



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: January 22, 2018

SUBJECT: Work Session for January 22, 2018

5:00 p.m. (60 min) – Transportation Funding for Local Congestion & Neighborhood Safety. At the February 2017 City Council Advance, the Council identified a "Funded Transportation System that supports mobility, connectivity, and accessibility in all modes" as one of the seven goals. At the July 10, 2017 Work Session, Council asked staff to develop a list of projects and cost estimates in two categories: Local Congestion Relief and Neighborhood Safety. Staff returned to Council on October 23, 2017 with the requested list, drawing projects from the 2014 Transportation System Plan (TSP), Community Involvement Organization (CIO) requests, the Aging Task Force feedback, and staff. At the October 23, 2017 Work Session, Council reviewed the list and expressed general support for pursuing a funding measure to build projects to relieve local congestion and improve neighborhood safety, provided that the community supports such a measure. Council asked staff to conduct opinion research with potential voters to test support and awareness for these issues. Staff hired an opinion research firm to complete this research in November and December 2017. Staff will provide a report to Council with the results. Staff will also seek direction from Council concerning the next steps for this initiative.

6:00 p.m. (45 min) – Parks & Recreation Master Plan Update. The Council will receive a status report on the Parks and Recreation Master Plan Update Project with a focus on the Community Outreach themes.

6:45 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the January 22nd City Council meeting and brief the Council on issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Ginny Kirby, Office Coordinator
Alice Cannon, Assistant City Manager

DATE: 01/22/2018

SUBJECT: Transportation Funding for Local Congestion and Neighborhood Safety

ISSUE BEFORE THE COUNCIL:

At the February 2017 City Council "Advance", the Council identified a "Funded Transportation System that supports mobility, connectivity, and accessibility in all modes" as one of the seven goals. At the July 10, 2017 Work Session, Council asked staff to develop a list of projects and cost estimates in two categories: Local Congestion Relief and Neighborhood Safety. Staff returned to Council on October 23, 2017 with the requested list, drawing projects from the 2014 Transportation System Plan (TSP), Community Involvement Organization (CIO) requests, the Aging Task Force feedback, and staff.

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Attachments: [A- PowerPoint](#)
[B - Report](#)

Tualatin Transportation Funding

City Council Work Session

January 22, 2018



Our Problem—Congestion



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TUALATIN OREGON

Most Congested Streets

Tualatin—Sherwood Road!

Boones Ferry

Martinazzi

Sagert

Nyberg



Congestion Problem Getting Worse

Residents commuting to work

+6.3% **2014-2016**

Spend more than one hour commuting

+35.4% **2014-2016**

Source: American Community Survey, U.S. Census Bureau, 2017



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Another Problem—Safety



Opinion Research

Stakeholder Interviews:
November/December

Focus Groups:
December 9

Telephone Survey:
December 14 – 18



Result: *Convergence!*



Strategic Questions

Traffic congestion and neighborhood traffic safety—
how serious are Tualatin's problems?

Project priorities?

Willingness to support a tax measure? (Acceptable amount?)

Advice?



Stakeholder Advice

1. Near-unanimous support for funding measure in 2018 (but not sure when).
2. Be specific about projects.
3. Explain how congestion will be addressed.
4. Seek a broad coalition of support.
5. The City of Tualatin is well managed and highly credible.
6. Reaching voters is a challenge.



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Focus Groups

- **Voters are satisfied** with the community and City government
- Part of Tualatin's traditional appeal has been access – but traffic congestion is now a **serious threat to livability**
- **Congestion and cut-through traffic** are impacting neighborhood safety



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Focus Groups

- Most **popular projects**: improving intersections on T-S Road, and pedestrian crossings with beacons
- **Local solutions** can help lessen regional traffic congestion
- **Strong majority favors a funding measure** - \$100/year or a higher amount

Fist pump and applause!

- Keys to success with voters: be specific; **“Fix it now!”**



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“These are improvements that need to happen.”

“Your life is worth more than sitting in traffic.”

“Neighborhood safety is something the City can do something about.”

“Discourage drivers from using neighborhood streets as short cuts.”

“The funding will be more likely with a specific plan and solution.”

“Have a strong data-backed plan.”

“Provide specific language on what the City wants to accomplish.”

“Fix it now!”

Focus Group Advice



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Telephone Survey

Methodology

- n=300, Tualatin voters
- Sample chosen to resemble likely voters
- Home and cell phones
- 12 minutes
- Split sample (150/150) to test two funding amounts
- Bond measure tested twice

Topics

- Severity of problem
- Support for bond
\$100/year or
\$200/year
- Favorite projects
- Reasons to support/oppose



Telephone Survey - Results

	<u>Support*</u>	<u>Oppose</u>
1st Test		
\$100/year	65%	26%
\$200/year	71%	21%
2nd Test		
\$100/year	66%	29%
\$200/year	62%	35%

*Majority support in all demographic groups



Telephone Survey - Results

How serious are...

Traffic congestion
problems?

91% very serious/serious

Neighborhood traffic
safety problems?

55% very serious/serious



Projects Tested

Congestion

Reconfigure Tualatin-Sherwood intersections

Synchronized signals

Pullout lanes for buses

Leverage County/State funds

Roundabouts

Neighborhood

Safety

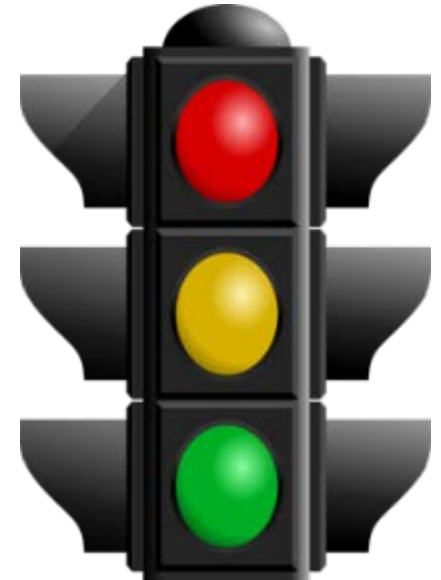
Safe routes to schools

Crosswalks with flashing beacons

Wider sidewalks

Bike lanes

Speed controls



Reasons to Support

Because of traffic on main roads, cars are cutting through neighborhoods

47% very good

Traffic congestion is getting worse, need to take action

44% very good

Reasons to Oppose

I just cannot afford any more taxes

26% very good

The biggest cause of congestion is businesses moving into the city

21% very good



Topics for Council Discussion

Transportation bond measure in 2018?

- Use for funds?
 - Reduce congestion
 - Neighborhood traffic safety
- Specific projects/locations?
- Amount?
- Election timing: May or November?



Voters link congestion and neighborhood traffic safety problems / solutions



Priority Projects—Congestion



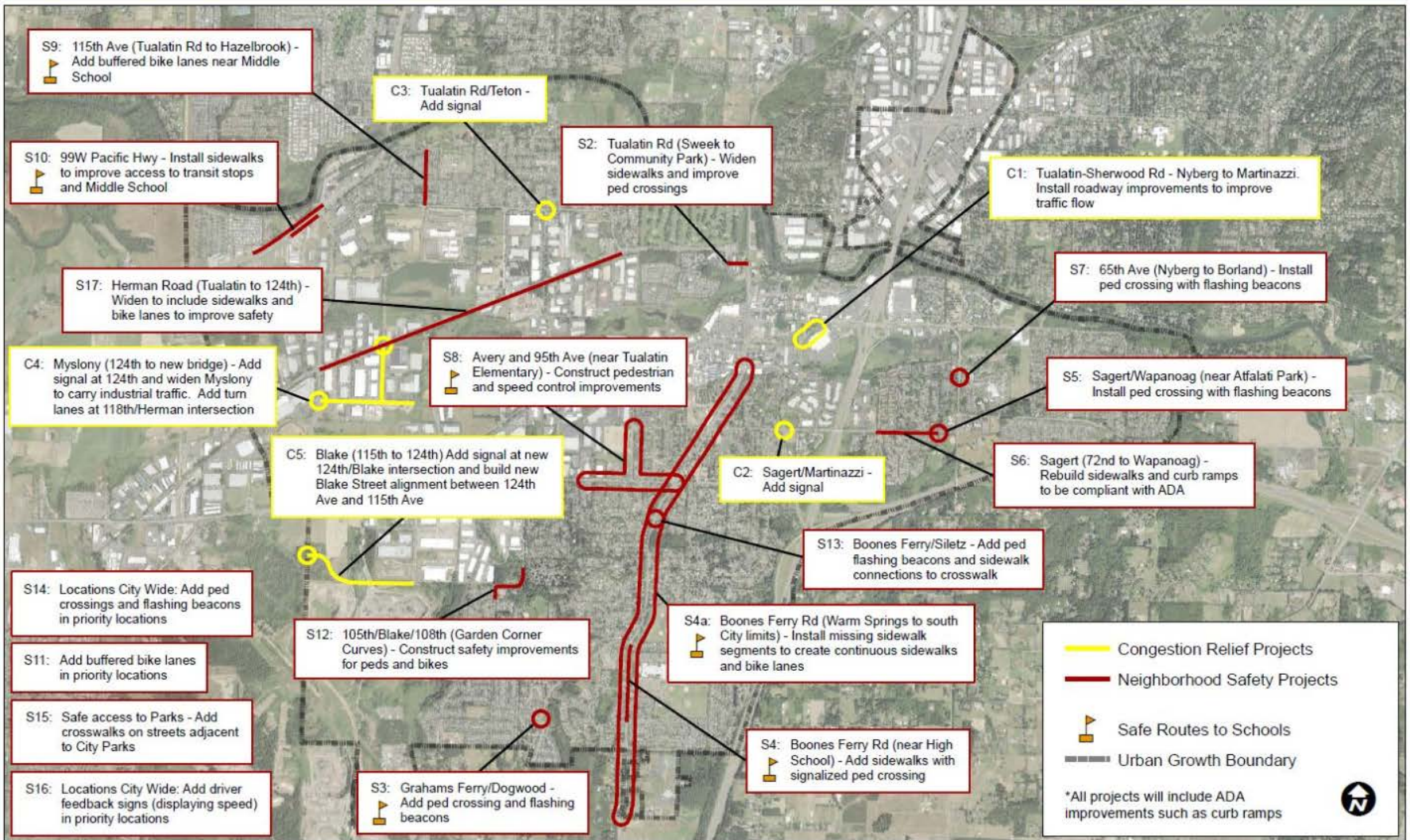
Improved traffic flow



Priority Projects—Neighborhood Safety



Pedestrian safety and safe routes to schools



The right amount? Voter perspective

\$100 / year per household	\$14 million	65% support	(26% oppose)
\$100 / year per household	Retest	66% support	(29% oppose)
\$200 / year per household	\$28 million	71% support	(21% oppose)
\$200 / year per household	Retest	62% support	(35% oppose)

*December 2017 telephone survey



May vs. November Election?

Voter Support

Why May?

- ✓ Traffic congestion is #1 issue today for Tualatin voters
- ✓ Likely voters strongly support bond measure
- ✓ Voters are familiar with the problems and approve solutions
- ✓ No other funding measures on May ballot

Why November?

- ✓ More time for project analysis and public education
- ✓ Higher voter turnout

May vs. November Election? Voter Turnout*

2014

May	32%
November	69%

2016

May	50%
November	81%

*Washington County turnout



Election Calendar (if May)

January 22

City Council Work Session

February 12

Adopt Ballot Title

February 23

Ballot Title Submitted to 2 Counties

February – May

Public Education

May 15

Election Day



Conclusion

Bond-funded projects to improve traffic flow and neighborhood traffic safety enjoy strong public support and would likely win Tualatin voter approval.



December 2017

City of Tualatin

GO Bond Research

FOCUS GROUPS AND SURVEY REPORT



Prepared by DHM Research

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Introduction & Methodology

1

From December 14–18, 2017, DHM Research conducted a survey of Tualatin residents to assess support for a possible general obligation bond for traffic congestion and neighborhood safety improvements. The survey followed two focus groups in Tualatin on December 9, 2017, which explored views on traffic congestion and safety and transportation funding priorities.

Focus Groups

Research Methodology: Twenty-three people participated in the focus groups, 13 in one and 10 in the other. Participants were Tualatin residents with efforts made to ensure diversity gender, age, income, and political party. See Appendix B for complete participant demographics.

Statement of Limitations: A professional moderator led the groups, which included written exercises and group discussions. Research of this type is not designed to measure with statistical reliability the attitudes of a particular group, but it has value for illuminating the attitudes and opinions of a given population.

Survey

Research Methodology: The telephone survey consisted of 302 Tualatin voters and took approximately 12 minutes to complete. This is a sufficient sample size to assess residents' opinions generally and to review findings by multiple subgroups. Live interviewers contacted respondents from a local utility customer list provided by the City, which included cell phones. In gathering responses, a variety of quality control measures were employed, including questionnaire pre-testing and validation. Quotas were set by age and gender to match the profile of voters for a May 2018 election.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margin of error if compared with the results achieved from surveying the entire population. The margin of error for this survey is $\pm 5.7\%$.

This report highlights key findings from the focus groups and the survey. Each section reviews a major topic from the research and may include statistical analysis from the survey, representative quotations from the focus groups, and evaluative commentary. The quotes and commentary are drawn from both written exercises and transcripts produced from recordings of the group discussions.¹ The referenced appendices provide the complete survey results and responses to all written exercises.

DHM Research: DHM Research has been providing opinion research and consultation throughout the Pacific Northwest and other regions of the United States for 40 years. The firm is nonpartisan and independent and specializes in research projects to support public policy making.

¹ Quotations were selected to represent the range of opinions regarding a topic, and not to quantitatively represent expressed attitudes. Some have been edited for clarity to ensure correct punctuation and to eliminate non-relevant or intervening comments.

Summary & Observations

2

Traffic congestion issues are a serious concern for Tualatin residents.

- 91% of voters feel the city's traffic congestion is a very (42%) or somewhat (49%) serious problem.
- Congestion on Tualatin-Sherwood Road in particular, but also Boones Ferry, Sagert, Martinazzi, and other streets and roads, is bad enough to make many people change the way they conduct their daily lives.
 - Some have moved or are considering moving to reduce the time they spend in traffic.
 - Many alter their shopping and activity patterns to avoid trips on or across certain roads at busy times of day.
 - People feel that the traffic is reducing the quality of life they enjoy in Tualatin, and most are sure that it will only get worse.

Neighborhood traffic safety is also an important concern.

- 55% of survey respondents regard neighborhood safety as a very (14%) or somewhat (41%) serious problem.
- Many Tualatin residents who walk in neighborhoods and across busy streets do not feel safe. Drivers, too, are concerned over how easy it would be to hit a pedestrian or cyclist at a dark intersection.
- The focus groups made clear that people see the neighborhood issues as a consequence of the more general congestion problem: frustrated drivers divert from the main roads and speed through neighborhood cut-off routes, endangering children, pedestrians, and cyclists.

Focus group participants were overwhelmingly supportive of a bond costing average homeowners \$100 per year—or even more—to improve local traffic conditions.

- *"It's worth the money. Your life is so much... To sit in traffic and sit in your car, that \$100 or \$300, for me it's money well-spent."*

The survey validated the focus group support in finding that 66% of residents would support (40% strongly) a \$14 million general obligation bond costing the average homeowner \$100/year.

- Prior to learning that the \$14 million measure would cost the average homeowner \$100/year, support was actually lower (65% overall and 34% strong).
- Six in ten voters (60%) said they would support \$28 million in bonds costing the average homeowner \$200/year; one in three voters (29%) strongly supported such a measure.
- Prior to learning that the \$28 million bond would cost the average homeowner \$200, support topped seven in ten (71%) with a third (33%) strongly in favor.
- Support was broad-based for both bond amounts, and especially so for the larger measure where political differences were unusually muted.

Residents support taking effective action to improve both traffic congestion and neighborhood traffic safety, but there are some caveats.

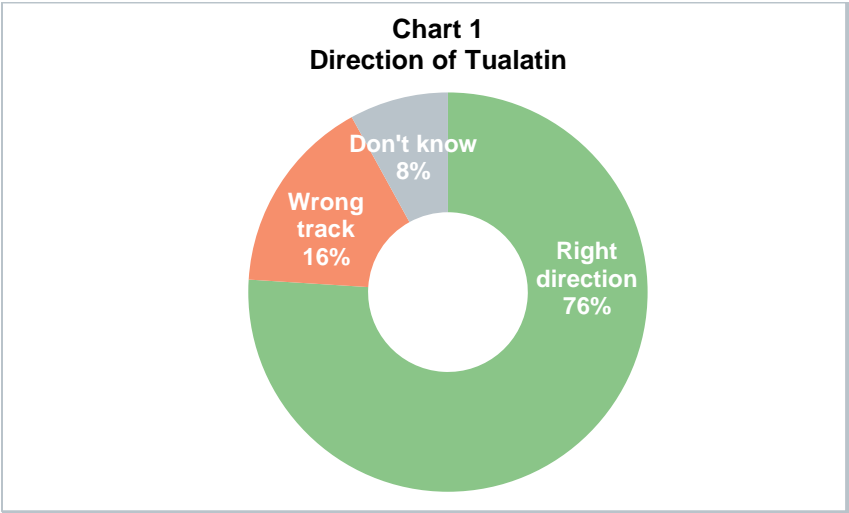
- People are concerned that local action will not be effective, in large part because Tualatin's situation is a regional problem that requires a bigger solution.
- The area's growth rate is perceived to be so rapid and so likely to continue (or increase) that measures like synchronized signals, roundabouts, and flashing crosswalk beacons might be only a drop in the bucket of what is needed.
 - As an example, some felt that the growth of Sherwood and other communities in the Portland area that increased traffic through Tualatin could really only be addressed by a larger bypass project.

