



Memorandum

Date: February 25, 2024
To: City of Tualatin
From: Katie Selin and Katie Mangle, Alta Planning + Design
Subject: Phase 2 Tualatin TSP Engagement Summary

Introduction

The Tualatin Transportation System Plan Update provides an opportunity for public comment as required by Oregon Transportation Planning Rule. This memo details the results of the Tualatin Transportation System Plan Update Phase 2 engagement efforts, which are based around the four distinct phases of the project:

1. **Recruit**- Build our project contact list and awareness of the TSP
2. **Listen and Learn**- Broad engagement, focus groups, workshop, awareness campaign, survey
3. **Reflect**- Connect the dots. What did we hear? Share draft project recommendations.
4. **Refine**- Share the draft plan and updated project recommendations. Are we on track? What did we miss?

In addition, the Tualatin Transportation System Plan project seeks to make a special effort to ensure underserved populations, as identified in OAR 660-012-0125, are offered a meaningful opportunity to inform the planning process and project outcomes. This report outlines the activities that took place during the Phase 1-2 Tualatin TSP engagement process and summarizes key takeaways. The following table summarizes the events that took place during the Tualatin TSP engagement process.

	Viva Tualatin	National Night Out	Pumpkin Regatta	TSP Open House	Focus Groups	Project Survey Feedback
Location	<i>Atfalati Park</i>	<i>Stoneridge Park</i>	<i>Tualatin Commons</i>	<i>Tualatin Library</i>	<i>Zoom</i>	<i>Online</i>
Timeframe	<i>8/22/23</i>	<i>8/7/23</i>	<i>10/22/23</i>	<i>11/1/23</i>	<i>11/4, 11/6, 11/9</i>	<i>10/9-11/10</i>
Participants	<i>Approx 100</i>	<i>Approx 50</i>	<i>Approx 300</i>	<i>Approx 40</i>	<i>23</i>	<i>202</i>

Project Survey Feedback

The Tualatin TSP Survey was open for public comment between 10/9 and 11/10, through an online portal and in print. Community members learned about the survey through yard signs posted around Tualatin, the City newsletter and email list outreach, an ad in Tualatin Life, a utility bill announcement, a large banner on Tualatin-Sherwood Rd, targeted engagement from community liaisons, and through promotion during the in-person TSP Open House event. Community members shared their current travel modes and weighed in on what their priorities are for the future of transportation in Tualatin through a set of seven questions. At the end of the survey, community members optionally shared demographic information to help the project team better understand the audience of the survey. In total, 202 community members provided their input on the project survey.

Current and Aspirational Mode-Use Frequency

Questions 1 and 2 of the TSP Survey asked community members how frequently they travel to places they need to go or for recreation, using a range of travel modes including:

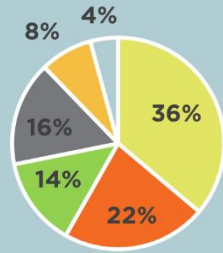
- Walk
- Roll in a wheelchair or use another assistive device
- Bike/E-bike Scooter/E-Scooter
- Public Transit (TriMet, SMART, school bus, Ride Connection Shuttle)
- Drive my own Car or Truck
- Carpool
- Motorcycle or Motor Scooter
- Taxi, Lyft, or Uber

Comparing the modes community members currently use to travel with the modes that they want to use to travel can reveal where mode-specific investments can be made in Tualatin's transportation system. There may be certain transportation modes community members do not use currently that they would prefer to use if given the opportunity. The following sections compare current and aspirational travel frequency by travel mode excluding rolling in a wheelchair or using another assistive device, a comparison that may not be informative for this analysis. Overall, Tualatin residents would like to be able to walk, bike, and take transit more frequently and drive less frequently than they do today.

Walk

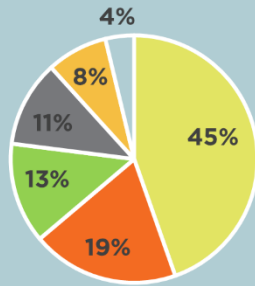
Figures 1-3. Current and aspirational walk frequency

Current: Walk

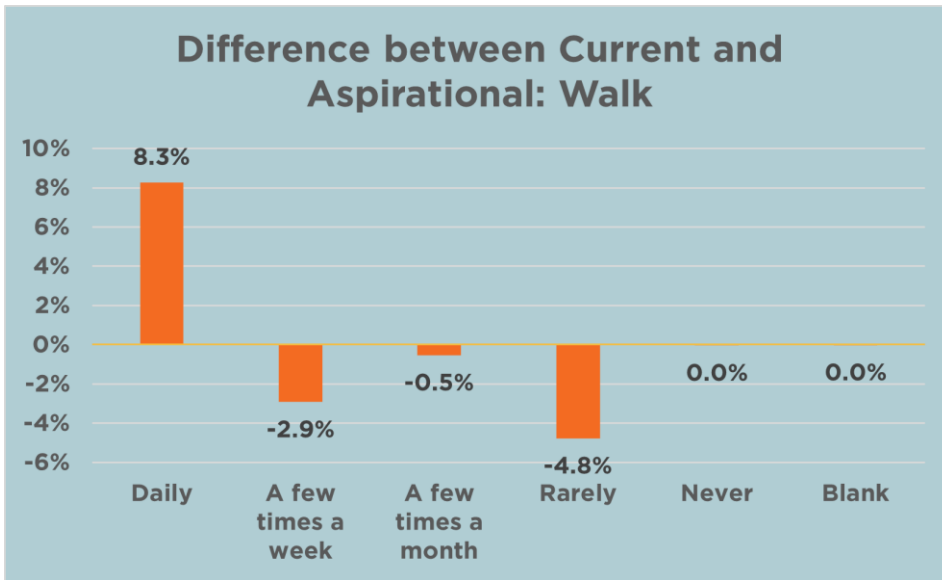


- Daily
- A few times a week
- A few times a month
- Rarely
- Never
- Blank

Aspirational: Walk



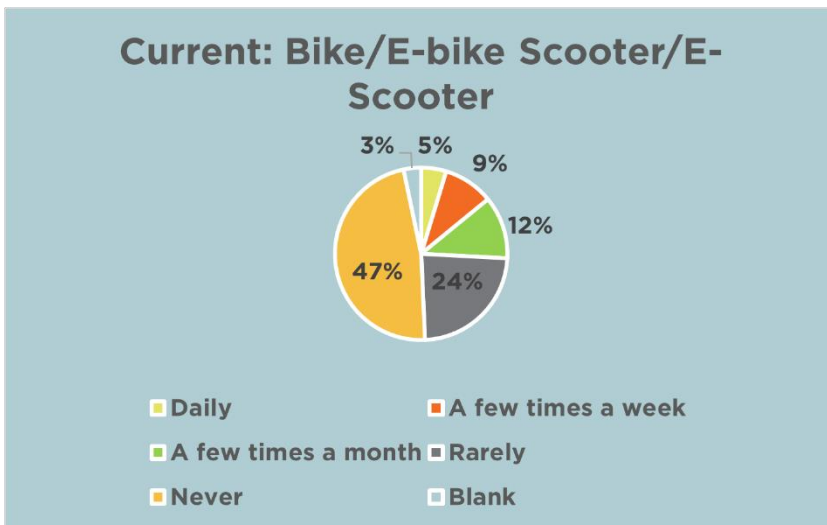
- Daily
- A few times a week
- A few times a month
- Rarely
- Never
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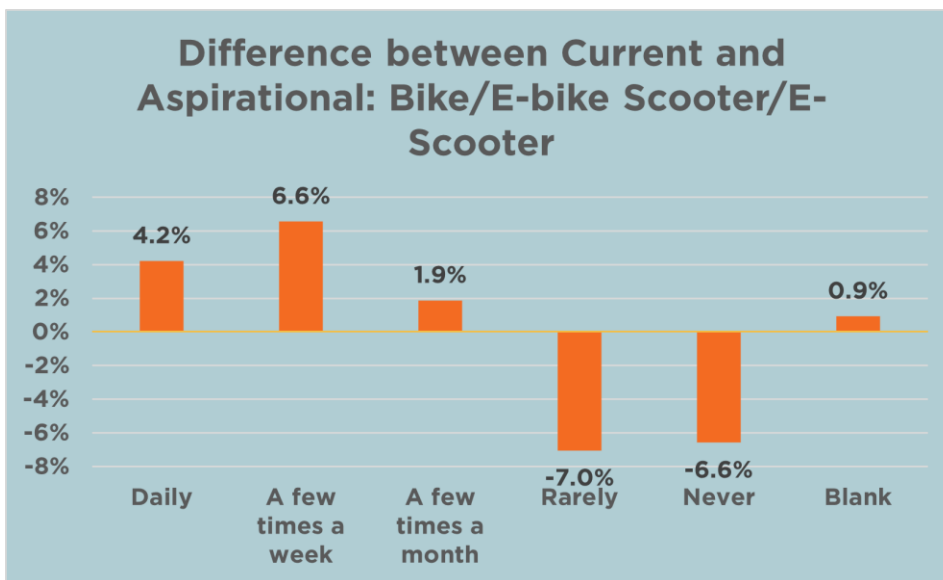
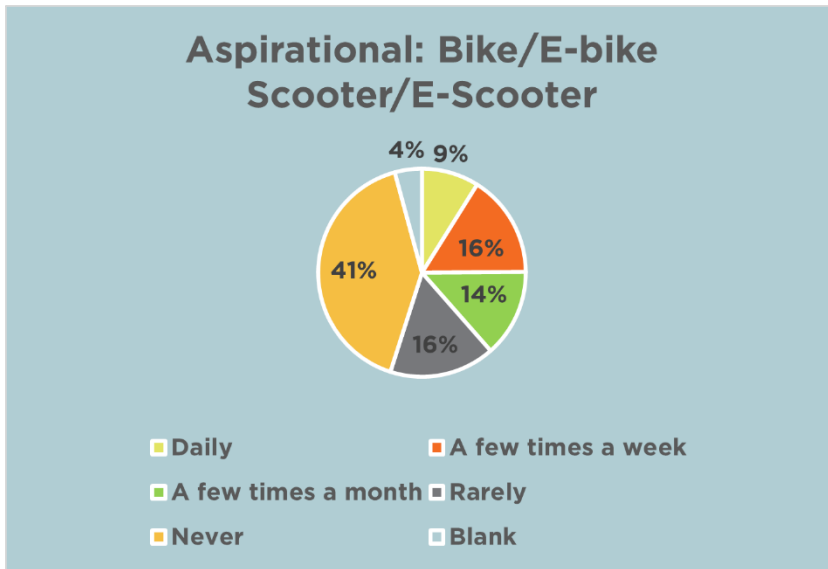


Of all the transportation modes, walking showed the greatest increase of those wanting to walk “daily” in comparison to their current behavior, from 36% to 45%, an 8% increase. The increase in those wanting to walk daily mostly came from people who had initially indicated that they walk rarely, which decreased by 5%.

