



Responses to Comments

Comment	Response
Technical Memorandum #1, Appendix	
Robert Bailey	
I indicated to you that Save Helvetia planned to undertake an appeal of the proposed reserves in the study area. We have since submitted objections to LCDC.	Noted, based on information from the Save Helvetia website, in Section 5, Ongoing Planning Efforts, North Hillsboro Urban Reserves and Undesignated Areas.
Technical Memorandum #2	
Robert Bailey	
I provided several photos to you I had taken during the floods of 2/96: one of the Groveland Oaks inundated to a lake up to NW Schaaf Road; another of NW Schaaf at NW Helvetia with the parcel just east of there a lake.	Noted in Section 4, Existing Natural and Historic Resources Analysis, Floodplains and Floodways.
I provided the State Historic Preservation Office file # to you for the Atfalati cultural resources in the Groveland oak forest. No. 10-1615. The Confederated Tribes of the Grand Ronde are also aware of this site and have interest in it: Eirik Thorsgaard at their Cultural Resource Department. Five Oaks Gathering Place which is about 100 yards east and slightly south of the Jacobsen/Helvetia junction is also listed with SHPO.	Locations of archaeological sites are confidential to avoid the disturbance. A general reference was added to Section 4, Existing Natural and Historic Resources Analysis, Historic and Archaeological Resources. The Five Oaks meeting place is included in Table 6.
There is also another SHPO site in the study area up off of NW West Union Rd.	Locations of archaeological sites are confidential to avoid disturbance. A general reference was added to Section 4, Existing Natural and Historic Resources Analysis, Historic and Archaeological Resources.
Save Helvetia conducted an Oregon White Oak study in the survey area north of highway 26 and this is available on the Save Helvetia website: www.savehelvetia.org	Added in new section: Non-Listed Plant and Wildlife Species.
Save Helvetia conducted a Wildlife Habitat study in the survey area north of highway 26 and there is an elk range map within that report. It is available on the Save Helvetia website: www.savehelvetia.org	Added in new section: Non-Listed Plant and Wildlife Species.
I made various comments to the associate from David Evans related to the technical memorandum # 2 as follows: he took notes and intended to amend them. Waibel Creek is misspelled as Warble Creek.	Corrected to Waibel.
The Summary of Identified Resources on page 2 did not reference the forest of Oregon White Oaks, many over 250 years old.	Added in new section: Non-Listed Plant and Wildlife Species.
It did not reference the acorn woodpecker that proliferates in and around the Groveland Oaks.	Added in Threatened and Endangered Species section.
There is no reference to this being the southern boundary of the Helvetia elk herds ranges.	Added in new section: Non-Listed Plant and Wildlife Species.
In addition, field tiling resources installed by farmers over the years drains south to this area.	Added to Section 4, Existing Natural and Historic Resources, Floodplains and Floodways.
There was one reference to McKay Creek being west of Waibel Creek but the next creek west is Storey Creek.	Unable to find this reference.



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<p>Page 15 historic site database should include the Atfalati cultural site in the Groveland Oaks. I will go back through and see if I have any additional comments. Cherry Amabisca might also comment in for the Helvetia Community Association.</p>	<p>Locations of archaeological sites are confidential to avoid the chance of disturbance. A general reference was included.</p>
<p>Technical Memorandum #1</p>	
<p>Cherry Amabisca</p>	
<p>Page 1, Paragraph 2--Clarification needed: Sentence beginning, "The interchange is expected to serve....North Hillsboro properties that are added to the Regional Urban Growth Boundary in the future." Will these improvements contemplated by the IAMP handle all future UGB growth? Seems rather open-ended.</p>	<p>The IAMP will include a detailed traffic analysis of the currently adopted UGB and comprehensive plan. Based on the findings of the traffic analysis of the Current UGB Scenario, the IAMP will include limited sensitivity testing at key locations for proposed City of Hillsboro UGB expansion, and full build-out of urban and rural reserves to determine additional roadway impacts associated with expansion of the UGB within the management area. The sensitivity testing will provide insight into the potential changes in traffic volume associated with changes in UGB boundaries. All future analysis will be based on City of Hillsboro travel demand models.</p>
<p>Page 1, Paragraph 3--Clarification needed: What does "Protect the future function of the interchange" mean?</p>	<p>It means to make sure the traffic operations at the interchange will meet mobility standards identified in the OHP which are established to provide for safe and well-designed facilities for the traveling public. Did not edit the purposes of the IAMP, but this is listed as the first goal in Section 4.</p>
<p>Page 3, Item 4 - Goals and Priorities--Clarification needed: Do the goals and priorities apply both to the IAMP Study Area AND the IAMP Management Area? On Page 4, paragraph 1, it states that "Land that is within the IAMP Study Area but is not within the IAMP Management Area boundary is not subject to the provisions in the IAMP." The IAMP Study boundary is huge - is it the goal of this IAMP to identify the priorities on Page 3 for this entire study area?</p> <p>Clarification on bulleted priority: "Develop a local street network that provides for local connectivity and helps minimize the need for local travel using or traveling through the interchange." Does this include freeway overpasses/flyovers to move traffic from south of Highway 26 to north of Highway 26 with the objective of avoiding use of the Brookwood/Helvetia interchange? A local street network seems to be a broader topic than the interchange itself.</p>	<p>The goals and priorities apply to the management area. The plan itself, which includes the access management plan and implementing measures, only will apply to the management area. The plan includes both the state highway facilities and local street network within the management area. Added the word "management" to the first sentence in Section 4, Goals and Priorities, to clarify. The implementing measures will benefit the function of the local street network outside of the Management Area.</p>



