

**City of Beaverton Planning Commission**  
**Attn: Leigh Crabtree, Associate Planner**  
**The Beaverton Building**  
**12725 SW Millikan Way**  
**Beaverton OR 97076**

**18 November 2014**

**From Fran Warren (17830 SW Outlook Lane, Beaverton OR 97007)**

Re: Save 175<sup>th</sup> Neighborhood Association written Testimonies for December Meeting

Attached are several written testimonies from residents who live along 175<sup>th</sup> attesting to reasons why transportation funds should not be diverted to fund significant projects for changes to 175<sup>th</sup> - such as widening or straightening the “kink” (TR3).

We, the residents, understand that the traffic will continue to grow along this rural arterial but we also accept the fact that any of the proposed changes are likened to “doing half an operation” where the only true solution is building an adequate N-S transportation portal AROUND THE MOUNTAIN. We continue to maintain that 175<sup>th</sup> cannot be feasibly modified to handle the projected 2035 traffic from an economic or safety standpoint. And the premise of widening the road or straightening the road is akin to “doing half an operation.” We request that resources be reserved for the most responsible solution for the public good.

Attached are 4 testimonies:

- 1) From Sam Louke –  
Why bike paths should not align with major roads and arterials
- 2) From Kathleen Cobb –  
To keep 175th as safe as possible for all
- 3) From Roger C. Henderson -  
TESTIMONY RE: 175<sup>TH</sup> AVENUE “KINK” (TR3)
- 4) From Caroline and Anthony Wray –  
Speeding and School Bus challenges

At the November Planning Commission review of the SCM Concept Plan, I took the Action Item to provide information as to where the traffic was originating from on 175<sup>th</sup>. I have been unable to obtain a simple explanation, only the following pointer as provided by the Beaverton Planners:

“Here is the link to the staff report,  
<http://www.beavertonoregon.gov/DocumentCenter/View/8511>, and attachments. Figures 2a and 2b are pages 239 and 240 of the pdf, respectively.

The Planning Commission did receive the full set of materials for their review. We may address specific transportation issues with the commission for the December 3<sup>rd</sup> hearing.”

I observed at that November meeting that there were several intersections where the Planning Commission had questions about the traffic sources, so I really wanted to pursue this for the Commissioners. I had a difficult time interpreting these diagrams myself – and I have an engineering background. It took me 20 minutes sitting down with Jabra and also another hour with Dyami and then another 2 hours with an Excel spreadsheet before I actually could understand them. And then, I really just had to rely on the expertise of the traffic engineers once I had that “basic” understanding. So, “no,” I can’t really tell you where the traffic is coming from, nor where its going to, unless I go stand there on the hill and count it myself – and I’m not being facetious – but I do trust Dyami’s models. And I notice that there has been a new electronic device placed on the SCM hill just this past week, so I’m assuming that there will be some new modeling information available to this Commission if you would like to see that.

I do know that last week, one resident from Kemmer View Estates followed 5 cars traveling from Sherwood across 175<sup>th</sup> and over Cooper Mountain and found they all dispersed north of Farmington Road. All of the 5 cars were “commuters.” The fact that one of the existing residents had such energy about the situation that he felt he had to follow up on this situation is a good indication of how your Beaverton residents feel about their existing properties and the lack of transportation solutions in the South Cooper Mountain Concept Plan.

Caroline Wray cites the challenge that the Beaverton school bus drivers have under Oregon state law due to the higher speed limit on top of Cooper Mountain – not to mention the stress for the children who have to spend an extra twenty minutes riding the bus because they cannot exit on a 45 mph road. Beaverton City Schools will need to take this into consideration since they are planning on adding more schools right along 175<sup>th</sup>.

I would like to applaud the City of Hillsboro for taking the brave action this past month of halting the request of a trusted builder wanting to build a “Street of Dreams” in the vicinity of the planned South Hillsboro development. Hillsboro has finally acknowledged that there is inadequate transportation funding to resolve their traffic problem and they’re just not ready yet.

It is the testimony of the Save175<sup>th</sup> Neighborhood Association that this South Cooper Mountain Concept Plan which covers both the Beaverton annexed area as well as the City of Beaverton’s vision of how they will fit within the whole of Cooper Mountain has inadequate transportation infrastructure at this time and that this Concept Plan is not ready for adoption at this hearing.

Thank you for your consideration.

Sincerely,

Fran Warren  
President,  
Save 175<sup>th</sup> Neighborhood Association