

MEMO

Tualatin Garden Corner Curves

DATE: August 28, 2017

RE: Public Engagement Summary Memo



Overview

This document summarizes the public engagement conducted to date for involving stakeholders and informing the public about the Garden Corner Curves (GCC) project. The public outreach strategy utilized many tools of engagement to reach stakeholders and the broader community, such as some online surveys, a project website, a variety of community meetings, and a closed-corridor site tour. Primary stakeholders included landowners and residents who would be directly affected by alignment choices, people who live in the general area, and stakeholders who may potentially be impacted by changes to traffic patterns.

Public Involvement Strategy Goals

As stated in the project Public Involvement Strategy, the City of Tualatin is committed to public engagement that:

- Provides early and ongoing opportunities for stakeholders to raise issues and concerns
- Facilitates equitable and constructive communication between the public and project team
- Empowers residents to become involved with the project
- Enables experiential review and participation in the design process
- Provides the public with balanced and objective information to help the public understand issues, alternatives, opportunities, solutions, and related costs
- Builds on existing communication networks and resources
- Enhances the project outcome and acceptance within the community

Listening Phase - Public Outreach Summary

Feedback was gathered before beginning any design work, during the “listening phase” of the GCC public engagement process. Some common themes emerged from community members that later helped shape the design alternatives. The following infographic describes the most common themes heard during this process:

City of Tualatin

GARDEN CORNER CURVES

Public Outreach Summary



CORRIDOR EXPERIENCE:

71%
of survey respondents travel
on the corridor every day



90%

of survey respondents live immediately adjacent
to the corridor or in an adjoining neighborhood



Many residents walked the corridor for the
first time at the street closure event

SURVEY RESPONDENTS SAID:



98%

do not feel safe walking
on this corridor



97%

do not feel safe
biking here



58%

said there are no safe and convenient
alternate routes for walking or biking

TOP SAFETY CONCERNS:



Blind corners
and limited visibility

Outreach to Date

As outlined in the project Public Involvement Plan, the GCC public engagement process comprised three categories of outreach. To date, the project team has accomplished the following:

- General Outreach Tools
 - Information sharing in the City of Tualatin’s newsletter
 - Two articles in the Ibach CIO newsletter
 - Information sharing by stakeholders via Next Door
 - Additional City outreach via website and social media posts
 - Project postcards mailed to all residents of the Ibach and Midwest neighborhoods
 - Multiple Facebook posts
 - Emails to the project contact list

- Targeted Stakeholder Outreach
 - Stakeholder meetings with affected property owners
 - Kitchen table meetings (small neighborhood meetings hosted by neighbors near the corridor)
 - Presentation at the Ibach Community Involvement Organization’s (CIO) meeting

- Public and Online Events
 - Corridor site tour
 - Two virtual corridor tour videos
 - Two online surveys
 - Project website and updates throughout the engagement process.
 - City Council presentation
 - Open house

Outreach Meeting	Meeting Date	Attendance
Stakeholder Meeting	September 19, 2016	1 Property Owner
CIO Meeting - Project Update	October 3, 2016	18 Attendees
Closed Street Site Tour	October 8, 2016	Est. 45-50 Attendees
Stakeholder Meeting	October 8, 2016	2 Property Owners
Kitchen Table Meeting #1	November 7, 2016	5 Attendees
Kitchen Table Meeting #2	November 29, 2016	5 Attendees
Stakeholder Meeting	April 3, 2017	2 Property Owners
Stakeholder Meeting	April 3, 2017	2 Property Owners
Stakeholder Meeting	April 12, 2017	2 Property Owners
City Council Presentation	May 22, 2017	Est. 30 Attendees
Open House	June 13, 2017	Est. 20 Attendees

Targeted Stakeholder Outreach

Stakeholder Meetings

The outreach process included several stakeholder meetings with and email updates to the affected property owners. The purpose of the meetings and emails was to gain a better understanding of stakeholder observations or concerns along the corridor, learn about the history and aspirations of the community, gather their feedback on the design alternatives and their final feedback on the preferred alternative.

Kitchen Table Meetings

The project team has hosted two “kitchen table” meetings, small neighborhood meetings that allow hosts to invite their neighbors, and speak directly with the project team. Emphasis for the meetings was on communication with neighbors and affected property owners. Below are some common comments and questions heard at both meetings:

- Access along the corridor is needed for connectivity
- Large trucks are restricted from using the corridor, but some still do. A truck was stuck at the corner and had to back out.
- Speeding is an issue along the corridor.
- There is very little traffic during the day/outside of rush hour.
- It’s impossible to walk/bike to school.
- Are improvements a forgone conclusion?
- Can the City implement interim / phased solutions?
- What is the construction timeline?
- Can the City change the speed limit?

Community Outreach Meetings

Community outreach meetings attended by the project team included the Ibach Community Involvement Organization’s (CIO) meeting, where the team gave a presentation on the project, answered questions and discussed upcoming opportunities to provide input.

Public & Online Events

Corridor Site Tour

With support and traffic control provided by the City, the project team closed the street for two hours to let people walk and bike the corridor. This open streets-style event drew many long-time residents who were excited to walk the corridor for the first time in many years. The project team provided information on the width of the right of way and pointed out specific challenges of the site. The following summarizes the types of comments collected during the event:

- Safety seemed to be the main concern, over traffic congestion.
- Speed is a major concern. Project should do something to reduce speeding.
- Corridor is unsafe for pedestrians.
- Corridor is used as a cut through for N-S traffic due to congestion on alternative routes.
- Providing a separate space for people biking and walking along the corridor is a big priority.
- The corridor lighting needs to be improved.

Project Website

A project website was developed as a simple site within the City of Tualatin's website: www.gardencornercurves.com. The site features elements such as background documents, project timeline, calendar, photos/slideshow, project tour video, meeting minutes, online survey, email list, FAQ, and project team contact information.

Virtual Corridor Video Tour

The project team enlisted a professional drone pilot to help prepare a video tour of the corridor. The video, which features a flyover of the corridor, pauses at key locations to highlight opportunities and constraints. The video is featured on the project website and YouTube. This video was useful throughout the project, as a reference during the alternatives development phase.

