

Attendees (21): Kathy Cobb Cotton, Mike Conzelmann, Ray Eck (CPO-6), Ruth Green, Kim Kollie, Rich Kollie, Joanna Lawrence, Sam Louke, Laura Mattingly (Kemmer View Estates HOA), Margaret Meyering, Kay Nakamoto, Barbara Squires, Eric Squires, Roger Staver, Janet Stedman, John Stedman, Fran Warren, Ira Warren, Karen Wold, Kim Haughn (LUT Sr. Program Educator), and Stephen Roberts (LUT Special Projects Coordinator).

- **2 Open Houses are scheduled for 4/21 – but attendance at both is doable!**
 - **LUT Open House** concerning alternatives for Kemmer & 175th intersection as well as the “South 175th Project - Alvord Ln to Scholls Ferry:”
 - **At Scholls Heights Elementary School – 5-7pm - drop-in.**
 - No presentation. Beaverton representatives will be there as well. LUT displays will be on line and on our website starting April 22.
 - **Kemmer Ridge Estates Open House concerning Phases II and III.**
 - **At Cooper Mountain Elementary School – 6PM – probably set Agenda starts promptly.**
 - Kemmer Ridge Phase I is 55 homes; now with all phases we estimate a total of 108 homes.
 - It is possible to make both open houses by going to LUT first (and leaving your feedback) then getting to the Kemmer Ridge open house before 6. *{ed. note – just don’t try using 175th Ave. to get from the LUT open house to the Kemmer Ridge open house!}*

- **We went around the room and shared some of our issues. Here are some sound bites:**
 - Getting in and out of Alvord Ln. is treacherous; e.g., some motorcycles hit 75 & 80 mph
 - Turning left from Siler Ridge feels like suicide
 - Siler Ridge and Reusser Court are landlocked between 4 & 6 PM
 - Miller Hill is also bad
 - We are all very concerned about speeds on 175th ... especially once high schoolers are using the road, also especially in winter when the road is often icy; especially with new residents unfamiliar with road
 - People are using Kemmer View neighborhood roads as a bypass to avoid the stop sign at Kemmer and 175th, these roads are totally unprepared for this “cut-through” traffic
 - Kemmer is also a raceway; have had people hit and destroy the Kemmer View brick wall multiple times
 - School buses don’t come up the hill even on snow delay days, so kids are kept at home then
 - All developments approved without infrastructure improvement
 - Per Stephen Roberts, this is a county-wide issue.
 - Pulling in and out of many of the driveways on 175th is nearly impossible (not to mention getting mail from box on other side of 175th); forget even trying between 4:30 & 6:30
 - Changes aren’t incremental, they’re a tidal wave. WE NEED ACM (Around Cooper Mountain)!!
 - We’re all hostage to 175th. We need (non-capital) interim solutions until ACM is built – we have ideas.
 - By Ryder Lane, downhill traffic accelerates south, AFTER “the kink” while uphill traffic decelerates. This makes it very tough to gauge openings.
 - Fatality rates on 175th & Roy Rogers combined approximate those on Hwy 217! People are dying on this road.
 - Kink accidents in last few months have been due to excessive speed, DUIs and falling asleep at the wheel. This is not really a kink issue, and the kink does act as a speed calming device, but we need greater safety measures like a permanent flashing speed sign.
 - Per Kim Haughn, a permanent flashing speed sign will be installed in 2016 (likely summer or fall).
 - LUT and Beaverton each doing accident and fatality analyses to figure out intelligent solutions to the accident/fatality problem. This information will be sent to Fran for publication on our website.