Bike/E-bike Scooter/E-Scooter

Figure 4-6. Current and aspirational Bike/E-bike or Scooter/E-Scooter frequency

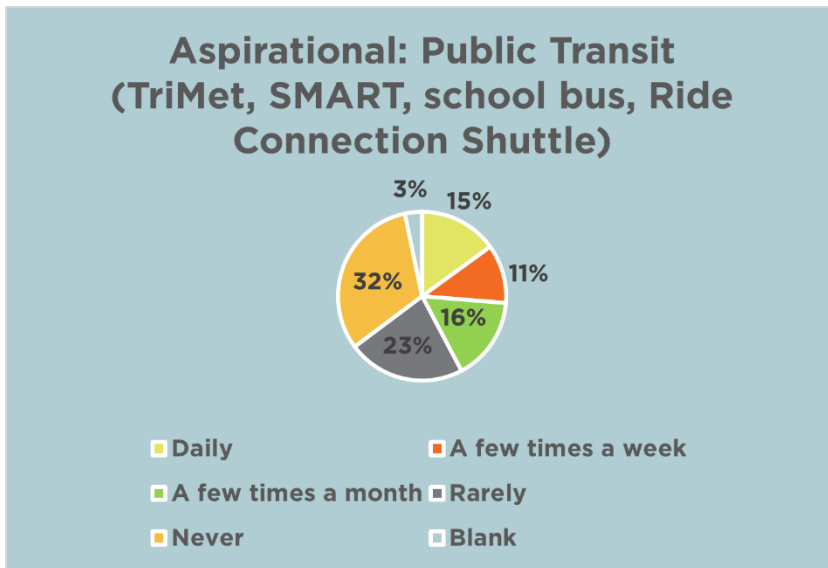
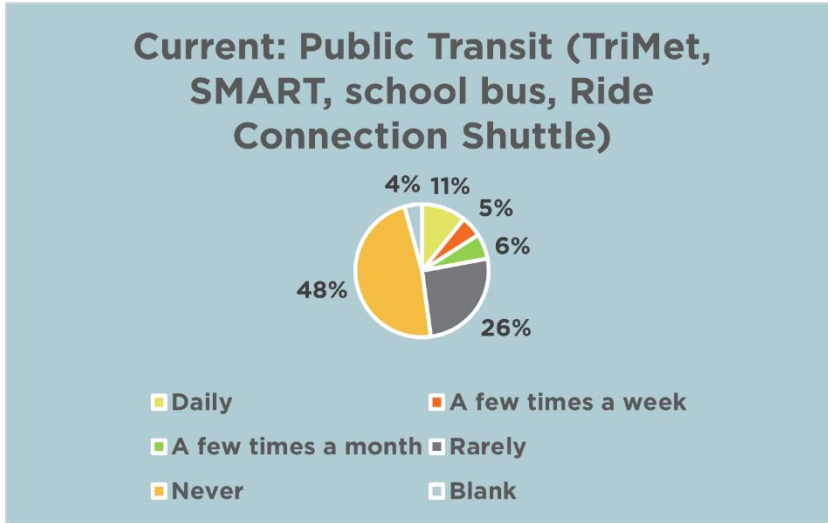


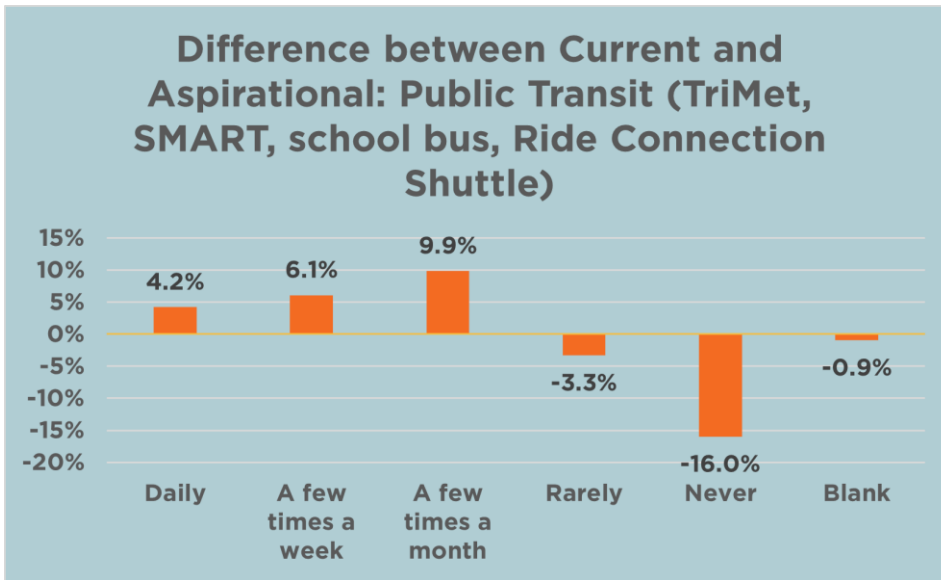


The greatest increase among frequencies for traveling by bicycle or scooter was for a “a few times a week,” which increased 7% between current and aspirational. Other frequencies, “daily” and “a few times a week” increased slightly by 4% and 2% respectively, while “rarely” and “never” showed decreases between current and aspirational

Public Transit (TriMet, SMART, school bus, Ride Connection Shuttle)

Figure 7-9. Current and aspirational public transit frequency

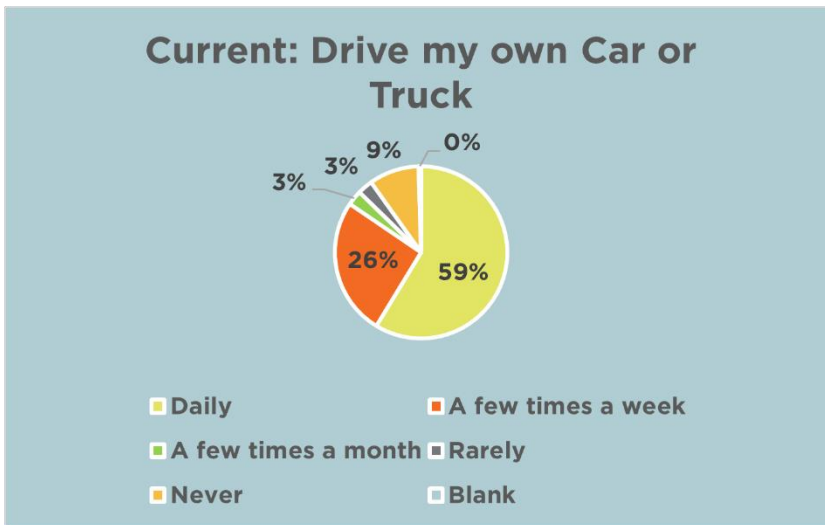


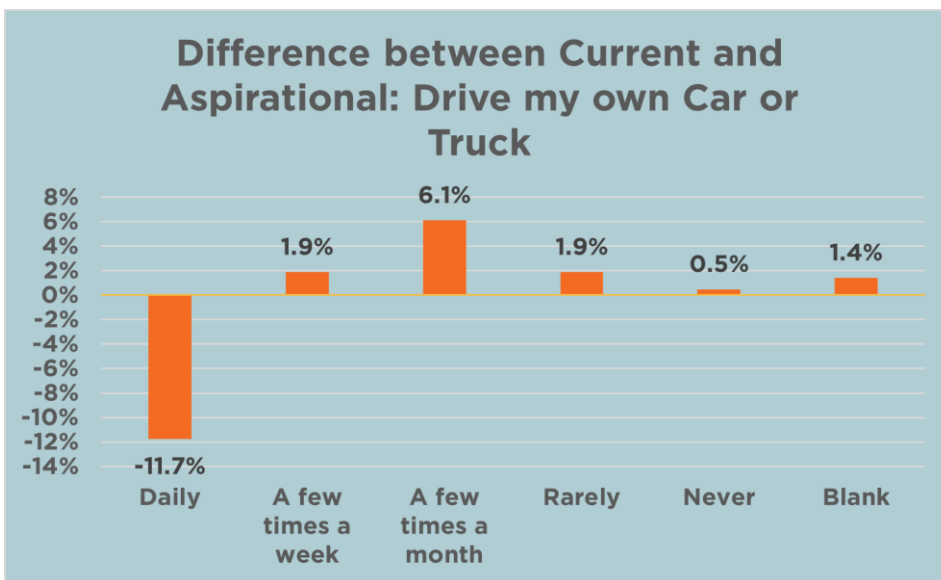
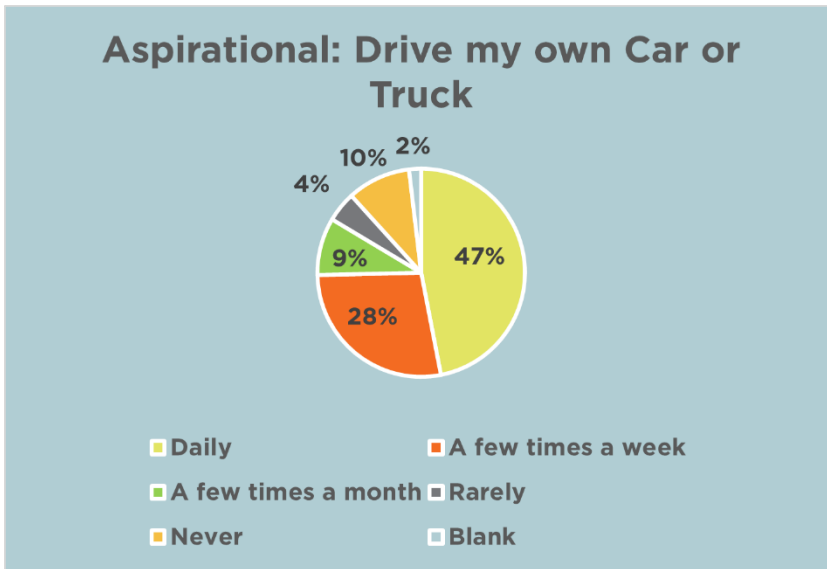


The frequency that changed the most between current and aspirational transit use was from the option, “never.” The percent of respondents indicating “never” between current and aspirational use decreased from 48% to 32%, which coincided with increases in respondents who indicated that they want to take transit “daily,” “a few times a week,” and “a few times a month” of 4%, 6%, and 10% respectively. This indicates that many would like to take transit more than they are currently.