Key Findings

This report presents key findings from two focus groups (n=23) and one telephone survey (n=302) conducted among Tualatin voters to assess attitudes about quality of life in the city, traffic congestion and safety issues, and transportation funding priorities. Both studies also tested response to a possible general obligation bond that could appear on the May ballot.

1.1 MOST IMPORTANT ISSUES FACING TUALATIN

Three quarters (76%) of Tualatin residents said things in the city were headed in the right direction. College graduates, those earning \$100,000 or more, and Democrats (vs. Republicans) were more likely than their counterparts to be optimistic. This is one of highest right direction percentages that DHM Research has measured in recent years.



Source: DHM Research, December 2017

In the focus groups, residents said the city was well-located, affordable, quiet, clean, and livable. They liked being close to Portland and I-5 and appreciated the schools, family-friendliness, proximity to green spaces, and the sense of community. On the other hand, three times as many residents reported feeling somewhat satisfied (n=15) as opposed to very satisfied (n=5) with the way things are going in Tualatin. Reasons varied and included concerns about growth, crime, traffic, and parks and recreational opportunities.

Focus group participants had a generally positive attitude toward city government. Several reported good experiences, although many were too busy or otherwise occupied to know much about it. The criticisms were few and seemed to have more to do with general malaise about government than complaints about particular experiences in Tualatin.

Increasingly bad traffic was an especially common theme when talking about reasons not be to very satisfied with the city. *“The infrastructure for the roads and such isn’t there for the kind of growth,”* said one person. *“I’m concerned about Tualatin.”*

The observation that infrastructure has not kept pace with population growth was a common one, and people recognized that the issue was not unique to Tualatin.

“I guess it is an unfair thing for me to say [I’m] somewhat dissatisfied [with the city]. Because it is not really Tualatin specific. It is more of an area specific thing. I don't like the direction that things are going where it is just becoming much more crowded. I don't think that we have the infrastructure to keep up with it. It is pretty much the whole Portland area and the influx of people and roads. The traffic...I just see it getting worse. And I just don't think that we have the ability to keep up with it.”

The focus groups highlighted traffic when listing the most important issues in the city that affect quality of life and that they would like local leaders to do something about. For some, traffic was “the only thing that I can think of that needs addressing.” But other issues did come up, such as homelessness, the need for more parks and a community center, more resources for youth and people in transition, and housing affordability.

Those who highlighted traffic problems frequently mentioned the flow on Tualatin-Sherwood Road, Boones Ferry Road, and the intersection at Martinazzi and Sagert. Several said traffic affected how they organized their daily lives. *“I have a luxury of flexibility,”* said one person, *“so I have naturally adapted to the non-traffic-y times.... I would love to live over near Ibach, but we didn't even look at houses over there because the traffic is a nightmare. So I guess I have made choices without realizing it based on the traffic.”*

Many people were making traffic-based choices, both small and large:

“I avoid Tualatin-Sherwood Road like the plague.”

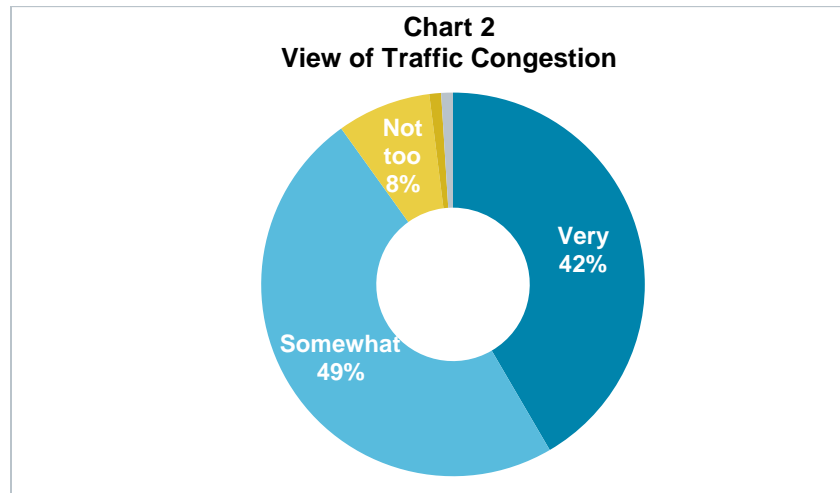
“I do not shop locally as often as I used to because of all the congestion. Going anywhere after work is not worth it.”

“I have created pretty much my whole living situation now to deal with not being in traffic.”

1.2 TRAFFIC CONGESTION

Importance of Issue

In the survey, nine of ten (91%) Tualatin voters regarded the city's traffic congestion problems as very (42%) or somewhat (49%) serious. Among voters under age 35, this percentage dropped to 75%; otherwise there was very little variation among demographic subgroups.



Source: DHM Research, December 2017

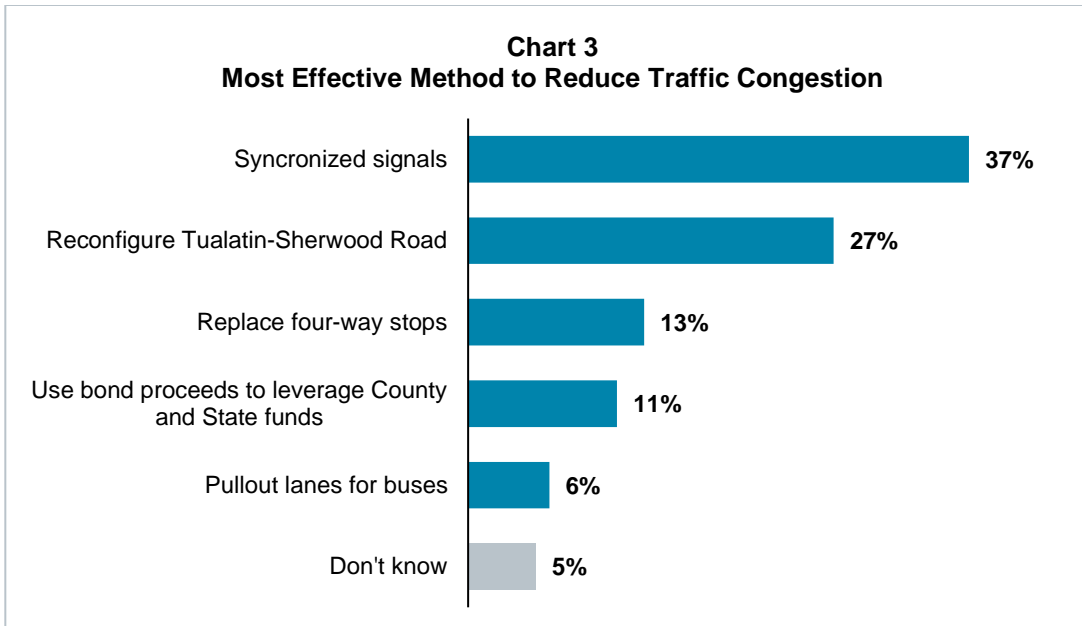
The survey results validated concerns raised in the focus groups, where participants talked at length about the congested traffic conditions in Tualatin. *“There’s no good time to drive,”* observed one person. *“Tualatin-Sherwood Road is almost unusable during certain parts of the day.”* Participants complained that the road system was *“not designed to handle the level of growth happening in and around the city”*; upgrades came late (or never) and took too long to complete: the *“124th bypass is taking too long to finish.”* Some also expressed concern that road conditions affected first responders.

The groups understood that congestion in one area ramified into congestion elsewhere, and contributed to other kinds of problems. Boones Ferry Road is used as a freeway bypass, and then 108th is used as a Boones Ferry bypass, and eventually traffic spills into neighborhoods and side streets, creating a new set of issues.

Besides Tualatin-Sherwood Road, specific problems included Boones Ferry Road, Martinazzi, Sagert, Nyberg Road, Avery, and SW 65th and SW 72nd streets. People also mentioned railroad crossings that stop traffic for 15 minutes at a time and the slowing effect of traffic lights operating out of sync.

Methods to Reduce Congestion

Out of five suggestions, just over a third (37%) of survey participants favored synchronized traffic signals as a method to reduce traffic congestion. About a quarter (27%) opted for reconfiguration of intersections along Tualatin-Sherwood Road to improve flow, 13% chose signals or roundabouts to replace intersections with stop signs, and 11% thought the use of bond proceeds to leverage county and state funds would be most effective. Fewer than one in ten (6%) chose pullout lanes for buses.



Source: DHM Research, December 2017

Focus group participants agreed almost unanimously (22 of 23 participants) that relieving local bottlenecks and congestion was a good or very good idea using similar methods as were tested in the survey. Those who thought the idea to relieve congestion was very good (n=13) were responding mainly to the severity of the problem and the fact that the city wanted to do something about it. The nine who felt the idea was only “good” tended to want more information or to be skeptical that the measures described would be effective enough to make a difference. *“Okay as far as it goes,”* wrote one participant, *“but seems more like a Band-Aid.”* People had questions about cost and wanted more specific information about what would be done, how long it would take, and how effective it would be.

Four methods to relieve congestion were tested in the focus groups:

- Intersection improvements along Tualatin-Sherwood Road
- New and synchronized signals
- Pullout lands so buses don’t impede traffic
- Leverage county and state funds for projects to relieve congestion.

Of these, participants most favored synchronized signals (n=9) and intersection improvements along Tualatin-Sherwood Road (n=7)—the former because they felt it would improve flow and reduce frustration, and the latter because it was pointed specifically at the most prominent problem.

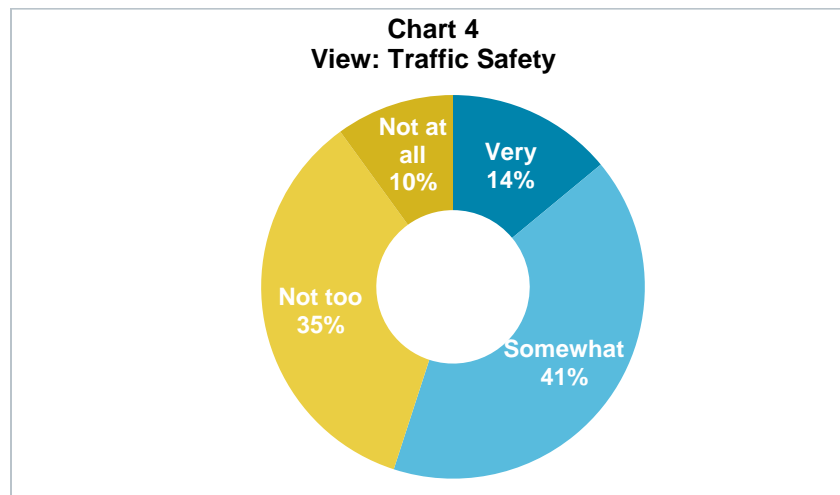
The groups were receptive to roundabouts. More than one person noted the successful implementation of a roundabout on Borland and Stafford Road: *“That was a huge improvement for everybody and it still is a huge improvement years and years later.”* The intersection at Martinazzi and Sagert was identified as a prime location for a roundabout, although some had concerns about the challenges to pedestrians.

Five people opted for leveraging county and state funds, *“because in order to make massive improvements you need more funds.”* Some were concerned that the proposed methods would not be enough: *“We need the funds to improve our current situation but I’m not sure if the projects listed are throwing good money after bad.”*

1.3 PEDESTRIAN AND NEIGHBORHOOD TRAFFIC SAFETY

Importance of Issue

Just over half (55%) of Tualatin residents find neighborhood traffic safety problems to be serious, but relatively few see them as very serious (14% vs. 41% somewhat). Women tended to be more concerned about this issue than men (61% serious vs. 49%).



Source: DHM Research, December 2017

As observed in the focus groups, congestion has reached a point where “motorists begin to use our neighborhood streets in an effort to circumvent traffic,” creating safety concerns for children and pedestrians. “The more I see the backup in traffic in some of these streets is causing people trying to circumvent this traffic going through our neighborhoods,” observed a participant in the first group. “And then they are in a hurry. So they are ripping through those neighborhoods like it is a race course.”

Neighborhood safety contributed to one person selling their house closer to the elementary school and moving farther away to be in a safer place.

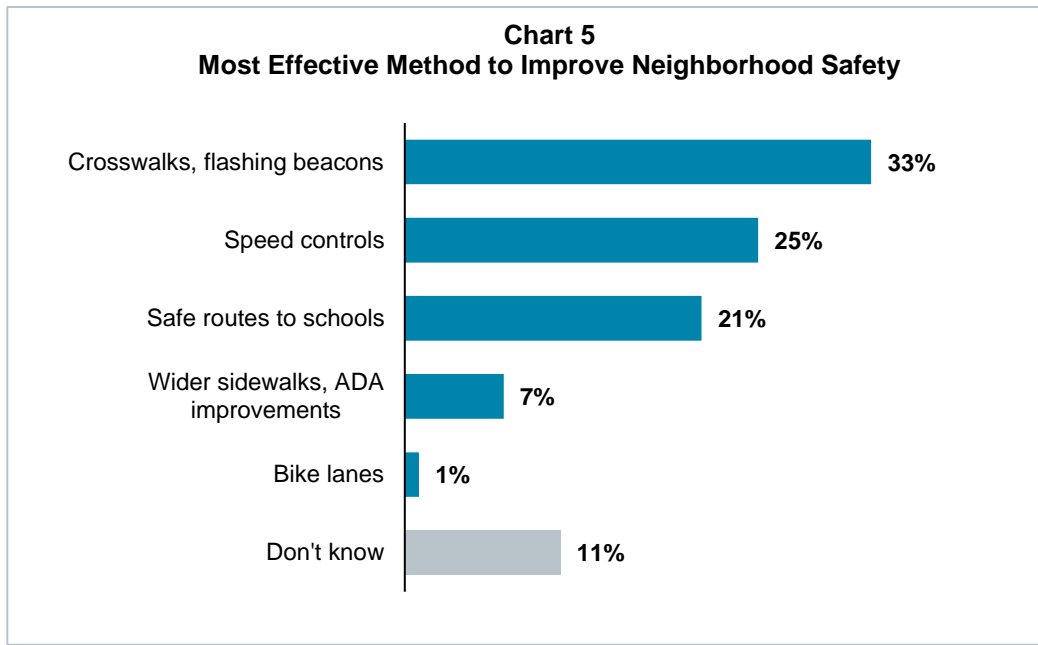
“We just sold our other house that we had closer to Tualatin Elementary. And one of the compelling reasons for me was that Siletz Drive is an egress for people avoiding Avery. And there is all of these warehouses that end work at 3:00 or that start work at 7:00 or 6:00 am or something. And people speed on Siletz Drive...So there are really only two marked and designated light crosswalks, and so it is a very unsafe place to cross up and down Boones Ferry, which is crazy with a high school and a grade school. And a lot of pedestrian traffic, and a lot of TriMet stops. And so that general area, that was the number one reason.”

One of the more prominent messages of the focus groups was the extent to which residents see congestion relief as going hand-in-hand with safety. Safety may be the more important value, but relieving congestion may be the more important way to achieve it. Since the city is only going to grow, “alleviating congestion should be a top priority.”

Neighborhoods and crossings mentioned in the focus groups included Siletz, Sweek Drive, Borland, Sagert and Martinazzi, areas near Boones Ferry Road, Tualatin-Sherwood Road, Avery, 108th, and, more generally, street crossings downtown, near schools, and in other places that lack good marking.

Attitudes Toward Methods to Improve Neighborhood Safety

From five options, a third of survey respondents thought crosswalks with flashing beacons would be the most effective method to improve neighborhood safety, followed by a quarter (25%) who opted for speed controls. About two in ten (21%) chose safe routes to school, 7% chose wider sidewalks, and 1% opted for bike lanes.



Source: DHM Research, December 2017

All focus group participants agreed it would be a good (n=9) or very good (n=14) idea to improve neighborhood safety through measures such as:

- Safe routes to schools
- Crosswalk signals with flashing beacons
- Wider sidewalks and ADA improvements
- Bike lanes
- Improved access to parks and trails
- Speed controls

“Who can argue against improved safety?” asked one person, expressing a common sentiment. People liked the idea of ensuring that kids have safe routes to school and of encouraging people to walk and bike more to get places. Improving safety *“may change the way people think about bikes.”* Participants felt that *“crosswalks with flashing beacons work”* and that neighborhood safety *“is something the city can do something about.”* In the first group there was a positive discussion of pedestrian bridges near schools as a good option.

As compared to the other methods, more participants felt that crosswalks with flashing beacons (n=16) and speed controls (n=15) would do “a great amount” to improve neighborhood traffic safety. Twenty of 23 participants felt one of these two methods would do the most to improve neighborhood safety. Twenty-two of 23 thought safe routes to school would do a great or good amount. Participants liked flashing beacons at crosswalks both to provide visibility at night or in rainy weather, and also to alert drivers whose attention is often focused elsewhere.

