



Comment	Response
<b>Technical Memorandum #1, Appendix</b>	
<b>Robert Bailey</b>	
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.
<b>Technical Memorandum #2</b>	
<b>Robert Bailey</b>	
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: <a href="http://www.savehelvetia.org">www.savehelvetia.org</a>	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: <a href="http://www.savehelvetia.org">www.savehelvetia.org</a>	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.



Comment	Response
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.
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.	Locations of archaeological sites are confidential to avoid the chance of disturbance. A general reference was included.
<b>Technical Memorandum #1</b>	
<b>Cherry Amabisca</b>	
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.	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.
Page 1, Paragraph 3--Clarification needed: What does "Protect the future function of the interchange" mean?	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.



Comment	Response
<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>
<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>



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<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.  <a href="http://www.SaveHelvetia.org/ourcase/easy_access_rec-ops.php">http://www.SaveHelvetia.org/ourcase/easy_access_rec-ops.php</a> See Community...</p>	<p>Added as part of its secondary function in Section 6.</p>
<p><b>Technical Memorandum #1, Appendix</b></p>	
<p><b>Cherry Amabisca</b></p>	
<p>Page 4, Paragraph 3--Clarification needed: Sentence starting “A major task of the IAMP is to conduct .....sensitivity 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>



<b>Comment</b>	<b>Response</b>
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?	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.”
Page 22, Paragraph 2 - “Warble Gulch”--All references to “Warble Gulch” should be corrected to “Waibel Gulch or Waibel Creek”.	Corrected to Waibel.
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).	Noted. However, the Metro COO proposal only included the 310-acre site.
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?	Attachment A is part of the Metro 2035 RTP. We cannot edit the document. It is attached for reference only.
<b>Technical Memorandum #2</b>	
<b>Cherry Amabisca</b>	
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: <a href="http://www.SaveHelvetia.org/ourcase/white_oak.php">http://www.SaveHelvetia.org/ourcase/white_oak.php</a>	Added in new section: Non-Listed Plant and Wildlife Species.



Comment	Response
<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><b>PAC Meeting #2, October 24, 2011</b></p>	
<p><b>Cherry Amabisca</b>            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><b>Sharleen Harvey</b>            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><b>Scott Hamilton</b></p>	<p>Comment noted.</p>



Comment	Response
<p>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><b>Melena Wallace</b>            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>ODOT staff members responded that there are no current plans to pave Groveland Road.</p>
<p><b>Via Email in Response to PAC Meeting #2 Summary</b></p>	
<p><b>Ron Thompson, City Councilor of Forest Grove (November 28, 2011)</b>            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><b>Paul Gram (November 17, 2011)</b>            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</p>	<p>Comment noted.</p>



Comment	Response
<p>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><b>Allan Rudwick (December 13, 2011)</b>            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 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>Comment noted.</p>
<p><b>Public Open House #1, January 17, 2012</b></p>	
<p><b>Carol Chesarek</b>            Local Plan &amp; 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 &amp; give the Rice Museum nice new signs @ each intersection to guide people to them.</p>	<p>No response requested.</p>



Comment	Response
<p><b>Lynne Park</b> Request to seek alternative routes for Jacobson Rd realignment.</p>	<p>Comment noted.</p>
<p><b>Linda Kurtz</b> #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. 253<sup>rd</sup> 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 253<sup>rd</sup> 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><b>Allen Amabisca</b> The #10 N231st overpass from W Bennett should be run north only to NW Jacobson Way to help resolve the commercial g[h]etto centering on NW Jacobson Rd Jacobson Rd need[s] to become the prime access route</p>	<p>No response requested.</p>
<p><b>Karen Baxter</b> Fixing the east end of Meek Road &amp; freeway access there is a priority—then N.S. access to Evergreen is important</p>	<p>No response requested.</p>
<p><b>[no name provided]</b> Bike lanes on all of Brookwood—keep Meek Rd open for bicycles</p>	<p>No response requested.</p>
<p><b>James Burns</b></p>	<p>No response requested.</p>



Comment	Response
<p>Meek needs to be realigned Evergreen and Cornelius Pass Rd needs to be leveled-out &amp; tracks removed!</p>	
<p><b>Gerry Grossen</b> 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.</p>	<p>No response requested.</p>
<p><b>Patty Hyatt</b> Well thought-out. I like the plan. Thank you for developing a solution for us.</p>	<p>No response requested.</p>
<p><b>Linda de Boer</b> 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.</p>	<p>No response requested.</p>
<p><b>Harry De Boer</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Find an acceptable access to the Rice Minerals Museum without crossing wetlands or old Oak grove</li> </ol>	<p>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.</p>