Drive my own Car or Truck

Figure 10-12. Current and aspirational drive their own car or truck frequency

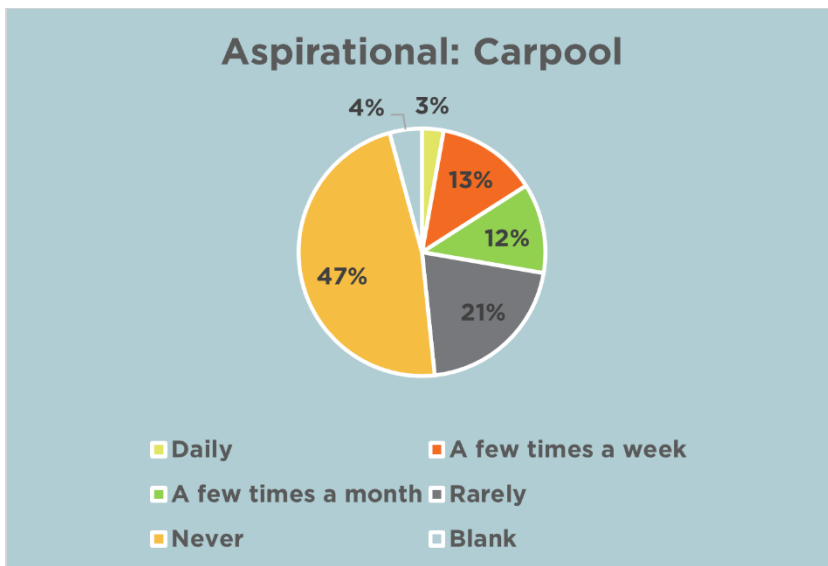
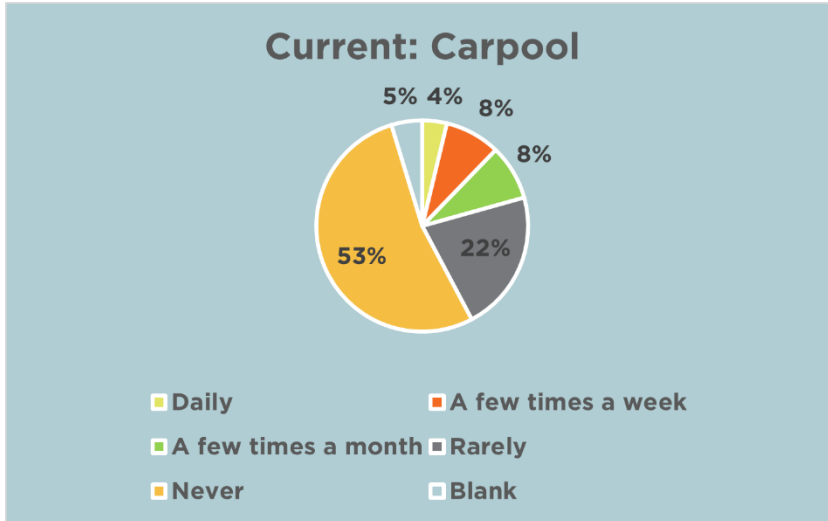


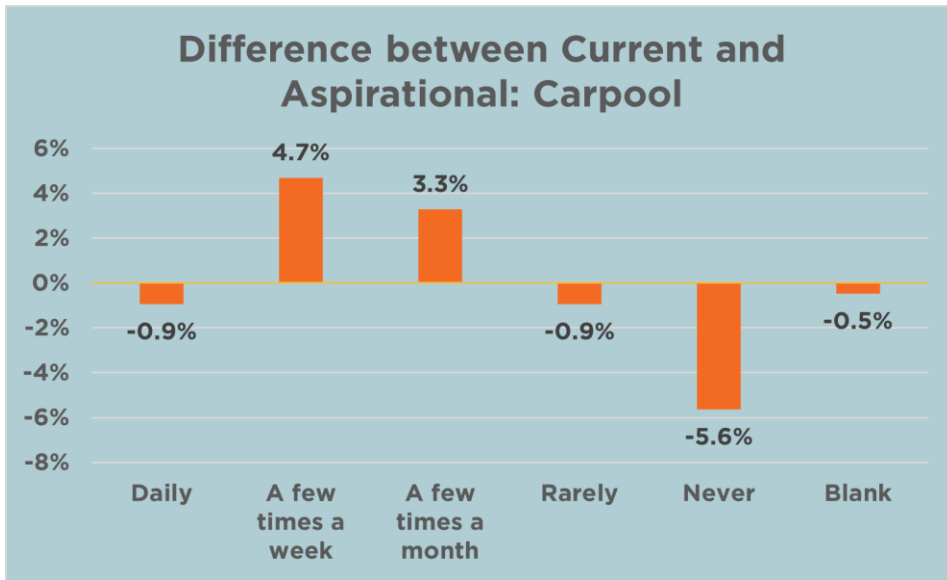


Among all the transportation modes, “drive my own car or truck” had the greatest share of those indicating daily use for both current and aspirational. Of all the transportation modes, people taking the survey indicated that they aspired to drive cars or trucks less often than they do now with the category “daily” decreasing in comparison to their current travel behavior from 59% to 47%, a -12% drop. Among other frequency options, “a few times a month increased the most, from 3% to 9% by 6%.

Carpool

Figure 13-15. Current and aspirational carpool frequency

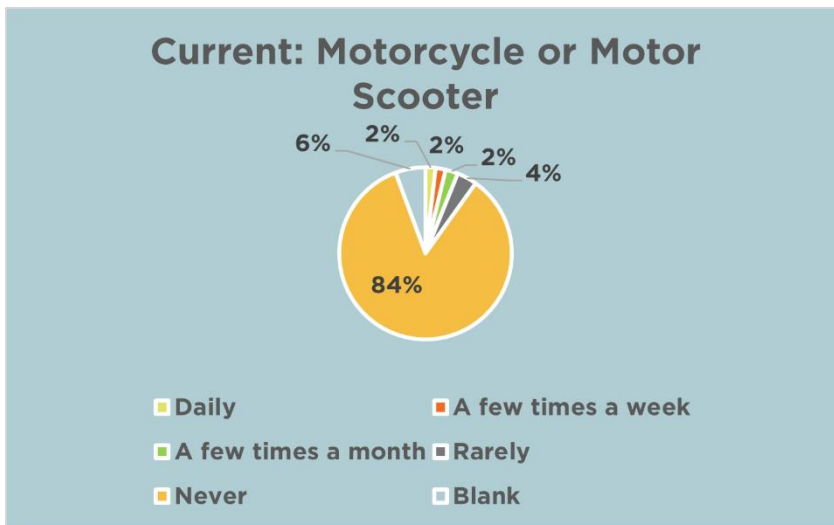


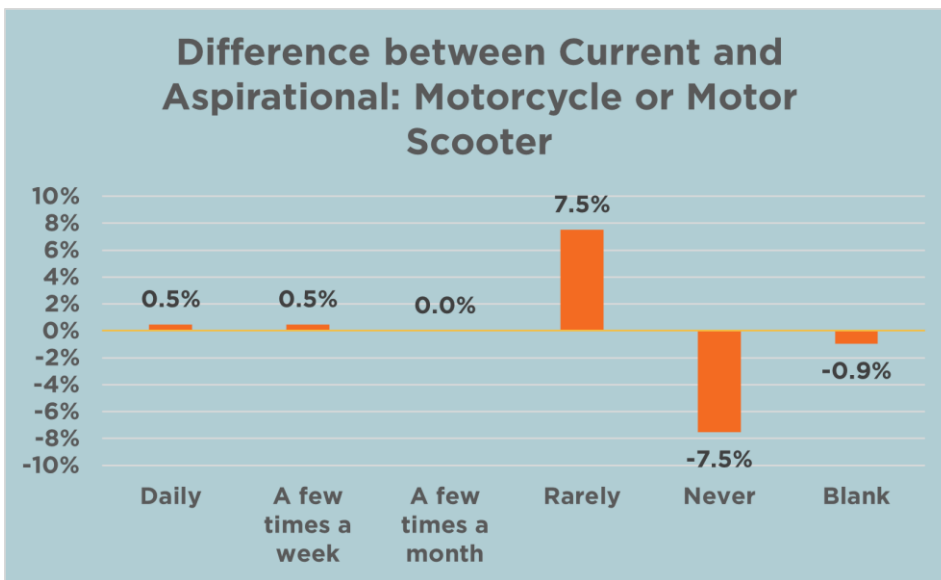
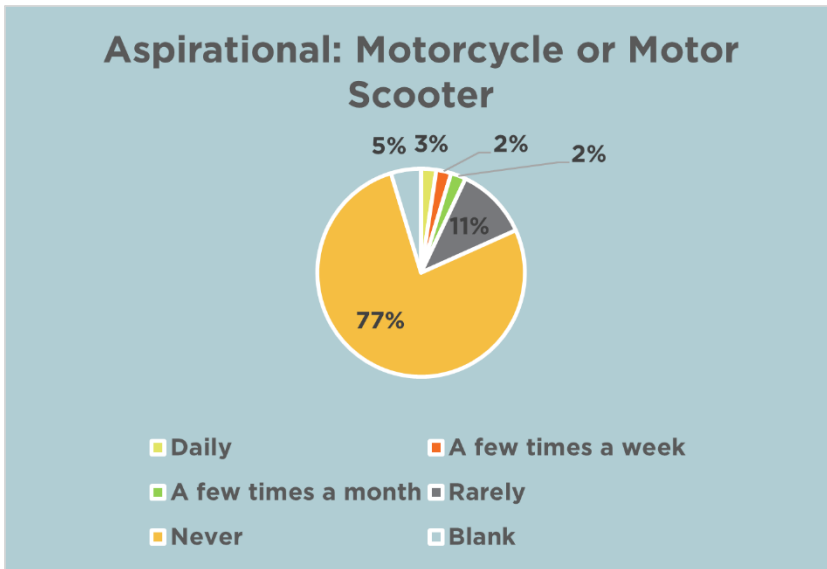


In general, participants indicated that they wanted to carpool more than they do currently. The category, “never” decreased by 6% between current and aspirational and a few times a week increased by 5%.