Online Surveys

Using Survey Monkey, the project team created two online surveys. The first was live during the listening phase and asked questions about the corridor's safety for pedestrians, bicyclists, and motorists. 183 people responded to the survey. The second survey was live for four weeks after the open house and asked questions about specific traffic calming treatments, and about key elements of each design alternative. 103 community members responded. Respondents were allowed to like multiple options, nearly 70% preferred Option A, just over 45% liked Option B, nearly 50% liked Option C, and less than 40% liked Option D. Summaries of both surveys can be found beginning on the next page this memo.

Open House

An Open House was held June 13th, 2017 at the Tualatin High School. The team led a brief presentation on the key differences between the four design alternatives and then broke into small groups (one for each alternative) and took notes as community members shared their thoughts about each design alternative. Below are some common comments and questions heard at both meetings:

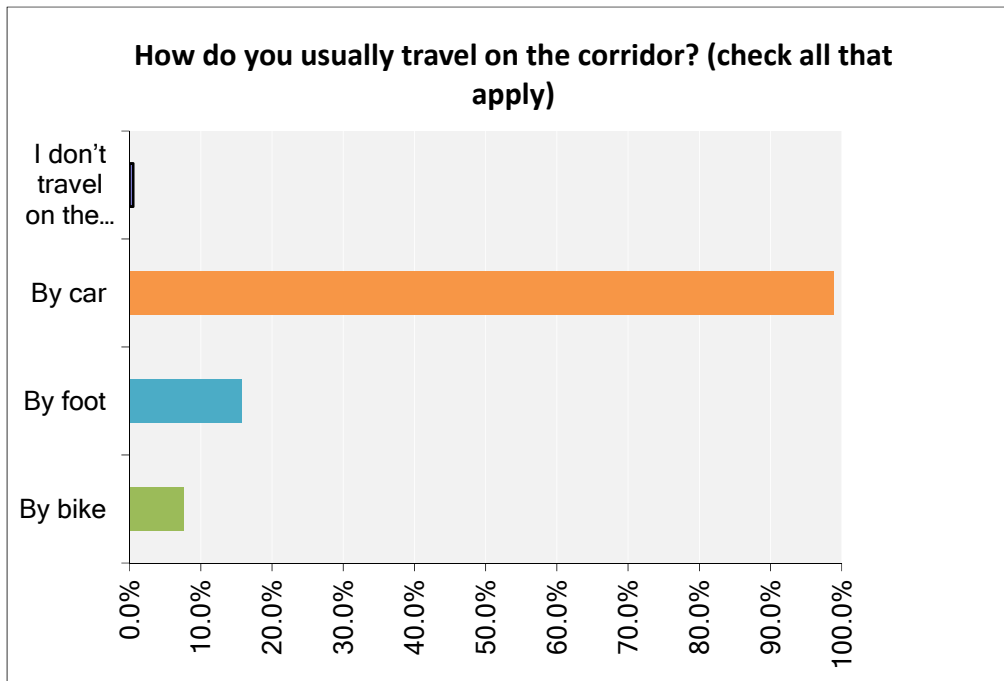
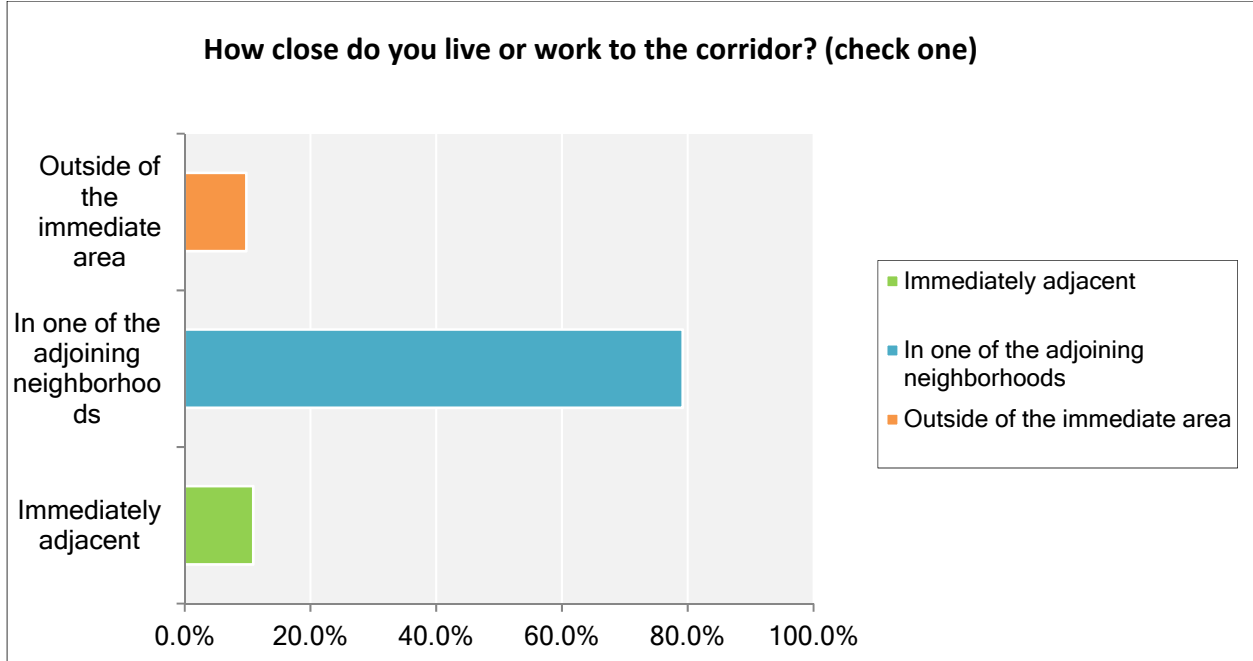
- Several people were concerned about speeding, and would like to see speed humps and other speed reduction strategies implemented widely through the corridor – regardless of the option.
- Several people mentioned that they would like to see an option that accommodated future trail connection to Ibach Park. Several people discussed using the informal trail through this area.
- There were a few discussions weighing the benefits of bike lanes versus a shared use path. General consensus was in favor of the shared use path as a means to accommodate all levels of users (as long as it's wide enough).
- Several people were concerned that school children couldn't bike or walk to school.
- Several people were concerned about the general safety through the corridor, sight distance at the corners (specifically at 105th and Blake), and being able to make those corners without having oncoming traffic to contend with. They also wanted someone to do some vegetation maintenance along Hedges Creek.

