



Bethany Boulevard Improvements Project Focus Group Meeting #1 Notes

Meeting Date: June 10, 2010

Time: 4:00-6:00 p.m.

Location: Sunset Presbyterian Church

FOCUS GROUP MEMBERS:

Doug Alvarez	√	Paul Enriguez	√
Debra Ashe	√	Bob McMillan	√
Hal Ballard	√	Charles Murphy	√
Chris Biggs	√	Steve Murray	√
Ann Bryan	√	Jeff Oberst	
Robert Bueermann		Sandra Peterson	√
Stephen Collins	√	Norm Rose	√
Rob Saxton	√		

PROJECT MANAGEMENT TEAM:

Washington County			
Matt Costigan	√	Jan Wilson	√
		Magdalena Campuzano	√
Howell Consulting			
Leslie Howell	√		
WHPacific			
Wayne Bauer	√	Ken Rehms	√
Kittelson & Associates			
Wade Scarbrough	√		

OTHER ATTENDEES:

Fran and Shirley Bates		
Becky Phillips and sons		
Suzanne Walker		
Keith and PJ Blankenbaker		

Welcome and Introductions - *Leslie Howell (Howell Consulting)*

Leslie started the meeting by going around the room and asking everyone to introduce themselves and what neighborhood or organization that they are representing.

- Leslie Howell, Howell Consulting, facilitator of the PFG.

- Matt Costigan, Washington County, Project Manager - Overseeing the project through design and construction.
- Wayne Bauer, WHPacific, Project Manager for the design team and consultant to Washington County.
- Ken Rehms, WHPacific, Lead Design Engineer for the design team and consultant to Washington County.
- Wade Scarbrough, Kittelson & Associates, Traffic Engineer - Involved with the traffic analysis for the project and can answer traffic questions that the PFG may have.
- Doug Alvarez, representing Telshire neighborhood.
- Deb Ashe, representing Skyview/ White Fox neighborhood.
- Hal Ballard, representing Washington County Bicycle Transportation Coalition.
- Chris Biggs, representing Oak Hills neighborhood.
- Ann Bryan, representing Oak Hills Elementary School's Local School Committee (LSC).
- Stephen Collins, representing Avondale HOA.
- Paul Enriguez, representing Cypress Point (Arbor Glen) HOA.
- Bob McMillan, representing Citizen Participation Organization (CPO 7).
- Charles (Chuck) Murphy, representing Claremont Civic Association.
- Steve Murray, representing Skyview/ White Fox neighborhood.
- Sandra Peterson, representing Touchstone neighborhood
- Rob Saxton, Washington County, Design Engineer.
- Jan Wilson, Washington County, Administrative Assistant.
- Magdalena Campuzano, Washington County, Administrative Assistant.

- Two members of the Project Focus Group did not attend due to other commitments. They are:
 - Robert Bueermann, representing the Telshire neighborhood and;
 - Jeff Oberst, representing Bethany Village commercial area

Project Notebooks were prepared for all committee members and distributed. Members were asked to bring their notebooks to all future meetings. Additional information will be handed out for their notebooks at future meetings.

Review Agenda: Purpose of Tonight's Meeting – Leslie Howell (Howell Consulting)

Leslie discussed tonight's agenda and the purpose of the meetings: set some ground rules for both the Project Focus Group (PFG) and the Project Management Team (PMT) and what their roles and responsibilities are related to the project, and to give the group some background information.

Focus Group Working Guidelines – Leslie Howell (Howell Consulting)

Leslie began with the review of three "draft" presentation boards for the Project Focus Group: Roles and Responsibilities, Ground Rules and Communications Guidelines for both the Focus Group and the design team. She began with a few opening comments and asked for input or changes from the group as they felt appropriate. The following represent what was agreed upon by the Focus Group.

Roles and Responsibilities Adopted by the PFG/PMT - Leslie Howell (Howell Consulting)

Project Focus Group (PFG)

- Provide feedback to the Project Management Team (PMT) during the project design process
- Represent their organizations interests and perspectives (where applicable)

- Listen to technical information and public comments
- Actively participate and strive to attend all meetings and open houses
- Endeavor to have no surprises - communicate all relevant information at the PFG meetings or through the PMT between meetings
- Abide by project ground rules and communication guidelines

Project Management Team (PMT)

- Define project scope and parameters
- Manage scope, schedule and budget
- Set agendas for meetings and run meetings efficiently; provide meeting summaries
- Provide information to the PFG for consideration and evaluation
- Point of contact for media and elected officials
- Respond to PFG requests for information and concerns where feasible
- Make decisions regarding project design

Question: How much influence does the PFG really has? Is everything already rubber-stamped or is it possible to change things?