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<p>Clarification on bulleted priority: “Develop a local street network that provides for local connectivity and helps minimize the need for local travel using or traveling through the interchange.” Does this include freeway overpasses/flyovers to move traffic from south of Highway 26 to north of Highway 26 with the objective of avoiding use of the Brookwood/Helvetia interchange? A local street network seems to be a broader topic than the interchange itself.</p>	<p>The Oregon Administrative Rules Division 51 Highway Approaches, Access Control, Spacing Standards And Medians define an IAMP as a plan for managing a grade-separated interchange area to ensure safe and efficient operation between connecting roadways and to protect the functional integrity, operations, and safety of the interchange. An Interchange Area Management Plan may be developed independent of or in conjunction with an interchange project and may address local street connectivity, local street improvements and local plans and land use regulations.” (734-051-0040)</p>
<p>Page 4, Paragraph 3 A third function of the interchange is to provide entry to the Washington County Scenic Tour “Vineyard and Valleys” that begins the Helvetia loop at Exit 61, going north along NW Helvetia Road. There are a number of agri-tourism activities that attract thousands of visitors to the Greater Helvetia community on the north side of Highway 26: Swiss Festival, Lavender tour, U-Picks, Helvetia Winery, Rice Museum, etc. The Scenic Tour, promoted by the Washington County Oregon Visitors Association, promotes the Helvetia area as part of its county-wide “Vineyard and Valley” Scenic Tour Route. See the link below for more details. http://www.SaveHelvetia.org/ourcase/easy_access_rec-ops.php See Community...</p>	<p>Added as part of its secondary function in Section 6.</p>
<p>Technical Memorandum #1, Appendix</p>	
<p>Cherry Amabisca</p>	
<p>Page 4, Paragraph 3--Clarification needed: Sentence starting “A major task of the IAMP is to conductsensitivity testing for ... City of Hillsboro UGB expansion and full build-out of Metro designated urban and rural reserves.” What is sensitivity testing? Hillsboro has requested UGB expansion for 690 acres south of US 26 and 440 acres north of US 26 -only some of these acres fall into the IAMP Management Area - the bulk are in the IAMP Study Area. Is sensitivity testing to be done on the entire 1000+ acres of potential UGB expansion? What is the reference to rural reserves? They encompass thousands of acres beyond the IAMP Management and Study areas. Are these to receive sensitivity testing as well?</p>	<p>The IAMP will include a detailed traffic analysis of the currently adopted UGB and comprehensive plan. Based on the findings of the traffic analysis of the Current UGB Scenario, the IAMP will include limited sensitivity testing at key locations for proposed City of Hillsboro UGB expansion, and full build-out of urban and rural reserves to determine additional roadway impacts associated with expansion of the UGB within the management area. The sensitivity testing will provide insight into the potential changes in traffic volume associated with changes in UGB boundaries. All future analysis will be based on City of Hillsboro travel demand models.</p>
<p>Page 12, Paragraph 5 - “Relevance and Requirement”--This paragraph says the interchange is listed in the STIP. Are any roads in the IAMP Study and/or Management Area included in the 2010-2013 approved STIP? Example: re-aligning Jacobsen, Meek, Huffman, etc.</p>	<p>No other projects have been identified in the 2010-2013 STIP or 2012-2015 Draft STIP. However, RTP projects are included in Tech Memo 1 Appendix including a Future Improvements figure showing where RTP projects are located such as a project to extend NW Huffman from NW Brookwood to NW Sewell.</p>



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<p>Page 18, Paragraph 2 - "Jackson School Road"--Clarification: "With the development of a planned interchange at Jackson School Road and US 26, there are some concerns about the impact." This interchange already was recently improved - was it only partially completed? Are there plans to improve it further?</p>	<p>This text is directly from the Washington County TSP. In order to clarify this, the text is now italicized and explanatory language added following: "The US 26/Jackson School Road interchange is complete. ODOT has no plans for additional improvements. Washington County has identified potential projects related to Jackson School Road."</p>
<p>Page 22, Paragraph 2 - "Warble Gulch"--All references to "Warble Gulch" should be corrected to "Waibel Gulch or Waibel Creek".</p>	<p>Corrected to Waibel.</p>
<p>Page 28, Paragraph 5 - "North Industrial UGB Request"--The City of Hillsboro has requested 690 acres south of US 26 (this includes the 310 acres mentioned).</p>	<p>Noted. However, the Metro COO proposal only included the 310-acre site.</p>
<p>Page 4-171 - "2035 Investment Strategy"--Medium term - correct "Interchange improvements and IAMP at Glencoe Rd and Shute Road" - should be Brookwood/Helvetia, not Shute?</p>	<p>Attachment A is part of the Metro 2035 RTP. We cannot edit the document. It is attached for reference only.</p>
<p>Technical Memorandum #2</p>	
<p>Cherry Amabisca</p>	
<p>Page 11 - "Threatened and Endangered Species"--The IAMP Study area contains stands of native Oregon white oak trees in woodland and savanna habitats. In 2009, Save Helvetia, a non-profit community organization, conducted an inventory of native Oregon white oaks north of US 26, outside the UGB. The link is below: http://www.SaveHelvetia.org/ourcase/white_oak.php</p>	<p>Added in new section: Non-Listed Plant and Wildlife Species.</p>



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<p>Of particular interest is a stand of approximately 225 Oregon white oaks on the west side of NW Helvetia Road and NW Groveland Drive. Metro has identified Oregon white oak savannas and white oak woodlands as "Habitats of Concern" (less than 1% of historic Willamette Valley native oak habitats still exist). Three birds and one squirrel are dependent upon the Oregon white oak for habitat (i.e. survival). These species are listed as Sensitive-Vulnerable Species by the Oregon Department of Fish and Wildlife:</p> <p>Acorn Woodpecker (<i>Melanerpes formicivorus</i>) White-breasted Nuthatch (<i>Sitta carolinensis aculeata</i>) Western Bluebird (<i>Sialia mexicana</i>) Western Gray Squirrel (<i>Sciurus griseus</i>)</p> <p>The Acorn Woodpecker is listed as a Species of Concern by the U.S. Fish and Wildlife Service. Acorn Woodpeckers have been sighted in the Oregon white oak trees at the Five Oaks Meeting Place to the south of Jacobsen Road.</p>	<p>Acorn woodpecker added in Threatened and Endangered Species section.</p> <p>Other species added in new section: Non-Listed Plant and Wildlife Species.</p>
<p>Page 15 - Oregon Historic Sites Database Results - Please note that the James and Mary Chambers House is listed on Washington County's Cultural Resources Survey and Inventory (1983) as site #25/315.</p>	<p>Chambers House is included in Table 6.</p>
<p>Page 15 - The Five Oaks Meeting Place is also listed on the Washington County Cultural Resources Survey and Inventory (1983) as site #113/317</p>	<p>The Five Oaks meeting place is included in Table 6.</p>
<p>PAC Meeting #2, October 24, 2011</p>	
<p>Cherry Amabisca Commented that the Meek Road neighborhood is difficult to access and therefore is unsafe. Access to the Rice Northwest Museum of Rocks and Minerals and the connection to Groveland Drive is a concern. Traffic could move through Jacobson/Schaff.</p>	<p>Comment noted.</p>
<p>Sharleen Harvey Had a concern with the schedule. Will arterials be constructed prior to limited access to Groveland? She is concerned about temporary access during construction and would like to discuss in more detail after the PAC meeting.</p>	<p>Andrew Johnson of ODOT responded that construction may occur in 2013 or later. He is not certain of the order.</p>
<p>Scott Hamilton Reported that flooding and water is a concern, especially around Waibel Creek, and that options to build water storage facilities should be considered. It has been the concern of some area residents and property owners that the existing storm drainage line under U.S. 26 is undersized, which has caused wetlands to be established and contributed to seasonal flooding on private property in the northwest quadrant.</p>	<p>Comment noted.</p>
<p>Melena Wallace</p>	<p>ODOT staff members responded that there are no current plans to pave Groveland</p>



