



SW 198th Avenue Improvements INTERESTED PARTIES GROUP (IPG)

TVF&R - North Operating Center - Community Center
May 19, 2016 4:00 – 6:00 pm



Meeting No. 4 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	X
5	Phyllis A. Beber	Resident	X
6	Raymond Eck	CPO 6 representative	X
7	Rhonda Larson	Resident	X
8	Sheryl Macy	Resident	-
9	Susan Cole	Resident	-
10	Anthony Davies	Washington County E&CS	X
11	Emily Hackett	Washington County Bicycle Transportation Coalition	X
12	Grant O'Connell	TriMet	X

Project Management Team (PMT) :				
	Name	Organization	Title	
13	Matt Costigan	Washington County.	Project Manager	X
14	Magdalena Campuzano	Washington County	Support Staff	-
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
20	Conor Costigan	David Evans & Assoc.	Roadway Designer	-

No members of the general public present.

1. Meeting Overview – KC Cooper

In early discussion prior to meeting, there were questions regarding the funding for 198th. Matt said there was \$14.5 million in MTSIP-3d for the project, and in MTSIP-3e there is an additional \$7 million identified.

KC asked for changes or additions to the IPG #3 meeting notes. No one had comments or corrections. Matt said that if there are comments, to send them to him.

KC provided an overview of the issues bin, they include the following items:

- Accessibility for Tri-Met passenger loading and unloading
- Information on the R/W process
- Location of mail boxes along 198th
- Drainage on property
- Cross-walks and un-signalized crossings
- Construction schedule
- Left turn lanes on approach streets

Matt offered to bring a member of the right-of-way staff to the meeting to make a presentation. Matt will arrange for that at the next meeting.

KC provided an overview of the IPG #4 meeting agenda.

2. Blanton and Kinnaman Draft Intersection Alternatives – Gavin Oien

Blanton Intersection Design Alternatives

Gavin provided an overview of the Blanton alternatives. Blanton Alternative 1 is a realignment of the west leg intersection. Blanton Alternative 2 is a realignment of the east leg of the intersection. Blanton Alternative 3 is an intersection reconfiguration using a standard roundabout.

Gavin described Alternative 1 (shifting the west leg of Blanton north to align with the east leg) and associated impacts while referring to the alternate comparison matrix. The intention of the alternative comparison is to look at each design alternatives and associated impacts. Rhonda asked if the road section shown for Blanton was narrowed. No - the section used applies standard lane widths. Once an alternative is selected, refinements can be considered which could include narrowing lane widths. The exception is that curb tight sidewalks are shown instead of the standard sidewalk separated with a planter strip.

Gavin highlighted the development and evaluation of Alternative 1 against the criteria in the comparison matrix. Generally cost effectiveness was associated with R/W impacts. In the evaluation, Alternative 1 impacts 54 parking spots in Intel's parking lot and the water quality facility. Gavin noted that it appears that this can be mitigated by utilizing some of the remaining parcel and right-of-way on the south side of the realigned road.

Alternative 2 (shifting the east leg south to align with the west leg) has considerably more impacts; including 6 building impacts. As a result the cost effectiveness was scored lowest. It was noted that it has the most property impacts. The environmental scoring was better due to avoiding an impact to the water quality facility. Maintenance is assumed to be very similar to Alternative 1 so it has the same score.

A question was asked about whether Blanton met the signal warrants and whether the warrant would support a roundabout. The signal warrant would be looked at with the selected alternative and in connection with the intersection configuration/re-configuration at the Intel entrance at Shaw Street.

Alternative 3 consists of a roundabout at Blanton Street. Generally for roundabouts, collisions are less severe because of the angle in which the collisions occur. Collisions tend to be more sideswipes in nature than perpendicular impacts. The safety for cyclists and pedestrians compared to signals is debatable and a lot depends on the details of the design and the context of the approaching roads. On the criteria for standards the alternative got a low score because of the tendency for vehicles to back up through the intersection, due to queuing at TV Highway which is in close proximity to Blanton. Queuing at the roundabout would cause all movements within the roundabout to fail. In a signalized intersection, at least Blanton would still function. On the criteria for cost and property impact, the alternative was scored in the middle. It is anticipated that the impacts are less than Alternative 2 but more than Alternative 1. For the environmental criteria, it scored low because of the impact to the water quality facility and the need to mitigate that. For maintenance, it was seen as preferred because of there is no signal to maintain.

There was discussion around the group's interest and understanding about roundabouts. The group was interested in getting feedback at the June 2nd open house. There was a question about the status of the Shaw Street signal. Matt stated that we will talk to Intel after we select an alternative. It was noted that there are a few small businesses (e.g. Les Schwab, Public Storage, Napa Auto Parts, etc.) at the east end of Shaw and they may have difficulty accessing the street. The design team could look at a right-in, right-out scenario if the access to Intel was closed and relocated to Blanton Street. Dan stated support for the roundabout especially if a signal was not warranted at Blanton. The team would look at driveway consolidations if there were issues with the proximity of driveways to a roundabout intersection.

In a straw poll, nine people supported for Alternative 1 with a traffic signal. There was no support for Alternative 2. Three people preferred the roundabout.

There was concern about the feedback that we might hear at the open house from the traveling motorists that don't live on 198th and how they don't have the same context.

The open house will be advertised on the project signs and in mailers and the public is welcome to make comments.

Kinnaman Intersection Design Alternatives

Gavin provided an overview of the Kinnaman alternatives. Similar to the Blanton alternatives, Kinnaman Alternative 1 is a realignment of the west leg intersection (shifting it to the north to align with the east leg). Kinnaman Alternative 2 is a realignment of the east leg of the intersection. Kinnaman Alternative 3 is an intersection reconfiguration using two roundabouts – otherwise known as a “dog bone” because of its shape.