Design Alternatives Video Tour

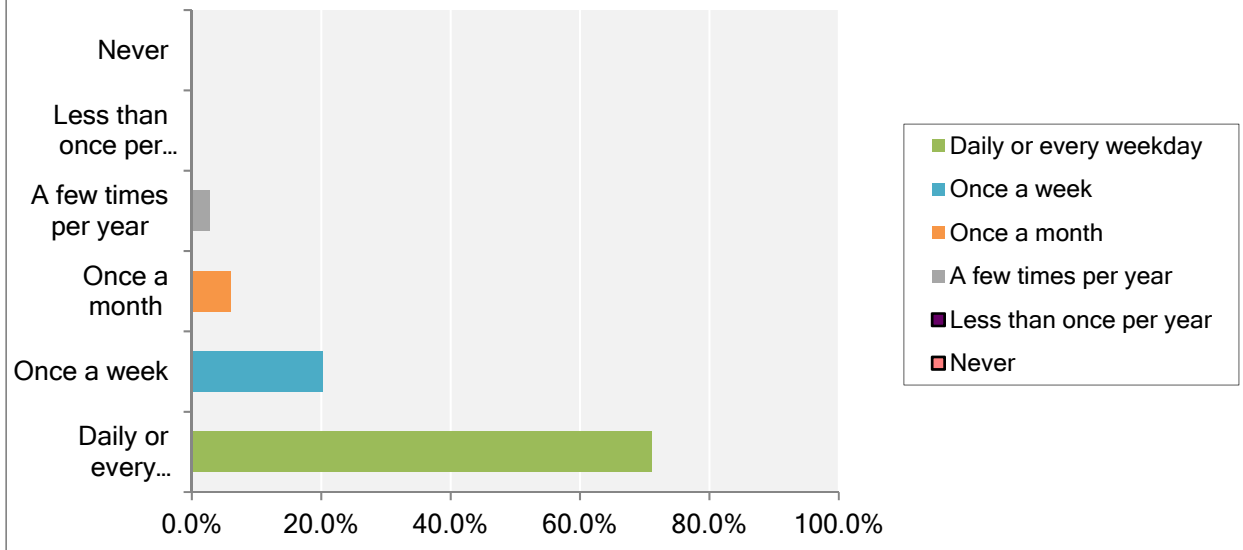
The project team modeled 3 of the design alternatives and superimposed the designs over the video to illustrate how the different options would fit within the corridor. The video pauses at key locations to

show various safety improvements. The video is featured on the project website and YouTube and was provided as a link along with the online survey to help capture feedback from community members who weren't able to attend live public meetings.

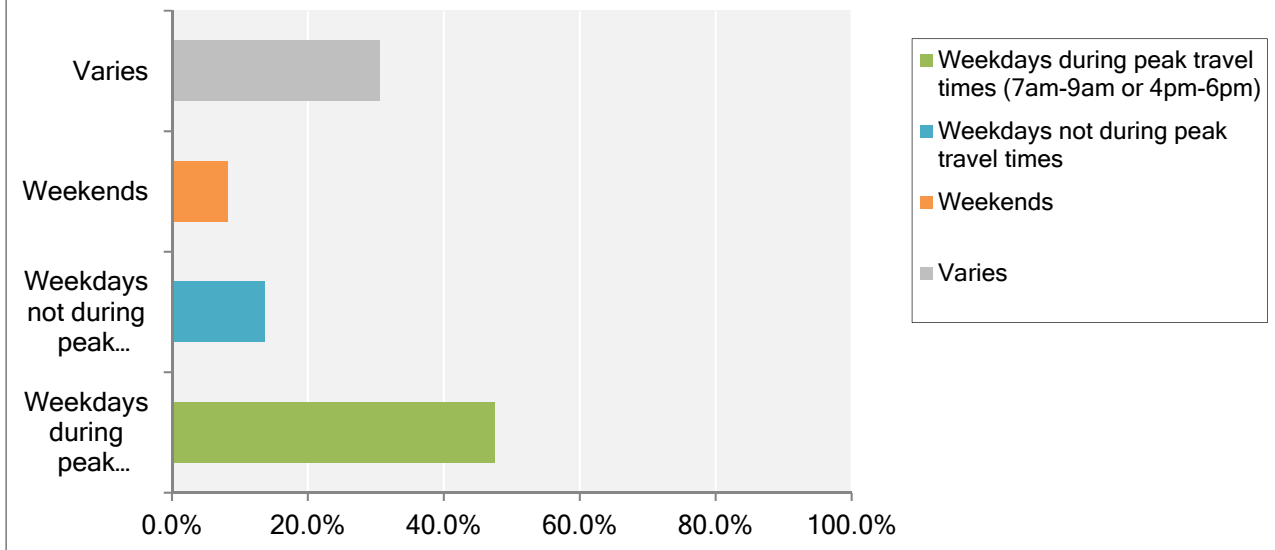
Summary of Online Survey #1



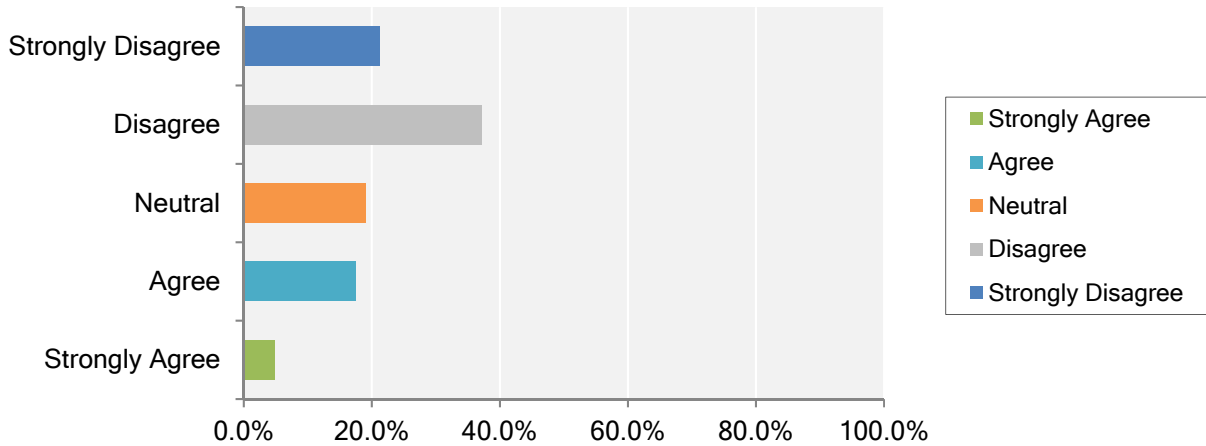
How often do you travel on the corridor? (check one)