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<p>Asked whether there are any plans to pave Groveland Road. If Groveland Road remains gravel with more traffic, it will affect the filbert crop; dust is also a concern. School bus traffic is heavy at certain times of the year.</p>	<p>Road.</p>
<p>Via Email in Response to PAC Meeting #2 Summary</p>	
<p>Ron Thompson, City Councilor of Forest Grove (November 28, 2011) Elizabeth, My biggest concern is direct access for Rice Rock and Minerals Museum to Helvetia Road. This museum is one of the most visited museum in the Metro Area (27,000 visits per year) and is an National and International attraction. Two universities (PSU and PCC) and all Metro schools study geology at this site weekly. The Museum currently has a two lane paved road (Groveland Road) to Helvetia Road at interchange. As a minimum, Groveland Road needs access at Schaaf Road interchange-this is not an improvement it is to bring back to current standard. This is important to Forest Grove area because it has 4 or more paid employees and many volunteers at the museum. Also, four motels in Forest Grove have guests because the museum is with 20 minute drive from their businesses. Both Cornelius and Forest Grove Chambers of Commerce and Washington County Visitors Bureau all are concerned if the only route is the Groveland Lane (gravel county road) and West Union Road to Helvetia Road both in distance and condition.</p>	<p>Comment noted.</p>
<p>Paul Gram (November 17, 2011) Elizabeth, I represent the ownership/Pacific NW Properties of the Sunset Business Park, a light industrial business park that is home to 20 different businesses from Party Pro at 30000 square feet to Woodchest at 4000 square feet. I don't represent the Pac Trust building and developable land, Dennis Sackoff's project directly adjacent the off ramp at Helvetia/Brook wood or Barry Menasha's multi story office building on manufacturing/assembly space, currently vacant. I don't fully understand the situation on the South side of the overpass, so I limit my comments to the North side. We support the conceptual plan as currently configured. Our two largest concerns are the timing of any turning restrictions, whether by ending Jacobson connection to Helvetia, placing a median along center line of Helvetia to restrict left turns from Jacobson accessing the overpass and ramps, or other such traffic control methods, for the current Helvetia/Jacobson connection. It makes no sense to have traffic at this far end of Jacobson drive all the way back to Cornelius Pass putting additional traffic pressure on that interchange. We do support ending Jacobson short of Helvetia upon construction of the "dog leg" section extending Jacobson northward and connecting to Helvetia provided there is a full access "right turn" from Helvetia onto Jacobson and "left out" from Jacobson onto Helvetia. As the inventory of land is built out and more and larger trucks are serving the businesses in this quadrant, a signal here may make sense allowing big semi trucks the time needed to take the left out onto Jacobson....and avoiding traffic back up on Jacobson.</p>	<p>Comment noted.</p>
<p>Allan Rudwick (December 13, 2011) I've been thinking about this project a bit, especially the SW quadrant. I think Meek Rd could be turned into a 1-way road heading westbound for a bit and a spur off of Meek could meet up with the US-26</p>	<p>Comment noted.</p>



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<p>Eastbound offramp to allow residents to leave the area at a light without 'ruining the development potential of large-site industrial land. This would be a non-standard interchange, but I think some creativity could produce the desired results.</p>	
<p>Public Open House #1, January 17, 2012</p>	
<p>Carol Chesarek Local Plan & 21 are redundant with the new interchange, and show either poor interchange planning or unneeded expense. We should not be building new urban roads through farmland. Pave Groveland & give the Rice Museum nice new signs @ each intersection to guide people to them.</p>	<p>No response requested.</p>
<p>Lynne Park Request to seek alternative routes for Jacobson Rd realignment.</p>	<p>Comment noted.</p>
<p>Linda Kurtz #1 concern is traffic trying to access Brookwood Pkwy from Meek Road. Reduce speed on overpass. Make sure during construction we have access to Brookwood Parkway. Noise fence on south side of highway. 253rd to Meek should be done prior to construction. No eastbound access for people on Meek Road unless you go all the way to Jackson School.</p>	<p>Elizabeth Craig, ODOT Community Affairs Coordinator responded via email on March 7, 2012: The project partners acknowledge that there are issues with Meek Road and its proximity to the interchange. We are looking at alternative connections for Meek Road and Brookwood Parkway through the Interchange Area Management Plan, which will prioritize local projects for funding and implementation. We understand that the City of Hillsboro project that will create a connection from Meek Road to Brookwood Parkway via 253rd and Huffman is supported by many Meek Road neighbors. Whether this would be constructed prior to or after the interchange project is unknown at this time. For the overpass, Washington County makes speed recommendations, but the state establishes the speed. Washington County has said that current conditions justify the 55 mph speed limit, based upon the formula used for these determinations. However, future growth factors could influence a new speed limit. We are conducting a noise study as part of the interchange project. The noise study will determine if a noise wall is possible.</p>
<p>Allen Amabisca The #10 N231st overpass from W Bennett should be run north only to NW Jacobson Way to help resolve the commercial g[hetto] centering on NW Jacobson Rd Jacobson Rd need[s] to become the prime access route</p>	<p>No response requested.</p>
<p>Karen Baxter Fixing the east end of Meek Road & freeway access there is a priority—then N.S. access to Evergreen is important</p>	<p>No response requested.</p>
<p>[no name provided] Bike lanes on all of Brookwood—keep Meek Rd open for bicycles</p>	<p>No response requested.</p>
<p>James Burns Meek needs to be realigned</p>	<p>No response requested.</p>



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Evergreen and Cornelius Pass Rd needs to be leveled-out & tracks removed!	
Gerry Grossen Deadending Groveland drive and deferring traffic to Groveland rd is my concern This will cause increased traffic i.e. (Busses to rock museum +cars). Groveland rd is not in any condition to handle that much traffic.	No response requested.
Patty Hyatt Well thought-out. I like the plan. Thank you for developing a solution for us.	No response requested.
Linda de Boer The area north of Schaaf Rd is rural so it seems unadvisable to run a connecting road along the border. Why not keep the access <u>within</u> the commercial area rather than at its boundary. It's an unnecessary invasion of EFU.	No response requested.
Harry De Boer <ol style="list-style-type: none"> 1. <u>Very opposed</u> to pushing north beyond Jacobson Rd. Schaaf Rd. should remain in <u>agricultural</u> area and <u>not</u> be snuck into Hillsboro's expansion plans. Jacobson should be main arterial. Need to preserve rural character of EFU. 2. Find an acceptable access to the Rice Minerals Museum without crossing wetlands or old Oak grove 	Elizabeth Craig, ODOT Community Affairs Coordinator responded via email on March 7, 2012: This area was already brought into the Urban Growth Boundary (UGB). In addition, the interchange project and the Interchange Area Management Plan (IAMP) will not change any land-use designations. The purpose of the IAMP is to resolve what circulation will look like in the broader interchange area; one of the aims of the IAMP is to preserve the rural character of the area outside of the UGB. There has been no decision made in regards to building a new rural road connecting Groveland with Helvetia at Schaaf Road. It is one alternative that we are discussing with our IAMP Project Advisory Committee. We will make every effort to avoid wetlands and old oak grove should alternative access to Groveland be selected as a priority through the IAMP.
PAC Meeting #3, April 19, 2012	
PAC comment - ramp meters are backed up in the afternoon and are not shown on the map in red.	ODOT/Consultant response - ODOT is currently reworking the meter rates, and this is causing unanticipated slowing in the area.
PAC comment - people are using Jackson School Road to avoid long delays at the Brookwood/Helvetia Interchange.	ODOT/Consultant response - The loop design accommodates more cars than the existing ramps.
PAC comment - A question was raised whether there is going to be an analysis that considers flooding in the area.	ODOT/Consultant response - 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.
PAC comment - 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/Consultant response - ODOT and the City of Hillsboro have plans to replace old/outdated signals with new age signals which include vehicle detection, inter-