Kinnaman Alternative 1 has only one building impact, 10 property impacts, and some set back issues. From the standpoint of impacting the smallest number of buildings this scored the best. There are no real environmental impacts. For the standards criteria, it scored in the middle, similar to Blanton. For multi-modal, safety, cost effectiveness and property impacts – it scored as preferred. As an aside, Matt noted that Kinnaman is designated as a County Bikeway and Blanton is designated as a Neighborhood Bikeway.

During the discussion, Cheryl asked when Kinnaman would be widened from 209th to 198th. Currently there's a sidewalk project being planned. Phyllis asked about the status of improvements on 209th. 209th from Blanton to Kinnaman is in the MSTIP 3e. Input is needed from the citizens on priorities for

selecting the next round of projects. For context, 209th is designated as a truck route, 198th is not, and will remain so.

Kinnaman Alternative 2 has more property (4) and building impacts (6) which relates to less cost effectiveness when compared to Alternative 1.

A question was asked about the right-of-way process and what happens if someone doesn't want to sell. This will be explained in the right-of-way discussion but generally, when the public shows a need, property will be acquired through the eminent domain process.

The Kinnaman Alternative 3 configuration uses a "dogbone" roundabout to combine closely spaced intersections. In this alternative, the impacts and scoring are similar to Alternative 2, (5 building and 3 property impacts) but there are other concerns that make this alternative challenging. There are a number of driveways that would either be cutoff or would require access within or close to the roundabout. The west leg of the Pike Street intersection would be too close to the roundabout as well and could result in queuing back-ups. For these reasons, this alternative received the lowest score for County road standards. In discussion, the group expressed concern about the out of direction travel for pedestrians. There was concern that pedestrians might try to shortcut a path and therefore the group recommended scoring the safety as a 1 instead of 2 as originally scored by staff.

In a straw poll, Alternative 1 was the only alternative that received support. The other alternatives had no support. Matt brought up another alternative to consider – combining alternative 1 and 3. There isn't enough time to prepare an Alternative 4 by the open house date, but it could be ready for the next IPG meeting on June 16. The group expressed interest in seeing a combined alternative.

3. 198th Alignment Design Refinements – Gavin Oien

Gavin provided an overview of the design refinements since the last IPG meeting - there was a cross sectional change as discussed at the last meeting - the County engineer accepting of the 13-ft center turn lane (reduced from 14-ft) and applying the additional foot to the bike buffer, making the bike lane 6.5-ft – 5-ft bike lane with 1.5-ft buffer. The County standard for bike lanes is 6-ft. In discussion with the county's bike/ped coordinator, a 7-ft buffered bike lane was requested. Someone provided the observation that TV Highway doesn't have buffered bike lanes for context. In discussion, there was resistance to adding more to the bike buffer width because the group is trying to reduce property impacts and the proposed widths seem balanced. There was also discussion about using "profiled" paint on the buffer to help provide the motorists with additional warning about crossing the buffer. Matt said that he would go back to the County to convey the concerns of the IPG. The potential of reducing the turn lane to 12' was also suggested, and Matt said that he would talk to the County Engineer about that as well but he said that the County Engineer is pretty firm on wanting no less than 13' for the turn lane. Rhonda expressed concern about reducing that more, because it reduces the room for error. There are also situations where delivery trucks will stop in the turn lane to make their delivery, so they don't have to back out of driveways.

Gavin also mentioned that a refinement was made in the section between Southview and Kinnaman. The design now reflects a shift of approximately 1.5' to the west to reduce property impacts and fully utilize the existing sidewalk area.

4. Bike/Ped Facilities Discussion – Matt Costigan

Matt led the discussion on the bicycle and pedestrian facilities. For marked pedestrian crossings, 4 locations were proposed for consideration: Southview, because of the pedestrian route to school; Celebrity; Rosa, because of access to parks; and Red Oak. The crossings in general would include

striping and possibly a median island opposite a left turn but it would depend on the specific location. The potential for adding speed bumps or tables was asked. Because this is a Collector street, they are not allowed. Consideration should be made for bus stop locations/access, school routes and bike routes. The potential for adding rectangular rapid flashing beacons (RRFB) was asked. This requires a warrant analysis and it is something the design team will need to review. For context, the neighborhood bike routes are Blanton, Celebrity, and Carlin/Red Oak. In those locations, the design team would look to widen sidewalks as opportunities allow. Grant proposed that Celebrity should be considered due to the bus stop volumes.

Street lighting was discussed. The street will be lit to County standards. For a recent example, the lighting on Bethany is an example committee members could see. The lighting would be “dark sky” and pedestrian friendly, probably 22-ft poles versus 35-ft high cobra head. Jessica mentioned that the Edwards Place is another example of the “dark sky” lights.

5. Next Steps – KC Cooper

There is an open house schedule for June 2. It has been moved from the elementary school to the Edwards Community Center.

The next IPG is scheduled for June 16th. The agenda includes:

- Kinnaman Alternative 4, a combination of alternative 1 and 3.
- Bike/ped recommendations.
- Overview of the right-of-way process.
- Signal warrant information
- Open house debrief

Ray reminded the PMT that he would like to have center turn lanes evaluated at some of the approaching cross streets. These include Carlin, Rosa and Walquin.

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

Next Meeting:	Thursday June 16, 2016
	Thursday July 21, 2016
	Thursday August 18, 2016

End of Meeting Notes