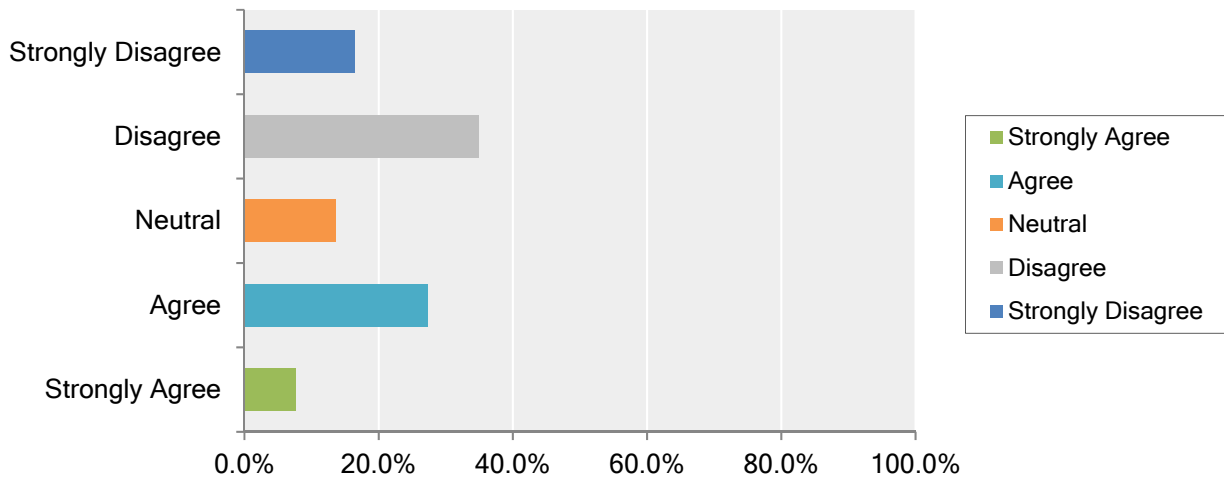
When do you usually travel on the corridor? (check one)

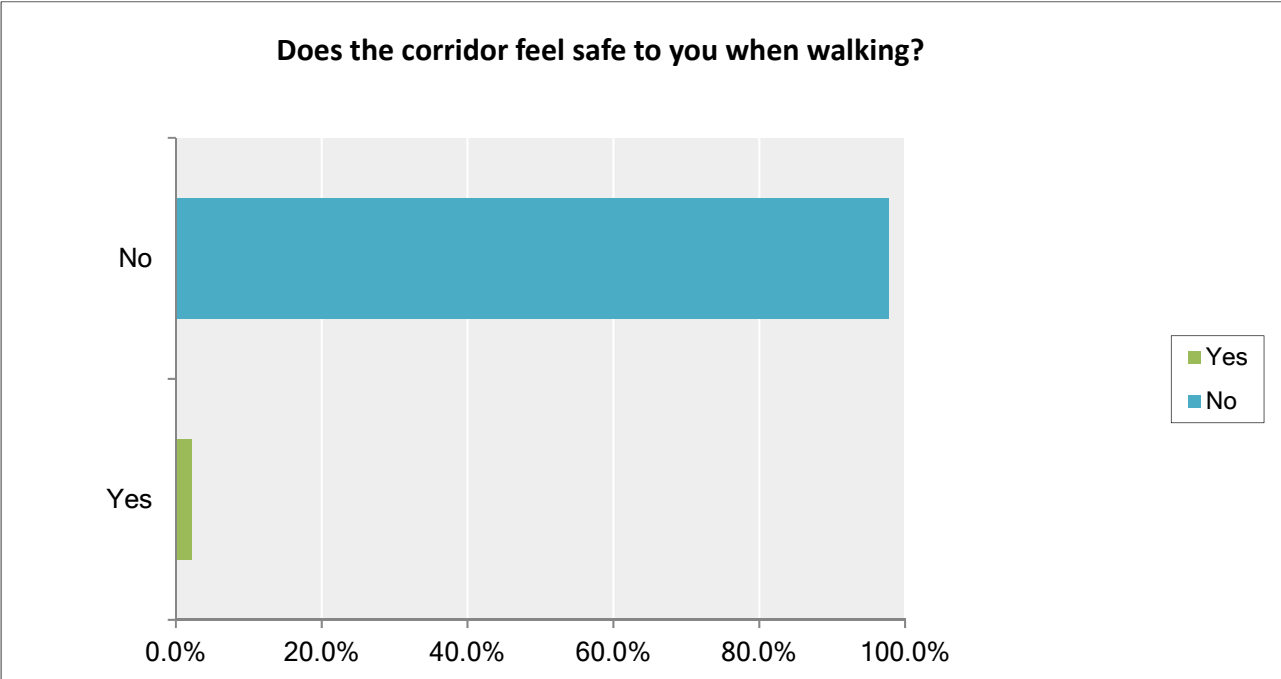
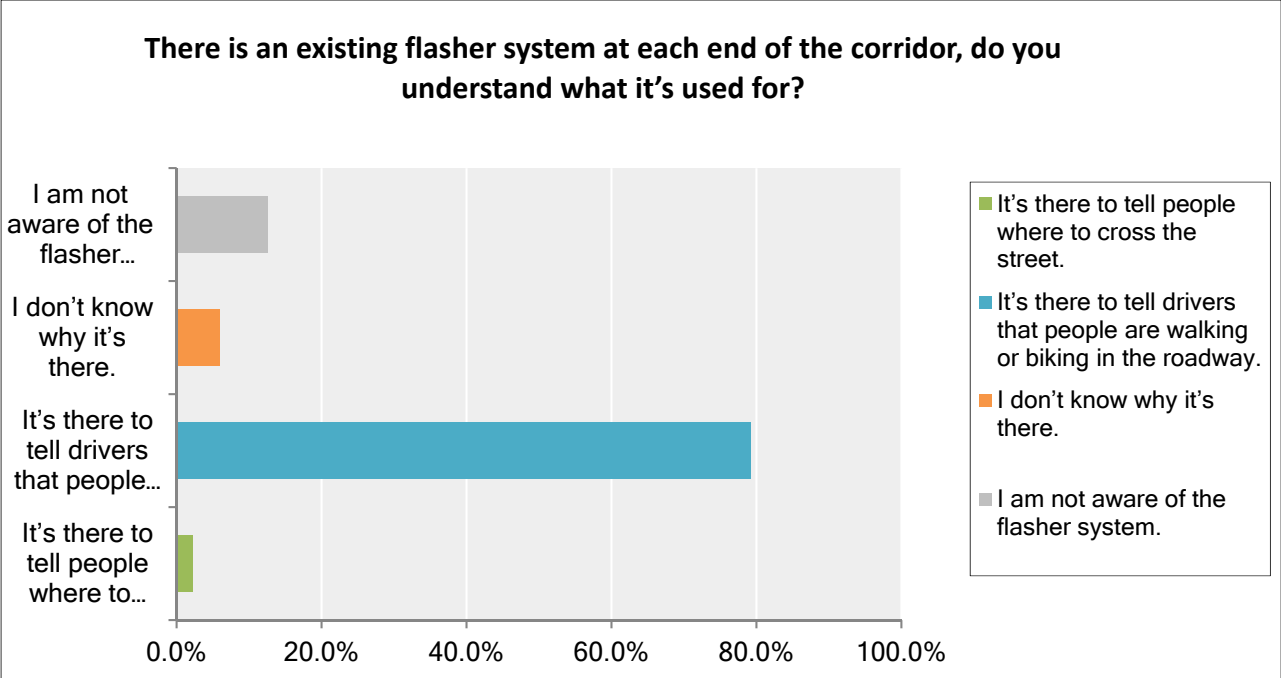