Motorcycle or Motor Scooter

Figure 16-18. Current and aspirational motorcycle or motor scooter frequency

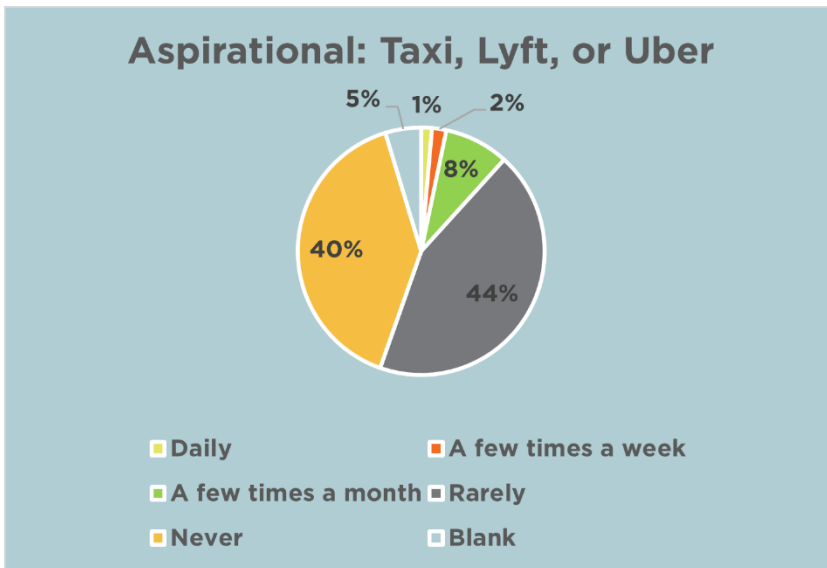
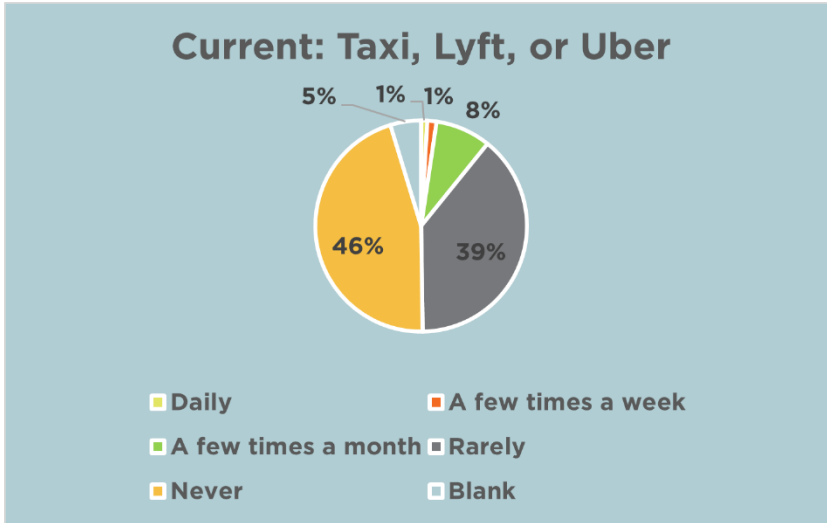


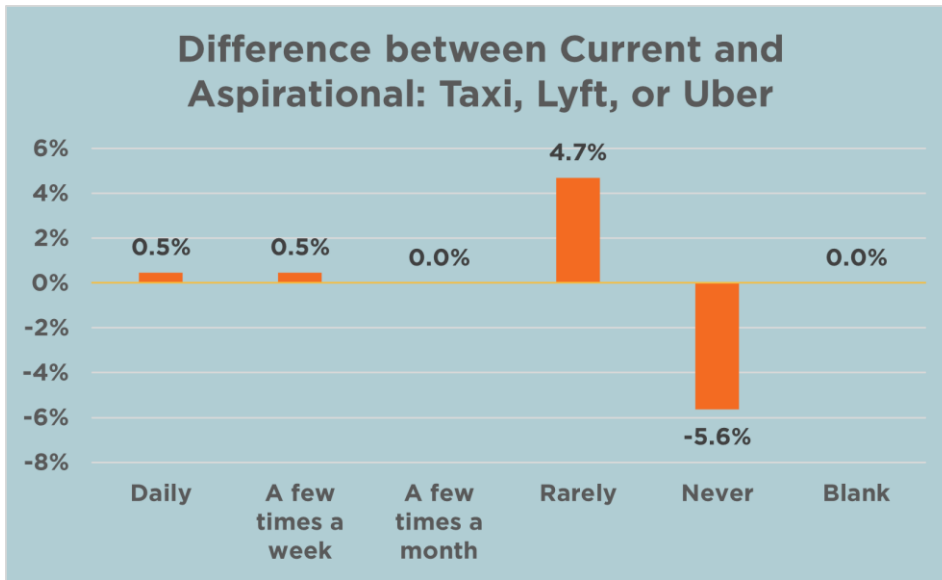


In general, participants indicated that they want to drive a motorcycle or motor scooter slightly more than they do currently. 8% of participants who indicated they never travel by motorcycle or motor scooter, indicated that they would like to “rarely” travel by motorcycle or motor scooter. Participants taking the survey indicated that they currently and want to travel by motorcycle or motor scooter

Taxi, Lyft, or Uber

Figure 19-21. Current and aspirational taxi, Lyft, or Uber frequency





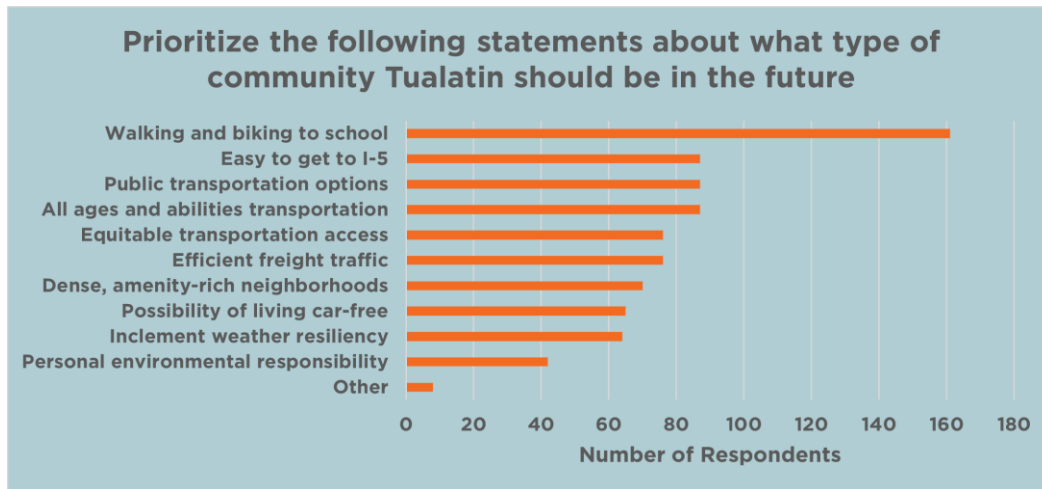
Similar to motorcycle and motor scooter travel, people taking the survey indicated that they want to take taxi, Lyft, or Uber “rarely” slightly more than they do currently.

Transportation Priorities, Issues, and Ideas

The people taking the survey shared their transportation priorities for the type of community they think Tualatin should be in the future, the biggest transportation issues, and what goals the City of Tualatin should prioritize for the future of its transportation system. This question asked participants to imagine the future they most want to see in Tualatin. “Tualatin is the type of place where.....; for example, “families can walk and bike to school.”

What type of community should Tualatin be in the future?

Figure 22. City of Tualatin Community Priorities

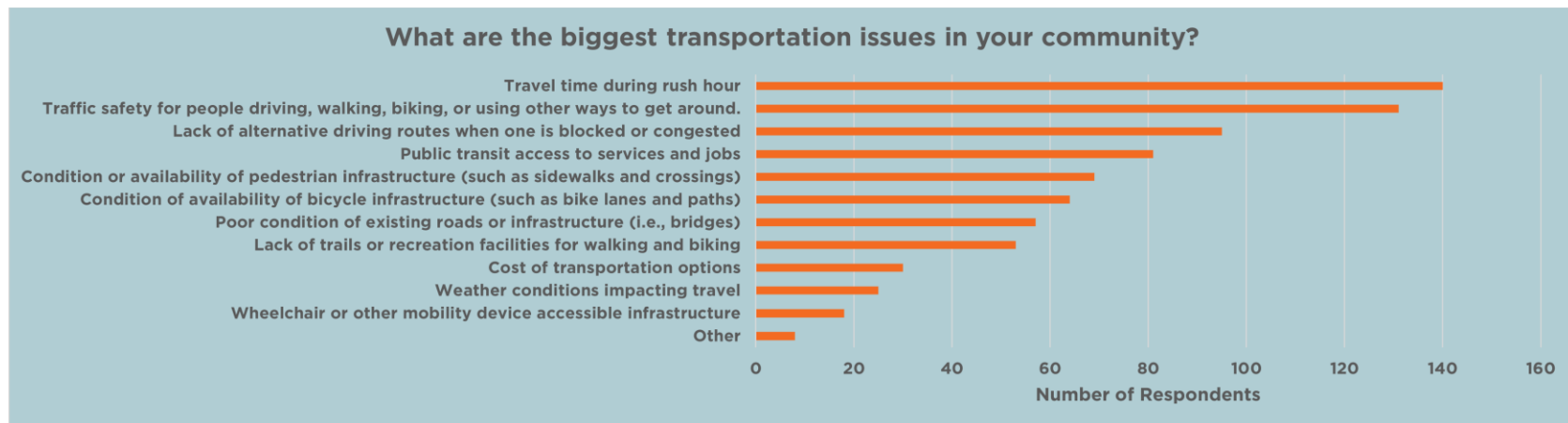


When asked about what type of community Tualatin should be in the future, the survey participants selected four priorities among ten predefined statements, which align with potential TSP goals. For the purposes of this analysis, the survey response options are abbreviated. The most frequently selected statement was “walking and biking to school,” which the survey participants chose nearly twice as much as the next most popular option. The top eight options were chosen by between 60 and 90 of the survey participants which included “easy to get to I-5,” “public transportation options,” “all ages and abilities transportation,” and “equitable transportation access.”



Transportation Issues in Tualatin

Figure 23. Transportation Priority Issues



When asked what the biggest transportation issues are in their community, the survey participants selected four priority issues among eleven predefined options. The most frequently selected issue was “travel time during rush hour,” followed by “traffic safety for people driving; walking; biking; or using other ways to get around” and “lack of alternative driving routes when one is blocked or congested.”

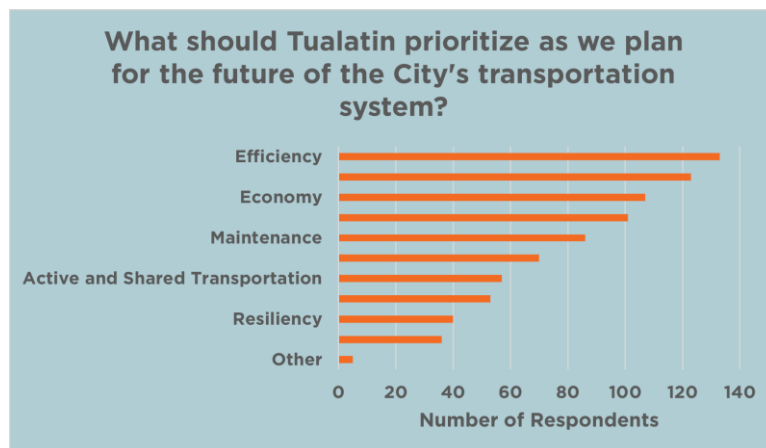


In addition, survey participants shared reasons why they care about the transportation issues they selected. Survey participants included explanations such as:

- “I've lived in or near Tualatin since I was a kid, I just wish it was more accessible for differently abled folks and that there was better transit systems within the city. I feel there should be at least one more bus line and that routes should extend to more rural areas as well, to help connect communities more and increase options of travel for people who don't drive.”
- “Traffic is my primary concern. It is already almost impossible to get from Riverpark to the freeway without major delays both in the morning and afternoon. It is extremely frustrating especially given the massive high density housing going in on Boones Fy. I wish Tualatin had a lovely downtown to walk and a wide array of local businesses, but we just don't. I love living here, but traffic is slowly killing livability and the draw Tualatin business have.”
- “I often feel unsafe when biking to work. Even though there's a bike lane for most (but not all) of the way, cars are too fast and erratic for me to feel safe.”
- “Difficult to get downtown; Limited hours on WES and Sherwood bus”

Prioritizing the Plan Goals

Figure 24. Priority of the TSP Goals



As part of the survey, the survey participants weighed in on the potential plan goals for the TSP. Of the ten potential goals, the survey participants most frequently selected “efficiency” as their priority, followed by “safety” and “economy.”