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	<p>connection, etc. in the future.</p> <p>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.</p>
<p>PAC comment - 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</p>	<p>ODOT/Consultant response - 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.</p> <p>The intent of the City and County is to eventually construct a new roadway connecting Jacobson and Schaaf and provide a new signal at the intersection of Schaaf and Helvetia to improve left turn operations. This improvement would likely be completed with development of the land along Jacobson and Schaaf.</p>
<p>A member of the public asked how toxic car runoff will be treated for the Jacobson Alignment.</p>	<p>Mr. Freitag (ODOT JTA) indicated that swales and other treatments will be onsite to deal with runoff.</p>
<p>PAC comment - how Tier 3 projects #13, 14, and 15 made the list of proposed improvements?</p>	<p>ODOT/Consultant response -It was noted that they are primarily from the Helvetia Community Plan.</p>
<p>Deanna Palm, PAC member asked whether Tier 1 projects are included in the base project or not.</p>	<p>Andy Johnson, ODOT 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.</p>
<p>PAC Question – do you agreed with the proposed Tier priorities</p>	<p>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.</p>
<p>Public Comments at the PAC 3# Meeting</p>	
<p>Alan Rodwick - 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.</p>	<p>Don Odermott City of Hillsboro - 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.</p>
<p>Public Comment - clarification about bike lanes in the JTA project.</p>	<p>Staff responded that there will be bike lanes.</p>
<p>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.</p>	<p>Staff responded that here are no exceptions required. The team analyzed several alternatives and this information will be included in the draft IAMP.</p>
<p>Helvetia Community Association (HCA) May 1, 2012 Letter</p>	<p>Andy Johnson ODOT Major Projects Manager, Letter dated May 23rd, 2012</p>
<p>Drainage Plan</p>	<p>Drainage Plans or hydrology reports are conducted on all transportation projects. An</p>



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	<p>IAMP is a tool meant to protect investments at new or improved interchanges. These IAMPs make system level planning decisions based on the transportation conditions and needs, in conjunction with the applicable City, County and Regional transportation system plans. Master Drainage Plans are not done prior to system level plans, as specific location decisions are typically made during the development and design process. Hydrology reports are commonly done with all City, County and State transportation projects that have already been identified in system plans. The City of Hillsboro, in conjunction with other governmental agencies, has initiated a Master Drainage Plan for the larger area that will be complete in about one year. This Master Drainage Plan will cover an area much larger than that around the NW quadrant of the interchange.</p>
Cultural Resource Investigation	<p>ODOT shared the cultural resources information we conducted very early in the design process for the interchange (see email dated 2-24-2012). Since no resources or issues were identified that could potentially have impacted the PAC decision-making process, we didn't it was necessary to communicate to the full PAC. The team working on the archeological investigation had discussed the work with you prior to the investigation being completed.</p>
Federal Farmland Protection Policy Act (FFPPA)	<p>As indicated in the email dated 4-6-20 12, we are researching as to the Federal Farmland Protection Policy Act (FFPPA) applicability at this interchange. We are still investigating this matter, and we will update you when we have more information to provide you.</p>
Alternatives to Groveland Dr	<p>Also from the email dated 4-6-2012, a limited analysis of alternatives was conducted prior to starting project design, and analysis had been done in years prior as well. The purpose of the connection from Helvetia Road to Groveland Drive is to maintain a safe and convenient access to the property owners along Groveland Dr, including the Rice Rock and Mineral museum. You had suggested a few alternatives, such as a tunnel or roundabout. As I indicated, due to the difficulty of a road connecting to Helvetia, then going under Helvetia and then matching grade on Groveland Dr, a tunnel is not feasible. I also indicated that this would likely have major impacts and be very costly, beyond the scope of this project.</p>
Robert Bailey Email June 12, 2012	Andy Johnson ODOT Major Projects Manager, via Email dated June 14, 2012
Need for Archeology and Hydrology studies	<p>Information like Archeology or Hydrology rarely changes the decision as to whether something happens or not, but can heavily change the way in which the infrastructure is designed. For example, we have capped potential sites to protect them from</p>



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	disturbance at SHPOs request but constructed a road over them, or modified the alignment to avoid resources
<p>Robert Bailey, Secretary and Cherry Amabisca, President, Helvetia Community Association, Letter dated June 25, 2012</p>	<p>ODOT Staff, in addition Washington County Staff respond to Mr. Bailey as part of the Staff Report of Ordinance No. 749 dated July 3, 2012</p>
<p>I am Robert Bailey and I have been representing the Helvetia Community Association on the U.S. 26/Brookwood Parkway/Helvetia Road Interchange Project Advisory Committee. Cherry Amabisca is the Association alternate representative to the Pac and she has also followed the process throughout. The Helvetia Community Association has voiced support for many aspects of the Interchange Project, funded substantially to facilitate traffic flow to and from South of U.S. 26.</p> <p>We have had multiples concerns about proposed impacts to the north of U.S. 26. We wrote letters to our congressional delegation and to the Federal Department of Transportation regarding Hillsboro’s federal Tiger grant proposal for roadways north of Highway 26. We testified before the Hillsboro Transportation Committee. We voiced concern within the PAC meetings. We met with and corresponded with ODOT multiple times re our concerns</p>	
<p>Support for the Interchange Project</p> <p>We are very familiar with the interchange and its functionality. Many in Helvetia use it daily. We are supportive of the improvements as they relate to the rationale for the \$45 million in state JTA funds: to facilitate employment traffic south of U.S. 26, and north from Hillsboro back to U.S. 26. We support the safety and access projects associated with the Meek Road Community.</p> <p>We have participated in and support ODOT’s approach to minimizing the footprint of the interchange design on the Groveland Oaks in the NW Quadrant of the interchange. This area contains many 250-year-old native Oregon white oaks and associated acorn woodpeckers. This is also a hydrologically sensitive area that has experienced significant flooding with 100 year FEMA floodplains. It is also the point where the water from the underground farm field drainage systems reaches the valley floor. We appreciate the efforts of Andrew Johnson and his colleagues at ODOT in minimizing the footprint of the interchange on the surrounding sensitive area and his ongoing outreach to us as he and his team explore options to minimize the impact on the area’s native Oregon white oaks and other natural resources.</p> <p>We have assisted the Interchange Project by providing the ODOT team important hydrologic information, photos of historic flooding, and a count of the white oak, among other resources. The city and county have historically received these materials.</p> <p>We provided CPO 8 regular updates and a panel of state, city, and county representatives presented to the CPO in the Fall of 2011. Our concerns have likewise been shared with the CPO.</p>	<p>Comment Noted</p>
<p>Procedural Concerns for Project North of U.S. 26</p> <p>We have before us one part of a larger puzzle and we are being asked to approve one step that would</p>	<p>The flyover is not a recommendation of this IAMP. It was never considered, the 2035 traffic projections never analyzed it or a need for it was determined.</p>



