - **Terry** – One house is clearly impacted by the alignment to the point where we would have to purchase the land and home. There is a blueberry farm, for which the impacts are uncertain. Then there are two houses along the alignment itself that have driveway issues that need to be designed and would have frontage impacts, but we don't anticipate purchasing those homes.
 - **Ben** – And to make it clear, the house that would need to be purchased is the house owned by Andrew Paul that Andrew referenced earlier.
- **Bruce** - Are we assuming that both the Eastern and western alignments will exist in the future?
 - **Ben** – We don't know that definitively. The Eastern alignment will certainly be open for the residents and could be open for bike travel. We wouldn't be improving it to meet County standards for bike/ped facilities, but we could see a situation where the road itself isn't connecting to Saltzman except for fire access but pedestrians could go through.
- **Bruce** – Would the County maintain the road and the bridge if it was dead-ended?
 - **Ben** – yes, it's a County road and would be maintained.
- **Suresh** – Can we get an overall timeline on one alignment versus another?
 - **Ben** – They are relatively comparable (for construction), but the Western alignment may need additional time to complete environmental permitting required by the US Army Corps, Department of State Lands and Clean Water Services.
 - **Terry** – We are hoping to be done with design and begin constructing in 2022. Impacts to the design timeline for the Western alignment (with the additional complications of the floodplain and environmental impacts) would likely extend that. For construction, both alignments could be

built within a year containing one construction season. Again, the Eastern alignment impacts are much greater to the existing community than the Western which is being built off an existing road. If we stay on schedule and complete design in 2021, then complete the construction bidding in 2022 construction could begin in 2023, with a longer timeframe for the Western alignment (we cannot be certain of the length of delay since it depends on how permitting and other issues go).

- **Mary** – How long do you anticipate closures for each of the projects? It is important for the community to know how quickly it can be done with a complete road closure.
 - **Terry** – We haven't done detailed studies on traffic closures yet at this level of design.
- **Mary** – How do the water quality facilities work?
 - **Terry** – The area is fairly flat, but we can pipe water up to a different elevation. We can get credit for treating water that is uphill from our facilities, so we don't have to treat the water that is coming off of our direct project.
- **Mary** – There was also talk about roadside facilities. Are you going to have roadside facilities for water treatment on the bridge?
 - **Terry** – We have removed the planters/water treatment facilities on the bridge, so that area would not be available for water quality facilities. In the two-lane section we've eliminated the planter strip.
- **Mary** – Both alignments are planned with six-foot sidewalks to allow for mailboxes, but five-foot is adequate since the Western alignment does not have mailboxes. Why does it have the six-foot width in the plan?
 - **Terry** – It's what we were scoped to provide.
 - **Ben** – There's a County preference for six-foot sidewalks. It's a good question and worth exploring.
- **Mary** – Back to the utilities. Is the big difference for the Western alignment the Kinder-Morgan pipeline?
 - **Terry** – That's related to the crossings. There are several Clean Water Services pipes that may also need to be modified.
 - **Asif** – Saltzman was closed and there was a lawsuit because of water runoff.
- **Mary** – I feel strongly that we need to approve additional criteria and didn't get confirmation on whether we can do that. Quality of life and short/long term impacts.
 - **Ben** – We can look at that. Quality of life is difficult to quantify because it is subjective from an engineering standpoint.
 - **Terry** – Not sure how long is long-term would be. For short-term, tried to capture construction impacts through the criteria "traffic control." Eastern has higher impacts than Western.
 - **Brandy** – There is a place on the form I sent to PAC members to provide this kind of information.
- **Mary** – Has anyone gone back to the casefile from 2006 about the connection of Red Cedar to 130th and answers some of these questions?
 - **Ben** – We can circulate the information you shared about that. As far as the Western alignment, it doesn't affect the engineering analysis that we've done because we aren't looking at building

out the 130th stub. If in the future that was to happen, those improvements would need to happen.