Desired Transportation System

When asked what ideas they had for the future of transportation in Tualatin if they had the power to make it the way they wanted, the respondents provided commentary on a range of transportation topics. Given the free-response nature of the question, the survey respondents would often provide comments that correspond with multiple topics. The project team observed the following comment categories, which are listed below with standout comments.

- **Safety Improvements – 25 comments**
 - “Better signage and better paint on road ways that can be seen on dark and stormy nights.”
 - “Roundabouts may be a good idea moving forward, less power is used and no worries about power going out. It may also help congestion worries and accidents, as if someone is in the wrong lane and tried to get into it from another in heavy traffic they can cause a hold up in up to 2 lanes, or if traffic is moving at a faster speed and someone moves over to correct an error that can cause an accident (being predictable on the road is key to reducing accidents). In a roundabout, you can loop again and correct in a safer manner.”
- **Active Transportation Gaps (Additional Bike/Ped Facilities, Bike/Ped Bridges, Etc.) – 24 comments**
 - “Pedestrian bridge over the Tualatin river near Jurgens Park! Also expand the Tualatin river Greenway path such that it goes from Jurgens all the way to browns ferry”
 - “A cycling network such as Tucson's 131 mile Loop which includes under and overpasses to avoid most at-grade crossings and connects to activity centers (shopping, schools, employment centers). Multimodal connections to neighboring cities (Wilsonville, Tigard, Beaverton, Portland, West Linn, Lake Oswego, etc) incorporating existing infrastructure (e.g. the Fanno Creek Trail - widened and raised)”
- **Transit Improvement – 24 comments**
 - “More WES service!!! It’s ridiculous that it’s only during commuter hours.”
 - “A seamless transit system (bus or light rail) with frequent service from and into Tualatin that serves the entire Metro region (North-South, East-West). A grid network of frequent bus routes throughout Tualatin to reduce driving. Southwest Corridor would become a reality. The MAX system in addition to the Southwest Corridor, would extend from Tualatin to connect with the Green Line at Clackamas Town Center.”
- **Signal Timing / Traffic Flow – 23 comments**
 - “Fix the Charbonneau - Norwood I-5 bottleneck.”

- “We would have the ability to travel through the City with as few stop lights as possible. Tualatin Sherwood Road is a serious bottleneck and hope that 124th makes an impact to bypass cars/truck for through traffic to I-5. We have a tremendous base of industrial uses and need to make the access for these businesses as reliable as possible.”
- Land Use / Housing / Walkable Neighborhoods – **9 comments**
 - “Houses and shopping and coffee shops would be close enough to walk and we could take a train into the city on the weekends or at night for special events.”
- Car-Free Lifestyle / Pedestrianized Downtown – **6 comments**
 - “People don’t have to use personal vehicles. They can walk, bike, or roll to work, school, shop, and back home safely. There are more green spaces that people get out in and use to connect with one another.”
- Enforcement / Compliance – **6 comments**
 - “...robust enforcement of traffic laws, speed, school zones etc.”
- Tualatin Shuttle Service – **4 comments**
 - “longer and more choices of shuttle routes including to and through the lunch hours. I almost always have to plan my trips to avoid the long waits through the noon hours. Also on almost every ride there is a break time when the shuttle has to sit idle for up to a half hour at which time I am forced to step off in all kinds of weather and await the driver's return. It is not the drivers fault but it is rough on the riders.”
- ADA Accessibility – **3 comments**
 - “Benches along sidewalks that include maps would greatly help people with mobility issues, the maps for people who have mental disabilities or tourists who don't know the areas very well.”
- Landscaping – **3 comments**
 - “We need to plant more trees along the roads. That's what makes Oregon so beautiful.”
- Electric and Autonomous Vehicles – **2 comments**
 - “[I would like] To have electric vehicle charging stations throughout the city.”

Desired Improvements

Participants weighed in on potential projects that the City of Tualatin or partner agencies can undertake in the future. Participants answered the question, “How important is it for the City of Tualatin and other regional partners to invest in or advocate for the following types of

projects?” by selecting one of the following options: “Not at all important,” “Not very important,” “I’m not sure,” “Somewhat important,” and “Very important.” The charts below depict the support of participants for each project type. The following sections list all the potential projects and show the level of support each project had among respondents. The top three project types that received the “very important” designation from survey participants were projects that

- improve safety for all road users (122),
- improve safety of roadway crossings for people walking and biking (122),
- and improve street lighting (96).