“I think there is so much distraction nowadays with what is inside the car, people’s phones, and increased traffic. Pedestrians need an active way to interact with drivers rather than assume that people are paying attention.”

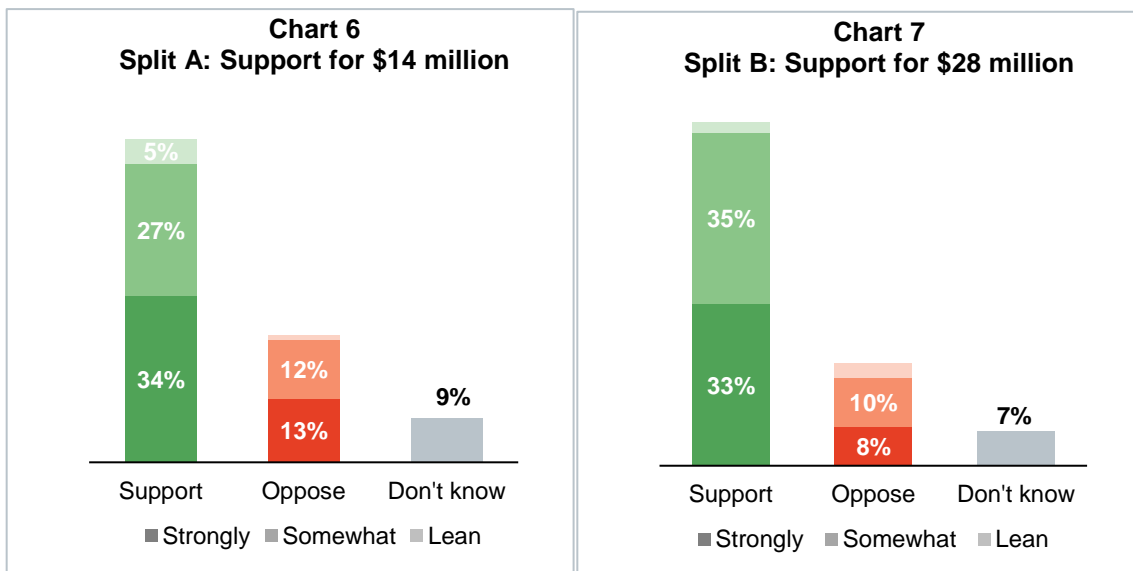
Speed controls were popular for discouraging drivers from using neighborhood streets as shortcuts and creating safer conditions for children and other pedestrians. The second group liked *“the white vans on the side of the road with the cameras that just pop out of the middle of nowhere, that you least expect. They can be wherever at any time and you just never know where they’re going to be.”* Several people talked favorably about speed bumps in neighborhoods, but others expressed concerns about how they affected emergency vehicles and first response efficiency.

People had less confidence in wider sidewalks and ADA improvements (8 said this improvement would do “not too much” to improve safety), improved access to parks and trails (5 “not too much” and 3 “not at all”) and bike lanes (4 “not too much” and 2 “not at all”).

1.4 BOND MEASURE–INITIAL TEST

The survey tested two versions of a potential general obligation bond measure for constructing projects to reduce traffic congestion and improve neighborhood traffic safety: Split A tested \$14 million in bonds and Split B tested \$28 million. In both splits, an initial question asked whether respondents would vote for the total amount of the bond, followed by a second question informing them what the bond would mean for the average property owner (\$100/year for Split A and \$200/year for Split B) and inquiring again about support.

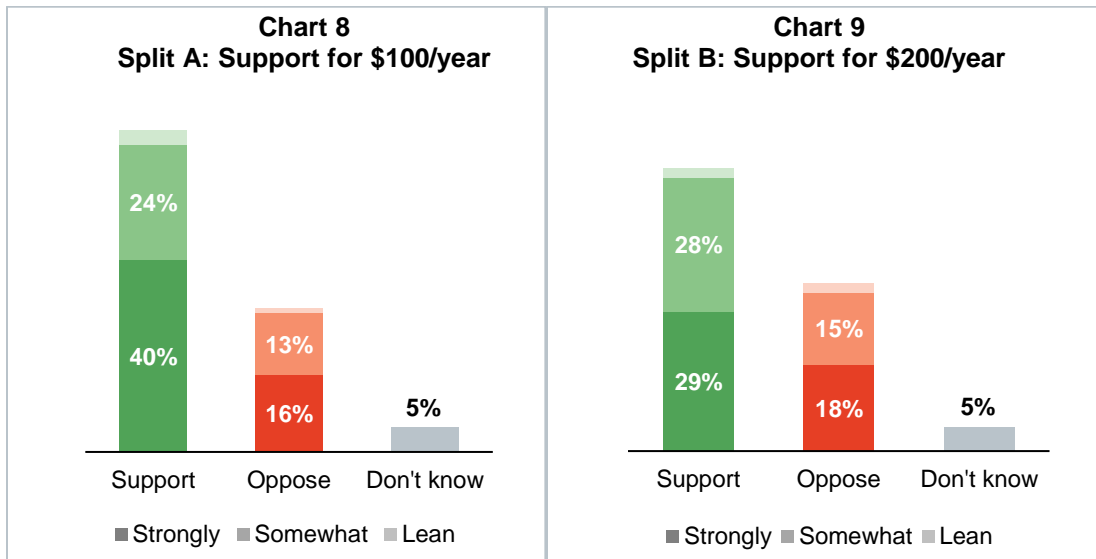
Asked about the total amount of the bond, solid majorities of voters responded positively: 65% in favor in Split A with 34% strongly supportive, and 71% favorable in Split B with 33% strong support.



Source: DHM Research, December 2017

Informing voters of the annual cost of the measure had little impact on Split A (\$14 million bond): overall support held firm at 66% and strong support actually rose six points to 40%. In Split B, however, the cost

information brought overall support down from 71% to 60%, including a four-point drop in strong support to 29%.



Source: DHM Research, December 2017

Democrats supported the \$14 million measure at higher rates than Republicans (78% vs. 51%); non-affiliated voters (NAVs) came in the middle at 67%. This pattern held for the \$100/year formulation of the question as well, but support rose among Republicans and NAVs: Democrats came in at 76% favorable as compared to Republicans at 57% and NAVs at 70%.

Higher income voters were also more supportive: those earning \$50,000 or more per year supported the \$14 million measure at rates of 70% or higher vs. 30% support among those with incomes below the \$50,000 threshold.

Interestingly, neither party nor income was a statistically significant differentiator on the \$28 million measure, even after the \$200/year amount was provided. There were some differences in strong support: NAVs came in higher than Republicans on the \$28 million formulation, while voters over age 35 were more often strongly in favor when the \$200/year amount was provided.

Receptivity to a bond measure was strong in the focus groups. Participants observed frequently that population growth in the Tualatin area was only going to continue, and that something had to be done to improve traffic flow. They saw the livability of the area as being at risk. *“These are improvements that need to happen.”*

Most were willing to put their money where their mouths were: 15 of 22 (68%) said they would be willing to pay an additional \$100 in property taxes per year to fund local transportation projects—a level of support similar to but slightly higher than the telephone survey results. Tualatin residents know something has to be done, and they are willing to spend money to make that happen.

The \$14 million price tag struck many participants as reasonable and even on the low side. *“When you look at the grand scheme of things, when you look at how much \$100, \$200, \$300 spread out over 12 months, it is really not that much.”* Some people figured they were spending that much extra money anyway because of the traffic problems.

“I spend money at the local 7-Eleven which is right at the end of our street, way too much money for bread occasionally and dog food, because I don’t want to go over the freeway to Fred Meyer’s on Tualatin Sherwood Road. It’s just not worth it...I’m sure I spend well over \$100 just in extra money because of quality of life.”

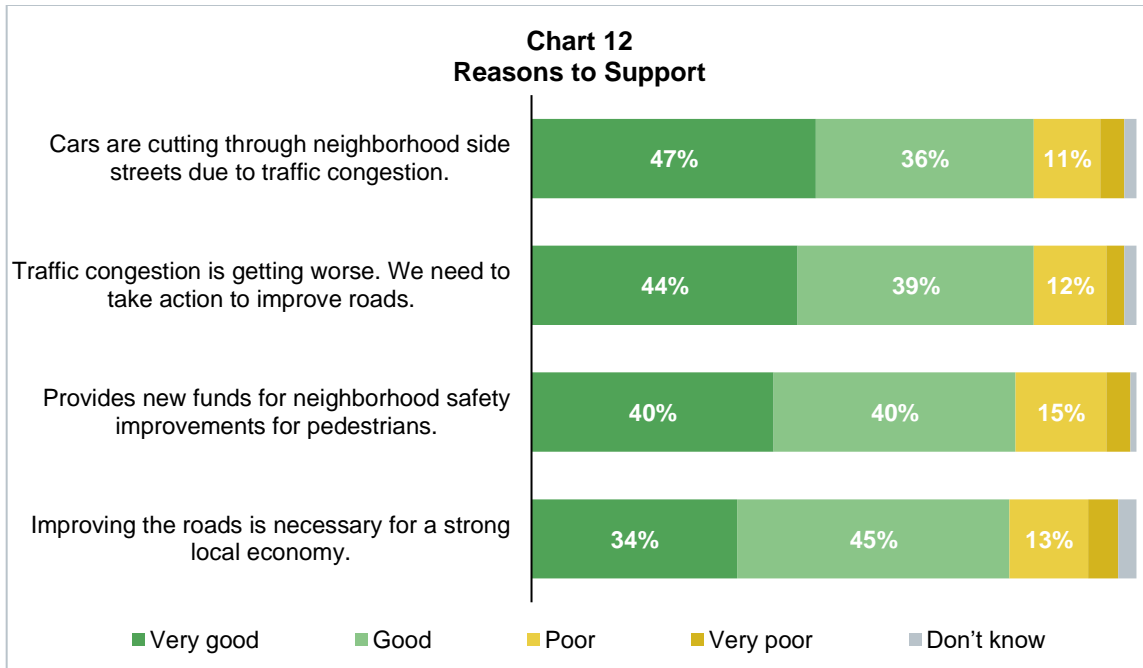
1.5 REASONS TO SUPPORT/OPPOSE BOND MEASURE

Reasons to support the bond measure

The most popular reason among survey respondents to support a bond was related to neighborhood safety: *Because of traffic congestion on the main roads, cars are cutting through neighborhood side streets. We need to address congestion on these main roads so our neighborhood streets are quiet and safe:* 83% thought this was a good or very good reason to support the measure, and nearly half (47%) thought it was a very good reason. Similar numbers (83% overall and 44% very good) approved of the statement *Traffic congestion in Tualatin is getting worse and worse. We need to take action to improve our local roads so we don’t waste even more time sitting in our cars.*

The third most popular reason appealed to specific neighborhood safety improvements that the bond funds would be used to make (80% overall and 40% very good): *This bond provides new funds to make neighborhood safety improvement for pedestrians, such as flashing signals at crosswalks, and sidewalks on routes to schools, and better street lighting.* The least popular but still widely supported reason (79% overall, 34% very good) made the economic argument that *Our local economy depends on businesses being able to move products and employees getting to work on time. Improving the roads in Tualatin and reducing traffic congestion is necessary for a strong local economy and jobs.*

Demographic differences were not generally a factor in responses to this series of questions, but women and Democrats did tend to favor at higher rates than their peers the statement mentioning specific neighborhood safety improvements.



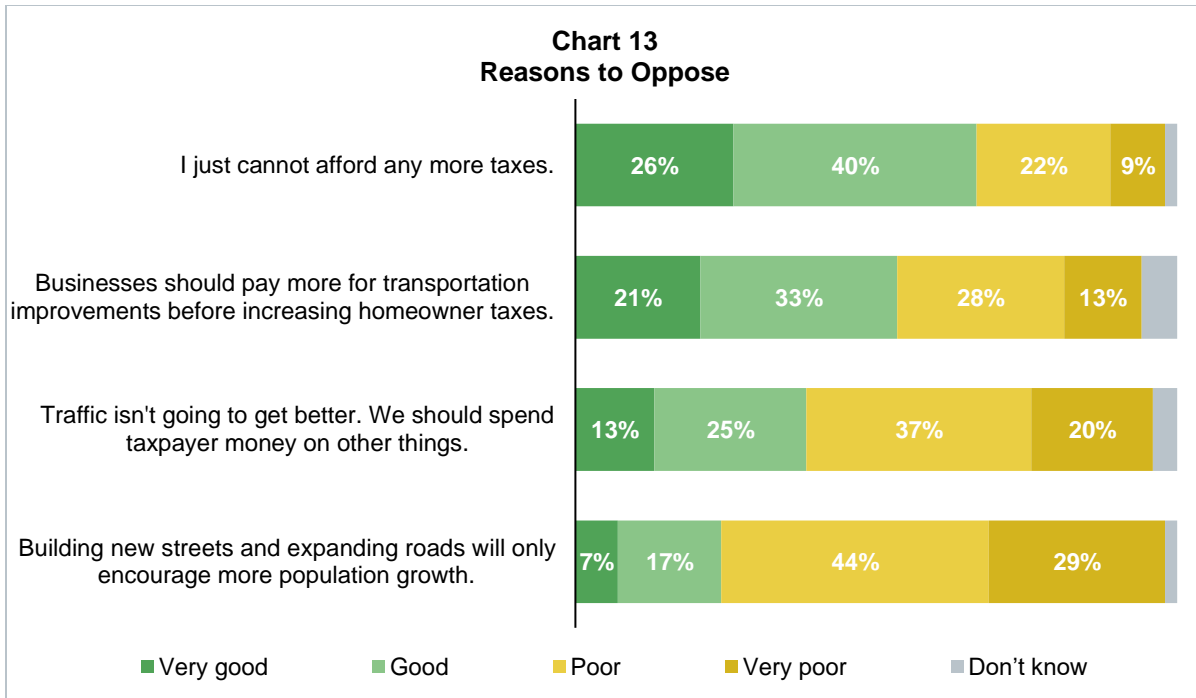
Source: DHM Research, December 2017

Reasons to oppose the bond measure

Inability to afford more taxes was the top reason to oppose the bond measure, with 66% overall approval; however, only a quarter (26%) of voters thought it was a very good reason. Just over half the sample (54% overall, 21% very good) thought certain large businesses should pay for road improvements before homeowners, approving the statement *The biggest cause of increased traffic congestion in Tualatin is large businesses moving into the city. Most of their employees live elsewhere, but use Tualatin's roads to get to work. These businesses should pay more for transportation improvements before increasing taxes on homeowners.*

Barely more than a third of voters (38% overall, 13% very good) favored the fatalistic argument that improving the roads wouldn't help: *We can expand roads, but they will soon be filled up again. We shouldn't waste taxpayer money. It would be better to spend that money on other priorities, such as police, parks, and schools.* Only a quarter (25% overall, 7% very good) thought it made good sense to argue that improving the roads would only encourage more people to move to the city: *Tualatin is growing too fast and becoming too crowded. Building new streets, and expanding existing roads, will only encourage more population growth.* When statements like these were made in the focus groups we found that people often agreed to some extent, but not to the point of giving up on trying to do something to correct the problem.

As with the reasons to support the bond, demographics was not generally a factor in responding to this set of questions.

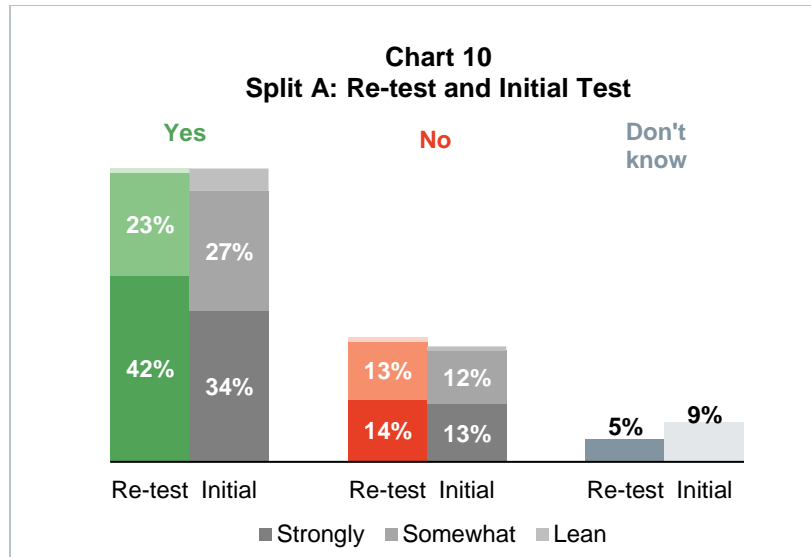


Source: DHM Research, December 2017

1.6 BOND MEASURE–RE-TEST

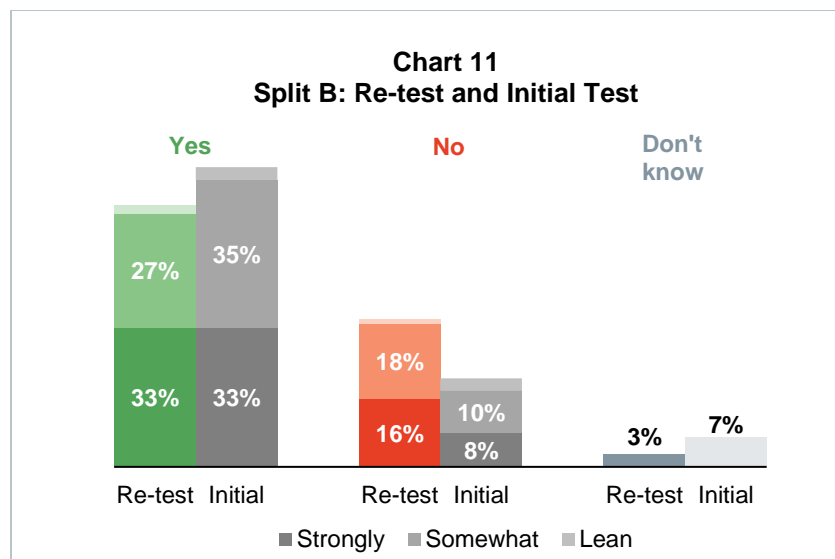
After hearing reasons to support and oppose the ballot measure and evaluating the seriousness of certain traffic issues and preferred methods to address them, survey respondents were asked a second time about their position on the ballot measure. The question repeated the phrasing of the first test in mentioning only the total amount of the bond and not the average annual cost.