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<p>lead to another, then another. The City of Hillsboro wants to build a “flyover” from the NW Meek Road area that would then connect with Schaaf Road, providing a “traffic shed” for employees from Hillsboro’s employers to homes in Bethany. This is predicated on the county building the “realignment” road from Groveland Drive to Schaaf Road. The “flyover” is not referenced at all in the scope of this PAC. However, what we determine will lay the groundwork for subsequent projects. Do you have all of the information that you need to embrace this larger puzzle? We do not.</p>	
<p>The City of Hillsboro has recently undertaken a hydrology assessment and master plan in this Waibel/McKay Creek watershed. It will not be completed for one year. The area north of U.S. 26 has experienced significant hydrological events and the Waibel drainage is critical to farming in Central Helvetia. Changes to the hydrology north of U.S. 26 will also have impact on the Meek Road Community. We contend that this assessment and plan is foundational to planning for new roads in this area.</p>	<p>Comment noted.</p>
<p>The city of Hillsboro wants to “switch” possible federal Tiger funds with state JTA Interchange funds/185th Interchange funds. We have heard the rationale that this would expedite/hasten/abbreviate NEPA requirements. We are not expert in the impacts of this trade practice of “supplanting” funds. Notwithstanding reassurances from ODOT, we remain concerned that this shifting might actually abbreviate environmental assessment of the critical hydrological area of NW Schaaf and Helvetia roads, later, by the city and the county</p>	<p>The City of Hillsboro was not awarded the TIGER Grant.</p>
<p>We advocated for an archaeological study of the interchange area as the NW quadrant was a seasonal village of the Twality Indians and the water source for the historic, adjacent, 5 Oaks gathering place. One field study did occur but before the Groveland Drive and Helvetia Road re-alignment was proposed. This area was not studied and should be. The county staff report asserts that we do not need to focus on this road and that they can proceed because it is a “realignment” between existing roads. However, this “realignment” will also impact the historic 1865 Chambers/Kilpatrick House, listed among Washington County’s cultural resources, but not referenced in the materials before us.</p>	<p>An ODOT conducted a field investigation on February 11, 2010 for the Shute Road Interchange Improvement Project Environmental Baseline Report (EBR) (MB&G 2010). Although the EBR focused on an Area of Potential Influence (API) that is different from the IAMP Study Area, the areas overlap. The EBR API included more area to the west and south than the Study Area, as well as a long, narrow corridor along US 26.</p> <p>The ODOT field investigation identified no archaeological resources for the EBR API. Archaeological resources have been found in the Study Area; two sites have been identified north of US 26 and four sites south of US 26. Locations of archaeological sites are kept confidential to avoid disturbance. ODOT also consulted local representatives from the Confederated Tribes of the Warm Springs, the Confederated Tribes of the Siletz Indians, and the Confederated Tribes of the Grand Ronde regarding the Shute Road Improvements Project. The representative from the Grand Ronde Tribes informed ODOT that there is a known archaeological site located on private property, but the exact location is unknown.</p> <p>Technical Memorandum #2: Existing Conditions Analysis (March 2012), prepared for the IAMP, is included as Appendix B of the IAMP. The memo identifies historic, archaeological, and cultural resources. The Chambers house at 24665 NW Groveland</p>



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	Drive is listed as identified by the County and as an eligible contributing resource that is potentially eligible for the National Register of Historic Places.
<p>Tax Dollar Efficiency</p> <p>Taxpayers have an existing investment in Jacobson Road. We recognize that due to safety standards, a connection from Helvetia to Jacobson needs to be made further north of the interchange than at present and perhaps even further north than proposed, making it a full service junction. We recommend using Jacobson, an existing investment, to funnel traffic to the east. This would require a lighted junction at an appropriate distance north, then possibly a re-connection of Jacobson with what is now Mauzey Road near the West Union/Cornelius Pass junction. Intel no longer intends to use their property there and the Hillsboro School District owns to the south of this abandoned road.</p> <p>The City of Hillsboro represented their Tiger grant proposal as a rural roads project when clearly it is and urban and industrial roads project. They based their representation on historic zoning of the area and apparently stand a better chance of tax dollars under “rural” than “urban”. We do not support this representation and attempted access of tax dollars.</p> <p>The taxpayers here are asked to fund road creation that eventually will primarily benefit corporations. They should not bear the burden. The City of Hillsboro will use these tax based improvements to lure corporate development. This is not a transparent use of tax funds. These road projects are predicated on property owners “aggregating” to sell their land to corporations. We do not see foreseeable signs of that. Thus, the roads will likely dissect working farmland but not serve any corporation for many years.</p>	Comment Noted
<p>Preservation of Farm Land and Buffering for Agricultural Practices</p> <p>While the land to the east of Helvetia Road has been zoned industrial, many acres remain in active agricultural use. At the later time when property owners decide to sell for aggregation into industrial plots, it would be more appropriate to consider these new roads.</p> <p>Brining up urban traffic north up to NW West Union at NW Century would bring impacts right up to the proposed rural reserve lands in agricultural use. This would impact the movement of farm machinery, contribute to the spread of noxious weeds, and otherwise create a hard edge road between urban and rural.</p> <p>Following from the above, we recommend that the county road system play a more creative role in the buffering between urban and rural and facilitating the continuation of farming practices. An urban road’s edge is not a sufficient buffer between industrial and agricultural land. Agricultural practices need more space than that. Concrete sidewalks intrude on plowing and equipment safety. Ditches are required for farm drainage. The movement of agricultural machinery does better in lower density traffic. Minimizing the importation of weeds helps farmers maintain the purity required to take seed crops to market.</p>	Comment Noted
<p>Closing</p> <p>We are being asked to approve one step that will lead to another, then another. We do not have the information we need to embrace what is before us and do not think you do either. We have the time to</p>	Since Metro’s October 20, 2011 decision to expand the region’s UGB to include the 330-acre area north of Hillsboro, the City of Hillsboro, Metro, and ODOT are proceeding with the planning process to bring the area into the UGB per Metro’s Urban Growth