- **Mary** – You don't want to close the door on a future connection through to Multnomah County. That information needs to be communicated to everyone.
- **Virginia** – There's an elephant in the room. I want to vote to see if we can include Asif's proposal in the cost assessment. It should be taken into consideration.
 - **Ben** – Asif is welcome to share his information with everyone. The two designs provided by Murraysmith are the only County endorsed estimates and technical reviews that we are able to provide. You as PAC members can definitely consider it. I'm just clarifying that it isn't a County product.
- **Asif** – Provided background on the studies that he shared, specifically that at least one was County-sanctioned.
 - **Ben** – Thanks for clarifying; the WH Pacific study was conducted through the County in 2016.
- **Asif** – Future growth should be shown as a line item (of comparison). The cost estimate for one alignment has future growth considered and one does not.
 - **Terry** – Some of these costs are included in the contingency.
- **Bruce** – THPRD is looking at the impacts more globally. Our mission is to serve the public and to provide environmental preservation. We have been looking at tree impacts, impacts to the creek itself, how people would get to either of the public spaces. At this point, THPRD is leaning toward endorsing the Eastern alignment because it gives the public the opportunity to get to both sites with the least environmental impact. Building a second alignment and leaving the Eastern alignment as-is has the effect of doubling the amount of paved road in the area.
- **Trace** – TVF&R is kind of neutral in this. Either of these alignments will improve this area for us a lot. Any upgrade to the Eastern alignment will be welcome. The response time during a full closure of Saltzman will not impact our response times and there are few calls to the North since it is in a newer development.
- **Christopher** – This is a lot of information and I am taking it all in right now.

Public Comments

Brandy took more public comments, each 2 minutes:

- **Jake** – Thank you for all of the information. How long would it take and what would it take to do due diligence on the information Asif presented so that it could be considered in the cost estimates?
 - **Ben** – As Asif mentioned, the County hired WH Pacific years ago to do a study. Terry has looked it over.
 - **Terry** –Murraysmith would need to do research on the elements Asif brought forward. But after reviewing that earlier study, we aren't seeing a huge cost difference between the bridge types once you get to these span lengths.
- **Suresh** – I am getting the impression that the County has already done all of this analysis, but I'm not clear if you will actually take the PAC recommendation. What is the final impact point for the PAC making a recommendation?

- **Ben** – The reason for the PAC formation was to get community input regarding the two alignments and the County will present your inputs and recommendation to the Board. As far as construction goes, the two are comparable. But as far as permitting or negotiating with agencies goes, we aren't able to know how long those will take at this time, but the Western alignment is expected to take longer.
- **Andrew Lamkin** – Another homeowner, I echo Asif with concerns about steepness of driveway with an expanded eastern alignment. It is not just a minor frontage impact. How would you propose addressing that?
 - **Terry** – Thanks for that feedback; Ben replied to your question in writing. We are aware of those issues and it is a common design issue. Hopefully Ben's answer will help you and you can always follow up with us.
 - **Ben** – We would have to look at the slope, there could be a need for a creative solution. It is hard to know right now at this level of design.
- **Susan Andrews** – I live on Springville Road. Are you aware in Washington County of the designation by Multnomah County of the neighborhood in the north as a rural reserve? Not as likely to be an arterial route from Saltzman in the future. I'm concerned by the comments that assume this will be a commuter route alternative, because we already have issues with too many cars coming through and inadequate road capacity.
 - **Steve Kelly, Washington County** – Thanks for raising this issue. There is a fact sheet, a one-pager with a map, on the website with this information included. We did identify that Multnomah County has a rural reserve designation to the north.

Next Steps

The final meeting on November 4 will include the conversation about which alignment the PAC members prefer. Brandy sent a Word document for PAC members to fill in their preferred alignment and why, based on the evaluation criteria. Due by the morning of Tuesday, October 27th.