As compared to the first test of the measure, support in Split A for the \$14 million bond held steady at 66%. Strong support grew from 34% in the initial test to 42% in the re-test.



Source: DHM Research, December 2017

In Split B, overall support came in at 62%—lower than the 71% from the initial test, but similar to the 60% level of support when voters were told the average annual cost would be \$200. Strong support for the \$28 million measure held at 33%.



Source: DHM Research, December 2017

Some but not all of the demographic patterns established in the first ballot measure tests emerged again in the re-test. In Split A, Democrats again favored the measure at higher rates than Republicans (77% vs. 57%), and NAVs fell in the middle with 68%. Strong support was higher among Democrats as well at 54% vs. 32% among Republicans. Also similar to the first test, those with lower incomes remained more likely to oppose the measure, and to do so more strongly.

In Split B, party differences were again not a statistically significant factor on the \$28 million measure. Support among Republicans was 57%—identical to support in Split A—but relatively fewer Democrats in Split B (69%) supported the measure as compared to their peers in Split A (77%). Seventy-two percent (72%) of NAVs supported the \$28 million bond.

1.7 MESSAGING AND ADDITIONAL OBSERVATIONS

The focus groups spent some of their time evaluating four different phrases for describing each of the congestion relief and neighborhood safety projects.

Congestion relief

The four phrases tested were:

1. Improve traffic flow in Tualatin
2. Beat traffic congestion to improve livability and business
3. Safer neighborhood streets—and a faster way home
4. Relieve congestion on Tualatin-Sherwood Road

Participants tended to prefer Phrase #1 (rating of 2.1 on a scale from 1=best to 4=worst) as a comprehensive statement not limited by being too specific. On the other hand, the next most popular phrase was #4 (rating of 2.4), which people liked precisely because of its specificity.

Neighborhood safety

Here the four phrases tested were:

1. Safe routes to schools
2. Brighter, safer crosswalks and sidewalks
3. Safe local streets, for pedestrians and cyclists of all ages
4. Investing in safe roads and sidewalks

Participants preferred Phrase #2 and Phrase #3. Phrase #3 rated highest (2.1 on the 1=best/4=worst scale) for feeling “all-inclusive” and being specific in the desired goal. *“Safer streets for all is the best idea.”* There was concern that including cyclists would turn some people off, because of the perceived arrogance of some cyclists. Phrase #2 rated a close second at 2.2 and seemed popular for mentioning brighter crossings as well as safety.

1.8 ADDITIONAL OBSERVATIONS

“So to me, the conversation has to look far more introspectively about what the City of Tualatin and all of us are willing to say, long term, about growth. And I have no idea what that format is going to look like, but I just pose the issue.”

Addressing residents’ concerns about the growth of the area will be an important part of the conversation around the bond measure and proposed traffic improvements. People don’t want to throw up their hands and not do anything, but at the same time they don’t want to waste money on a problem that can’t be solved through local efforts. *“I see this really as a Portland metro area planning issue. We are the ones who are suffering from the growth and the lack of planning and lack of forethought in the metro area for many, many years.”*

“If you are not going to address the growth rate, then you are just going to be talking about this problem again in 10 years, and 20 years, and 30 years....If you are going to allow growth to just go unchecked, you are just throwing good money after bad.”

Other recommendations for winning public support for a bond measure had to do with keeping the price tag affordable and ensuring that people understood what would be done and why it would be effective. Participants suggested a specific, evidence-based plan for the proposed improvements and the impact they will have:

“The funding will be much more likely with a specific plan and solution.”

“I’d want to be convinced it would dramatically help decrease congestion.”

“Have a strong data-backed plan in place in order to win votes.”

“If there is a bond request, I would like to see specific language of what they want to accomplish. For example, ‘synchronized signals along Martinazzi from Boones Ferry to Sagert’ vs. ‘synchronized signals.’”

**City of Tualatin GO Bond Focus Groups
DHM Research #00660**

Group #1: 12/09/2017; Tigard; N=13

Group #2: 12/09/2017; Tigard; N=10

**Appendix A
Participant Demographics**

City and Zip Code

Group 1	Group 2
Tualatin/97062	Tualatin/97062
Tualatin/97062	Tualatin/97062
Tualatin/97062	Tualatin/97062
Tualatin/97062	Tualatin/97062
Tualatin/97062	Tualatin/97062
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Tualatin/97062	
Tualatin/97062	
Tualatin/97062	

Years in Community

Response Category	Group 1	Group 2
1 or less	3	1
2-5	1	1
6-10	3	1
11-20	2	3
20 or more	4	3
No response	--	1

Occupation

Group 1	Group 2
Correctional Officer	Accountant
Graphic Designer and Driver	Athletic Trainer
Interior Designer	Contracts Manager
Learning Specialist Assistant	Healthcare Recruiter
Manager of Project Management	High School Track and Field Coach/Investigator
Manufacturing Operator	Real Estate
Nutritionist, Graduate Student	Sales
Pilot	Secretary, West Linn-Wilsonville School District
Retired Healthcare Management	Software Engineer
Senior Project Support Specialist	Writer/Editor
Social Worker	
Stay-at-home Dad, Uber Driver	
Truck Driver	

Education Level

Response Category	Group 1	Group 2
Less than high school	--	--
High school graduate	1	--
Some college; technical school; community college; 2-year degree	3	2
College degree; 4-year degree	7	5
Master's degree or equivalent	2	2
Doctorate degree or equivalent	--	1

Household Income

Response Category	Group 1	Group 2
Under \$25,000	--	--
\$25,000–\$49,999	1	--
\$50,000–\$74,999	3	2
\$75,000–\$99,999	4	2
\$100,000–\$150,000	5	2
More than \$150,000	--	4

Political Party

Response Category	Group 1	Group 2
Democrat	5	3
Republican	7	3
Other: [not specified]	1	--
Other: Independent	--	4

Age

Response Category	Group 1	Group 2
18–24	--	--
25–34	1	--
35–44	5	2
45–54	3	3
55–64	2	2
65–74	2	3
75+	--	--

Gender

Response Category	Group 1	Group 2
Male	7	5
Female	6	5
Non-Binary or Gender Non-Conforming	--	--
Other	--	--

Racial or Ethnic Group*

Response Category	Group 1	Group 2
White/Caucasian	12	9
American Indian, Alaska Native or First Nations	--	1
Asian	--	--
Hispanic or Latino	2	1
Middle Eastern or North African	--	--
Black or African American	1	1
Native Hawaiian or Pacific Islander	--	--
Other	--	--

**Multiple responses accepted*

Appendix B

Written Exercise 1

What three words best describe why you choose to live in Tualatin?

Group 1

- *Affordable; quiet; stores
- *Close to family; parks and trees; cost of living
- *Close to things; nice area; quiet
- *Family; affordability; amazing
- *Family; community; close-knit
- *Livable town; location to I-5; river
- *Location; family-friendly; affordability
- *Schools; community; affordable
- *Schools; safety; convenience
- *Work; nature; proximity to PDX
- Convenience; quiet; community
- Location; safe; close to work
- Schools; neighbors; quiet

Group 2

- *Close to work; newer houses; away from traffic
- *Community; location; green space
- *Family; business; location
- *Family; convenience; quiet
- *Job transfer; nice income opportunity; location
- *Location; affordability; community
- *Location; neighborhood; job
- *Proximity to south-bound I-5; rural community at time; housing availability
- *Safe place; new city; walking paths
- *Security; family; traffic

**Appendix C
Written Exercise 2**

All things considered, how satisfied are you with the way things are going in the City of Tualatin today?

Response Category	Group 1	Group 2	Total
Very satisfied	2	3	5
Somewhat satisfied	9	6	15
Somewhat dissatisfied	2	1	3
Very dissatisfied	--	--	--

Why?

Very/Somewhat satisfied; n=20	
Group 1	<ul style="list-style-type: none"> ▪ [Somewhat] Good schools, access to shopping, restaurants, freeway. Traffic has become an issue with more houses being built. ▪ [Somewhat] I like the quality of businesses that have come into Tualatin lately. Traffic has suffered because of it. ▪ [Somewhat] I love Tualatin. It's where I spent most of my childhood growing up and as an adult with children knew it was where I wanted to raise my children. That said, it's changed/grown. Growth is good, but with it comes drawbacks—increased crime, traffic. A few things that lower my satisfaction. ▪ [Somewhat] I would be very satisfied except for the failure to deal with the traffic on Tualatin Sherwood Road, and yet allowing continued new development. City services are great—building department has helped us a lot. ▪ [Somewhat] I would say I'm more between somewhat satisfied and very satisfied. The city isn't perfect, but there are lots of thing I think are done well, and a few things I can see could use improvement. ▪ [Somewhat] I'm fairly optimist and I haven't really been here long enough to see or learn about the underbelly. ▪ [Somewhat] The growth of Tualatin isn't overwhelming. Lots of different restaurants close to choose from. ▪ [Somewhat] The roads/traffic is an issue. Also, why don't we have public parks & rec. For most activities, you have to a private company or out of city limits. ▪ [Somewhat] Traffic is bad, Haggen's empty shell is ugly and a waste of space. Nee dour own dispensary!!! ▪ [Very] I feel like the city cares about the desire of the residents. They place a focus on parks and green spaces. In the 20 years I've lived there it has only improved. ▪ [Very] I like the cleanliness and safety of the area. Great location, close to things and places to frequent.
Group 2	<ul style="list-style-type: none"> ▪ [Somewhat] Have not been here long enough to encounter major negatives. Homelessness ▪ [Somewhat] I'm a bit concerned with the growth without good alternate road systems. Traffic is becoming very difficult. ▪ [Somewhat] Room for improvement: housing and transportation. Good parks, good schools

	<ul style="list-style-type: none"> ▪ [Somewhat] The traffic is terrible—a new system needs to be installed; intersection beggars ▪ [Somewhat] Traffic; many large chain stores; local of local business—lacking variety ▪ [Somewhat] Tualatin has many great resources/activities for all ages, <i>Tualatin Life</i> newspaper, wish we had a central community center/arts complex ▪ [Very] No complaints—no locked doors. We feel safe. ▪ [Very] Quiet town; access to work; access to Portland ▪ [Very] There are planet of ways citizens can give feedback on issues; growth in the area helps the economy, but the growth isn't too much too fast; Quick police response to my non-emergency request
Very/Somewhat dissatisfied; n=3	
Group 1	<ul style="list-style-type: none"> ▪ [Somewhat] Infrastructure has not kept pace with population growth. Traffic. ▪ [Somewhat] Not Tualatin specific, but I'm very concerned with the growth of the Portland area and our ability to keep up with the growth (road-wise)
Group 2	<ul style="list-style-type: none"> ▪ [Somewhat] Cookie-cutter approach of government

Appendix D Written Exercise 3

Make a list of the most important issues in the City of Tualatin that affect quality of life and that you would like your local leaders to do something about. Place a star (*) by the most important issue.

Group 1

- *Control growth and impact on traffic
- *Local parks and rec and indoor rec center; roads/traffic; illegal aliens.
- *Safety
- *Traffic
- *Traffic and congestion; building and construction plan; crime and safety
- *Traffic on Tualatin-Sherwood Road; pedestrian corridors; access/viewable points to Tualatin River.
- *Traffic volume through Tualatin; noise from traffic.
- *Traffic; *homeless; poor parenting/increase in troubled children.
- *Traffic; congestion
- *Traffic; grocery shopping options; unused space
- *Traffic. Allow development of small stores/restaurants in neighborhood so that we can walk and not use car.
- *Traffic. It's the only thing I can think of that needs addressing.
- *Transportation; youth activities; resources for the homeless/people in transition.

Group 2

- *Building maintenance red tape; transportation ineffective; education ineffective; commerce ineffective
- *Don't let the homelessness and street beggars increase to the point of getting out of control
- *Environmental issues; transportation; housing affordability
- *Growth—slow down building/development
- *More police, traffic cameras; the newly built buildings should be more attractive; noise; leaf blowers—banned
- *Security—keep it the same; traffic—safety; sports field usage—hoop court, turf fields
- *Traffic near freeway at Nyberg
- *Traffic; affordable housing for young people
- *Traffic; leaf collection in the fall—Beaverton has two collection days per season; all you need to do is put the leaves in the street; road conditions
- *Traffic; no specific issues come to mind

For the issue you starred, give additional details about why it is important to you and what you would like done about it.

Group 1

- [Traffic on Tualatin-Sherwood Road] Traffic issues have made wanting to drive on Tualatin-Sherwood Road a point of contention. I avoid the road, and Cabela's shopping center stores because of it.
- [Control growth] I don't like overcrowding. Control the date of growth—specifically housing and additional businesses.
- [Local parks and rec and indoor rec center] I'd like to see a rec building built for the public to use. Road expansion to ease traffic.

- [Safety] A neighbor shared a recent study of crime in Tualatin and I was a bit alarmed. As a parent and a spouse of someone who travels for work, I want to feel safe in our home and city. One of my main concerns with safety is the proposed light rail coming to Tualatin. I've heard that can increase crime rates, so I'd like to learn more.
- [Traffic and congestion] I would like the City of Tualatin to think ahead and plan for the nonstop growth in the area.
- [Traffic volume through Tualatin] Complete 124th Ave. extension ASAP. Limit truck use of Boones Ferry Road.
- [Traffic; homeless] Traffic: I avoid Tualatin-Sherwood Road like the plague. Find alternate freeway access. Homeless: It's sad, it's also uncomfortable to do daily routines—visit Fred Meyer, and it increase crime.
- [Traffic] I'm an Uber driver, so I know I can't leave my house until after 6pm, because it takes 30 minutes to get down Tualatin-Sherwood Road to I-5.
- [Traffic] Make a bypass to Newberg not going through Tualatin.
- [Traffic] There needs to be better coordination of new development and road/traffic patterns. I fully support new developments, but you can't keep growing without upgrading infrastructure.
- [Traffic] Traffic has become overwhelming, especially on Tualatin-Sherwood Road. Since this is the only truck route, other options need to be thought of to widen the street.
- [Traffic] Traffic in Portland and surrounding areas is increasing dramatically. It decreases quality of life (livability) and makes me want to move to a less populated area.
- [Transportation] When traffic downtown is blocked, first responders have a difficult time getting through. Better hours/availability for the MAX/WES commuter train. Bike safety program?

Group 2

- [Building maintenance red tape] Buildings were poorly constructed; utilities and streets are inadequate
- [Environmental issues] Tualatin doesn't encourage water conservation, recycling, mass transit
- [Growth—slow down building/development] Too many apartment buildings mean people who aren't rooted in the city affect quality of life. Better rental-owner balance
- [Homelessness and street beggars] Safety for others; land value depreciation
- [More police, traffic cameras] Too many people run red lights and don't stop at red lights and stop signs.
- [Security] I want it continued. Keep money spent in some areas they are.
- [Traffic near freeway at Nyberg] Complete 124th Ave project. Local free bus system like Wilsonville. Add MAX downtown.
- [Traffic] I do not shop locally as often as I used to because of all the congestion. Going anywhere after work is not worth it.
- [Traffic] No response
- [Traffic] Traffic is terrible—so much runoff from I-5 on Boones Ferry between Bridgeport Village and Martinazzi. Tualatin-Sherwood Road is also difficult to traverse most house of the day.

Appendix E Written Exercise 4

How would you describe current traffic conditions in Tualatin these days?