Do you agree with the following statement? (check one) "When I am walking or riding a bike, there are safe and convenient alternative routes other than the corridor that I can use to get where I want to go."

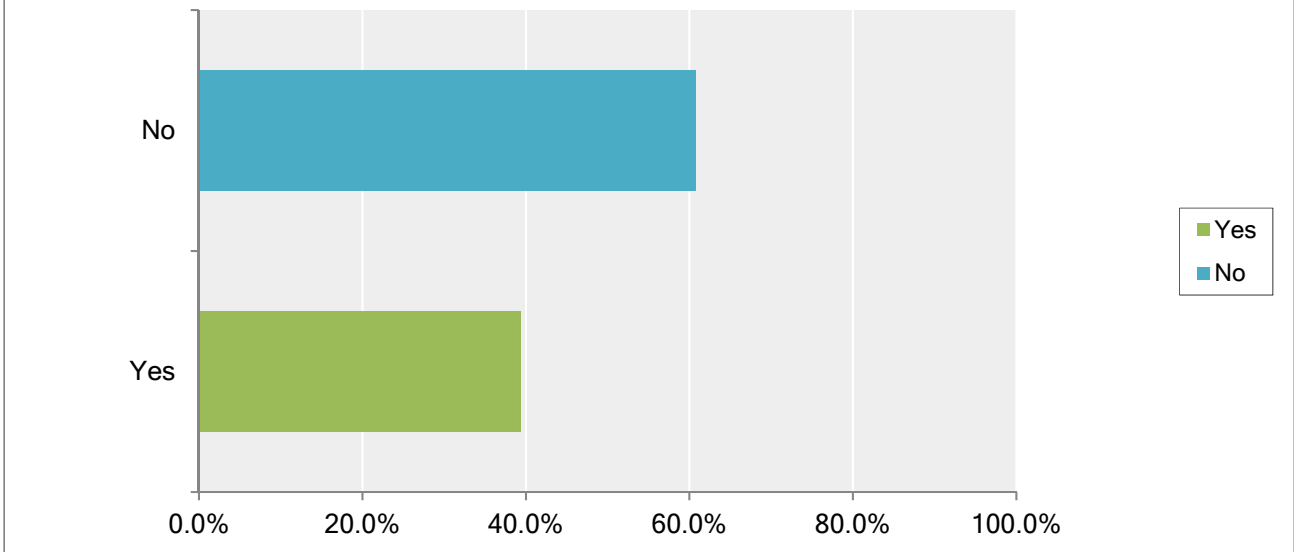


Do you agree with the following statement? (check one) "When I am driving, there are safe and convenient alternative routes other than the corridor that I can use to get where I want to go."