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<p>get more perspective and learn the impacts. Some of these projects are predicated on the implementation of the recent LCDC decision on the UGB, which must withstand appeals. But the UGB outcome is predicated on the implementation of the Reserves Process, whose order is not yet written and must also withstand appeals. In our judgment, much of the priorities of new road construction north of U.S. 26 is premature.</p>	<p>Management Functional Plan Title 11: Planning for New Urban Areas (Metro Code section 3.07). The City of Hillsboro will annex the land areas within the UGB for future industrial land uses. On June 14, 2012, the Land Conservation and Development Commission approved Metro's UGB amendment. While appeals may occur, the state, regional, and local governments will proceed with planning and improvement projects assuming that the land will be brought into the UGB. http://www.oregon.gov/LCD/docs/meetings.shtml All of the year IAMP 2035 scenarios using the regional transportation model include the North Hillsboro Industrial Area and the UGB expansion area.</p>
<p>PAC Meeting #3, June 25, 2012</p>	
<p>PAC Comment: Matthew Oyen asked how the group plans to address the red dot scenario of intersections that are going to fail in the future based on the 2035 build scenario.</p>	<p>Don Odermott City of Hillsboro responded that the red dots do pose a concern, although they have drawn the line between the IAMP and future TSPs. They have consultants looking into this. The red dots will be looked into more thoroughly into the future. The city is looking seriously into how to address these areas of concern, especially with the TSP updates that are coming.</p>
<p>PAC Comment: Matthew expressed concern with the access along Jacobson and urged the group to keep the realignments in place for greater access.</p>	<p>Don Odermott City of Hillsboro explained that he is trying to look into the prioritization or projects in order to purchase right-of-way (ROW) sooner, rather than later, to help with project phasing.</p>
<p>PAC Comment: Matthew asked how the link around Century (around project 10 and project 6) will work. What does the finished project look like?</p>	<p>Don replied that acquiring the ROW on 10 will allow us to connect through. He explained that it is a question whether the PAC thinks that project 10 should be a tier 2 project so that ROW can be acquired sooner rather than later.</p>
<p>PAC Comment: Matthew responded that the benefit of linking projects is that you can use Century Blvd. as a bypass. We designated it a tier 2 project because they found it important for access.</p>	<p>Staff Comment; Project 10 has long-term benefits because the modeling shows that people are using Cornelius Pass Rd. before cutting over to Century Blvd. This means that as Cornelius Pass gets more congested, Century can relieve traffic.</p>
<p>PAC Comment: Robert Bailey reminded the group that Jacobson used to go up to West Union and asked if there is any consideration to re-link Jacobson?</p>	<p>Don explained that the ability to accommodate back-to-back left turns is not feasible. The decision to bring Jacobson out to Cornelius Pass Rd. is to optimize signal spacing. The City of Hillsboro has been looking at project #12 because of the opportunity to connect it to project #15.</p>
<p>Action Item: PAC members were asked about a preference for project #10 being tier 2 or tier 3.</p>	<p>Action Item:After some discuss the general consensus was to move project #10 to tier 2.</p>
<p>Public Comments: Cherry Awabisca asked about the impacts of improving signalization have on Jacobsen?</p>	<p>Andrew Singelakis, Washington County stated that in general, the signals are well-timed. They are also looking into adaptive signal controls, a smarter signal control system in which the signals can change their timing algorithms based on the existing use</p>



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<p>Public Comments: Cherry Awabisca asked if the improvements on the interchanges will be able to handle the traffic.</p>	<p>Tim Wilson, ODOT explained that if you take the traffic off the freeways and move them on the South side of the freeway this will relieve some of the congestion.</p>
<p>Public Comments: Alan Rudwick, an employee of Intel and a transportation enthusiast, encourages more transit-oriented development in order to encourage more transit riders. He also asked if there is a mode share target for this IAMP?</p>	<p>Don responded that there is a zero percent SOV but the City of Hillsboro is trying to engage with TriMet and to provide the investments between employment and housing areas.</p> <p>Deanna Palm PAC, also explained that she has tried to work with TriMet and to expand access and this is a problem in times of a constricting TriMet. She is a huge proponent of better transit. She wants to see more expansion. TriMet is looking into the Westside Enhancement System. Hopeful for a better system that is more adaptable outside of downtown Portland.</p>
<p>Public Comments: Alan also questioned the number of lanes proposed for projects 4 and 7.</p>	<p>Comment noted. Traffic analysis for the project indicated the need for the number of lanes.</p>
<p>Public Open House #2, June 25, 2012</p>	
<p>Mary Manseau</p>	<p>Tim Wilson ODOT IAMP Project Manager responded via email on July 24, 2012:</p>
<p>1. Send excess money from interchange back to state for redistribution. \$'s should not be used for local Hillsboro streets.</p>	<p>ODOT, the City of Hillsboro, and Washington County signed a Memorandum of Understanding in August 2010 regarding the JTA Project—the interchange improvements. The agreement memorializes the consensus that any funds remaining after design and construction of the interchange improvements would be used to improve the local roadway system around the interchange.</p> <p>Section III.B.2, Additional Projects and Funding, states:</p> <p><i>Should funding remain available, beyond the JTA appropriation funds necessary for completing the Base Project improvements identified in III.B.1 above, the Partners will jointly determine how to fund the Additional Projects improvements to enhance access to and circulation around the industrial property in the vicinity of the Interchange, recognizing that addressing safety issues near the Interchange should be a primary focus of that process.</i></p> <p>The MOU identifies the Additional Projects:</p> <p><i>The following Additional Projects in the vicinity of the Interchange have been previously identified in local planning efforts. These projects will be further evaluated and prioritized along with other projects identified through the IAMP process:</i></p> <ul style="list-style-type: none"> • <i>Add storage capacity on the EB entrance ramp to 26 and/or Brookwood, so that vehicles do not back up into travel lanes on the</i> • <i>Effectively serve bicycles and pedestrians.</i> • <i>Connects Schaff Road to Jacobson (NE of interchange, potential alternate route to</i>