Group 1

- Slow, congested. My husband says “we’re becoming Beaverton.” I don’t feel it’s that bad—yet. Tualatin-Sherwood Road is my constant source of avoidance. yet my new alternate, Basal and Creek, is feeling littered with Sherwood drivers at peak times.
- Getting worse! There are so many people moving here that I don’t see a way around it. Increased access to public transportation my help, but many won’t utilize it, including myself.
- Congested! It seems as though there’s no “good” time to drive. It always feels like rush hour. It’s turned my husband into a bike commuter (to Tigard). I choose to either stay home on days off or walk to town.
- Super shitty. Cabela’s Freddies, cluster fuck. I-5 exit for 5 southbound I-5.
- Pretty bad. Getting worse with continued growth.
- Increasingly congested especially during morning rush hours, around schools and through the business area.
- Terrible, especially when a train goes through town. It takes a good fifteen minutes to somewhat clear up.
- Moderate, now. However, I’m afraid it will get worse.
- Traffic is getting worse by the years. Each year, it seems to get more congested. Tualatin-Sherwood Road is almost unusable during certain parts of the day.
- Overload!!!! I have lived here 33 years and during that time, with all the growth there has been no upgrades to the road system—nothing at all! Tualatin-Sherwood Road needs to be two lanes with left turn all the way.
- Tualatin-Sherwood is jammed during 7am to 6pm. I avoid and use Avery and Herman Road to get around the pinch points of Boones Ferry intersection.
- Big city in a small town. The roads don’t have enough lanes for the amount of cars rolling through.
- Congested during the day. Not bad after 8pm. Horrible for first responders.

Group 2

- At certain times of the day—painful. Other times—not too bad.
- Becoming an exponential problem. Roads are not designed to handle the level of growth happening in and around the city.
- Congested, difficult. Going out after 2 p.m. you have to factor potential delays into you trip.
- Growing, slowing
- It’s somewhat difficult to navigate through downtown on weekends and rush hour. Traffic levels have outgrown the roads and traffic operations.
- Outdated. When a three-lane crosses and three-lane, 12 lanes are stopped by control devices. There must be a better way.
- Rush hour congestion is bad. Patience is a virtue! Tualatin does the best they can with those roads they control.
- Traffic lights aren’t in sync. They should be. Freeway on and off ramps aren’t wide enough.
- Tualatin-Sherwood Road from I-5 interchange to Oregon St. Seems to be always slow going, both directions at almost all hours of the day—weekdays and evenings. Boones Ferry from Bridgeport to Martinazzi
- Very congested at commute hours. Problem people using 108th to get from Tualatin-Sherwood Road to Wilsonville.124th Bypass taking too long to finish.

Appendix F Written Exercise 5

Do you have any particular issues or concerns about traffic congestion on local streets and roads?

Group 1

- As with everywhere else, it seems to be increasing as motorists begin to use our neighborhood streets in an effort to circumvent traffic.
- I think there are some very bad areas of traffic that need to be addressed very soon in the Tualatin-Sherwood Road area.
- It just feels like there's nowhere for traffic to go. No way to expand. I wonder what a solution could be?
- People forget to drive safely after being stuck in traffic, then they speed through side street.
- Sagert Street seems to back up a lot during the rush hour. Without a stoplight, the congestion continues to get worse.
- Sagert/Martinazzi is in need of a traffic light. It is too large and too busy for a four-way stop sign.
- Slow moving, which leads to frustrated (unsafe) drivers. Decline in going to businesses. I would like to go to New Season's/Michaels, but refuse to enter the parking lot. I even avoid the library now as a result.
- There are not enough lanes on Boones Ferry and Tualatin/Sherwood road.
- Time consuming; creates irritability; air pollution from idle cars.
- Too many vehicles for the road capacity. Limited access to WES and express bus to get downtown after hours and on weekends.
- Will it ever get better before it gets much worse.
- Yes
- Yes! There are too many people moving here and our infrastructure isn't equipped to handle them. It isn't just Tualatin—it's the entire Portland area.

Group 2

- I live in Fox Hills, behind the hospital. The roads in and out of the neighborhood are single lanes. They have added a significant amount to the hospital, and housing in this area has nearly tripled since we moved there.
- It is very slow to get anywhere, and the large parking lots with many cars going in and out make it difficult.
- Boones Ferry from Tualatin Sherwood into Wilsonville is always busy. Making a left onto that road takes a long time (without a light) during peak traffic times; Boones Ferry from Bridgeport and Martinazzi takes on too much I-5 runoff.
- Boones Ferry is used as a freeway bypass. 108th used as Boones Ferry bypass. Beaverton overbuilding will dump more traffic into Tualatin.
- Yes, see below
- Looking at ways to alleviate backups; hopeful new bypass will help
- I-5 traffic; stagnation at times
- Yes—Boones Ferry; Tualatin-Sherwood Road needs better access, more turn lanes
- Yes!!!! Traffic doesn't flow. Lights aren't in sync
- There shouldn't and need not be any congestion. The RR crossings on Tualatin-Sherwood Road should have been dealt with decades ago.

Where are the most congested streets and roads?

Group 1

- Martinazzi; Nyberg; Tualatin-Sherwood; Lower and Upper Boones Ferry
- Boones Ferry and Tualatin-Sherwood Road.
- Martinazzi/Tualatin Sherwood; Boones Ferry; Lower Boones Ferry.
- Tualatin-Sherwood Road; Boones Ferry.
- Tualatin-Sherwood Road; Boones Ferry; Day Road; Grahams Ferry
- Tualatin-Sherwood Road; Boones Ferry
- Tualatin-Sherwood Road; Boones Ferry; Sagert; Avery; Martinezzi
- Downtown: Tualatin-Sherwood Road and Boones Ferry. Tualatin-Sherwood Road: all. Around the high school: 1 block, Graham's Ferry
- The exit off I-5 South into Tualatin-Sherwood heading right into the city. Very congested and dangerous. Also, Martinazzi and Segarol (near Avery). Four-way stop BAD.
- Tualatin-Sherwood Road; 99W; Boones Ferry; Martinazzi
- Martinazzi; Nyberg; Tualatin-Sherwood Road
- Tualatin-Sherwood Road; Boones Ferry Road.
- Tualatin-Sherwood Road; Boones Ferry at the high school; Sagert approaching 65th; Day/Graham's Ferry.

Group 2

- 65th!
- Tualatin-Sherwood/Boones Ferry; Martinazzi/Boones Ferry
- Same as above [*Boones Ferry from Tualatin Sherwood into Wilsonville is always busy. Making a left onto that road takes a long time (without a light) during peak traffic times; Boones Ferry from Bridgeport and Martinazzi takes on too much I-5 runoff.*]
- No response
- Nyberg Rd.; Martinazzi toward 72nd; Nyberg, 65th St; Martinazzi; also 72nd/Boones Ferry
- Tualitan-Sherwood Rd; Boones Ferry N/S
- I-5
- Boones Ferry/Tualatin-Sherwood Road; Boones to N Wilsonville
- Borland road backs up by SW 65th; Nyberg Road backs up by freeway
- Tualatin-Sherwood Road; Boones Ferry

Appendix G Written Exercise 6

Do you have any particular issues or concerns about neighborhood traffic safety?

Group 1

- People are using neighborhood streets as avoidance for busy roads. They don't go the speed limit and it's dangerous for children and pedestrians.
- I'd love to see more drivers let others merge or slow down in traffic to let others pull out of a side street. Or stop at crosswalks to let pedestrians cross.
- Cars travel so fast in neighborhoods. Our neighborhood, in particular, has asked the city for speed bumps and we were denied. Makes me feel the city doesn't care for the safety of our kids in the neighborhood.
- Speeders, crossing.
- Yes. The intersection I just mentioned [Martinazzi & Sagert] is a four-way stop and I think it would be safer if it was a stoplight.
- Around the high school; Junction of Boones & Tualatin-Sherwood Road
- We need blinking lights at crosswalks
- As people begin to use our neighborhood roads more to circumvent traffic, they tend to race through the neighborhood. If it wasn't for the traffic circles on Avery, it would be a race course through there.
- The speed and lack of police presence on roads such as Morewood.
- Not really. Most people drive at a reasonable rate and the stop signs in neighborhoods seem to help keep speed down.
- Norwood is an accident waiting to happen. Street-racing-style speeding. Long, unmonitored stretch. Cut through.
- Crosswalk lights for areas without signals.
- First responder accessibility. Bike safety/pedestrian. Train awareness (bikes/cars blocking at lights.) Road Rage.

Group 2

- Street lights should be art at the crosswalks not at mid-block. Leaves crosswalks unlit.
- People speed and run stop signs. As a dog walker, it is a huge concern
- Need more enforcement high school 20 mph zone
- Neighborhoods speeding, especially when kids are present
- Speed
- The bridge on Sagert over the I-5. No sidewalk, very dangerous in the dark/rain
- People driving too fast; not good bike lanes marked
- Many neighborhood roads are used as thoroughfares to avoid heavily congested main roads; often drivers are going too fast to make adjustments for kids, dogs, cats, etc., in the road
- As traffic worsens there is a greater concern for pedestrians and bicyclists. For the most part neighborhoods are safe.
- Not particularly. I think because we are fortunate to have wide streets in our neighborhood

Where are the most unsafe neighborhood streets? Sidewalks or crossings?

Group 1

- Siletz. I just moved away from here, partly because.
- I haven't personally witnessed safety issues, but I do hear people complaining.
- Sweek Dr., 90th Ave. crosswalks. The Sweek Driver one right in front of the police station (where the police cars exit with the gate). The crosswalk at 90th and Sweek could use flashing lights. Freeway overpass on Sagert doesn't have a sidewalk. I'm nervous when I'm jogging with a stroller.
- Tualatin Road. Boones.
- I'm not sure what the street name is. Sagert & Martinazzi?
- Downtown crossings. High school crossings.
- Boones Ferry; Martinezzi; Tualatin-Sherwood Road; Sagert; Avery
- Same busy streets listed on WE5. [Tualatin-Sherwood Road] Boones Ferry
- Sagert/Martinazzi intersection. Sagert crossing I-5 Bridge.
- Probably the ones with the most traffic, e.g. Boones Ferry, Tualatin-Sherwood Road, Sagert, Avery
- Martinazzi & Sagert.
- Boones Ferry between Avery and Ibac crossing.
- Train crossing of Boones Ferry by park. Lots of curves/blind spots make crosswalks low-visibility.

Group 2

- Anywhere vegetation and fences hide waiting pedestrians, kids, bikes, or animals
- Martinazzi and Sagert; Tualatin-Sherwood Road
- Backside Ibach; too dark, rainy days
- No response
- Tualatin-Sherwood Road at Boones Ferry; Tualatin Road at Herman curves
- Overpasses without sidewalks
- 108th
- Siletz
- None come to mind
- Borland

**Appendix H
Written Exercise 7**

The first priority is relieving local bottlenecks and congestion. That might include:

- A. Intersection improvements along Tualatin-Sherwood Road
- B. New and synchronized signals
- C. Pullout lanes so buses don't impede traffic
- D. Leverage county and state funds for projects to relieve congestion

What's your reaction to this possible priority?

Response Category	Group 1	Group 2	Total
Very good idea	7	6	13
Good idea	6	3	9
Poor idea	--	1	1
Very poor idea	--	--	--

Why?

Very good/Good idea; n=22	
Group 1	<ul style="list-style-type: none"> ▪ [Good] Because these things my help to relieve currant problems but that relieve current problems, but that relief will only be temporary. ▪ [Good] Help is definitely needed. Not "very good" because I would have to see a more specific plan and study data and how it would help. ▪ [Good] It's a great idea if projects are completed and relieve bottlenecks and congestion ▪ [Good] Most needed is improvements around Tualatin Sherwood and the lights time out better. ▪ [Good] Okay as far as it goes, but seems more like a Band-Aid. ▪ [Good] This will keep traffic moving and end backup that happens within shorter light placements. ▪ [Very good] I think this is very needed and is a good idea. Population and growth are the future and this is a means to a solution. ▪ [Very good] It shows that they recognize that there is a problem, which is encouraging. ▪ [Very good] There will only be more cars on the roads as the city and surrounding areas grow. ▪ [Very good] Traffic is bad. ▪ [Very good] Tualatin-Sherwood Road is a huge bottleneck long overdue for being fixed. JUST DO IT. ▪ [Very good] We need to be ahead of growth in traffic. It can't wait. ▪ [Very good] We're in desperate need of traffic improvements.
Group 2	<ul style="list-style-type: none"> ▪ [Very good] Bottlenecks like you see on Tualatin-Sherwood Road are a real problem, and the easiest way to see relief when opened up. ▪ [Very good] Traffic is a growing issue. ▪ [Very good] Bottlenecks cause people to go into neighborhoods. ▪ [Very good] Bottleneck relief is important. Synchronized lights is a great idea—lighted crosswalks ▪ [Very good] I think good idea. Needs big improvements ▪ [Very good] It will allow people to want to travel through Tualatin to shop.

	<ul style="list-style-type: none"> ▪ [Good] No response ▪ [Good] Some items money can't change—some items are state or county-controlled. Pull-out lanes, yes. ▪ [Good] Creates more of a flow of traffic
Very poor/Poor idea; n=1	
Group 1	--
Group 2	<ul style="list-style-type: none"> ▪ [Poor] Government still after decades of study still does not understand the problem or the solutions. Throwing money at it is all government knows how to deal with any problem.

What questions do you have?

Group 1

- Will it help first responders?
- Will the measures include adding lanes? How much money is being planned for these improvements?
- Will this include bike and pedestrian safety?
- What took you so long? What are you waiting for? JUST DO IT!
- Is the state and county help out with the cost?
- No response
- When will this happen?
- What specific county-state funded projects?
- How much money are they talking?
- What will it cost?
- How much will it cost? Where is the money coming from? How much will my property tax increase over the next few years? How long will it take? Will things get worse before they get better?
- Does this increase adding lanes? More specific information is needed. How much would my taxes increase? How long will it take?
- What/where are specific plans of action; data supporting why; how much increase to my property taxes.

Group 2

- When allowing new housing developments, are traffic patterns considered?
- Bullet D [*Leverage county and state funds for projects to relieve congestion*]
- What are the improvements for Tualatin-Sherwood Road? Synchronized signals, is this new technology? Why didn't we have it before?
- How will this be executed? How long will it take? Where is there room for bus pullouts on Tualatin-Sherwood Road? How will signals stay synchronized when there are different "loads" trying to get onto main roads?
- One part of a larger metro area problem
- No response
- I thought signals were already synchronized?
- How is it paid for?
- Costs per other ideas??
- Why government so dense?

**Appendix I
Written Exercise 8**

How much do you think the following projects can do to relieve local bottlenecks and congestion?

Response Category	A great amount	A good amount	Not too much	Not at all	No response
A. Intersection improvements along Tualatin-Sherwood Road					
Group 1	4	6	3	--	--
Group 2	3	4	2	--	1
Total	7	10	5	--	1
B. New and synchronized signals					
Group 1	2	10	1	--	--
Group 2	2	7	--	--	1
Total	3	18	1	--	1
C. Pullout lanes so buses don't impede traffic					
Group 1	4	2	6	1	--
Group 2	3	3	4	--	--
Total	7	5	6	1	1
D. Leverage county and state funds for projects to relieve congestion					
Group 1	4	5	3	1	--
Group 2	2	3	3	--	2
Total	6	8	6	1	2

Place a star (*) by the one that you think would do the most to relieve local bottlenecks and congestion.

Response Category	Group 1	Group 2	Total
A. Intersection improvements along Tualatin-Sherwood Road	5	2	7
B. New and synchronized signals	4	5	9
C. Pullout lanes so buses don't impede traffic	--	--	--
D. Leverage county and state funds for projects to relieve congestion	4	1	5
None starred	--	2	2

Why?

Intersection improvements along Tualatin-Sherwood Road	
Group 1	<ul style="list-style-type: none"> ▪ Need more improvements on Tualatin-Sherwood Road. ▪ The city was designed for a small population. However, with exponential growth, the infrastructure can't handle the traffic. ▪ The issues on Tualatin-Sherwood Road cause people to use side streets which adds to safety issues. Tualatin-Sherwood Road is the root issue with Boones Ferry a close second. ▪ This would be the most, because it's a major thoroughfare into and out of Tualatin and the amount of traffic is great.

	<ul style="list-style-type: none"> Tualatin-Sherwood Road goes from I-5 all the way to Sherwood. There are several areas along that stretch that need improvement, so it will impact the most people.
Group 2	<ul style="list-style-type: none"> Huge issues, avoid area during busy time of day Tualatin-Sherwood Road I believe impacts many other streets downtown.
New and synchronized signals	
Group 1	<ul style="list-style-type: none"> Help expedite traffic. This needs to happen to keep traffic flowing at certain times. Not just rush hour, but after and before school. Keep traffic flowing rather than so much stop/congestion Obvious reduction of start-stop traffic.
Group 2	<ul style="list-style-type: none"> Anything that helps move the traffic through quicker will be a huge relief. At least off and on people (drivers) would hit all the green lights it would make the reds less painful. Control the traffic according to real traffic and not just a generic gauge of signage change Having the flashing yellow left arrow will help alleviate some traffic stoppage for left turns. Synchronized signals may help when all traffic is moving at the set speed, but too much traffic may muck up the synchronization. Timing is everything. When you sit at a light that isn't synchronized, you wonder why this hasn't been done.
Pullout lanes so buses don't impede traffic	
Group 1	--
Group 2	--
Leverage county and state funds for projects to relieve congestion	
Group 1	<ul style="list-style-type: none"> Because in order to make massive improvements, you need more funds. Expanding Tualatin-Sherwood is expensive! But necessary, for long term. The money can be used to increase the amount of lanes. We need the funds to improve our current situation but I'm not sure if the projects listed are throwing good money after bad.
Group 2	<ul style="list-style-type: none"> County and state have more control over Tualatin-Sherwood Road than city (and Boones Ferry)
None starred	
Group 1	--
Group 2	<ul style="list-style-type: none"> Alternate routes in county like 124th Government still has not identified causes or all solutions. They are putting the solution ahead of the analysis.

