

Draft Tualatin Transportation System Plan

Tool Type: Form
Report Date Range: 1 Feb 2025 - 29 Jul 2025
Date Exported: 29 Jul 2025 09:25 am
Exported By: B.Calhoun

Contribution ID	Date Submitted	Name	Email	Phone Number	Feedback on the Draft Transportation System Plan
45994	Mar 22, 2025, 09:06 AM	Andrew	vandeegraaff@gmail.com		<p>Clear sidewalks of snow</p> <p>Figure 17 and Table 11.</p> <p>The plan is proposing three new signals on Tualatin Road (CS15, CS16, and CS21) within a little over half a mile. That's too much for a minor arterial. I agree that Tualatin Road may need a signal, but you've got to look at the impact along the road as a whole, not at individual intersections. When one signal is added along a major road, the crossing roads at adjacent, not just at the added signal, have impacts. To say the least, you may not need to add two signals at both Jurgens and Teton, which are only 1300 ft apart. If one signal is added at either location, the other one gets many opportunities (gaps) to enter the major road, hence not needing a signal.</p> <p>I also want to understand why CS21 is shown as an intersection modification while the other two are shown as new signals in Figure 17. The text descriptions in Table 11 are almost identical for all three.</p> <p>One item that I would bring up, which I also email the City Manager about, is that Grahams Ferry is listed as an Arterial in your map in the Tualatin TSP, but in the Washington County TSP Grahams Ferry (between Boones Ferry and Basalt Creek Parkway) is listed as a Collector, not an Arterial. In my opinion the Tualatin TSP should focus on making sure that Grahams Ferry is friendly to the fact that there are many houses that are right on the street with many driveways on to the street. I believe that the TSP should encourage use of Day Rd (and eventually Basalt Creek Parkway) as an Arterial route. This might include stop signs, signals, or other devices (like is seen on Avery) to slow traffic down and encourage traffic to use alternative routes. In my opinion there are two main issues, one is traffic is moving too fast and this makes entry/exit on to the street unsafe. Second, the commercial traffic (especially related to the quarries) is too noisy for a neighborhood. I suspect a significant portion of the quarry traffic doesn't follow Oregon noise regulations. I understand from my previous communication with Sherilyn that the road is controlled by Washington County. In my opinion Washington County hasn't put much effort into this road, perhaps the city needs to take ownership and fix the many issues that exist in this road. Happy to discuss more if it is helpful. Thanks!</p>
45789	Mar 17, 2025, 09:23 AM	Maggie Mao	magda.ldm@gmail.com	5037442188	
45703	Mar 13, 2025, 10:08 AM	Chris Brune	csbrune@yahoo.com	5038049789	
45451	Mar 07, 2025, 12:46 AM	Cory Pinckard	corypinckard@yahoo.com	5039016291	<p>I deeply appreciate the support for improving commuter rail infrastructure and service for galaxies of reasons. Is there any efforts for pedestrian bridges and tunnels? Forgoing traffic and roads entirely is always optimal.</p>