Figure 25. Support for reducing signal wait time

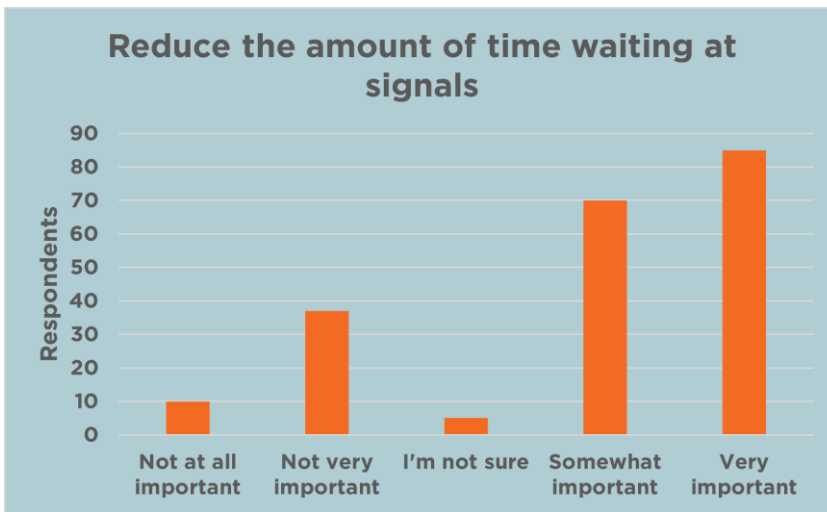


Figure 26. Support for building more roadway connections

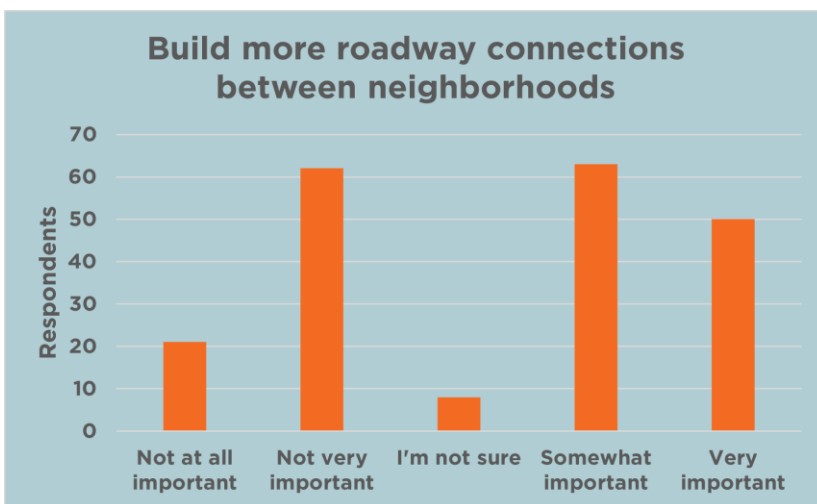


Figure 27. Support for improving multimodal roadway crossings



Figure 28. Support for slowing driving speeds

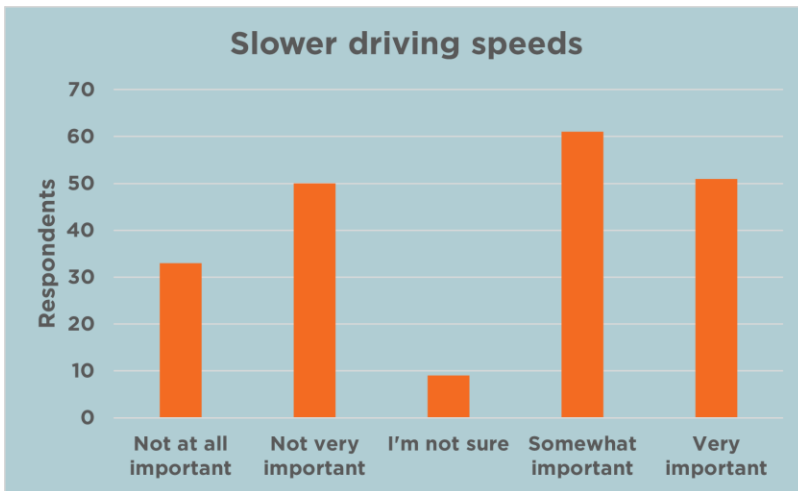


Figure 29. Support for roadway safety

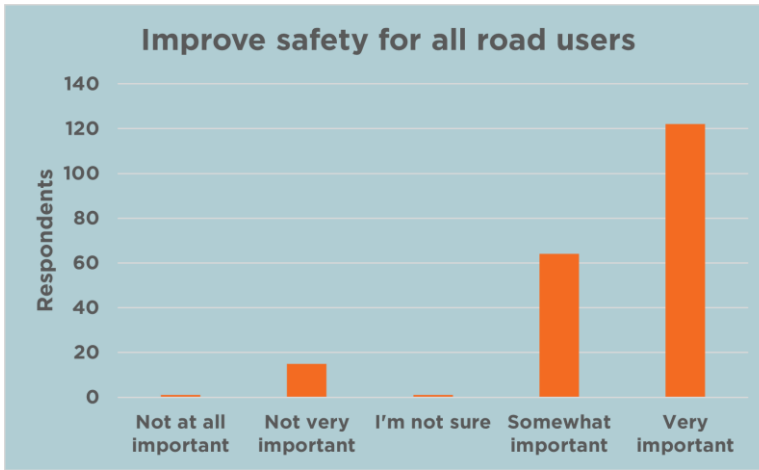


Figure 30. Support for repaving streets



Figure 31. Support for expanding reach of bus service

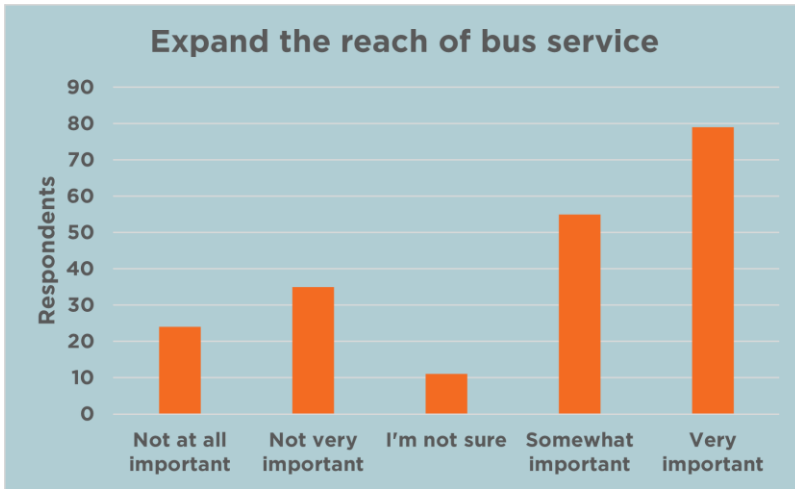


Figure 32. Support for improving bus stops and amenities

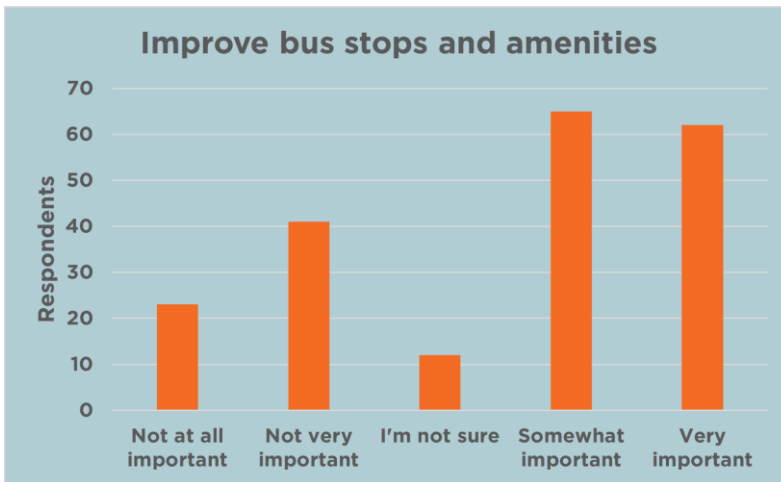


Figure 33. Support for building more ADA sidewalks



Figure 34. Support for building more safe, connected bikeways

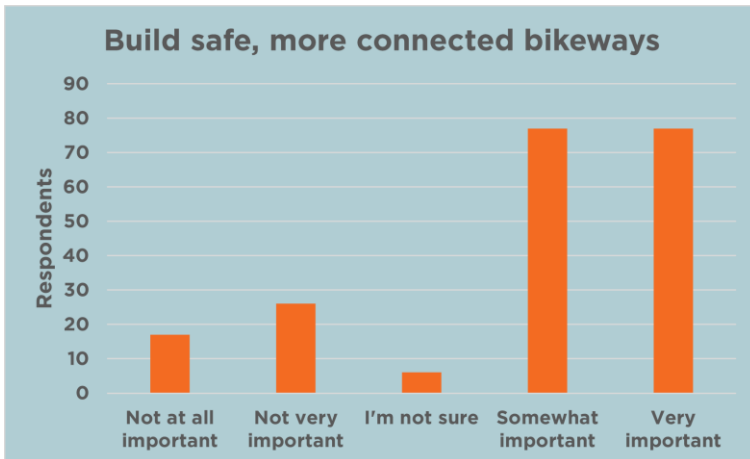


Figure 35. Support for improving existing bikeways and sidewalks



Figure 36. Support for improving street lighting

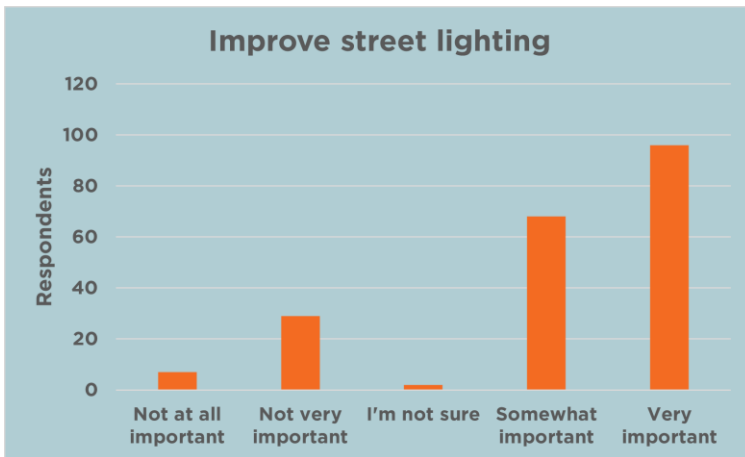
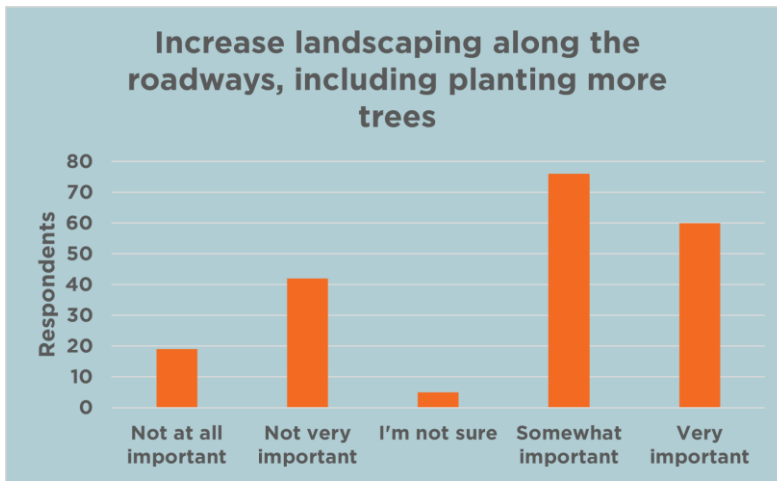


Figure 37. Support for increasing landscaping



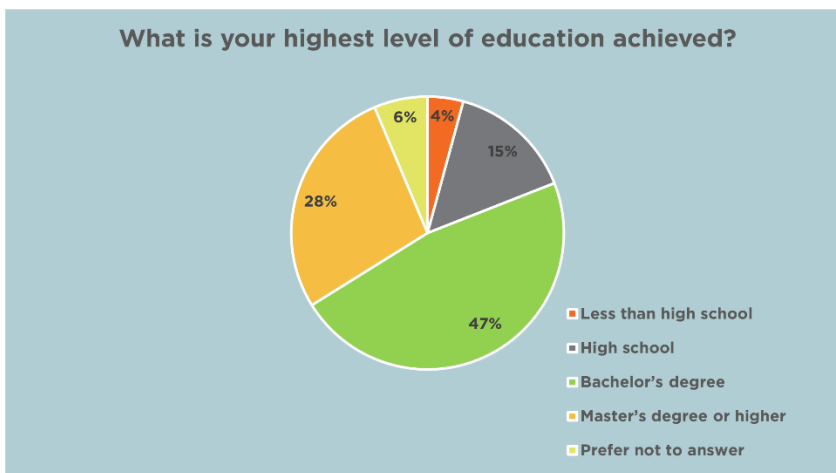
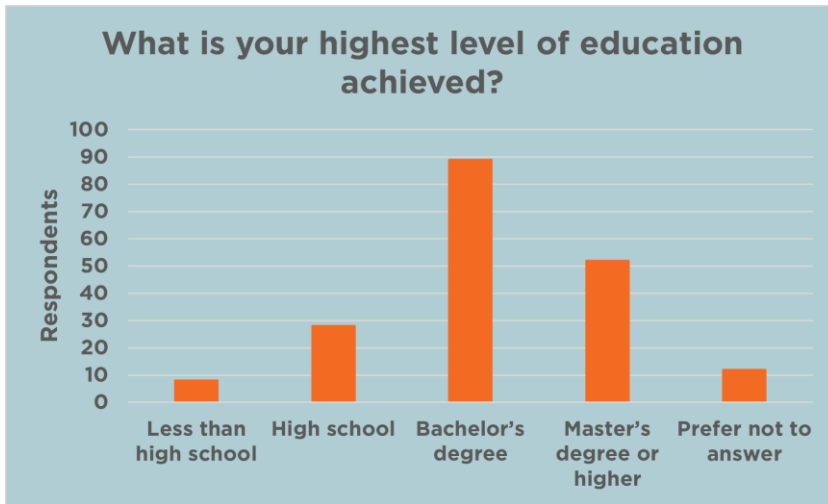
Who Took the Tualatin TSP Survey?

At the end of the Tualatin TSP survey, respondents were given the chance to share information about their background, which included questions about education, income, and their race or ethnicity. These questions help shed light on who were the people who the people were who took part in the survey and if they match the demographics of Tualatin as a whole.

Education

Participants in the Tualatin TSP were given the option to share information on their educational background. Respondents of the Tualatin TSP came from a variety of educational backgrounds. Approximately 75 percent of respondents had a bachelor's degree or higher and 28 percent of respondents had a Master's degree or higher.

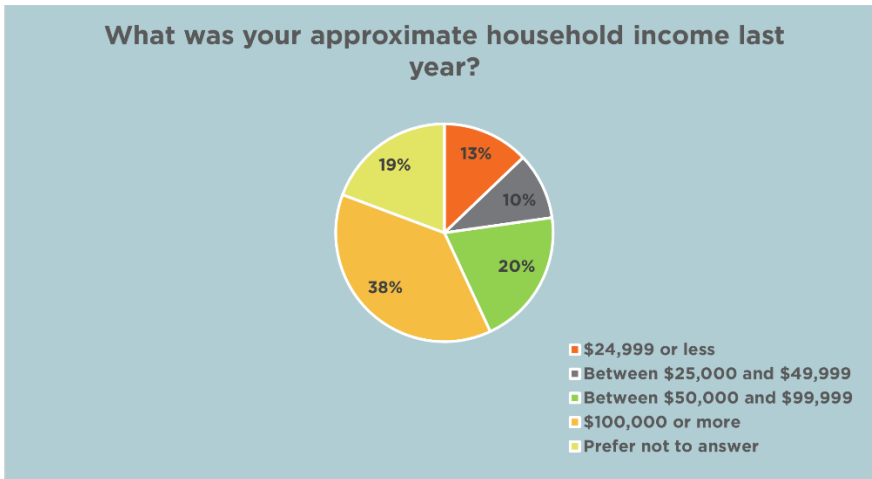
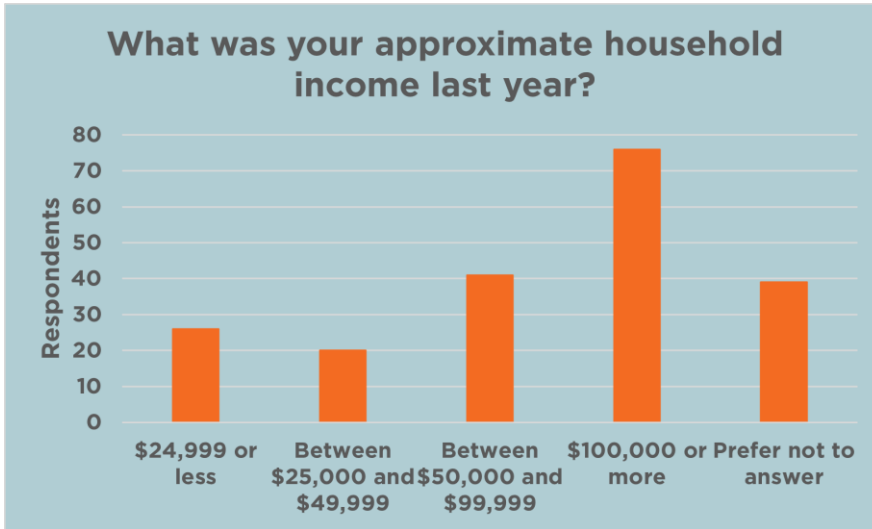
Figures 38-39. Highest level of education



Income

Participants in the Tualatin TSP survey had the opportunity to share their household income. The most frequently chosen household income range was over \$100,000, with 38 percent of the survey participants. There were, however, a large portion of the survey respondents who indicated that they would prefer not to share their income level at 20 percent.