Answer: The PFG does have influence - that the project has not been designed yet. While the PFG is not a decision making group, it does have a voice. The Focus Group represents a cross section of the public to express opinions and desires.

Ground Rules Adopted by the PFG/PMT:

- Respect the views of others
- Concentrate on issues, not personalities
- Treat others as you would like to be treated
- Listen carefully with the intent of understanding
- Don't interrupt others
- Don't dominate the discussion; let others present their views
- State your issues honestly and clearly as early in the process as possible
- Be constructive and provide positive ideas or alternatives
- Read materials in advance and be prepared for discussions
- Commit to attend all meetings and participate fully; provide substitute if needed
- Ask questions and seek information for understanding
- Place cell phones and pagers on silent mode

Communication Guidelines Adopted by PFG/PMT:

- PMT will provide a draft meeting agenda in advance of PFG meetings for review
- PMT will prepare a summary of each PFG meeting and provide to the PFG in advance of next meeting for their review and approval
- Time will be provided on each meeting agenda for members of the public to provide comment to the PFG and/or PMT
- PFG members will notify the PMT between meetings if information becomes available that should be provided to the PMT
- PFG and PMT members will communicate effectively with elected officials and citizens when questions about the project are asked
- PFG members will not represent the PFG if speaking with the media; generally PFG members will refer any media inquiries to the County project manager

Question: Are substitutes allowed?

Answer: Leslie asked the group about substitutes. The consensus was if you cannot make it to a meeting; you can send a substitute but it was asked that they be briefed on the project beforehand so that we don't have to spend part of the meeting bringing the substitute up-to-date.

Comment: He was concerned about subjects being "dropped out" as has happened on other projects.

Response: That is not our intent. An "issue bin" will be kept at all meetings; new items will be added and items that have been responded to will be crossed out.

Leslie then asked the group about a Focus Group roster. The group agreed that it was okay to share email addresses with the other Focus Group members. A roster with names and emails will be sent to each member. The Focus Group also indicated they were okay with their names and affiliations being posted on the website, but not contact information (addresses, emails and phone numbers).

Project Overview, Background and History – *Matt Costigan (Washington County)*

Matt began by thanking the PFG for volunteering their time to be on this committee and taking time to attend tonight's meeting. The information that the PFG will provide is beneficial to this project, to the designers, and the County.

Project Need:

Bethany Boulevard lacks facilities for other modes of transportation (lacks bike lanes and has intermittent sidewalks) as well does not allow for additional capacity. At many of the side streets, there is poor sight distance due to vegetation and the road's sags and crests (Matt defined "sags and crests" as the 'hills and valleys' of the road geometry). The road also lacks needed turn lanes to get in and out of adjacent neighborhoods. Bethany also has roadside ditches that are unsafe and unsightly.

Project Background and Funding:

Matt explained that Bethany has been identified on the county's Transportation Plan as a 5-lane arterial since the 1988 plan and was reaffirmed in the 2002 Transportation Plan, both of which went through a public involvement process.

This project is a continuation of the Major Streets and Transportation Improvement Program (MSTIP) that the County began back in the late 1980s with property tax levy, starting with MSTIP 1. Now these types of transportation projects are funded through the County's general fund. The County is currently working on 3B and 3C projects (Saltzman Road is a 3B/3C project and Bethany is a 3C project).

The project budget for Bethany is \$14.3 million dollars

Question: Does the \$14.3 million dollars include right-of-way (ROW) acquisition costs?

Answer: Yes, the current project budget includes funds for ROW acquisition.

Question: When was the \$14.3 million dollar project budget determined?

Answer: The cost of the project was estimated back in mid-2005. As part of the project the County is required to prepare a Project Prospectus which identifies the need for the project and estimated costs.

Question: Can the Focus Group get a copy of the prospectus?

Answer: Yes, a copy of the "draft" prospectus will be made available (hasn't been formally signed by all of the parties) once approved.

Question: What are the project design limits?

Answer: Generally, West Union to the north and Bronson to the south.

Question: Does the project include approaches to the freeway?

Answer: It will have to because it impacts the project.

Question: Will ODOT have input?

Answer: Not on the project directly, but some issues of the design will require ODOT input.