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	<p><i>Jacobson)</i></p> <ul style="list-style-type: none"> • <i>Realign Meek Road</i> • <i>Resolve site access at the SE quadrant of interchange.</i>
<p>2. Excess funds should be used to widen Highway 26 to 3 lanes from 185th to Brookwood/Helvetia/State interchange</p>	<p>As noted in the pervious comment the MOU directed the funds be used in the vicinity of the interchange. Widen of US26 from 185th to Brookwood in not in the Metro RTP. The RTP recommends the next widening of US26 would be the segment from 185th to Cornelius Pass. Currently there are no plans to widen US26 beyond 185th.</p>
<p>3. Move #6 to 173/174th.</p>	<p>Project #6 is the construction of an overpass at Century Boulevard across US26 to provide for local north/south traffic movement without having to use Brookwood Parkway or Cornelius Pass interchanges. The 2035 IAMP traffic modeling used in the traffic analysis indicated a need for a local north/south connection. Without the crossing, all local north/south will force to go though the interchanges. This would increase congestion and reduce the operations of the interchanges. The City of Hillsboro's TSP recommends this cross and the Metro RTP includes the project.</p>
<p>4. \$ not used on interchange should be returned to state for more worthy projects. Logical connection from Corn Pass to Helvetia need to be planned - roads #9, 10, 11 & 12 create a snarly mass of roads rather than logical transportation corridors. Jacobson must remain as a logical transit corridor. Planning for this area has been completed in a vacuum without adequate input from those using the roads in this area on a regular basis. North Bethany - impacts residential areas serving as a bedroom community for the Hillsboro jobs are not provided with logical connections to their jobs.</p>	<p>No response requested</p>
<p>Ken Potter Pedestrian access to Helvetia Road following old (existing) Jacobson roadway should not be cut off. (Stairway?).</p>	<p>No response requested</p>
<p>Kevin O'Donnell The design for Jacobson is illogical--be more creative with design to fit those north of Hwy. 26 that work in Hillsboro.</p>	<p>Tim Wilson ODOT IAMP Project Manager responded via email on July 24, 2012: I'm assuming your question deals with the future change to the Helvetia/Jacobson intersection to a right-in/right-out intersection. The interchange project will relocate the Jacobson intersection to the north to improve safety/operation of the interchange ramps. Traffic projections for 2035 indicate that the congestion at the intersection will require that it to be restricted to the right-in/right-out. The IAMP proposes that Schaaf Road needs to be constructed and a new connector street is built to connect Jacobson to Schaaf to shift the traffic to the new full intersection at Schaaf and Helvetia. This will allow access to a safe intersection as future development occurs within the city's North Hillsboro Industrial area.</p>
<p>Groveland Dr. should stub out and connect via existing Groveland Rd.</p>	<p>The JTA interchange project removed the Groveland Drive connection to Helvetia Road. ODOT, Washington County, and the City of Hillsboro explored a wide range of options</p>



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	to reconnect or reroute Groveland Drive. Using engineering judgment and public comments the about four options were analyzed and rejected. These options included: permanently closing, a tunnel, a roundabout and realigning though the oak grove. After the evaluation and consultation, it was determined that the reconnection of Groveland Drive to Helvetia Road was needed to provide access to the surrounding existing rural uses. The realignment of the rural road will follow the Washington County policies and requirements for realignment of an existing rural road in farm land.
Extra ODOT funds should be used to make all of Hwy. 26 better.	Please see the response to Mary Maseru's comment #1.
Donnie Laas My concern is increased noise for the neighborhood at the SW corner of the overpass. The elevation of the roadway to accommodate the southbound loop will dramatically increase the noise washing down to our neighborhood. What are the projected noise abatement plans?	No response requested
Krystal Laas Speed southbound on Brookwood Parkway is too high @ 55. The sight distance at the Meek Road-Brookwood exchange violates Oregon State Standards, yet the county claims they are unable to lower the speed of that intersection. The speed needs to be adjusted to account for the dangerous conditions.	No response requested
Don Schoen My concern is the new intersection of Schaaff Rd. and the connector road to Groveland Drive. Will there be a traffic signal at this intersection? My concern is a left-hand turn to get to my farm.	No response requested
Marty Moyer I am concerned that you do not realize the importance of Jacobson Rd. as a major route from North Bethany and Central Bethany to jobs in Hillsboro. A right-in/right-out only on Jacobson will not work well.	No response requested
Linda Peters I'm concerned that all road improvements seem designed to carry single-occupancy commuter vehicles between Bethany and Hillsboro. Little regard has been given to CPO8's citizen advisors concerns about lack of hydrogeologic and cultural/anthropological sites' protections. Money leftover from original design, instead of being used for underpass or other potential intersection fixes that would protect farmlands and natural areas, are planned to be used for adding capacity to or realigning feeder/connector roads. I agree with letter submitted for Helvetia Community Association by Robert Bailey and Chery Amabisca. This plan does not seem particularly friendly to active transportation including transit. The Jacobsen Rd. realignment is problematic for all the reasons many others have cited in comments.	No response requested
Additional observation: the first presentation we were given about this project emphasized that the design was to better serve current traffic -- it wasn't to be designed, they told us, for "future development". Somehow the purpose migrated (misson creep?) to the second bullet "Support the ongoing and future city of Hillsboro and Washington County Transportation, land use, and economic	



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development planning efforts in and around the study area..."	
Although the plan presented tonight doesn't include a Meek Road flyover, it clears the way for it--a very dangerous facility in terms of protection for natural areas and prime farmland. A 5-lane West Union is absurd.	
<p>Email from Martha Moyer, June 26, 2012 16638 NW Graf St. Portland, OR 97229 503-629-9064</p> <p>I attended the open house last evening in Hillsboro and I am now more concerned than ever with the treatment of Jacobson Road. Since no one from the Bethany area or CPO7 was on the advisory committee, all of you seem to be unaware that this road is a major route to Hillsboro job sites from Bethany. Although I am retired, I still go to Hillsboro at least three times a week. The route is west on West Union to Cornelius Pass Rd, south one block to Jacobson Rd, then west to Helvetia Rd., south down Brookwood to central Hillsboro.</p> <p>I learned last evening that in addition to re-routing Jacobson Rd to the north, you are planning to make it a right-in/right-out only. That is not acceptable. I can't imagine why I or anyone else would want to make a right turn off Jacobson on to Helvetia. All of Bethany is going south! If I wanted to go north, I would have stayed on West Union.</p> <p>Please take a close look at the traffic count on Jacobson Rd. and on Helvetia Rd. between Jacobson and the Highway 26 overpass. I am also concerned that no one considered the businesses that face Highway 26 and are accessible from Jacobson Rd. Do they even have a clue about what may be happening?</p> <p>I understand routing Jacobson to move it away from the interchange, but the right-in/right-out only will not serve the community. Please consider altering this design.</p>	<p>Don Odermott, City of Hillsboro responded via email on July 17, 2012:</p> <p>I am the Transportation Planning Engineer for the City of Hillsboro and am writing in response to your e-mail sent to ODOT on June 26th. Jacobson Road is a City of Hillsboro roadway and its current and future use is anticipated to remain with the City. The interchange project will be relocating Jacobson Road slightly to the north to improve separation from the interchange improvements. It will operate as a full movement intersection, not a right-in/right-out with construction of the interchange improvements.</p> <p>The long term transportation plan for the interchange recognizes that the relocated Jacobson Road intersection will eventually prove to be too close to the interchange to accommodate southbound traffic queues in the morning commute prompting the recommendation that the City develop a new parallel collector roadway route to handle the commute trips described in your e-mail. The transportation plan proposes to adopt a strategy which calls for development of a new public Schaaf Road connection from Helvetia Road extending east to West Union Road by using a short segment of the existing Westmark Drive. (see attached drawing) The intent of this new roadway is to minimize the need for commuters to travel West Union Road all the way to Helvetia Road, then travel south to the Brookwood-Helvetia interchange to "get to the head of the queue" approaching the overpass. Our goal is to minimize the amount of urban traffic demand which travels on the edge of the rural lands along West Union Road and Helvetia Road.</p> <p>Once the Schaaf Road connection is in place between Helvetia Road and West Union Road, and a new connection is in place linking Jacobson Road to Schaaf Road west of the BPA powerlines, it is anticipated that the Jacobson Road approach to Helvetia Road will likely be converted into a limited movement right-in/right-out to maintain safety in the corridor due to the forecasted queuing and congestion. The businesses and adjacent property owners have been actively represented in the process and are very much aware of the near-term and long-term transportation plans for the area.</p> <p>I hope this helps shed some additional light on the plans for the interchange. We very</p>