**Appendix J
Written Exercise 9**

Rank the following phrases from best (1) to worst (4) on how well they describe projects to relieve local bottlenecks and congestion in the city.

Response Category	Group 1 Mean ranking	Group 2 Mean ranking	Total Mean ranking
“Improve traffic flow in Tualatin”	2.3	1.9	2.1
“Beat traffic congestion to improve livability and business”	2.7	2.8	2.7
“Safer neighborhood streets—and a faster way home”	2.7	2.8	2.7
“Relieve congestion on Tualatin-Sherwood Road”	2.3	2.5	2.4

Add any comments about the phrase you ranked as best (1).

“Improve traffic flow in Tualatin”	
Group 1	<ul style="list-style-type: none"> ▪ It explains the issue but is general enough to speak to everyone ▪ It’s a general statement involving our community, not just one specific space. It’s ongoing as need rises. ▪ Need a clear vision of traffic management processes, funding ▪ This would increase business as people would be more up to driving to a store instead of shopping online.
Group 2	<ul style="list-style-type: none"> ▪ All-encompassing. Others are too specific. ▪ Broader statement, covers more issues. ▪ Improving the flow will help avoid the neighborhood diversions, and overall congestion ▪ Simplest, gives most options ▪ This is key. Drivers avoid shopping locally because traffic is so awful.
“Beat traffic congestion to improve livability and business”	
Group 1	<ul style="list-style-type: none"> ▪ Improving livability is very important as this phrase includes safety and congestion stuff. ▪ No response
Group 2	<ul style="list-style-type: none"> ▪ As a whole we are all affected in some way ▪ Comprehensive statement covering the goals that I feel are the most important ▪ Flow would automatically improve congestion.
“Safer neighborhood streets—and a faster way home”	
Group 1	<ul style="list-style-type: none"> ▪ Appeals broadly to locals with families and people who drive and don’t like slow traffic. ▪ Family, community. We need neighborhoods streets safe. ▪ Since Tualatin is my home, I always want to get home faster, and I want my neighborhood streets to be safer.
Group 2	<ul style="list-style-type: none"> ▪ Bottlenecks are a metro area problem.
“Relieve congestion on Tualatin-Sherwood Road”	
Group 1	<ul style="list-style-type: none"> ▪ This will positively affect safety in neighborhood streets by decreasing the need to find a way through.

	<ul style="list-style-type: none"> ▪ Safe, explanatory—needs no clarification. The other statements are too vague and require further dialogue. ▪ If we relieve congestion on Tualatin Sherwood Road, all the rest should follow. ▪ Congestion is the constant number one complaint. Any improvement would only be met as an obvious improvement if this is relieved.
Group 2	<ul style="list-style-type: none"> ▪ Very specific, others are vague. Congestion on Tualatin-Sherwood Road is something that definitely impacts me, and I suspect many Tualatin citizens can relate to that.

**Appendix K
Written Exercise 10**

Another local transportation priority is neighborhood safety. That might include:

- E. Safe routes to schools
- F. Crosswalk signals with flashing beacons
- G. Wider sidewalks and ADA improvements
- H. Bike lanes
- I. Improved access to parks and trails
- J. Speed controls

What's your reaction to this possible priority?

Response Category	Group 1	Group 2	Total
Very good idea	10	4	14
Good idea	3	6	9
Poor idea	--	--	--
Very poor idea	--	--	--

Why?

Very good/Good idea; n=23	
Group 1	<ul style="list-style-type: none"> ▪ [Good] Accomplishes two issues: student safety and traffic congestion. ▪ [Good] These things will help with this current issue to increase safety. ▪ [Good] This will ensure children and people walking and biking would be safer and may change the way people think about bikes. ▪ [Very good] All excellent suggestions ▪ [Very good] Improved safety, less accidents? Well being. ▪ [Very good] Kids!!! ▪ [Very good] Needed and beneficial ▪ [Very good] Safe routes to schools and safe biking options are needed. ▪ [Very good] Safety is critical to a livable city! ▪ [Very good] Should slow down the speeders in the neighborhood to a safer speed. ▪ [Very good] The neighborhoods are in need of better sidewalks and some streets could benefit from safety measures. ▪ [Very good] We are a family community. The city's safe walkability must be improved in neighborhoods #1 and walking routes in order to maintain that reputation and ensure families want to continue living here. ▪ [Very good] Who can argue against improved safety? School routes and safety of children is key.

Group 2	<ul style="list-style-type: none"> ▪ [Good] Generally I feel safety today is good. ▪ [Good] I like the idea of more bike lanes and reducing speeding on neighborhood streets. ▪ [Good] Improving pedestrian safety is important, especially for children. ▪ [Good] It's kind of a safe micromanaging factor but don't overdo it on the bike lanes. ▪ [Good] Sounds good. ▪ [Good] Speed control helps with foot traffic and traffic flow. ▪ [Very good] Crosswalks with flashing beacons work. Visibility is key. Sidewalk improvements are good for strollers, wheelchairs, people with kids, pets. ▪ [Very good] Draws attention to values which all parties should not take for granted, but tend to. ▪ [Very good] Pedestrian traffic is increasing, so focusing on how car traffic flows impact safety is crucial. ▪ [Very good] This is something the city can do something about.
Very poor/Poor idea; n=0	
Group 1	--
Group 2	--

What questions do you have?

Group 1

- Bike safety classes are needed for children/families
- How will areas be identified for safety upgrades?
- How would this be implemented and enforced? Where's the funding for that?
- How, where, how much will it cost me?
- How? I. How? J. Speed bumps? Police?
- No response
- No response
- No response
- No response
- No response
- What options have been considered by Tualatin?
- When can this work begin?
- Why isn't it done already?

Group 2

- Cost vs. other ideas?
- Cost?
- No response
- No response
- No response
- None
- None
- Which areas are the priorities? Where will these start? How is it decided what improvements goes where? How long will this take?

- Why have they not been working on this already?
- Wider sidewalks vs. extra lanes on the road?

**Appendix L
Written Exercise 11**

How much do you think the following projects can do to improve neighborhood traffic safety?

Response Category	A great amount	A good amount	Not too much	Not at all	No response
E. Safe routes to schools					
Group 1	5	7	1	--	--
Group 2	3	7	--	--	--
Total	8	14	1	--	--
F. Crosswalk signals with flashing beacons					
Group 1	9	3	1	--	--
Group 2	7	3	--	--	--
Total	16	6	1	--	--
G. Wider sidewalks and ADA improvements					
Group 1	3	6	4	--	--
Group 2	3	3	4	--	--
Total	6	9	8	--	--
H. Bike lanes					
Group 1	2	8	3	--	--
Group 2	4	3	1	2	--
Total	6	11	4	2	--
I. Improved access to parks and trails					
Group 1	4	4	3	2	--
Group 2	4	2	2	1	1
Total	8	6	5	3	1
J. Speed controls					
Group 1	8	3	1	1	--
Group 2	7	3	--	--	--
Total	15	6	1	1	--

Place a star (*) by the one that you think would do the most to improve neighborhood traffic safety.

Response Category	Group 1	Group 2	Total
E. Safe routes to schools	1	--	1
F. Crosswalk signals with flashing beacons	7	4	11
G. Wider sidewalks and ADA improvements	--	1	1
H. Bike lanes	--	--	--
I. Improved access to parks and trails	--	--	--
J. Speed controls	5	4	9
None starred	--	1	1

Why?

Safe routes to schools	
Group 1	<ul style="list-style-type: none"> ▪ Safety first
Group 2	--
Crosswalk signals with flashing beacons	
Group 1	<ul style="list-style-type: none"> ▪ Brighter crosswalks and more would make the community feel seen. ▪ Crosswalk safety is a priority. Especially when it's dark in Oregon at night. Very hard to see pedestrians. Any improvement is good. ▪ Drivers do not pay attention and fail to see someone waiting to cross. The light will make it more obvious. ▪ Flashing beacons are needed to catch the attention of distracted drivers who are rushing in dark and rainy conditions. ▪ I don't know if any of these will affect driver's behaviors, but they would maybe help the safety of pedestrians and cyclists. ▪ I hear a lot of talk from pedestrian that they don't feel safe and that there are several intersections that are not well marked and are dark. ▪ People sometimes don't pay attention to people crossing the roads.
Group 2	<ul style="list-style-type: none"> ▪ Crosswalks are dangerous at night and during rainy season. Flashing lights work. Speed machines work. ▪ Hard to see people crossing the road at night or people jumping out to beat traffic. ▪ I have witnessed how effective they can be in other cities. ▪ We do not have enough crosswalks today on busy side roads.
Wider sidewalks and ADA improvements	
Group 1	--
Group 2	<ul style="list-style-type: none"> ▪ Sidewalks get people off the road. Flashing beacon signals get drivers' attention immediately, and they hit the brakes.
Bike lanes	
Group 1	--
Group 2	--
Improved access to parks and trails	
Group 1	--
Group 2	--
Speed controls	
Group 1	<ul style="list-style-type: none"> ▪ If there are speed controls in neighborhoods, it would discourage cares from going through neighborhoods for shortcuts. ▪ People have more time to react to traffic hazards if there speed through neighborhoods is kept to a lower speed. ▪ Speed control would make these driving fast slow down, especially in residential areas with kids that are outside. ▪ Speed controls is tied for importance with crosswalk signals with flashing beacons in my opinion. Both increase walkability of the city of increase safety. Both add to quality of life. Love the thought of a pedestrian bridge. ▪ Speeding drivers using neighborhood streets is a very (perhaps most) dangerous issue for neighborhood children and pedestrians.
Group 2	<ul style="list-style-type: none"> ▪ If cars are slower there is less chance bikers and kids, dogs, etc. in the street will be hit. Speed controls is a better option than bike lanes as not all bikers stay in the lane.

	<ul style="list-style-type: none"> ▪ No response ▪ No response ▪ So much congestion when open speed is safety concern.
None starred	
Group 1	--
Group 2	<ul style="list-style-type: none"> ▪ Kids walking to school and the public seeking outdoor activities with families and pets are at highest risk of injury.

**Appendix M
Written Exercise 12**

Rank the following phrases from best (1) to worst (4) on how well they describe projects to improve neighborhood traffic safety in the city.

Response Category	Group 1 Mean ranking	Group 2 Mean ranking	Total Mean ranking
“Safe routes to schools”	2.8	3.4	3.1
“Brighter, safer crosswalks and sidewalks”	2.4	1.9	2.2
“Safe local streets, for pedestrians and cyclists of all ages”	2.1	2.2	2.1
“Investing in safe roads and sidewalks”	2.7	2.5	2.6

Add any comments about the phrase you ranked as best (1).

“Safe routes to schools”	
Group 1	<ul style="list-style-type: none"> ▪ As before: safety and less congestion ▪ No response ▪ Clear, concise—who can be opposed to improved safety for children? When you add cyclists to the wording, people will oppose it based on the arrogance of some cyclists.
Group 2	--
“Brighter, safer crosswalks and sidewalks”	
Group 1	<ul style="list-style-type: none"> ▪ I believe brighter, safer crosswalks will also make safe routes to schools. They go hand in hand, in my opinion. ▪ No response ▪ Having increased visibility at crosswalks has an obvious value to increased safety. ▪ Sundown during the winter leaves the crosswalks dark for too long. Especially during rush hour.
Group 2	<ul style="list-style-type: none"> ▪ Add smart intersections ▪ No response ▪ No response ▪ Safety is key
“Safe local streets, for pedestrians and cyclists of all ages”	
Group 1	<ul style="list-style-type: none"> ▪ Broad appeal ▪ It feels all inclusive. ▪ More families, children and adults need bike and walking access to town from neighborhoods. ▪ Safer streets for all is the best idea. ▪ All pedestrians need safe routes in all areas (not just schools) in order to create a walkable/livable city.
Group 2	<ul style="list-style-type: none"> ▪ It is specific in the goal of the project ▪ See prior page [<i>Kids walking to school and the public seeking outdoor activities with families and pets are at highest risk of injury.</i>] ▪ This statement is most representative

"Investing in safe roads and sidewalks"	
Group 1	<ul style="list-style-type: none"> ▪ Benefits all
Group 2	<ul style="list-style-type: none"> ▪ Covers more issues ▪ Gives best impression vs. other options.

Appendix N Written Exercise 13

From all of the local transportation projects discussed today, which ones are most important for Tualatin's future quality of life? // Why?

Group 1

- Access to money from our city is important. //The growth of the area is not slowing down. Congestion needs addressed and fixed. This will go hand in hand with safety.
- Traffic congestion // Limit road rage, cutting through neighborhoods, speed control, save time, help the environment.
- Improve throughout on Tualatin Sherwood Road and thus, increase safety in neighborhoods. // Keep traffic in areas where it is necessary and out of neighborhoods.
- Improvement to Tualatin Sherwood Road and Boones Ferry // With improvements here it should help out with the other roads.
- Widening our roads—adding lanes to Tualatin Sherwood Road and Martinazzi and Boones Ferry // it will reduce traffic congestion and our quality of life.
- Neighborhood speed controls. 2. Congestion on Tualatin Sherwood Road. 3. General pedestrian safety. // 1. Without safe neighborhoods, good families choose to live elsewhere which leads to reduced city funds, reduced community involvement, and a decline in livability. 2. Congestion is a source of irritation and avoidance of community movement.
- Reducing congestion, improving pedestrian safety. // The city is only going to continue to grow. So Tualatin needs to look to the future.
- Improved traffic flow // But in my opinion, the most important for the future is an anti-growth initiative coupled with improved flow to address this current situation.
- Traffic off I-5 // it is so bad.
- Dealing with congestion, all the while improving safety. I believe they go hand in hand. // Tualatin is a wonderful city with lots of appeal, thus I believe it will continue to see growth. Growth is only going to increase congestion and impact safety.
- Add lanes to Tualatin Sherwood Road and Boones Ferry Road. // This will reduce traffic in neighborhoods and will increase safety.
- The flow of Tualatin Sherwood Road // Have discussed. It divides the city and makes traveling hard and sometimes not worth the trouble.
- Completion of 124th Avenue bypass, safety for school students // Reduce local semi and other truck traffic in downtown and Boones Ferry.

Group 2

- Control speed for safety; more advance crosswalks/flashing lights // Hold individuals accountable
- Good traffic flow; safe cross walks and sidewalks; reduced traffic // Livability; air quality
- Crosswalk signals; sidewalks on overpass; roundabouts // Safely getting people around is most important.
- Bypass roads/transit; regional TriMet improvements // Most traffic in from outside Tualatin
- Alleviating congestion on main roads; improving neighborhood safety // Decrease time in idling cars=less pollution and happier citizens; fewer pedestrian/auto accidents and near misses
- Improving congestion areas in downtown, synchronized/smart lights; crosswalks // Safer town to life in.
- Roundabouts; bypass // Tualatin's population is not the problem it is the pass-through traffic from Beaverton/Sherwood to I-5 Portland commuters going south.

- Mass transit; congestion; beltway creation // Need a way for other towns to get I-5, not through Tualatin; MAX to downtown
- Smart intersections; in-sync signals; more roundabouts; lower speed limits // Smart intersections should help with traffic flow
- Congestion—roundabouts, yield sigs and bus pullouts; safety—speed sensors and electric signs

**Appendix O
Written Exercise 14**

Are there local transportation projects important enough that you would be willing to pay an additional \$100 per year in property tax?

Response Category	Group 1	Group 2	Total
Yes	10	5	15
No	--	3	3
Not sure	2	2	4

Why?

Yes	
Group 1	<ul style="list-style-type: none"> ▪ The decrease in livability now is not acceptable. Action is needed and money. ▪ These are improvement that need to happen as the problem will continue to worsen. ▪ It needs to be done. Although I think the City of Tualatin can do a better job with how they spend the dollars they already have. ▪ Since I hope to be in Tualatin for the next 15+ years, I want to see our city only get better. ▪ \$100 spread out for a year isn't too much for better roads. ▪ \$100 if it were to make a valid and significant difference is not too much for improved quality of life and safety. ▪ It would increase livability. But I'd want to be convinced it would dramatically help decrease congestion. ▪ It's worth the money for improvements. ▪ Traffic will otherwise push me out of Tualatin. I want to stay. ▪ Because it's for the future and needed now.
Group 2	<ul style="list-style-type: none"> ▪ Worth it, make life better ▪ Definitely! ▪ Small amount per person, but can make an impact ▪ Nothing comes for free. Local quality of living should be supported by property tax. ▪ It's worth it...
No	
Group 1	--
Group 2	<ul style="list-style-type: none"> ▪ Don't continue to waste the money you are now spending on old-school ideas ▪ It is important for quality of life. ▪ Too much. If it was \$50–75 that might work.
Not sure	
Group 1	<ul style="list-style-type: none"> ▪ Because I'm not sure how they will be accomplished, or what good they will do in the long run without dealing with the larger issue at hand. ▪ Don't pay property tax, but if did, yes. ▪ I rent. If I was a homeowner it would depend on the impact of the funds AND my income.
Group 2	<ul style="list-style-type: none"> ▪ Other forms of income. ▪ Would want to see list of projects and costs.

