

U.S. 26: Brookwood Parkway/Helvetia IAMP

PAC Meeting #3

Thursday, April 19, 2012

2:00 PM – 4:00 PM

Location: City of Hillsboro Civic Center



Attendees

PAC present:

Robert Bailey, Helvetia
Community Assoc.
Deanna Palm, Hillsboro
Chamber of Commerce
Matthew Oyen (for Andrew
Jones), Jacobson Road
(PAC Trust)
Don Odermott, City of
Hillsboro
Blair Crumpacker, Washington
County
Tim Wilson, ODOT

Staff present:

Andrew Singelakis,
Washington County
Steve L. Kelley, Washington
County
Lili Boicourt, ODOT
Elizabeth Craig, ODOT
Seth Brumley, ODOT
Matt Freitag, ODOT
Brad Choi, City of Hillsboro
Ryan LeProwse, DEA
Scott Harmon, DEA
Stacy Thomas, JLA
Jessica Pickul, JLA

Public present:

Don Schoen
Christine Ann HoferSchoen
Jay Lunn
Gary Shurtz
Melma Wallace
Jim Sandring
Allan Rudwick
Ron Thompson
Ahne Oorterhof

Welcome and Introductions

Stacy Thomas welcomed everyone to the PAC's 3rd meeting. The committee, staff and audience members introduced themselves. Stacy reviewed the meeting agenda.

JTA Interchange Project Update

Matt Freitag provided a status update on the JTA interchange project.

- The JTA project is scheduled for construction in late 2013. The draft design should be completed in May.
- There is an arborist on staff looking at opportunities to minimize impacts on existing trees.
- The design team continues to look for opportunities to protect natural resources and still factor in cost savings
- Blair Crumpacker noted that many people at the January open house were interested in the area's bicycle circulation.
 - Staff explained that the cross section shows that there are no bike facilities north/south of the project so transitioning bike facilities north and south of the interchange remains a challenge.
 - The project team has been looking into opportunities to help riders transition through the turn lane pockets.

IAMP Project and Schedule Update

Tim Wilson updated the Committee on the IAMP project.

- The IAMP needs to be in place before construction of the JTA interchange project.
- The goal is to have the draft IAMP completed by June. The team will seek public input on the draft IAMP in June at PAC Meeting #4 and the 2nd project open house.
- The adoption process for the IAMP should be complete by the end of the year.

January IAMP/JTA Open House

Stacy Thomas provided a brief summary of the January open house.

- There was a good turnout – 50 people signed in.
- Public comments were mainly concerned with access, signage to the Rice Rock Museum, Meek Road access, and Groveland Road and Groveland Drive. There was also some public concern over urban improvements competing with the rural environment.

Project Funding

Andy Johnson discussed Senate Bill 1543 (2012) and how the approximately \$3 million may be allocated to the interchange improvements. Don Odermott discussed the joint City of Hillsboro and ODOT Tiger IV grant application and how the \$15 million in grant funding could help further the proposed IAMP improvements. The Tiger grant funds must be used by mid-year 2013 and therefore, could be applied to the near-term interchange improvements. This may allow allocated interchange funds to be alternatively applied to other identified IAMP projects. The team expects a decision on the Tiger VI grants in June 2012. The project team is also working with Metro and other partners in the region to secure project funding.

A committee member inquired about the environmental process if NEPA was not required. The project team responded that there are permitting requirements that provide similar environmental protections even when a project is not within a NEPA process.

Existing Traffic Conditions Analysis

Scott Harmon provided information on the project area's existing conditions and operations. There was discussion on the following items:

- Traffic operations were evaluated at 39 study area intersections during the PM peak hour and at 15 key AM peak hour intersections.
- The majority of the intersections meet ODOT, City of Hillsboro, and/or Washington County operations standards.
- US 26 between Jackson School Road and Cornelius Pass Road meets ODOT operational standards.
- There was one comment that ramp meters are backed up in the afternoon and are not shown on the map in red.
 - The ramp meters were looked at. ODOT is currently reworking the meter rates, and this is causing unanticipated slowing in the area.

- Another public comment was that people are using Jackson School Road to avoid long delays at the Brookwood/Helvation Interchange.
 - The loop design accommodates more cars than the existing ramps.
- The safety data highlights this section of US 26 as having a low incidence of traffic crashes (one-fourth the statewide average for similar facilities within the urban highway system). On the arterials, the majority of the crashes were rear-end crashes, which are frequently attributed to congestion and queuing at intersections. There are no obvious crash trends that would warrant mitigation within the study area.
- A question was raised whether there is going to be an analysis that considers flooding in the area.
 - Hillsboro and Washington County are doing an initial study that will come out in 3 – 4 weeks that analyzes critical roads for a flood master plan. A link to the study will be placed on the project web site. At the next PAC meeting, a 10 – 15 min highlight of this analysis will be presented.
 - A comprehensive water study of the drainage basins in the project area will be available to the public in a couple of months.