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	<p>much appreciate your comments and encourage you to not hesitate to contact either me or Brad Choi on my staff if further questions arise.</p>
<p>Email from Cherry Amabisca, July 25, 2012</p> <p>Hi Tim, This is the email string where I got the map I showed you last night. It looks like it was forwarded from Andrew S. at Washington County. I'm trying to verify the road extensions #17 and 18 - are they on anyone's TSP or just a wish list?</p>	<p>Tim Wilson ODOT IAMP Project Manager responded via email on July 26, 2012:</p> <p>Hi Cherry Thanks for sending the email regarding the questions you had at the Board of Commissioners meeting about the map and projects list. I have been able to talk with the County staff about it. It appears the County was responding to a question Commissioner Malinowski had about the access issues with Jacobson Road and Meek Road to Helvetia and Brookwood. To illustrate the potential closures the County used an earlier map of the potential improvements that was on the project website. Unfortunately, this map was from our work to map all the potential street projects that were in the City and County TSPs and other planning studies for street improvement in the area. As you may recall this was presented to the PAC at the second meeting and we used it to refine the local circulation system to create the potential local improvements and tiers for the IAMP.</p> <p>The Draft IAMP (June 2012) Figure 12 and Table #8 and the Attachment A (pages 1 and 2) of Ordinance 749 are the correct list of projects for the IAMP. Figure 12 and Table #8 are the only Proposed IAMP Improvement Projects being recommended.</p> <p>To help clarify the proposed local circulation system of the IAMP, we will be adding a map to the IAMP after the public comment period ends in September. I have attached a draft of the map. The map is a composite of the IAMP projects and the recommended City of Hillsboro and Washington County from their TSPs. The map is to illustrate the complete circulation system to support the Brookwood Parkway interchange. This system is to allow local traffic to use local streets for north/south movements. A key is to develop this north/south local connection is Century Blvd with an overpass across US26. This overpass will remove local traffic from Brookwood and Cornelius Pass interchanges.</p> <p>I have attached several maps from the City and County TSPs showing their proposed street system. The IAMP recommended tier system of improvements that we developed help direct excess funds from the JTA project to local improvements that directly benefited the operations and safety of the JTA project.</p>
<p>Email from Kevin O'Donnell, July 27, 2012</p> <p>Jacobson: does your 2035 traffic projections include the additional ~10k people living in North Bethany?</p>	<p>Tim Wilson ODOT IAMP Project Manager responded via email on August 6, 2012</p> <p>Yes, our traffic modeling does include the North Bethany info, we used the Washington County/Metro demand model for 2035.</p>



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<p>Groveland: I heard that the solution is only being done due to old direct-road rights held by the museum; is that true? The answers you provided still seem illogical.</p>	<p>Yes, there are several deed restrictions for the access to Helvetia. There is a process for resolving the issues which will happen during the project development stage not the IAMP process. The primary concern of the IAMP process is to attempt to re-establish, to the extent possible, the existing rural street network in the area (instead of having Groveland Drive across from the realigned collector Jacobsen Road which, in the future, will become a right in, right out, it will be across from the collector Schaaf Road, which will allow for all turning movements. Again thank you for your comment.</p>
<p>Extra ODOT funds: I know you did not drive that ' Memorandum of Understanding ', but that should be avoided in the future. We all know that those extra funds could have been used on other Hwy 26 needs nearby that would provide better bang for the buck. Also, in Section III.B.2, Additional Projects and Funding , I read nothing that specifies use in 'local roads' only.</p>	<p>Thank you for your comment. The complete MOU can be found on the project web site. http://cms.oregon.gov/ODOT/HWY/REGION1/pages/us26_brookwoodpkwy/index.aspx</p>
<p>Email from Cherry Amabisca, July 31, 2012</p>	<p>Tim Wilson ODOT IAMP Project Manager responded via email on July 31, 2012</p>
<p>Hi Tim, Yes, thank you for putting this all together in one place. So, just to confirm what I understand from studying your map attachments (sorry - probably none of these questions have to do with ODOT so if you want to direct me elsewhere, feel free):</p> <ol style="list-style-type: none"> 1. Hillsboro does NOT have the 7-lane amendment to Cornelius Pass Road in their TSP and it is not on the IAMP. I wonder why they want to add it to Ord. 749 if it isn't on their TSP? 2. I didn't see a date on Hillsboro's TSP - I wonder how recent it is? 2. Pubols Road and outlet to West Union Road is NOT on the IAMP, is not on Hillsboro's TSP and appears on their "Proposed Local Road Improvements" list as a potential project but not approved by any group at this time 3. The 2002 Washington County Lane Numbers map doesn't show 7 lanes for Cornelius Pass, I assume because it was done way back in 2002. 	<p>I'm not the best source for the local street system per the Local TSPs. The online City of Hillsboro TSP is Jan 2004, amended May 2011. For question regarding Cornelius Pass Road, I suggest you contact Don Odermott, the City and Steve L. Kelley with the County. Pubols Road is not on the IAMP map or list of projects. All three of the agencies agreed to the street improvements in the IAMP. These are being recommended to help support the development of the Brookwood interchange.</p>