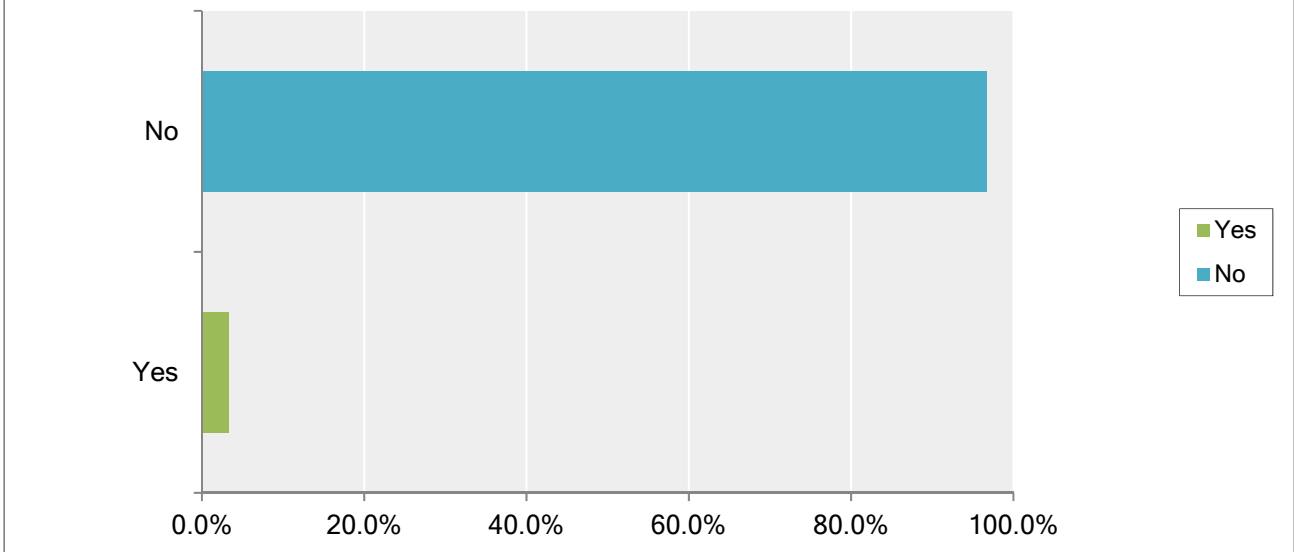




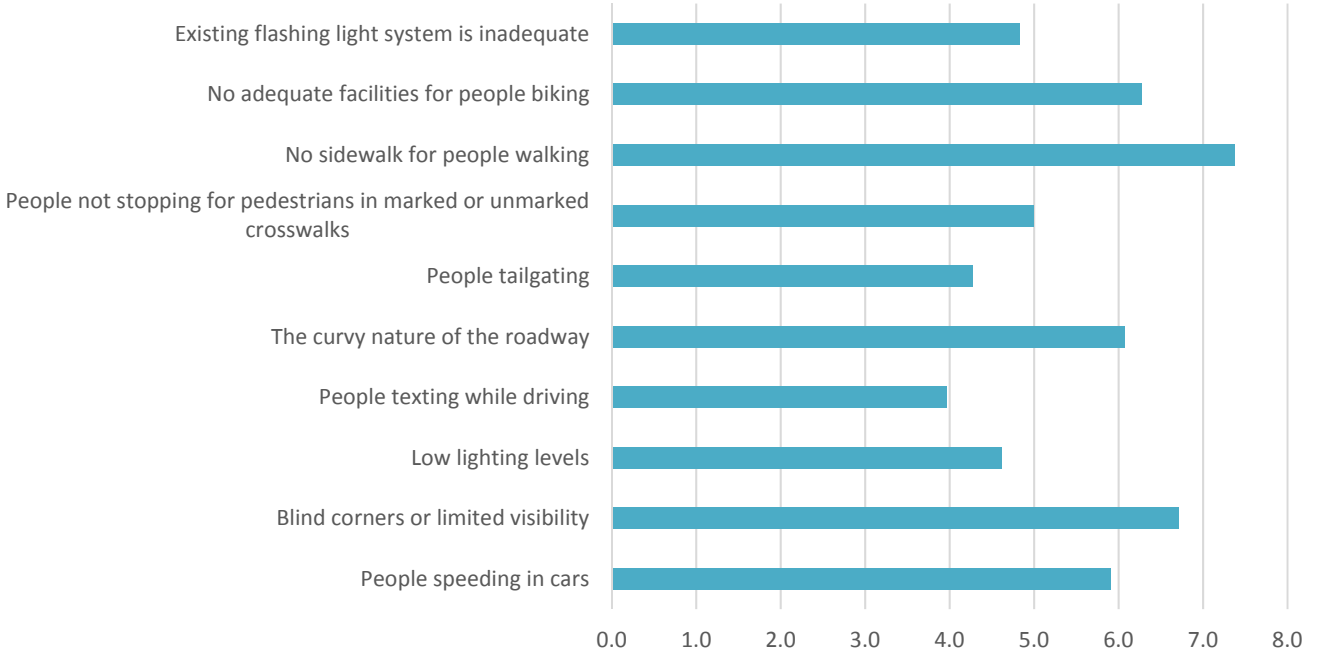
Does the corridor feel safe to you when driving or riding in a car?



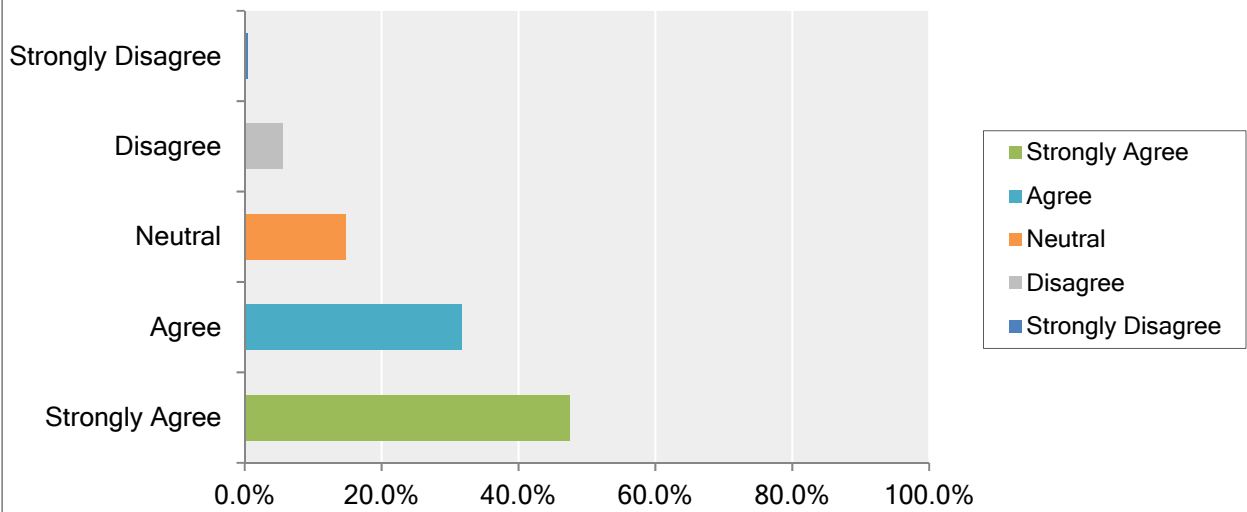
Does the corridor feel safe to you when riding a bicycle?