Draft 2035 Baseline Traffic Conditions

Mr. Harmon presented findings relating to future baseline traffic conditions. There was discussion on the following items:

- What improvements were considered in the baseline traffic conditions?
 - Baseline conditions include roadway projects in the Washington County and City of Hillsboro TSPs including a Century Boulevard overcrossing of US 26.
 - Baseline assumes the existing interchange configuration.
 - A map was proposed roadway improvement was provided
- There was a question of whether the lights are going to be smart lights (e.g., vehicle detection, inter-connected coordinated signal systems, etc.)
 - ODOT and the City of Hillsboro have plans to replace old/outdated signals with new age signals which include vehicle detection, inter-connection, etc. in the future.
 - A follow up comment was made that there are a lot of people that go to the Rock Museum daily, from all over the state and a lot of school children. There should be signal detection when warranted in the future.
- There was a question about making left turns from Jacobson onto Helvetia. Currently it is a stop controlled left turn that is difficult to make during peak periods
 - The Baseline analysis confirms that the left turn will experience failing levels of delay in the future. Jacobson is too close to the interchange to function efficiently with a signal.
 - The intent of the City and County is to eventually construct a new roadway connecting Jacobson and Shaaf and provide a new signal at the intersection of Shaaf and Helvetia to improve left turn operations. This improvement would likely be completed with development of the land along Jacobson and Shaaf.

Draft 2035 Build Traffic Conditions

Mr. Harmon presented information on the build traffic conditions and presented the list of Proposed IAMP Improvements, which were prioritized into three Tiers. The project team discussed the reasoning behind the proposed Tiers and that input from the PAC at their last meeting was considered. Stacy then

indicated that the project team is seeking the PAC's input on the proposed Tiers. There was discussion on the following items:

- Businesses along Groveland need to be considered, like the Rock Museum.
- Don reminded the group that at the Open House in January, there was strong public support to put a signal on 253rd at Evergreen.
- There was discussion regarding what level of environmental study the Groveland Drive alignment improvement would require.
- Robert Bailey commented that the hydrology study should be reviewed before project priorities are made, as this is a hydro-sensitive environment.
- A member of the public asked how toxic car runoff will be treated for the Jacobson Alignment.
 - Mr. Freitag indicated that swales and other treatments will be onsite to deal with runoff.
- Deanna Palm noted that improvements should not infringe on people access, especially trucking access.
- A PAC member asked how Tier 3 projects #13, 14, and 15 made the list of proposed improvements. It was noted that they are primarily from the Helvetia Community Plan.
- Deanna asked whether Tier 1 projects are included in the base project or not.
 - Andy responded that funding needs to be evaluated in order to make this determination. The team is hopeful that all Tier 1 improvements can happen with the base project.
- Don asked the project team what the solutions are for the areas in red as this is important information to the City.
 - The project team stated that the IAMP will provide guidance on the types of mitigation needed for locations within the Interchange Management Area but for locations outside of this area but within the IAMP Study Boundary the team will provide examples of types of mitigation that could alleviate issues.

Stacy asked the PAC if they agreed with the proposed Tier priorities. All members present other than Mr. Bailey agreed that the Tiers were appropriate based on public and technical input. Mr. Bailey needs the findings of the hydrology analysis before he can specifically make that recommendation, but generally agrees.

Next Steps

Stacy explained that the team will be working on a draft IAMP that will go to the public at an open house in June. The PAC will meet again before the open house to review and provide input on the draft IAMP. Stacy reminded everyone that there is a web site for both the IAMP and JTA projects and meeting are posted there. The draft water analysis will also be posted on the project website.

Questions, comments, or concerns, can be directed to any members of the project team. Lili Boicourt will replace Elizabeth Craig as PAC point of contact, but the whole team is available to help.

Public Comment

- Alan Rodwick (works at Intel): Alan noted that he drives through this interchange every day, commuting from Portland, and understands the reasoning behind the proposed improvements. He doesn't want anyone to miss the opportunity to design the area in a way that people don't have to get into their car every day. He hopes that one day this will be an area that is more livable and offers more than office parks. We can do better than this.

PAC Meeting #3 Summary

- In response, Don mentioned that the City of Hillsboro is looking into re-evaluating its bus system. There could be two routes that connect to a transit center that don't exist today. The city is trying to make headway with transit and has a plan for a robust, mixed-use plan for the city through the Hillsboro Livability Plan.
- A second comment came from the public (no introduction made): She would like a clarification about bike lanes in the JTA project.
 - Staff responded that there will be bike lanes.
- A follow up question from the same participant asked whether there will there be a county exception for realigning Groveland. She hopes to receive a summary of how the team determined that going through Groveland is the best option.
 - There are no exceptions required. The team analyzed several alternatives and this information will be included in the draft IAMP.