Existing Conditions in Project Corridor – Wayne Bauer and Ken Rehms (WHPacific)

Matt introduced Wayne Bauer and Ken Rehms of WHPacific and Wade Scarbrough from Kittelson and Associates. WH Pacific is the design consultant hired by the County to design the project. Kittelson and Associates is a sub-consultant to WHPacific and is the traffic engineer for the project.

Wayne started by indicating that he wants the PFG to get to know the design team and feel free to ask questions. Ken indicated that as the project engineer he is responsible for the design and assessing project impacts such as right of way (ROW) and utilities.

Ken briefly discussed the three maps at the front of the room. The three maps were an aerial view of the project showing existing ROW, a topographic overview of the area, and an existing conditions map that showed current zoning designations.

Ken explained that Bethany Boulevard currently has two lanes with three major intersections (Bronson, Oak Hills, and West Union) and the roadway widens in and out throughout the project corridor, expanding to three lanes near the freeway. Natural elements include street trees and wetlands, as delineated on the topographical map. Other existing features along the corridor are hills, ditches, water quality facilities, curbs and pavements and fences. Sidewalks are sporadic throughout the corridor. ROW widths vary throughout. Utility poles will not be undergrounded as part of the project. More than likely they will just be relocated.

Question: What do the colors on the topographical map represent?

Answer: The colors delineate different types of land use zoning such as residential (R-5, R-9) industrial, and wetlands.

Question: Where is ROW measured from?

Answer: ROW is measured from the established centerline, not the centerline of the existing road. (This can also be seen on the topographic map).

Question: On the west side of Bethany, near Emily in the Avondale area there is a water quality swale. How does that impact the project? How are wetlands addressed?

Answer: This water quality swale is under Clean Water Services jurisdiction. This may be added to or modified depending on the project needs but it will not be deleted. If there are impacts to wetlands areas there will need to be mitigation. A number of agencies usually look at environmental impacts. The project needs to be designed first. The Three Rules on wetlands are: Avoid, minimize and mitigate.

Question: Will the design consider how it impacts entities such as school children in the area?

Answer: Yes, the County Project Manager and Public Involvement leader met with the Beaverton School District recently and it is anticipated that another meeting will occur once there is some design information to review. The team also anticipates meeting with Tualatin Hills Parks and Recreation and Tri-Met.

Question: Will the right-of-way (ROW) map be posted on the website?

Answer: Yes.

Question: If you need at least 90 feet of ROW, why is there currently only 70 feet in most areas? Did builders know the ROW boundaries when they built the homes around here? Why did they squeeze everything in so tight?

Answer: Oak Hills was built in the mid 60's and met the ROW conditions for the time. Since that time, ROW requirements have changed. The road was built for conditions at that time. Some developments that were built more recently have dedicated enough land to meet current ROW needs.

Question: Will newly developed areas be built with wider set-backs. It is not fair that the burden is put on the landowner?

Answer: Most of the properties along this section of Bethany Boulevard have been built out. But with any new development in the county, developers are required to dedicate a certain amount of right-of-way based on their development and that adjacent roadway classification.

Question: Will utilities be relocated as part of this project?

Answer: They will. But undergrounding of overhead utility lines is not included due to funding restrictions.

Existing Traffic – Wade Scarbrough (Kittelson and Associates)

Wade reviewed a handout that summarized existing traffic counts and level of service conditions (see attachment). Wade reviewed the following terms (used in the handout):

- *Level of Service* – describes how a facility operates using “A” to “F” letter grades, similar to a report card.
- *Volume/Capacity (V/C) Ratio* – analyzes total traffic at an intersection in comparison to its capacity.
- *Signalized* – an intersection that is controlled by a stoplight
- *Unsignalized* – an intersection controlled by another means such as a stop sign or roundabout.
- *Signal warrant* – the specific criteria used to determine when installing a new traffic signal is warranted.

Traffic counts were done on September 9, 2009 and were done on a typical day when school was in session and midweek. Daily traffic volumes were measured at two locations; just north of Bronson and near Ridgetop Lane. Measurements were taken by tubes placed across the road. The tubes measure total volume through the road, speed and type of vehicle such as bus, car or truck. Results are summarized in the handout.

There will be a **Traffic 101 Workshop** to be held at PCC Rock Creek-Bldg 7, Room 121 on June 24, 2010 from 4:00 – 6:00 p.m. to further educate citizens on traffic issues. PFG members, neighbors and friends are encouraged to attend.

A **Roadway Design 101 Workshop** is also tentatively scheduled for August 5th. The PFG would like this time changed to a 5:00 to 7:00 p.m. slot (this date and time has been confirmed since the PFG meeting). More information on this at the next meeting

Question: Expressed concern that one sample in a 24 hour period might not be accurate.