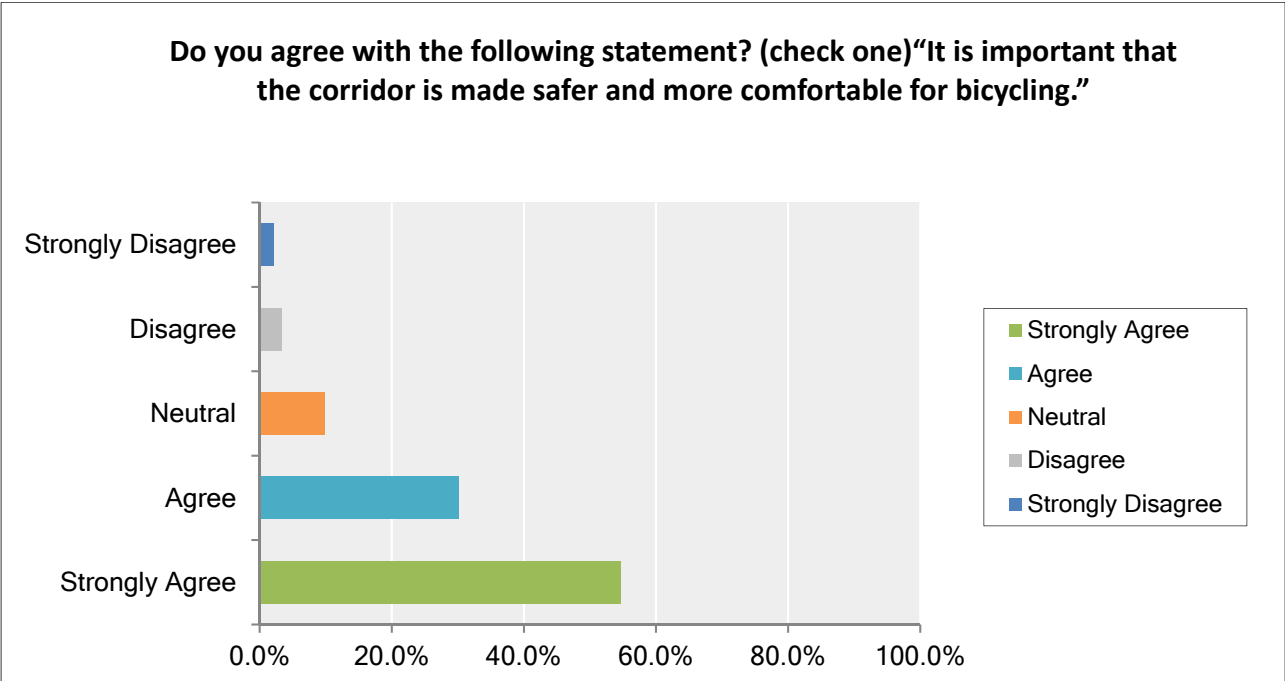
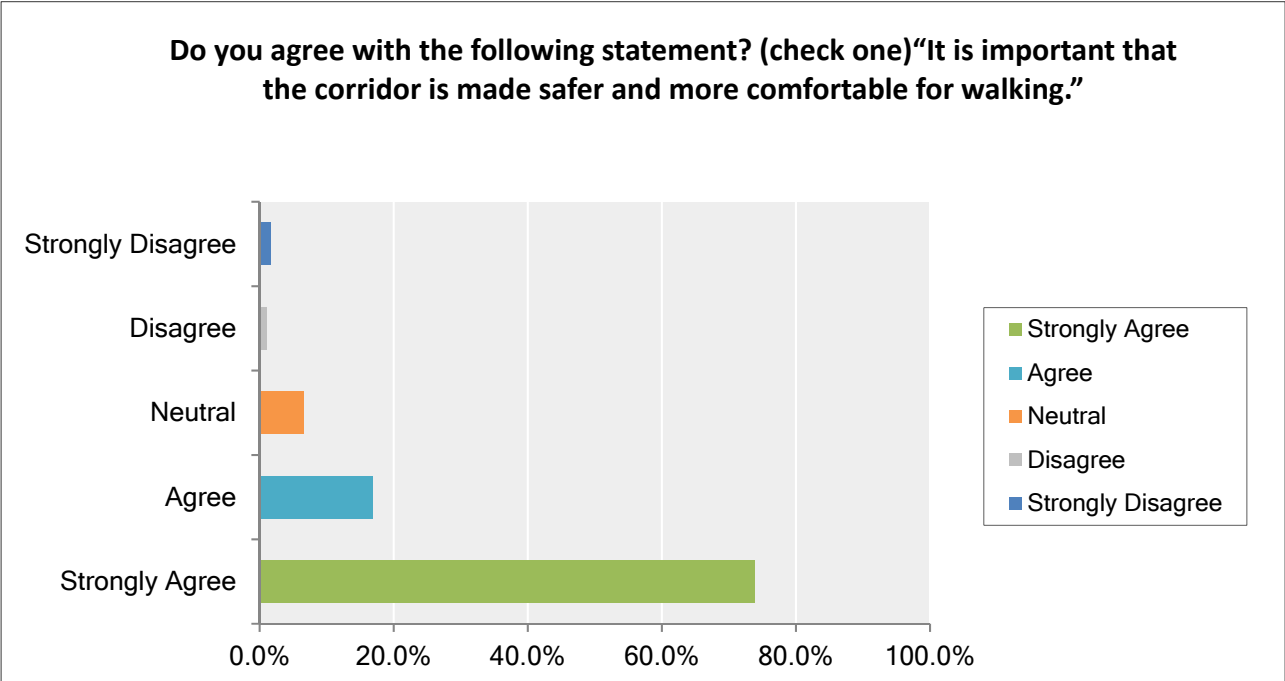


