

Industrial and Freight Working Group #3 Summary

The Industrial and Freight Working Group met on June 13th, 2012 from 11:30 a.m.-1:00 p.m. at the City of Tualatin Operations Building. The working group heard how the project team evaluated the project ideas, and then discussed the evaluation and the projects. At the end of the working group meeting, attendees were given five red and five green dots. Attendees were asked to place green dots on the projects that were the most important to the community and red dots on projects that they thought should not be carried forward into the TSP given the discussion and the preliminary evaluation results. One dot per project per person was allowed (attendees were not able to put all of their dots on one project).

ID	Project Description	Green Dots	Red Dots
A1	Add a signal or roundabout at Sagert/ Martinazzi		1
A2	Divert truck traffic from Tualatin Road to Herman Road <ul style="list-style-type: none"> • Tied to C4. • Teton should be the main off route for truck traffic. • Truck traffic isn't the issue, it is cars/vehicles. Each meeting said this. • Teton should be widened and needs to be the main connection to Tualatin-Sherwood Road. • We will need to take the kink out of Teton and adjust the signal at Tualatin-Sherwood Road and Teton to let UPS get onto Tualatin-Sherwood Road. 		2
A5	Extend 124th Ave south	2	
A6	Provide coordinated signal timing and access management along major arterials	1	
A7	Remove northbound right turn light on Boones Ferry Road (at the McDonalds)		1
A9	Improvements to help mobility of through-traffic on Tualatin-Sherwood Rd		
A11	Address congestion on Avery and Teton		
A12	Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal	2	

ID	Project Description	Green Dots	Red Dots
A13	Widen Boones Ferry Rd through downtown <ul style="list-style-type: none"> • Add to memo (missing) • When widening Boones Ferry Road through downtown, Boones Ferry Road impacts/reduces those connections. • Objective of residents from South to the park is connectivity. Widening will negatively impact this. 		3
B1	Expand service hours of chamber shuttle to nights and weekends		1
B2	Add rail station with easy offload and access for industry in the west part of town <ul style="list-style-type: none"> • This should also include loading considerations. 		
B3	Provide local loop bus <ul style="list-style-type: none"> • TriMet may be able to implement this within 10 years. 	2	
C3	Provide north-south vehicle connectivity over Tualatin River <ul style="list-style-type: none"> • Overwhelming public sentiment (per Jan): don't bring more traffic into downtown • For this option to continue, we probably need to incorporate it into another project like 90th. • Explore extending 90th to the north, while being sensitive to existing uses. • North – South citizens don't want it. • Park & Ride in Transit. Important to transit! 		5
C4	Add a right turn from Teton Ave to Tualatin-Sherwood Rd <ul style="list-style-type: none"> • Trucks on 90th have a significant impact to livability of residents • Teton could be widened through the entire length, being sensitive to impacts • The original C4 project (left turns from Teton to Tualatin Road) was intended as originally written. Would like the original project put back on the list. Note – left turns already exist on Teton to Tualatin Road. • Traffic lights for UPS when they leave need signal timing to prioritize UPS from Teton. • UPS has difficulty getting onto Teton. • Improve Teton including intersections. • May need to be a project to improve all of Teton including all intersections. • Change this project to include all of Teton. 	4	