Is there another funding source you would prefer to support these local transportation priorities? Explain.

Group 1

- Available DOT, state, federal funds?
- Construction taxes on new developments should include expanded roadways.
- Existing state/city funds.
- Federal money? Honestly, I don't know
- I don't know the options.
- I don't see this is a possibility. It's our community.
- Local control is best. Also, look at diverting some existing tax dollars.
- No response
- No response
- No response
- ODOT—Oregon. USDOT—Washington DC
- One-time transportation tax for new homeowners to the area.
- State coffers.

Group 2

- A 2% sales tax in Tualatin—1% for services and schools. 1% for infrastructure improvements
- Builders of homes should have some fiscal responsibility for infrastructure of the city (road improvement, sewer system, etc.). Perhaps money from Sherwood and Wilsonville, as many of the vehicles in Tualatin are from those cities.
- Coordinated effort with surrounding communities experiencing the same difficulties to help fund bypasses and mass transit systems
- Gas tax? Many of the cars on our streets are not local residents. Out-of-towners should pay fair share for using our streets.
- Increase tax on corporations
- More police ticketing stop sign runners on Borland, speeders set a budget, get those speeders!
- No response
- Tax trucking to pay for beltway
- The white speeding/camera vans on side of roads preferable.
- Trucking industry

Appendix P

Written Exercise 15

What final message do you have for Tualatin's elected leaders about the City's transportation funding priorities?

Group 1

- Please think hard to what a long-term solution would be to our community. Growth will not stop, so be specific in deciding a solution. The funding will be much more likely with a specific plan and solution. Thank you.
- Something needs to be done about congestion.
- I want action on Tualatin Sherwood Road traffic flow problems. Money can come from taxes, from home owners, businesses and development companies that are profiting from growth.
- Stop adding new commercial business off Tualatin Sherwood Road and widen Tualatin Sherwood Road
- Help! It should be the top priority because many will leave the city if it does not improve.
- Certainly, something must be done, but it must be executed with a forward-thinking growth-oriented mindset. Have a strong data-backed plan in place in order to win votes. two-fold this congestion plan should encourage more walkability by creating safe walkable areas (Garden Corner, Boones Ferry crosswalks, neighborhoods, Sagert Overpass.)
- Fix now. Look forward as the city is only going to grow. Do not remain stagnant.
- Take care of flow issue, while limiting growth of housing development to create a lasting solution.
- Figure it out, get it done. Just do something. build the 99W connector!!!
- As a Tualatin resident who loves our city and wants to see it thrive, I hope to see improvements to road congestion and safety very soon. As a property owner and taxpayer, I hope that this is a priority for our leadership.
- Fix it now!!! No 10-year feasibility studies like the I-5 bridge project. 2. Plan for the future!!! This may mean limiting commercial/residential development.
- The flow of traffic has to stay steady and consistent on all major roads. If this means widening roads, then that needs to happen.
- What projects are shovel-ready? When will 124th to Wilsonville be completed?

Group 2

- Generate income by ticketing lawbreakers (especially those passing through); increase safety with crosswalk beacons; improve flow with timed lights; bigger project plan: roundabouts
- Get a plan that is effective before it gets out of hand (California)
- If there is a bond request, I would like to see specific language of what they want to accomplish. For example, "synchronized signals along Martinazzi from Boones Ferry to Sagert" vs. "synchronized signals." Alleviating congestion should be the top priority. Roundabouts are a great idea.
- It isn't a funding issue, it's a planning issue. The City needs to think more clearly about what they have done wrong in the past.
- Neighborhood safety; limit pass-through traffic; make bike lanes; move street lights; safe crosswalks
- Please, research and evaluation! Roundabouts, MAX line, beltway
- Traffic cameras to raise more money for traffic control. These should be all over town. In-sync signals
- Use money wisely; don't make Tualatin residents pay for all city road improvements. Spread out the pain; improve mass transit
- We need to take action on traffic. Not only on how we improve traffic, but also encourage ease of use of other forms of transportation. Pedestrians, etc.

- Work on longer-term solutions and better strategic planning to include working with cities directly affecting our challenges to possibly come up with a master plan to cover commuter and local traffic.

Response Category	Congestion	Safety
Group 1	50%	50%
	60%	40%
	70%	30%
	50%	50%
	60%	40%
	60%	40%
	50%	50%
	65%	35%
	75%	25%
	40%	60%
	90%	10%
	70%	30%
	50%	50%
	Mean	61%
Response Category	Congestion	Safety
Group 2	75%	25%
	80%	20%
	80%	20%
	40%	60%
	75%	25%
	10%	90%
	70%	30%
	50%	50%
	100%	0%
	60%	40%
Mean	64%	36%

**Appendix Q
Annotated Questionnaire**

**Barney Worth Tualatin GO Bond Survey
December 14-18, 2017
Tualatin residents
N=302; margin of error ±5.7%
12 minutes**

**DHM Research
Project #00680**

Hello, I'm _____ from DHM Research, a public opinion firm in Portland. I am not selling anything. We're conducting a survey about community issues that concern voters in Tualatin.

Voter sample: May I speak to _____? [SPEAK TO NAME ON LIST. IF UNAVAILABLE, SCHEDULE CALL BACK]

RDD sample: Ask to speak with male/female age 18+ (or specific gender and age needed for quota) and **continue with S1A and S1B**

S1. Are you 18 years or older?

Response Category	n=302
Yes	100%
No - May I speak with someone in the household who is 18 or older?	--

S2. Are you registered to vote in Oregon?

Response Category	n=302
Yes	100%
No	--
(Don't ask) Refused	--

S3. Do you live in the City of Tualatin?

Response Category	n=302
Yes	100%
No	--
(Don't ask) Refused	--

WARM UP AND GENERAL ISSUES

1. All in all, would you say that things in Tualatin are headed in the right direction, or off on the wrong track?

Response Category	n=302
Right direction	76%
Wrong track	16%
(DON'T READ) Don't know	8%

BALLOT TEST

I would like to read a possible bond measure the City of Tualatin may put on the ballot in 2018. It reads:

Shall the City of Tualatin issue up to \$14 million of General Obligation bonds to construct projects to reduce traffic congestion and improve neighborhood traffic safety?

2. As of today, would you vote for this measure, or against it? **(Wait and ask if feel that way strongly/somewhat)**

Response Category	n=151
Strongly for	34%
Somewhat for	27%
Somewhat against	12%
Strongly against	13%
(DON'T READ) Don't know	15%

3. **(If don't know on Q2)** As of today would you lean toward voting for, or lean against this measure?

Response Category	n=22
Lean toward	n=7
Lean against	n=2
(DON'T READ) Don't know	n=13

Response Category	n= 151
Total for	65%
Strongly for	34%
Somewhat for	27%
Lean for	5%
Total against	26%
Lean against	1%
Somewhat against	12%
Strongly against	13%
(DON'T READ) Don't know	9%

4. A \$14 million General Obligation Bond would cost \$100 per year for an average Tualatin home with a taxable value of \$265,000. Knowing this, would you vote for the measure or against it? **(Wait and ask if feel that way strongly/somewhat)**

Response Category	n=151
Strongly for	40%
Somewhat for	24%
Somewhat against	13%
Strongly against	16%
(DON'T READ) Don't know	9%

5. **(If don't know on Q4)** As of today would you lean toward voting for, or lean against this measure?

Response Category	n=13
Lean toward	n=5
Lean against	n=1
(DON'T READ) Don't know	n=7

Response Category	n=151
Total for	66%
Strongly for	40%
Somewhat for	24%
Lean for	3%
Total against	29%
Lean against	1%
Somewhat against	13%
Strongly against	16%
(DON'T READ) Don't know	5%

(Split Sample B: Q6-Q8)

I would like to read a possible bond measure the City of Tualatin may put on the ballot in 2018. It reads:

Shall the City of Tualatin issue up to \$28 million of General Obligation bonds to construct projects to reduce traffic congestion and improve neighborhood traffic safety?

6. As of today, would you vote for this measure, or against it? **(Wait and ask if feel that way strongly/somewhat)**

Response Category	n=151
Strongly for	33%
Somewhat for	35%
Somewhat against	10%
Strongly against	8%
(DON'T READ) Don't know	13%

7. **(If don't know on Q6)** As of today would you lean toward voting for, or lean against this measure?

Response Category	n=20
Lean toward	n=4
Lean against	n=5
(DON'T READ) Don't know	n=11

Response Category	n= 151
Total for	71%
Strongly for	33%
Somewhat for	35%
Lean for	3%
Total against	21%
Lean against	3%
Somewhat against	10%
Strongly against	8%
(DON'T READ) Don't know	7%

8. A \$28 million General Obligation Bond would cost \$200 per year for an average Tualatin home with a taxable value of \$265,000. Knowing this, would you vote for the measure or against it? **(Wait and ask if feel that way strongly/somewhat)**

Response Category	n=151
Strongly for	29%
Somewhat for	28%
Somewhat against	15%
Strongly against	18%
(DON'T READ) Don't know	9%

9. **(If don't know on Q8)** As of today would you lean toward voting for, or lean against this measure?

Response Category	n=14
Lean toward	n=4
Lean against	n=2
(DON'T READ) Don't know	n=8

Response Category	n= 151
Total for	60%
Strongly for	29%
Somewhat for	28%
Lean for	2%
Total against	35%
Lean against	2%
Somewhat against	15%
Strongly against	18%
(DON'T READ) Don't know	5%

(ASK ALL)

Next, I will read to you some reasons people have given to support the proposed measure. For each reason, please tell me if you think it is a very good, good, poor, or very poor reason to support the measure

(Randomize Q10-Q13)

Response Category	Very good	Good	Poor	Very Poor	Don't know
10. Traffic congestion in Tualatin is getting worse and worse. We need to take action to improve our local roads so we don't waste even more time sitting in our cars.	44%	39%	12%	3%	2%
11. Because of traffic congestion on the main roads, cars are cutting through neighborhood side streets. We need to address congestion on these main roads so our neighborhood streets are quiet and safe.	47%	36%	11%	4%	2%

Response Category	Very good	Good	Poor	Very Poor	Don't know
12. Our local economy depends on businesses being able to move products and employees getting to work on time. Improving the roads in Tualatin and reducing traffic congestion is necessary for a strong local economy and jobs.	34%	45%	13%	5%	3%
13. This bond provides new funds to make neighborhood safety improvement for pedestrians, such as flashing signals at crosswalks, and sidewalks on routes to schools, and better street lighting.	40%	40%	15%	4%	1%

Here are some reasons people have given to oppose the proposed measure. For each reason, please tell me if you think it is a very good, good, poor, or very poor reason to oppose the measure (**Randomize Q14-Q17**)

Response Category	Very good	Good	Poor	Very poor	Don't know
14. I just cannot afford any more taxes	26%	40%	22%	9%	2%
15. Tualatin is growing too fast and becoming too crowded. Building new streets, and expanding existing roads, will only encourage more population growth.	7%	17%	44%	29%	2%
16. The biggest cause of increased traffic congestion in Tualatin is large businesses moving into the city. Most of their employees live elsewhere, but use Tualatin's roads to get to work. These businesses should pay more for transportation improvements before increasing taxes on homeowners.	21%	33%	28%	13%	6%
17. The truth is traffic in Tualatin is not going to get any better. We can expand roads, but they will soon be filled up again. We shouldn't waste taxpayer money. It would be better to spend that money on other priorities, such as police, parks, and schools.	13%	25%	37%	20%	4%

18. How serious are traffic congestion problems in Tualatin these days: very serious, somewhat serious, not too serious, or not at all serious?

Response Category	n=302
Very serious	42%
Somewhat serious	49%
Not too serious	8%
Not at all serious	1%
(DON'T READ) Don't know	1%

19. The following is a list of methods to reduce traffic congestion in Tualatin. Which do you think would be the most effective? **(Randomize)**

Response Category	n=302
Synchronized signals	37%
Reconfigure intersections along Tualatin-Sherwood Road to improve traffic flow	27%
Signals or roundabouts to replace intersections that have stop signs	13%
Use bond proceeds to leverage County and State funds for projects to relieve congestion	11%
Pullout lanes so buses don't impede traffic	6%
(DON'T READ) Don't know	5%

20. How serious are neighborhood traffic safety problems in Tualatin these days? Very serious, somewhat serious, not too serious, not at all serious?

Response Category	n= 302
Very serious	14%
Somewhat serious	41%
Not too serious	35%
Not at all serious	10%
(DON'T READ) Don't know	0%

21. The following is a list of methods to improve neighborhood traffic safety in Tualatin. Which do you think would be the most effective? **(Randomize)**

Response Category	n=302
Crosswalk signals and flashing beacons on the city's busiest streets.	33%
Speed controls, such as speed bumps on neighborhood streets, reduced speed limits, and cameras that enforce speed limits.	25%
Safe routes to schools, such as adding sidewalks and improving crosswalks in areas where students walk to school.	21%
Wider sidewalks and ADA improvements for people with limited mobility.	7%
Bike lanes	1%
(DON'T READ) Don't know	11%

BALLOT RETEST

Sometimes people change their minds after hearing more about a measure. Let me read the proposed measure one more time.

(Split Sample A: Q22-Q23)

I would like to read a possible bond measure the City of Tualatin may put on the ballot in 2018. It reads:

Shall the City of Tualatin issue up to \$14 million of General Obligation bonds to construct projects to reduce traffic congestion and improve neighborhood traffic safety?

22. As of today, would you vote for this measure, or against it? **(Wait and ask if feel that way strongly/somewhat)**

Response Category	n=151
Strongly for	42%
Somewhat for	23%
Somewhat against	13%
Strongly against	14%
(DON'T READ) Don't know	7%

23. **(If don't know on Q23)** As of today would you lean toward voting for, or lean against this measure?

Response Category	n=11
Lean toward	n=1
Lean against	n=2
(DON'T READ) Don't know	n=8

Response Category	n= 151
Total for	66%
Strongly for	42%
Somewhat for	23%
Lean for	1%
Total against	29%
Lean against	1%
Somewhat against	13%
Strongly against	14%

(Split Sample B: Q24-Q25)

I would like to read a possible bond measure the City of Tualatin may put on the ballot in 2018. It reads:

Shall the City of Tualatin issue up to \$28 million of General Obligation bonds to construct projects to reduce traffic congestion and improve neighborhood traffic safety?

24. As of today, would you vote for this measure, or against it? **(Wait and ask if feel that way strongly/somewhat)**

Response Category	n=151
Strongly for	33%
Somewhat for	27%
Somewhat against	18%
Strongly against	16%
(DON'T READ) Don't know	5%

25. **(If don't know on Q25)** As of today would you lean toward voting for, or lean against this measure?

Response Category	n=8
Lean toward	n=2
Lean against	n=1
(DON'T READ) Don't know	n=5

Response Category	n= 151
Total for	62%
Strongly for	33%
Somewhat for	27%
Lean for	2%
Total against	35%
Lean against	1%
Somewhat against	18%
Strongly against	16%
(DON'T READ) Don't know	3%

(ASK ALL)

DEMOGRAPHICS

The following questions make sure we have a valid sample of the community. It's important that I collect answers to each question. Please keep in mind your responses are confidential.

26. Do you own or rent your home?

Response Category	n=302
Own	90%
Rent	8%
Other (specify)	0%
Refused	2%

27. In what year were you born? [COLLECT NUMERIC RESPONSE – CODE INTO CATEGORIES BELOW]

Response Category	n=302
18-24	1%
25-34	13%
35-54	32%
55-64	18%
65+	26%
Refused	10%

28. What is the highest level of education you have completed?

Response Category	n=302
Less than high school	--
High school diploma	8%
Some college / 2-year degree	17%
College degree / 4-year degree	44%
Graduate/professional school	29%
(DON'T READ) Refused/Missing	2%

29. What was your total household income in 2017?

Response Category	n=302
Less than \$25,000	2%
\$25,000 to less than \$50,000	6%
\$50,000 to less than \$75,000	18%
\$75,000 to less than \$100,000	19%
\$100,000 to less than \$150,000	21%
\$150,000 or more	15%
(DON'T READ) Refused/Missing	20%

30. How many years have you lived in Tualatin?

Response Category	n=302
Less than 5	29%
5-10	24%
11-20	21%
21+	25%
(DON'T READ) Refused/Missing	2%

31. When it comes to politics and elections, do you consider yourself more of Democrat, Republican, and non-affiliated voter, or something else?

Response Category	n=302
Democrat	40%
Republican	34%
Non-affiliated/something else	18%
(DON'T READ) Refused/Missing	8%

32. Do you describe your gender as: **(PHONE ASK)**

Response Category	n=302
Male	48%
Female	52%
Non-binary or gender non-conforming	--
(DON'T READ) Refused/Missing	--

Observed gender (if Q32=3, non-binary THEN interviewer code by observation) Observe and record as separate A/B variable for Male or Female. Include as part of overall Male/Female quotas.

Response Category	n=302
Male	48%
Female	52%
(DON'T READ) Refused/Missing	--



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Richard Mueller, Parks and Recreation Manager
Paul Hennon, Community Services Director

DATE: 01/22/2018

SUBJECT: Parks and Recreation Master Plan Update

ISSUE BEFORE THE COUNCIL:

The Council will receive a status report on the Parks and Recreation Master Plan Update Project with a focus on the Community Outreach themes.

