

**LUT DETAILED RESPONSE** *(in purple)*:

This week, Save175th Neighborhood Association received the following WashCO LUT update on the status on the 6 safety projects we've requested (see purple type). I have made some notes (in red):

1	<p><b>Rigert and 175th intersection safety improvements:</b></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>
2	<p><b>Signage (e.g., "Hill Hides Congestion")</b></p> <p><i>This request has been reviewed and approved. Signs are on order. Ian Amweg in Traffic Engineering recently sent email outlining the imminent implementation.</i></p>
3	<p><b>Traffic monitoring device and noise complaint issues</b> (w/ ODOT and Sheriff's office), (see website <a href="http://www.co.washington.or.us/lut/divi">http://www.co.washington.or.us/lut/divi</a> &amp; <a href="http://www.co.washington.or.us/Sheriff/FightingCrime/Patrols/traffic-safety-unit.cfm">http://www.co.washington.or.us/Sheriff/FightingCrime/Patrols/traffic-safety-unit.cfm</a>)</p> <p><i>The county's Health &amp; Human Services department's Solid Waste &amp; 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: <a href="http://www.co.washington.or.us/Sheriff/OtherServices/code-enforcement.cfm">http://www.co.washington.or.us/Sheriff/OtherServices/code-enforcement.cfm</a></i></p> <p><b><i>Note: the LOUD motorcycle noise should be reported. I am thinking about organizing a "Neighborhood Watch" to monitor this and capture license numbers of offenders – especially in vicinity of Reusser Ct.; will keep you posted; any volunteers?</i></b></p>
4	<p><b>Kemmer &amp; 175th intersection</b></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>
5	<p><b>High Hill Ln: Leave the "Kink" – but implement other safety improvements there</b></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.</i></p>

	<p><i>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 175<sup>th</sup>/Rigert queue warning system (# 1 above).</i></p> <p><i>We found one reported crash since Dec 15 at High Hill &amp; 175<sup>th</sup>. It was due to a southbound vehicle crossing the centerline and striking a northbound vehicle in the turn; it was also a Hit &amp; 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><b><i>Note: this tells me that LUT was not informed of the second crash 300 ft. North of the "kink" for which we have photos. I am planning on obtaining the Sheriff's Office analyses and will publish the validated information when that is made available.</i></b></p>
6	<p><b>Lowering Speed Limit</b></p> <p><i>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.</i></p>

*I hope our updates here demonstrate that we are acting on your concerns, but achieving tangible results will take time.*

*Our staff is working to address many needs on a countywide basis at any given time.*

*Regarding process, in cases like this, we initially need to identify specific concerns and evaluate the best approach to address them. If we're able to identify a suitable solution, we need to determine estimated costs and then begin project development. We have to seek and secure funding to advance specific projects. Project development can take several months to a year, depending on the scale of the proposed project. Once designed, many projects must then be publicly bid before construction can occur.*

*Again, it appears you are covering the bases with your outreach and coordination efforts.*