

175th Area Status Update – April 12, 2016

Department of Land Use & Transportation

In November 2014, 175th Neighborhood Association presented LUT this list of 6 Short Term Safety Projects which had the consensus of our association. Current status on these 6 projects:

1	<p>Rigert and 175th intersection safety improvements</p> <p><i>April 2015 status:</i></p> <p><i>Due to the curve in 175th at Rigert and a steep bank on the east side of the road, northbound (downhill) drivers approaching Rigert can't always see when vehicles are stopped to make a left turn onto Rigert. This improvement will be a "queue warning system," which will provide northbound drivers approaching the Rigert intersection with a warning signal when one or more vehicles are stopped on northbound 175th waiting to make a left turn onto Rigert.</i></p> <p><i>Funding was recently received, and we're in the process of selecting a consultant to do the design work. Could be implemented within the next year.</i></p> <p><i>April 2016 update:</i></p> <p><i>Interim improvements to the 175th-Rigert Road intersection are required with the Oldham Meadows subdivision approval. These improvements will improve sight distance so that northbound vehicles will be able to see when a vehicle has stopped to turn left onto Rigert Road. As a result, we do not believe there is a need for the queue warning system.</i></p> <p><i>The developer's road improvement plans are currently being reviewed by LUT staff. No specific timeframe for construction of the improvements can be provided, since the developer determines timing.</i></p>
2	<p>Signage (e.g., "Hill Hides Congestion")</p> <p><i>April 2015 status:</i></p> <p><i>This request has been reviewed and approved. Signs are on order. Ian Amweg in our Traffic Engineering section recently followed up with you.</i></p> <p><i>April 2016 update:</i></p> <p><i>Signs were installed in 2015.</i></p>
3	<p>Traffic monitoring device and noise complaint issues (w/ ODOT and Sheriff's office), (see website http://www.co.washington.or.us/lut/divi & http://www.co.washington.or.us/Sheriff/FightingCrime/Patrols/traffic-safety-unit.cfm)</p> <p><i>April 2015 status:</i></p> <p><i>The county's Health & Human Services department's Solid Waste & Recycling division addresses noise concerns. Regulation of traffic noise is limited to things like unnecessary use of a horn, unmuffled exhaust, and exhaust braking. Because the traffic is moving, it's difficult to address these issues. Here's a link to a Code Enforcement Overview page: http://www.co.washington.or.us/Sheriff/OtherServices/code-enforcement.cfm</i></p>

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	<p>April 2016 update:</p> <p><i>No change.</i></p>
4	<p>Kemmer & 175th intersection</p> <p>April 2015 status:</p> <p><i>We acknowledge the need for improvements to this intersection, and are evaluating the level of improvements needed and what that would cost. As development occurs in the South Cooper Mountain area, we anticipate development will contribute to funding or building improvements at the intersection. We also anticipate that additional public funding will likely be needed to complete the needed improvements. When we have a better handle on the need and cost, we can start the process of developing a project and seeking funds.</i></p> <p>April 2016 update:</p> <p><i>This project was funded by the High-Growth Areas Transportation Funding Program in summer 2015. A design consultant is on board. An open house will be held April 21, 2016 to solicit public feedback on two options for a signalized intersection improvement and also for a roundabout option.</i></p> <p><i>Construction timeframe is 2017-18.</i></p>
5	<p>High Hill Ln: Leave the "Kink" – but implement other safety improvements there</p> <p>April 2015 status:</p> <p><i>An interim solution to help improve safety at the kink is a permanently installed speed feedback monitor (sign) on the approach to the kink to encourage drivers to slow down. This speed feedback device would supplement the existing advisory signs already warning drivers to slow to 25 MPH at the 45 degree curves, then to 10 MPH at the 90 degree curve. It will not be a trailer, but a sign on a post.</i></p> <p><i>We recently received the funding needed to start this project, and we are in the process of selecting a consultant to do the project design. The project may be completed within the next year—it will be designed in tandem with the 175th/Rigert queue warning system (# 1 above).</i></p> <p><i>We found one reported crash since Dec 15 at High Hill & 175th. It was due to a southbound vehicle crossing the centerline and striking a northbound vehicle in the turn; it was also a Hit & Run. The recent crash here reinforces that the kink itself is a safety deficiency that will ultimately need to be addressed by realigning the road. At this time, we don't have a specific timeline identified for the kink realignment project, but it remains a high priority for the City of Beaverton and is on the county's radar as one of many identified needs throughout the county.</i></p> <p>April 2016 update:</p> <p><i>The speed feedback sign will be installed in 2016.</i></p> <p><i>A proposal to fund design of the future kink realignment through the County's MSTIP 3e program (2018-2022 timeframe) has been dropped.</i></p>

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6 Lowering Speed Limit

April 2015 status:

The request was evaluated and denied. As Sarah Owens noted, the statewide methodology for determining an appropriate posted speed limit is to approximate the “85th percentile” speed – the speed at which 85% of vehicles travel at or below. This methodology has repeatedly been proven sound. Regardless of the posted speed limit, drivers tend to drive the speed they believe is safe and comfortable. Artificially low speed limits do little to slow traffic down and often lead to drivers exceeding the posted speed limit unintentionally.

April 2016 update:

No change.