EXECUTIVE SUMMARY:

The Parks and Recreation Master Plan Update Project was initiated in July of 2017 and has now progressed through several phases. This status report will inform Council of the project schedule and focus on the seven major themes that emerged from the Community Outreach Phase.

Project Phases Completed To-Date and/or In-Process:

- System Inventory and Analysis
- Public Involvement and Outreach
- Needs Assessment
- ADA Assessment and Transition Plan

The attached PowerPoint presentation provides an overview of the phases of work completed or in-process. For summaries and detailed reports on each phase of the project, see the project website at:

<https://www.tualatinoregon.gov/recreation/webforms/parks-recreation-master-plan-update>.

Community Outreach Themes

The most prominent community outreach themes that emerged from public involvement and outreach activities include:

- Parks and recreation are important to Tualatin's quality of life.
- Trail connections and trail activities are a priority for community members.
- There is a need for improved facilities and expanded capacity for sports.
- A multi-use indoor facility is desired to support a variety of community interests and needs.

- Community members desire stronger, inclusive communications and marketing from the City and Community Services Department.
- A greater variety of activities and programs is needed to meet the needs and interests of people of all ages and cultures.
- Community members highly value Tualatin's natural resources and want access to natural features, especially the river, for recreation.

Next Steps

The immediate next steps consist of preparing Preliminary Recommendations and reviewing them with the Project Advisory Committee and the City Council during the winter and spring.

Development of Preliminary Recommendations will require MIG, staff, the Policy Advisory Committee, and ultimately the Council to address competing priorities for trails, parks, natural areas, major indoor and outdoor facilities, and the future focus of recreation programming that the city can reasonably strive to achieve by the 2035 timeframe for this master plan.

Work will continue on the ADA Assessment and Transition Plan through the winter and spring. This summer and fall, funding and preparation of an action plan will be completed, and final plan review and adoption will be completed in the late summer and fall.

Attachments: [PowerPoint Presentation](#)



PARKS AND RECREATION MASTER PLAN

CITY COUNCIL WORK SESSION

Monday, January 22, 2018



Meeting Agenda

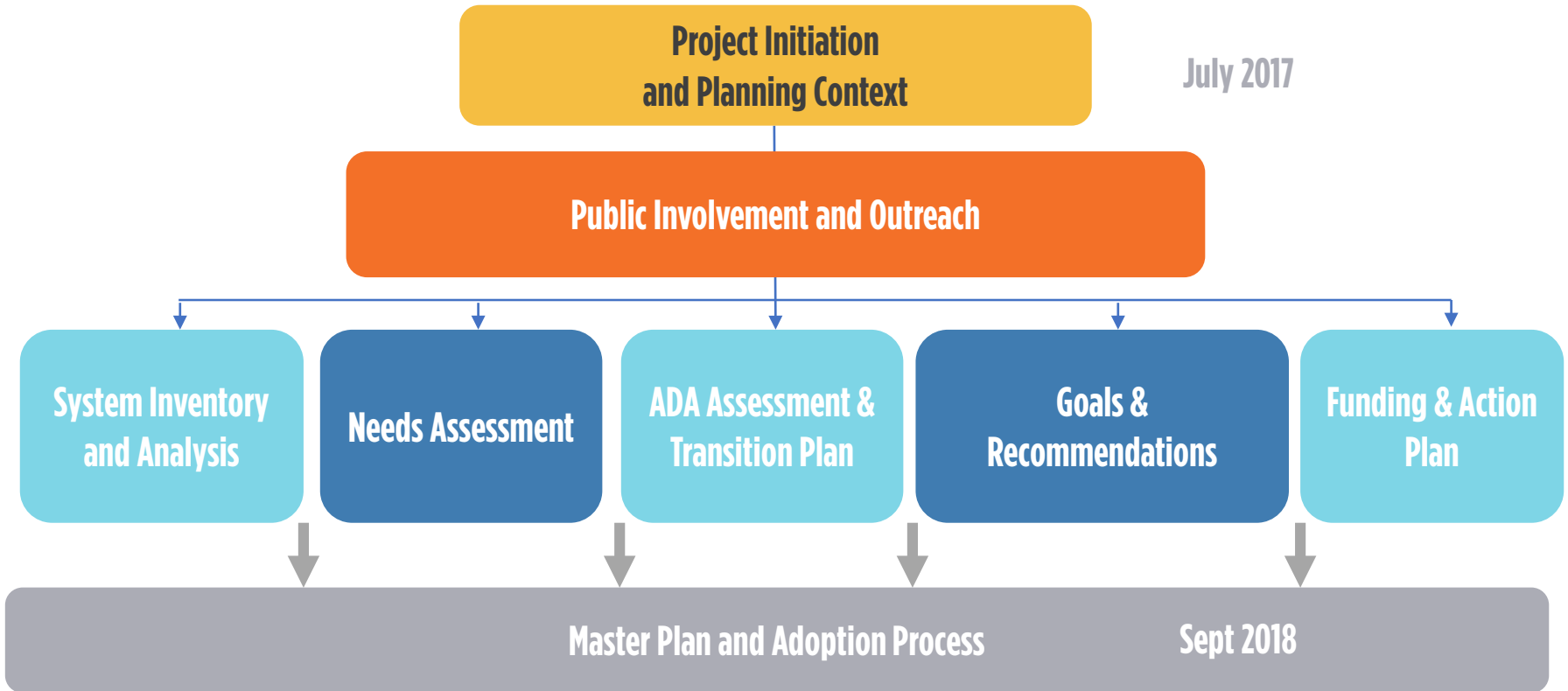
- I. Project Update
- II. Community Outreach Highlights
- III. Next Steps



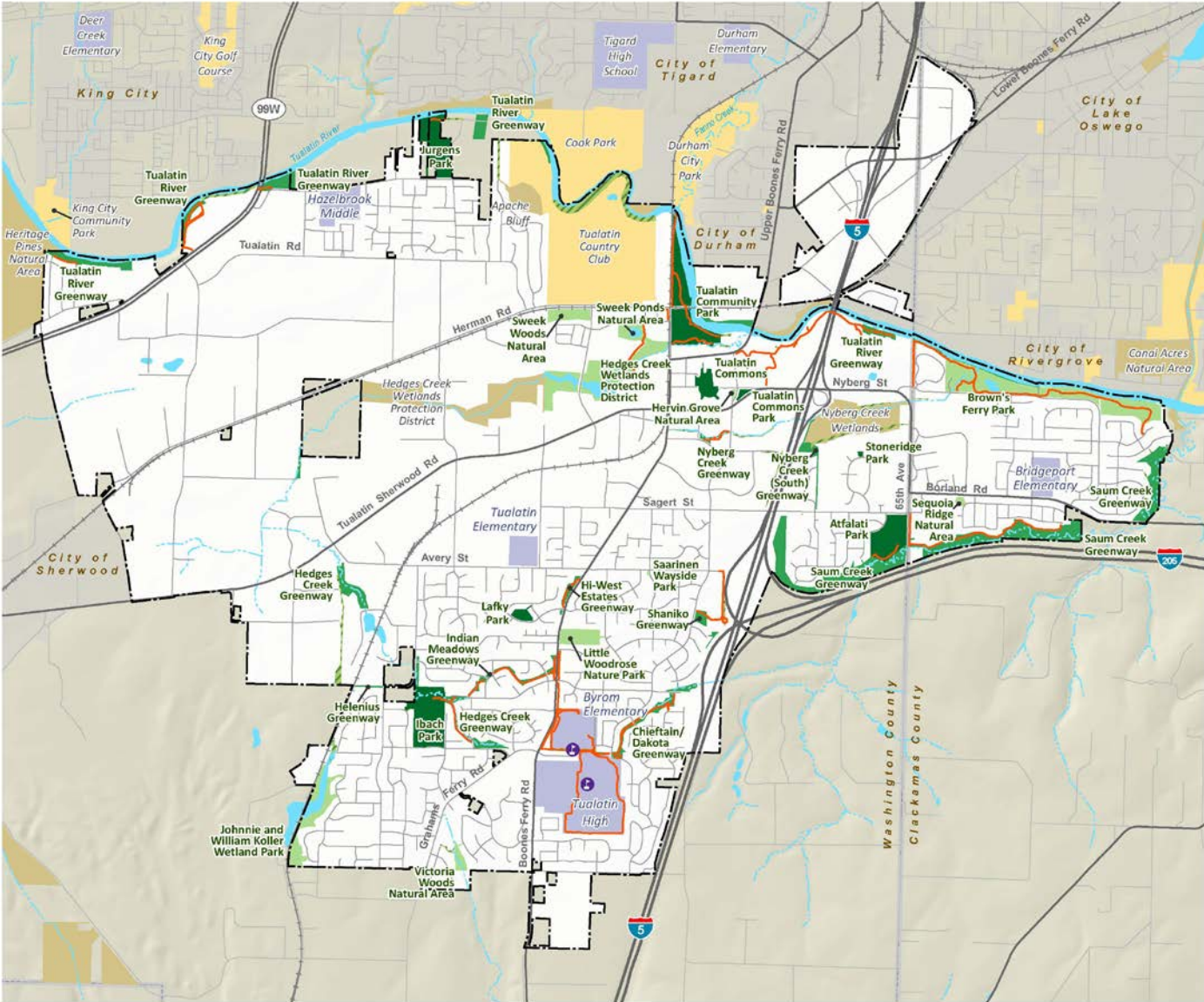
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Parks and Recreation

PROJECT UPDATE

Planning Process



Parks, Natural Areas, and Recreation Resources



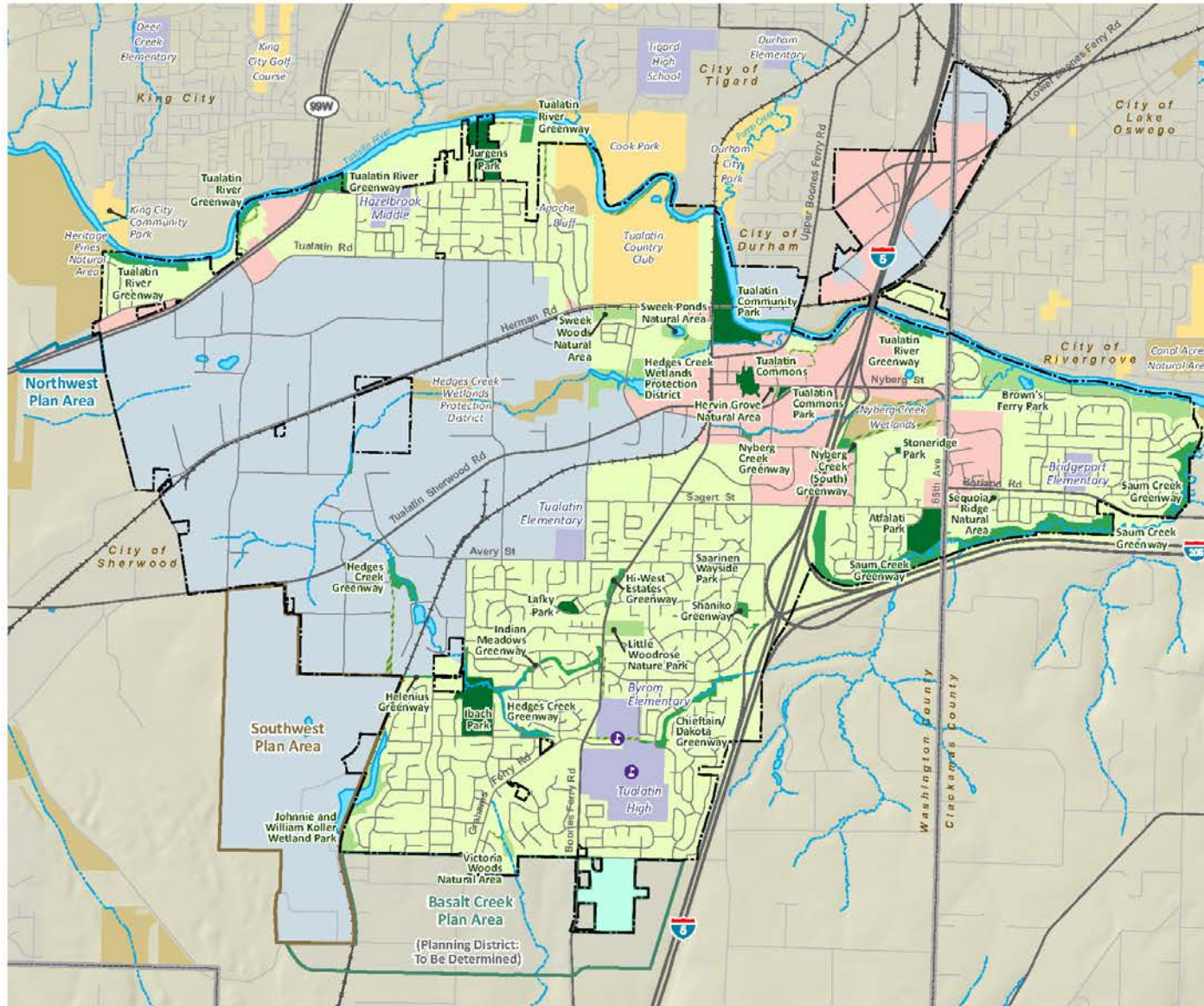
Park and Recreation Service Area (2035)



Parks & Recreation Master Plan

City of Tualatin

Map 2: Park and Recreation Service Area (2035)



- | | |
|------------------------|---------------------------|
| Planning Areas | Planning Districts |
| Southwest Plan Area | Residential |
| Northwest Plan Area | Commercial |
| Basalt Creek Plan Area | Industrial |
| | Institutional |
| | To Be Determined |

- Tualatin Park and Recreation Facilities**
- Parks
 - Greenways
 - Natural Parks & Areas
 - Shared Use Paths
 - School Joint-Use Facilities

- Other Park and Natural Areas**
- Other Developed Parks and Recreation Areas
 - Other Greenways and Natural Areas
 - Tigard-Tualatin District Schools

- Base Map Features**
- Tualatin City Boundary
 - County Boundary
 - Freeways/Highways
 - Major Arterials
 - Local Streets
 - Railroads
 - Streams
 - Rivers and Waterbodies

M I G Date: October 2017
 Sources: City of Tualatin, Parks and Recreation, 2017; Metro Regional Government 2017; Oregon Spatial Data Library, State of Oregon, 2017.

Disclaimer: This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is".





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Parks and Recreation

COMMUNITY OUTREACH HIGHLIGHTS

Community Outreach

- Online Questionnaire
- Pop Up Activities
- Focus Groups
- Hispanic/Latino Outreach and Focus Group
- Stakeholder Interviews
- Park and Greenway Walks
- Total Public Involvement 2,892 People

Upcoming

- Community Workshop and Online Forum
- Draft Plan Review Forum

Community Outreach Themes

- Parks and recreation are important to Tualatin's quality of life.
- Trail connections and trail activities are a priority for community members.



Community Outreach Themes

- There is a need for improved facilities and expanded capacity for sports.
- A multi-use indoor facility is desired to support a variety of community interests and needs.
- Community members desire stronger, inclusive communications and marketing from the City and Community Services Department.

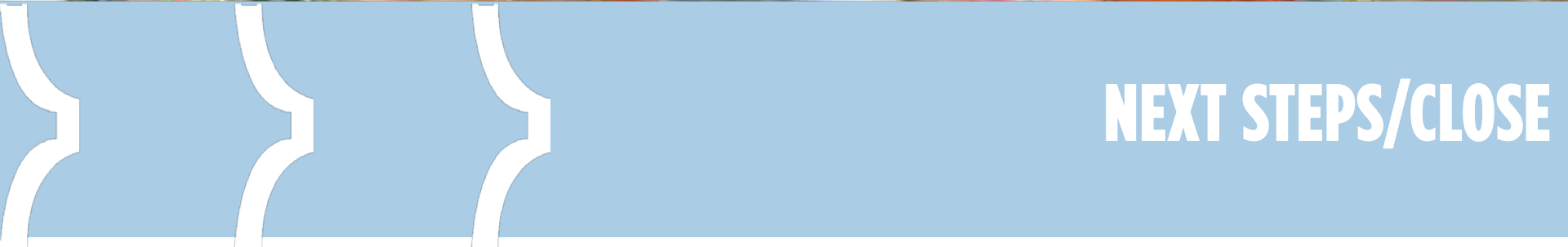
Community Outreach Themes

- A greater variety of activities and programs is needed to meet the needs and interests of people of all ages and cultures.
- Community members highly value Tualatin's natural resources and want access to natural features, especially the river, for recreation.





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Parks and Recreation



NEXT STEPS/CLOSE

Next Steps

- Recommendations (Winter/Spring)
 - MIG and staff will develop Preliminary Recommendations
 - Project Advisory Committee (PAC) will review Preliminary Recommendations
 - Council will review and provide direction on the Preliminary Recommendations which will then become Draft Recommendations
- Continued ADA Evaluation and Prioritization (Ongoing)
- Funding and Action Plans (Summer/Fall)
- Plan Review and Adoption (Summer/Fall)



PARKS AND RECREATION MASTER PLAN

CITY COUNCIL WORK SESSION

Monday, January 22, 2018