ID	Project Description	Green Dots	Red Dots
C5	Extend 65th Ave north <ul style="list-style-type: none"> • Big arrow rather than show narrow alignment. • Needs a big arrow for general North-South connection. Should be yellow. 		
C6	Improve 115th Ave	2	
C7	Improve cross-section on Herman Rd		1
C8	Add signal to Tualatin Road and Boones Ferry Road intersection <ul style="list-style-type: none"> • Speed reduction through curves is a good thing. • Probably doesn't move forward. • C8 would speed traffic, this is a bad project. • Not a good idea. 		4
C9	Consider removing trucks/adding truck info signs along 108th/105th Aves		
C10	Extend 95th Ave north to Tualatin Rd Not a good idea.		1
C12	Create an east/west connection across I-5 (near Greenhill Rd)	2	
C13	Provide travel options by improving connectivity in the roadway system		
C14	Widen Myslony St to standards - reduce on-street parking		
C15	Upgrade Cipole Rd to standards with sidewalks and bike lanes	1	1
C16	Improve Tonquin Rd between Oregon St and Waldo Way		
C17	Improve circulation east of the Bridgeport/I-5 Interchange		
D1	Coordinate freight receiving/ shipping times	2	
D2	Add vision and sound walls; reduce cut-through traffic <ul style="list-style-type: none"> • Thought was dropped, remove. • D2 dropped off? • Should be dropped during last round. 		1
D3	Provide incentives to telecommute		
D5	Add lane on Tualatin-Sherwood to Fred Meyer, better I-5 lane signage, add red light camera	3	
D6	Improve signs to direct traffic to correct street		
D7	Add traffic signal at 97th Ave and Tualatin-Sherwood Rd <ul style="list-style-type: none"> • Business cannot make left turns 		

ID	Project Description	Green Dots	Red Dots
D8	Improve visibility, add signal restrict left turns from 108th onto Tualatin <ul style="list-style-type: none"> School buses use Jurgens – Holland. A signal should go there instead. 		1
D9	Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd <ul style="list-style-type: none"> Is this a better location for a signal over D8 because of school buses? 		
D10	Improve Tualatin-Sherwood and Martinazzi signal timing		
D11	Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd		
D12	Make “Truck Route” signs larger	1	
D13	Add traffic calming on Tualatin Road		2
D14	Add measures to reduce truck traffic on local and minor streets		
D15	Improve turning radius from Herman Rd northbound onto 108th Ave		
D16	Increase speed limit to 40 or 45 MPH on 124th Ave		1
D17	Reconfigure the intersection of 115th and Tualatin-Sherwood		
D18	Improve turning radius from Tualatin-Sherwood to Cipole		
D19	Improve NB right and left turns onto Herman		
D20	Improve southbound left turns at 63rd and Lower Boones Ferry		
D21	Improve SB left turns from Jurgens and 106th onto Tualatin		
D22	Improve 65th Ave south across I-205; widen and address dip in the roadway		
D23	Ensure that future roundabout designs can accommodate larger trucks		
All	<ul style="list-style-type: none"> Address with neighborhood CIOs what their problems and desires are 		

GENERAL NOTES

- Suburan Door – Biggest issue time to get to freeway.
- Goals not achieved
 - Reduce traffic on TS road
 - Not park project but removing traffic
 - Working on transit E/W loop and Park & Ride
 - Doesn't support parking garage at Bridgeport
 - Goal should be to reduce Single Occupancy Vehicles (SOV)

- Nothing to destroy parks
 - Park has huge impacts to livability and environment (i.e., pollution)
- Add Park & Ride recommendation to Industrial & Freight map. Note – the transit working group map has this concept, and all concepts moving forward will be combined in the TSP.
- Park commission must review this process.
- Goal should be reduce traffic (SOV) on TS Road.
- Truck traffic on Tualatin Rd is not a problem, car traffic is the problem.
- Teton needs to be widened.
 - Keep left turn
 - Traffic signals work with WACO on timing for UPS
- Traffic on Avery – talk to the neighborhood.
- Widening Boones Ferry in downtown would adversely impact the park.
- Need park & ride on the Industrial & Freight map. Note – the transit working group map has this concept, and all concepts moving forward will be combined in the TSP.
- Comments during introductions:
 - Suburban door, has not attended before.
 - Goal we missed: Limit single occupancy vehicles on TSR. Would like to see a Park & Ride at 99W to show on Industrial & Freight map. Note – the transit working group map has this concept, and all concepts moving forward will be combined in the TSP.
 - Don't bring more traffic into downtown via Hall extension.