- **Mary** – I think there are more alignments than the two provided; there's a no-build option. I think we should be able to stress that we want to move the bicycle facility from the Western alignment to the Eastern alignment. I would like to see Asif's option available too. Does this document have the kind of flexibility built into it that we could put those as options we prefer?
 - **Ben** – We gathered the PAC to ask for an evaluation of the two alternatives, either the Western or Eastern alternative. We are not evaluating a no-build option. We are looking to either build the Western alignment or improve the Eastern alignment.
 - **Mary** – What is the reason for doing the evaluation at this point?
 - **Brandy** – The goal of this is to give PAC members an opportunity to think through these options and indicate what they like and don't like about each alternative between meetings. This is also a chance to document each individual concern in case we cannot reach consensus.
 - **Mary** – I've expressed concern about the process and criteria being considered.

- **Suresh** – Are either of these really options since we don't have enough money? What happens next? My concern is the community has waited for 5 years, and what if it goes to the Board and it still doesn't go anywhere?
 - **Ben** – The Board will have to evaluate these two alignments. They will have to decide if they want to allocate or find additional funds for the project. They could make the decision to wait until there are additional funds available.

Public Questions (written)

- **Greg** - Thanks Virginia, Does the budget show the how about the auxilery lanes on Laidlaw between the Saltzman and 130 to handle North and South bound traffic. transferring from Saltzman road to 130th ave.?
 - **Terry** - No, this is not included in the study.
- **Ram** - i dont want to take total time for this presentation and we need to discuss lot of other things for this meetings...
- **Ram** - Thank you so much Brandy, as it shows 24 slides and please make sure it will be done in 10 minutes as we need move onto other discussions as scheduled... Thanks again...
- **venkatesh kambhammettu** - Terry, Why is the western alignment narrower than the eastern?
 - **Terry** - The Western alignment does not require a continuous center left-turn lane in areas with no access, e.g. the bridge or in fill areas.
- **Justin** - I like the reduction of curves with the Western alignment, but is there a concern about the slope of the road, right where it meets Laidlaw. During icy days, cars potentially sliding through the intersection?
 - **Terry** - A final profile meeting design standards for grades at intersections would be developed in final design.
- **Justin** - Will the new roads include street lights or stop signs?
 - **Terry** - The current traffic study indicates the 4-way stop can be continued for both the western and eastern alignments at Laidlaw. Illumination will be installed on both the western and eastern alignments.
- **Justin** - Is there an expectation that moving to the Western route will reduce the number of crashes vs the current Saltzman/Laidlaw intersection?
 - **Terry** - Both alternatives would provide improved safety by better alignment and providing a left-turn lane at Laidlaw.
- **Andrew Lamkin** - The Saltzman rd house in the middle west of the road - given that the front yard up to the house disappears producing a steep drop how is it feasible that a driveway access can be arranged? Will the house be exposed to flooding and other risks?
 - **Terry** - Detailed driveway design will be developed during final design
- **Andrew Lamkin** - Will Asif's presentation be provided as part of the board decision material?
 - **Terry** -
- **Susan** - Has anyone done an environmental impact study for the wildlife in the area

- **Terry** - An environmental consultant has reviewed wildlife impacts and our findings are included in the alternatives analysis memo. Necessary studies and permitting will be performed during final design. An EIS is not planned.
- **Ram** - I would like to check again budget will change the timelines if we select either western or eastern alignments... and any idea how it will pull the money as we have only 6.5 mil in hand or so...
Thx
- **Greg** - Sorry, I did not get logged in early enough. Did we get answers on why the design for the west bridge included the cost of a continuous left turn lane
 - **Brandy**, Facilitator, JLA (she/her) (You) - Hi Greg - I believe that Washington County will present about this during the next agenda item.
 - **Terry** - The left-turn lane has been removed where it is not needed
- **Ram** - how long this presentation is?
 - **Brandy**, Facilitator, JLA (she/her) (You) - Hi Ram - it will only by 10 minutes. Thanks
- **Jake Krishnan** - Can you please request this presentation to be shared and uploaded on the PAC website
 - **Melissa** - We can do that.