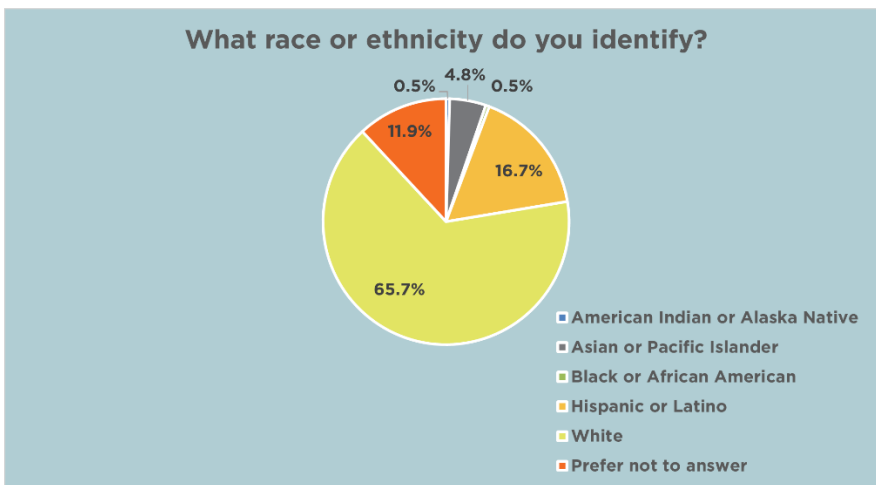
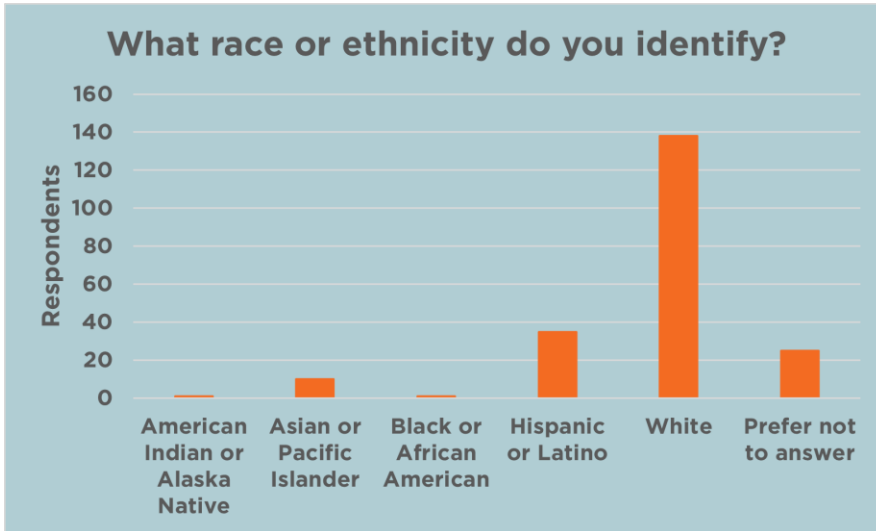
Figures 40-41. Approximate household income last year



Race or Ethnicity

Survey participants were also given the opportunity to share their race or ethnicity on the TSP survey. Among the options listed, the majority of survey respondents indicated that they identify as White, with 65.7% of the respondents. None of the participants responded that they identified as "other." 11.9 percent of the respondents indicated that they preferred not to answer the question.

Figures 42-43. Race or ethnicity



Social Map Comments

Members of the public provided comments about specific areas of Tualatin through the TSP Survey Social Map. The map interface allowed survey participants to add point features to a map of Tualatin under the following categories:

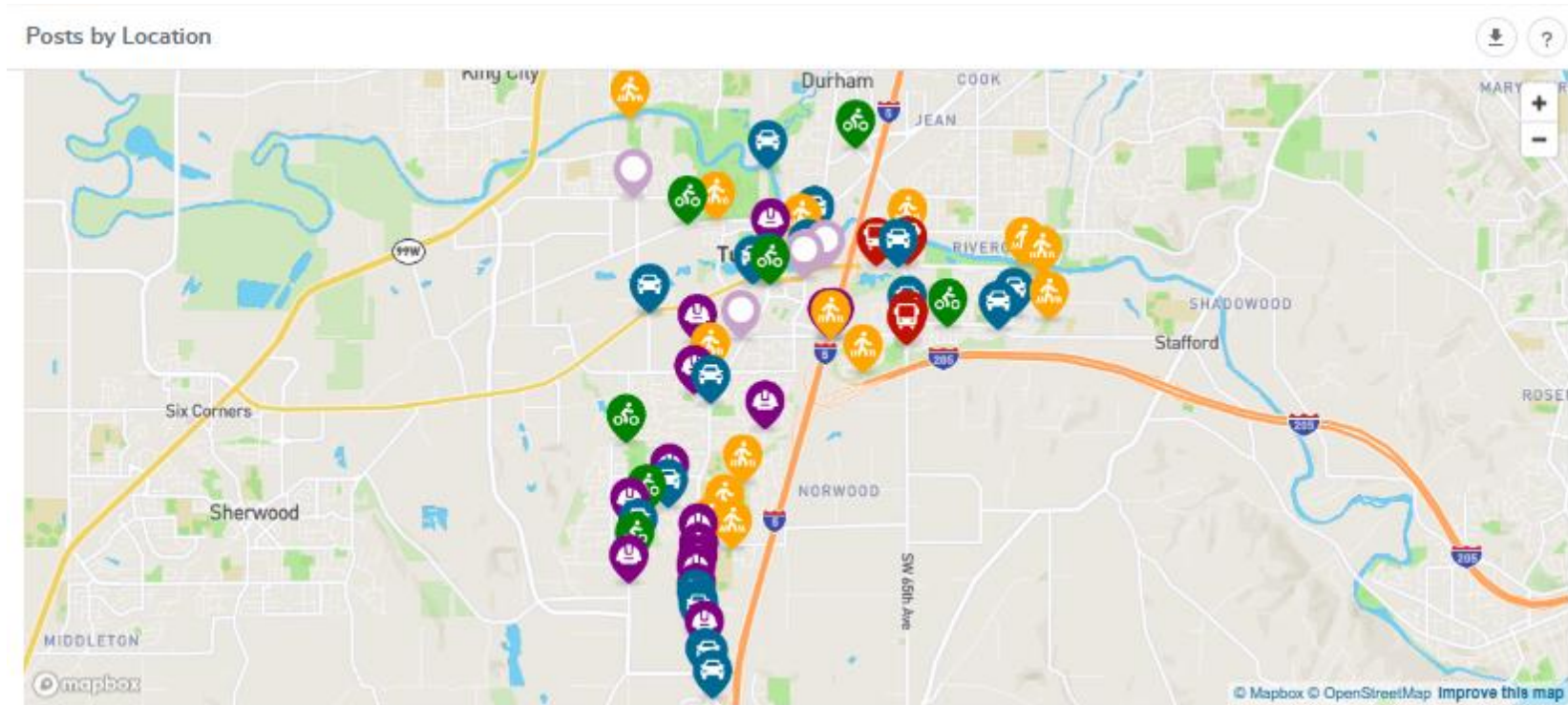
- General – **4 comments**
- Driving – **22 comments**



- Walking – 14 comments
- Cycling – 8 comments
- Taking Transit – 4 comments
- Safety – 16 comments

The following map shows the distribution of comments across Tualatin.

Figure 44. Tualatin TSP Social Map Results





Summer Events

CELS staff tabled at the following events to get the word out about the project, discuss transportation issues and recruit for the focus groups:

- Viva Tualatin July 22, Atfalati Park
- National Night Out August 7, Stoneridge Park

Some feedback from these conversations included:

- Most folks reported owning and commuting by car.
- Some reported they have never used the public transportation system even though a few family members use it sporadically.
- A traffic light at the entrance of Las Casitas may minimize big cars parking at the entrance.
- Parking challenges continue to be a problem in Las Casitas.
- Trailers and boats should not park in neighborhood areas, and the city should provide affordable and accessible parking facilities and alternatives.
- A couple people mentioned they have never used the transit system due to language and system barriers. They think it is too complex to ride on it.
- Recommended at the bus stops to set shelters to protect from rain and sun with sufficient benches.
- An idea is to create a bike day per week or per month by closing a few streets for people to use their bikes and other forms to use the roads as trails.
- A couple people expressed concern about the toll on I-205 because it could affect business and residents.

Pumpkin Regatta Mobile Event

The purpose of the Pumpkin Regatta Event on 10/22/23 at Tualatin Commons was to get the word out about the survey, community workshop, and survey. Over 20,000 people attend this event. Project staff helped support the City booth, where they gave out candy and had a photo booth to draw in crowds. Over 300 flyers and postcards were distributed to festival participants and many people from the email listserv stopped by to say hello.



Focus Group Feedback

Members of the public shared their travel patterns and provided feedback on Tualatin’s transportation system during three focus groups held virtually between 11/4/23 and 11/9/23 each with 7-9 participants and a moderator. There were three focus groups that each centered on a different demographic group of people who spend time in Tualatin. The focus group facilitators had a set of questions that mirrored the questions from the TSP survey; however, the format of the conversation allowed for unstructured conversation. Focus group members each had the choice to receive a \$50 Fred Meyer gift card as an incentive for their participation in the conversation and as a gesture of gratitude for taking the time.