Answer: A typical mid-week day was picked. There was no conflicting construction going on that had an impact on increased traffic on Bethany that day and school was in session. It is typical that measurements are taken on one day for transportation projects such as this one.

Question: The 32 mph average speed was questioned.

Answer: The County also did a tube count independent of the study done by Kittelson and the average speed for those count for Bethany were 33 mph.

Question: Did the improvements to 143rd Avenue impact the traffic counts on Bethany? What were the traffic counts prior to 2007?

Answer: No, 143rd was pretty much done when these counts were taken. Historical traffic counts from 2007 and 2008 were fairly consistent. Additional historical counts can be found on the County's website.

Question: Will the speed limit increase after the project is completed?

Answer: No, the PMT is not proposing to change the posted speed limit (35 mph).

Question: Is the project team aware that there was previously a flashing school light at Oak Hills? Is there any data on statistics before the flashing light by the school was removed

Answer: The team was not aware of this and the PFG member volunteered to bring information about when the light was removed to the next PFG meeting.

Planned Improvements – Wayne Bauer (WHPacific)

Wayne reviewed Typical Cross Sections drawings – the current 2-lane section and a standard 5-lane section (copies were provided to the PFG for their notebooks) based on Washington County design standards. The county standard calls for two travel lanes in each direction with a center turn lane, bike lanes and sidewalks.

Bethany Boulevard is identified in the Washington County Traffic Plan as a major arterial. The new road design would correct deficiencies in the road's geometry; raising sags or lowering crests so that we obtain a standard design speed that is used in determining needed sight distance for a vehicle to safely stop.

Wayne discussed that a separate design consultant is doing an analysis for improvements to the Bethany interchange at Highway 26. They currently only have preliminary information. Their preliminary recommendations include mid and long term intersection improvements as well as widening of the overpass. More information will be forthcoming and will be shared with the Focus Group.

Question: Is there any room in the design of Bethany Boulevard to allow for a 3-lane road or are we locked into a 5-lane?

Answer: The current funding is based on a 5-lane road. As the County goes through the traffic analysis and preliminary design, the right solution for the roadway will be determined. The design will be based on the 20 year life of the road.

Question: What about Bethany, north of West Union Road. Is it based on 5-lanes?

Answer: Yes, this section has also been identified as 5-lanes in the County Transportation System Plan, all the way to Springville Road. This project would transition into this section. No project has been identified for Bethany north of West Union Road

Question: Have any thoughts been given to the sound barrier with 5-lanes?

Answer: Noise will be evaluated as part of the design. Wayne pointed out that with breaks in the barriers for intersections and driveways, the effectiveness of the sound walls decrease

Public Involvement – Leslie Howell (Howell Consulting)

Leslie began by discussing future Focus Group meetings dates and times. It was determined that moving the meeting back one hour, from 5:00 to 7:00 p.m. is a better meeting time for most of the group (need to verify with Sunset Presbyterian that room is available). The group agreed that Thursday evenings will work. Leslie also encouraged the group to attend the upcoming Traffic 101 (June 24) and Design 101 (August 5) workshops at PCC-Rock Creek. The County was encouraged to move these workshops to the 5-7 pm timeslot as well. Since the Traffic 101 workshop has already been advertised, it will be held from 4-6 pm, but the Design 101 workshop will be moved to 5-7 pm if the space is available (*since the PFG meeting, the room availability has been confirmed*).

A summary of the project's first Open House has been posted to the project website along with the comments that were received. A copy was handed out to the PFG and they were encouraged to review it.

Stakeholder interviews were conducted with thirteen different stakeholders. The purpose of these interviews is to provide the project team with background on the issues and concerns of project stakeholders and input into the design of the public process. A summary of the interviews was distributed. Leslie encouraged the group to read through this information.

It was noted that the public involvement process chart was not included with the materials today, but will be provided for the next PFG meeting.

Public Comment – Leslie Howell (Howell Consulting)

Leslie opened the floor for public comments, a period when any member of the public to make a statement or to address the Focus Group.

Fran Bates, a resident of Oak Hills (does not back up against Bethany Blvd), addressed the group and asked the PFG and the County to consider that two dozen people will lose part of their backyards as a result of this project if the County moves forward with a 5-lane road. Mr. Bates reminded the group that there is a human element to be considered in as part of the design.

End of Meeting Notes

**Next PFG Meeting: Thursday July 8th at Sunset Presbyterian from 5:00 – 7:00 p.m
(note time change)**