

March 29, 2010

City of Hillsboro
Planning Department
Attn: Mr. Colin Cooper, Current Planning Manager
150 E. Main Street, Fourth Floor
Hillsboro, OR 97123-4028

RE: AmberGlen Master Plan – Traffic Study

Dear Mr. Cooper:

Thank you for your email to Ken Tarhaar of the Friends of Rock Creek Board of Directors dated March 9, 2010 informing him of the City of Hillsboro's proposed process to move forward on the 185th/Hwy 26 Refinement Plan relative to the AmberGlen Community Plan approval. In this email you state that you are seeking letters of support for a grant from ODOT to conduct a detailed traffic study for the interchange and the four intersections that were shown to fail when studied in the base Comprehensive Plan uses prior to the adoption of the AmberGlen Community Plan. You state that one of the processes that the grant will help fund is:

“Develop and initiate public participation process through traditional public open houses and steering committee and current social media techniques.”

Unfortunately, the process you define in that email falls far short of the process required by the adopted AmberGlen Community Plan, and consequently, the Friends of Rock Creek does not support your request for the grant from ODOT. We do not believe your intended use of the grant money is consistent with the requirements of the AmberGlen Community Plan. The text of the Notice of Decision of the AmberGlen Community Plan, Implementation Actions, Action 20 states:

“Initiate and fund development of an Interchange Area Management Plan (IAMP) or equivalent public multijurisdictional process for the NW 185th Avenue interchange with US Highway 26 for adoption by the City of Hillsboro, Washington County, other local governments as appropriate and the Oregon Department of Transportation (ODOT) to address, among other things, issues outlined in the AmberGlen Traffic Analysis and Summary to identify improvements to the State and local street network needed to protect interchange and local street network functions based on adopted local land use plans. Ensure a transparent public process as identified by ODOT in the IAMP Guidelines.”

The requirement of the adopted AmberGlen Community Plan restated above is consistent with the commitment by Commissioner Roberts in the November 23, 2009 Hillsboro Planning Commission meeting in response to the public testimony of Mr. Ken Terhaar and myself, regarding our concern with the AmberGlen Traffic Analysis and conclusions proposing an overpass and direct link to Rock Creek BLVD. Commissioner Roberts verified specifically with you and Mr. Don Odermott of the City of Hillsboro Planning Department that the process to resolve traffic issues, and specifically address the concerns of the Rock Creek Community as represented by Ken and I from the Friends of Rock Creek would be our detailed involvement in

an IAMP where we would have direct interaction with all stakeholders to help resolve the transportation issues.

The proposed traditional public open houses, steering committee and social media approach facilitated by the City of Hillsboro falls far short of the process that Commissioner Roberts assured us at the Planning Commission Meeting on November 23, 2009 and what ultimately became an implementation requirement by the approved AmberGlen Community Plan.

We believe your limited approach is just one more attempt to ram-rod a process that is singularly aimed at solving this one traffic issue for the City of Hillsboro at the least expense to the City regardless of all other factors involved. While your preferred option, namely the 194th overpass and link to Rock Creek BLVD. seems to be the most cost effective solution for the City of Hillsboro, it comes at great expense to the Rock Creek Community. The City needs to consider other factors when making this decision and not just the traffic analysis. The responsible decision makers must consider the community that will be irreversibly impacted with significant harm to our safety, our sense of community, property values and our way of life if the conclusions of a limited and biased traffic study are followed at the exclusion of all other factors and without the multi-jurisdictional and public process required by the ODOT IAMP guidelines.

The Friends of Rock Creek would only support a study if it is commissioned by an agency other than the City of Hillsboro, so that the results of the study are not biased by the City's agenda. We would also condition our support on the study being used in the context of the required IAMP and if we are invited as an active participant in such process. We are also going to focus our resources in holding the City accountable in executing the implementation actions as required by the City Councils decision, and not allow the abbreviated ram-rod approach you are now proposing.

Respectfully,

Friends of Rock Creek
Terry A. Krause, AIA - Chairperson

Cc:

Don Odermott – City of Hillsboro Planning
City of Hillsboro Planning Commission
City of Hillsboro City Council
Brent Curtis – Washington County Planning
Desari Strader – Washington County Commissioner
Gregg Leion – Washington County
Steve Kelley – Washington County
Jinde Zhu – Washington County
Andy Back – Washington County
Marah Danielson – ODOT
Joshua Naramore - Metro
Friend of Rock Creek Board of Directors
John Junkin – Garvey Schubert Barer (Friends of Rock Creek Legal Council)
friendsofrockcreek.com – Posting to web site