BIPOC Focus Group

The project team hosted a focus group designed to center communication with BIPOC¹ community members. This focus group was held on 11/4/2023 and seven members of the public attended. Six out of seven participants in this group identified as people of color. Key takeaways from the focus group include:

¹ This acronym stands for Black, Indigenous, People of Color, which is defined as groups outside of the “White Only” category. This category includes the following groups: American Indian or Alaska Native, Asian or Pacific Islander, Black or African American, Hispanic or Latino, Two or more Races, or Other.

- Congestion is a serious issue in Tualatin and some roads such as Tualatin - Sherwood Road could be widened to improve traffic flow. There was also interest in improving signal timing to be more efficient.
- Public transit needs to be improved which could include expanding service frequency, adding amenities such as lighting and shelters, and improving security.
- The focus group participants expressed their unease riding bikes or walking in Tualatin with aggressive drivers.

LatinX Focus Group

The project team hosted a focus group designed to center communication with LatinX community members. This focus group was held on 11/6/2023 and nine members of the public attended. These members of the public identified as Spanish-speaking people and Latina/o/e/x. Key takeaways from the focus group include:

- The focus group participants are appreciative of transportation changes that have occurred in recent years in Tualatin and notice the differences.
- Certain areas of Tualatin are unsafe when its dark such as: 65th Ave, Boones Ferry Rd on the Tualatin River Bridge, Roadways near Tualatin View Apartments, Martinazzi Ave, and Seneca St.
- Traveling by vehicle is the most common mode of travel for the participants; however, children and others who cannot drive need to have a way of getting around. Improving public transportation is a priority.
- There was an interest in expanding bus services, especially those that travel within Tualatin and to other communities such as Sherwood, Newberg, and Wilsonville.
- There is a concern about insensitivity on the part of the City of Tualatin, such as how the City held the TSP Open House on Day of the Dead and how the City's VIVA festival is not dedicated to the City's Spanish-speaking community, yet it appropriates a Spanish word.

General Focus Group

This focus group was held on 11/4/2023 and seven members of the public attended. Participants in this focus group were residents of Tualatin, generally recruited outside of the City's standard email lists, by intercept conversation, stopping in local businesses, and church groups. Key takeaways from this focus group includes:

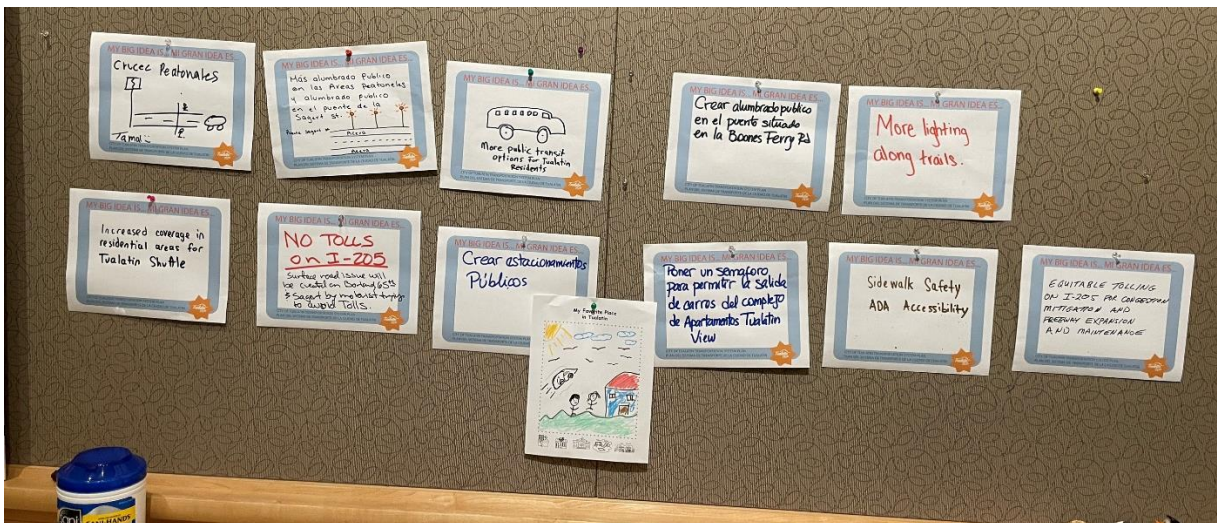
- Most of the focus group participants typically drive but would like to take public transportation more often.
- There was interest in public transportation that provides more coverage than what is currently provided through the existing service.

- There was interest in mixed-use development in areas that are currently one distinct land-use, such as commercial or residential.
- There was interest in establishing wayfinding in Tualatin for pedestrians and have that wayfinding include accessibility for people with disabilities.
- The focus group participants want pedestrians and bicyclists to be a priority.
- There was a desire to improve signal timing and traffic flow in certain locations such as the intersection of Tualatin Sherwood Road and Boones Ferry Road and the intersection of Tualatin Sherwood Road and the entrance to the Fred Meyer parking lot.

TSP Open House (11/1)

The Tualatin Transportation System Plan Open House was held on Wednesday November 1st from 5:30-7:00 PM at the Tualatin Public Library. Members of the project team and City staff answered questions about the project. The City also had poster boards on display with maps and other visuals from the existing conditions work undertaken by the project team up until that point. These poster boards were displayed in English and Spanish. Three Community Engagement Liaisons engaged with community members who may prefer to communicate in a language other than English and to promote focus groups. Light refreshments were provided.

Members of the public shared their Big Idea for the TSP to help bring focus to a particular issue or concern they may have about transportation in Tualatin. Eleven big ideas were shared by members of the public, as seen in the following image.



In addition, as part of Phase 2 of the TSP community engagement efforts, project team members sought to introduce community members to the draft project goals and gain community feedback on those goals.



Project team members also asked meeting participants to scan a QR code to access the project’s online survey and spread the word about the survey. The survey was also available as hard copies at this event.

Prioritization Activity

Another board activity provided community members with the chance to prioritize transportation improvements they would like to see in the upcoming TSP. Each participant was given four stickers which they would place on their top four priority transportation categories. Standout priorities are highlighted in bold. The following are the sums of each prioritization category:

Pedestrians

- **Fill sidewalk gaps – 8**
- ADA compliant ramps – 4
- RRFB Crossings – 4
- Safer Crosswalks – 4
- Improve Signals – 3
- Wayfinding Signage – 2
- Wider sidewalks - 1

Transit Users

- Access to public transit – 5
- How to take transit programs – 5
- More transit options 5
- Bus shelters – 4

Drivers

- ***Category created by public: Traffic congestion*** - 9
- Efficient signal timing - 6
- Complete roadways network - 5
- Repave roads - 3
- Slower traffic - 2
- Public electric charging stations - 1

Other

- **Improve lighting** - 6
- Better connections to schools - 4
- More street trees - 4
- Micromobility - 1
- More stormwater facilities - 1
- Improve freight access - 0

People who bike

- Neighborhood greenway - 5
- Trail connections - 5
- Bike lanes - 4
- More bike parking -1

Comments shared here:

- ADA ramps: Slippery; truncated domes especially when wet and smelly
- More lighting at crosswalks
- Push button accessible to wheelchairs
- Pave roads: Accessibility priority; splashing
- Trail connections: Pressure wash; slippery when wet + debris
- Micromobility: concern about sidewalk blockage

Community members provided supplemental feedback on specific issues or locations of concern by posting sticky notes to the maps on the project boards. Several comments were written in Spanish. The translations to English are provided in parentheses.

Comments on the goals included:

When asked to provide feedback on the draft project goals, members of the public largely voiced specific concerns they had about transportation in Tualatin.

- Traer Farmer Markets a Tualatin (Bring Farmer Markets to Tualatin) (two checks)
- Traer mercados para personas de bajos recursos. Bring markets for people with low resources
- Crear más rutas de buses que vayan a Sherwood y Portland (Create more bus routes that go to Sherwood and Portland)
- Promover el uso de bicicletas (Promote the use of bicycles)
- Improve parking in unused spaces
- Add more bus lines
- 76 Bus route is only
- Buses has limited schedule before 8 PM

Comments on Driving and Transit use in Tualatin.

- Bus – too long, too much waiting
- Need weekend bus service paratransit and bus
- Transit doesn't go where we need to go or when
- Transit: hard to get to airport, Beaverton TC
- Potholes + maintenance; railroad tracks are really noisy
- Signal timing at Boones Ferry / T-S road not enough time for N/S through cars; red light running
- Both morning+ afternoon traffic on Boones Ferry Road
- Traffic light Martinazzi and Sherwood Road light is short = bottle neck.
- 90th by Portland clinic, manhole that sprays up water when it rains
- 65th/Sagert/Borland traffic, tolling could push traffic to Borland Rd
- Bus pullouts on Boones Ferry Road
- Passthrough traffic from Wilsonville
- Reduce Speed on Boones Ferry Road; currently 45 mph
- Bus stop would like crossing (at Horizon HS and BFR)
- Development in Basalt Creek = More traffic on Grahams Ferry; Curbs/gutters/bike lanes, etc NEEDED!

Comments on Walking and Biking

- Trail mileage markers, trail wayfinding, connections to cook Pane with Wayfinding + mileage
- Crossing Tualatin River
- Missing trail segment along the river, even through shows as a trail
- Optimize traffic synchronization on Boones Ferry and Tualatin Sherwood Road
- Mas alumbrado público (more public lighting)
- Complete Trail connections on this N/S trail, some sections aren't connected
- 9745 SW Tualatin Road uplift; 9395 Siuslaw Ln Sidewalk uplift; "change code" Arikara RRFB
- Grahams Ferry – disjointed infrastructure, shoulders, sidewalks
- Multiple layers of thermoplastic makes bumpy crossings
- Heritage center bridge is missing freeze warning
- Green bike paint on ground by McDonalds confusing, hard to understand where bikes are going.

Open House Key Takeaways

- Concern about lack of public lighting in certain places such as Sagert Rd across I-5.
- Concerns about the impact of tolling on traffic congestion and bottle necks in certain places such as the intersection of Tualatin Sherwood Road + Boones Ferry Road and 65th Ave + Borland Road.
- Concern about the impact of future developments on the existing transportation system, including Basalt Creek area developments and the provision of transit amenities to the surrounding areas.
- Desire to improve the trail network with increased connections and amenities.
- Concern that transit is infrequent and does not go where people want to go. Desire to improve transit and demand response transit service in Tualatin with increased frequency and coverage.

Overall TSP Engagement Key Takeaways

Based on the results of the engagement activities, Tualatin residents want to retain driving as an option and are concerned about increasing congestion; however, they are also very interested in active transportation options such as walking and biking. Specifically, community members who participated in engagement activities are very interested in improving the walkability of Tualatin (ADA access, addressing sidewalk gaps, safety improvements, better lighting, etc.). There is the desire for a balanced transportation system in Tualatin that so people can get around in different ways. Many Tualatin residents rarely or never take transit, transportation network companies

(Uber, Lyft, etc.), carpool, walk, or travel by bike; however, the community is very interested in increasing their transit options and options to walk and bike to get where they need to go.