- Fran – requested that LUT publish how 175th, Roy Rogers and 185th are perceived relative to other roads
- 175th and Rigert intersection.
 - Per Stephen Roberts, this intersection will be realigned further south, including regrading on 175th. This will allow northbound drivers to see if someone ahead of them is turning left onto Rigert (so no flashing light will be needed).
 - This is required of developer and the plan is approved, but there is no timeframe (as this is totally up to the developer).
 - SR – leave drawing with Fran.
- Kemmer Ridge Discussion:
 - Phase I was 55 homes (526 trips/day), now 108 homes (more than 1000 trips/day ... this is a 10% increase in 175th Avenue traffic!)
 - As part of Weir Avenue entrance to development onto 175th, developer will fund flattening of 175th in that area. This shaving of 175th will precede the opening of the Weir/175th connection. Dog park entrance will need to change as it would otherwise become very steep. 175th will have a left turn lane onto Weir.
 - There is a serious drainage problem with Weir Avenue access.
 - Fire station wants to sell off upper portion of their land to developer.
 - Why not direct them onto 170th and or Kemmer since they now own property which fronts these streets?
 - Full extension of Weir (a collector) from 170th to 175th has been penciled in for a long time. Currently they would have to purchase property to make Weir wide enough between 170th and the development which is why this is not being pursued at this time.
 - There is a likely connection to 170th by Phase IV (not necessarily using Weir) as there is a stubbed out road in Phase I. In fact, the county will require extending the stub to pen onto 170th. The exit to Kemmer is not good due to the proximity of the 90° curve from Kemmer onto 170th.
 - Summary: The proposal is still evolving – the situation is different now for the developer and for the county than when the first decision was made (access availability, etc). Even though LUT cannot arbitrarily deny access to public roadways, we encourage LUT to help guide the developer in a direction that eases rather than exacerbates traffic problems. We can also recognize that having the developer pay for the development of Weir Rd (an option on the County plans for many years) and changes to 175th (leveling of the hill to improve sightline plus additional lanes and sidewalks, etc) leaves little financial incentive for the County to deter this routing.
 - Watch for: there is an interim access entry onto 175th north of the fire station for construction only. This will be closed once Weir is open.

- Kemmer and 175th intersection
 - Still unsure whether it will be a traffic signal or a roundabout.
 - Traffic signal will require squaring of what is now a skewed intersection. This means realignment of Kemmer south (on the west side of 175th), which impacts property owners on both sides of Kemmer. Signal also means additional left turn lanes.
 - Roundabouts have proven to be very effective as people get used to them. However, we questioned whether this will still have queuing issues and were especially concerned about queuing in icy conditions.
 - Has to be clear sight distance either way.
 - Surprisingly, there is not much difference in costs
 - Parametrix is working this
 - Want feedback at open house (so we encourage people to attend)
 - If we significantly improve traffic issues at this intersection, are we just moving the problem northward to 175th and Rigert?
 - Timeframe is 2018. Cannot accelerate this project as it is the first project coming out.

- Alvord Lane intersection
 - South 175th project will widen stretch of 175th from Scholls Ferry to 500 feet south of Alvord
 - Timeframe is 2017

- Per Stephen Roberts, we are just a microcosm of the massive development happening in advance of infrastructure all over the county. They need about \$2B for identified infrastructure, without looking at future development west of here. There are over 100+ projects in process at this point in time. LUT will be lobbying the state legislature for as much of the state transportation funding as possible. Note, Fran stated that the 175th Avenue Neighborhood Association has also been talking to state representatives in the past and would like to continue to bring citizen support for the transportation issues to the State legislature in the upcoming session.

- News bulletin from Stephen Roberts: Straightening of the kink has been dropped, and analysis and design has been removed from the project list at least until after 2018.

Quick Snapshot of Attendees and Relevant Location/Issues:

Eric & Barbara Squires (Alvord Ln; capacity on 175 th ; no entry/exit from Ryder Ln)
Ira & Fran Warren (Around Cooper Mountain, ACM, and safety projects on 175th)
Janet and John Stedman (Siler Ridge - has to schedule exits from driveway)
Joanna Lawrence (Alvord Ln)
Karen Wold (175th; risks to high schoolers)
Kathy Cotton (175th; speeds and locked in by congestion)
Kay Nakamoto (Reusser Ct)
Kim & Rich Kollie (Siler Ridge - very dangerous entry/exit)
Laura Mattingly (Kemmer View Estates board - Kemmer intersection)
Margaret Meyering (B&B on Alvord Ln -needs clarification on destiny of Alvord)
Mike Conzelmann (home touches SCM Heights)
Ray Eck (CPO6 Rep - very knowledgeable of WashCo road issues and projects)
Roger Henderson (lives close to "the kink")
Roger Staver (Reusser Ct; working Rigert design)
Ruth Green (KVE - backup on Northside of 175th)
Sam Louke (ACM and safety projects on 175th)