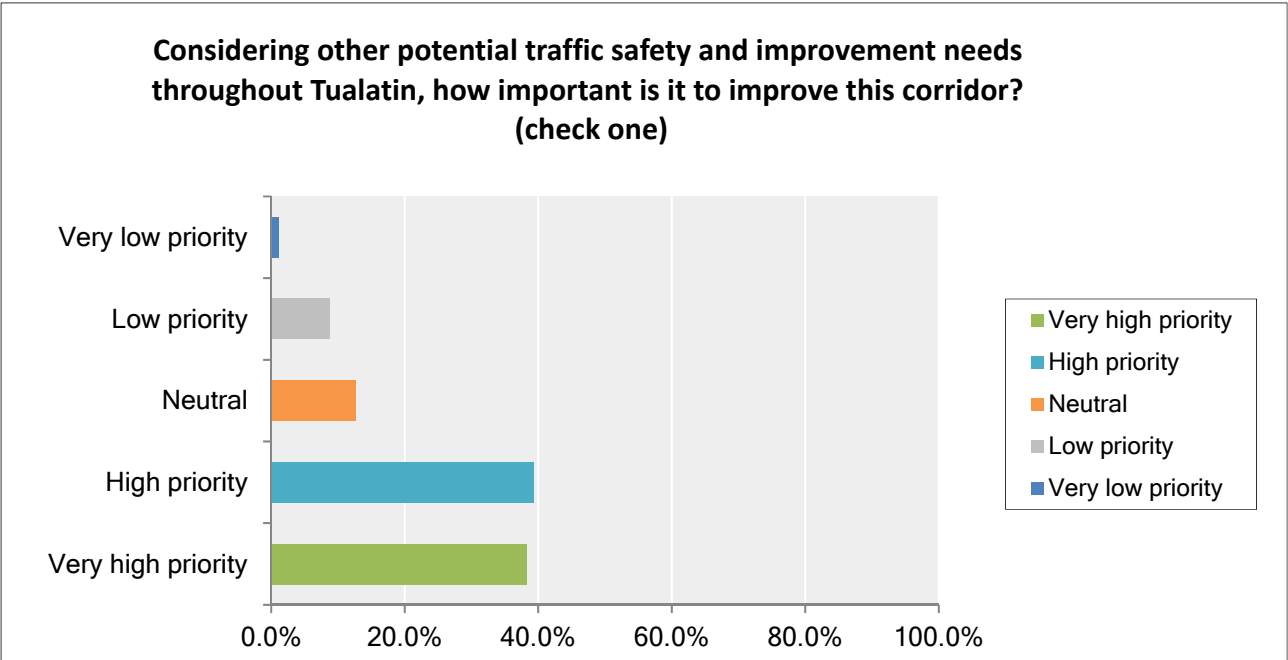
What do you think are the biggest safety concerns on this corridor? Ranks the following concerns from 1 to 10, with 1 being the lowest concern. (Using simple averages)



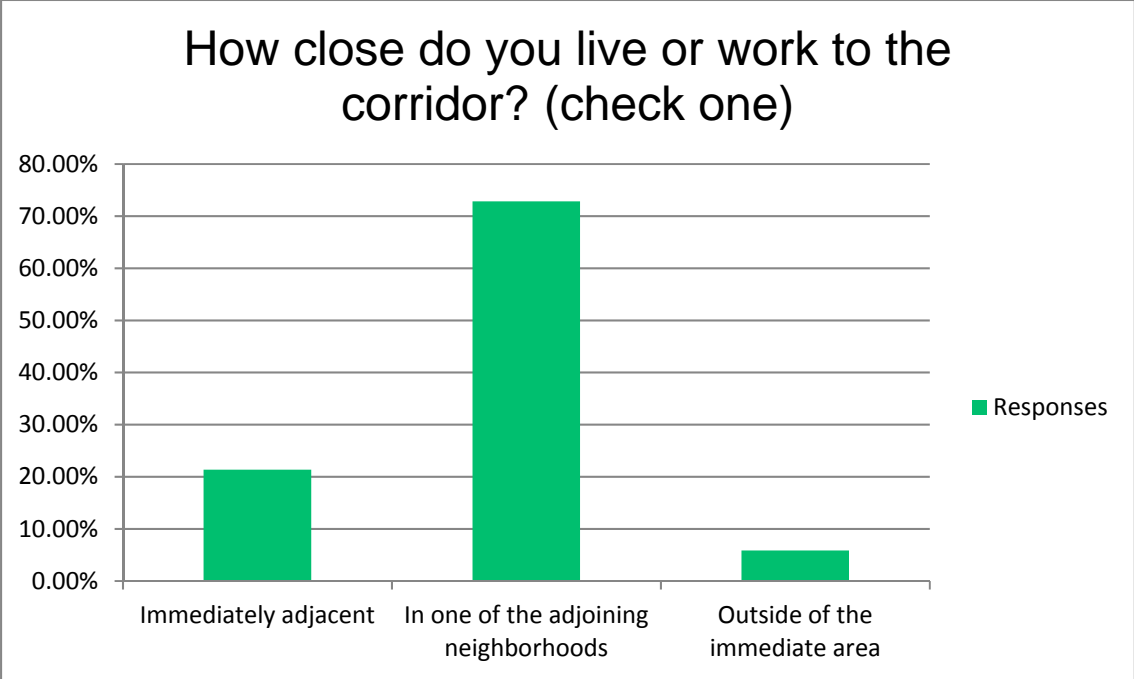
Do you agree with the following statement? (check one) "It is important that the corridor is made safer for driving."



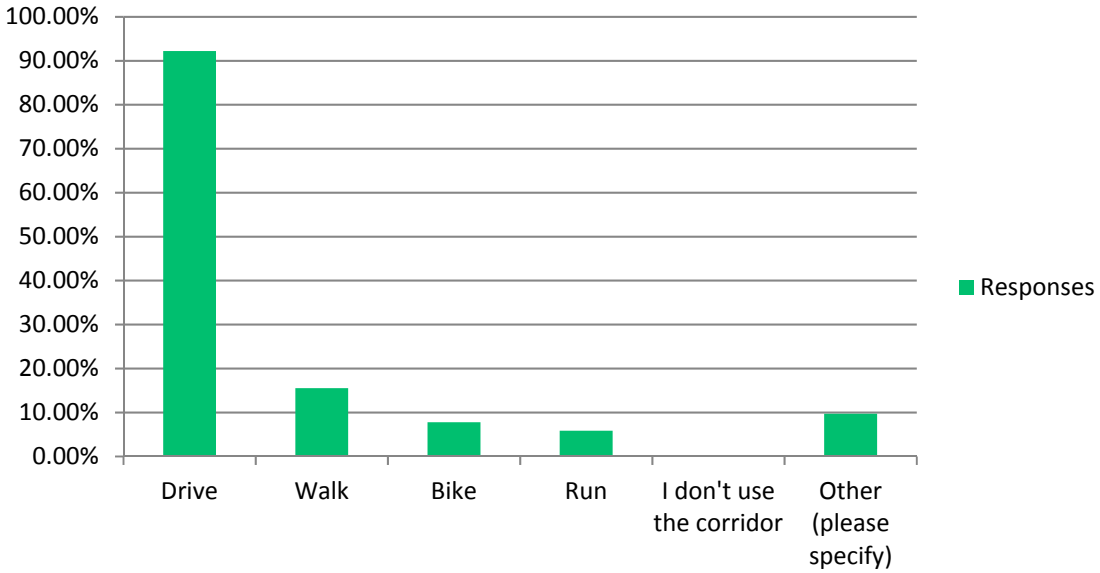




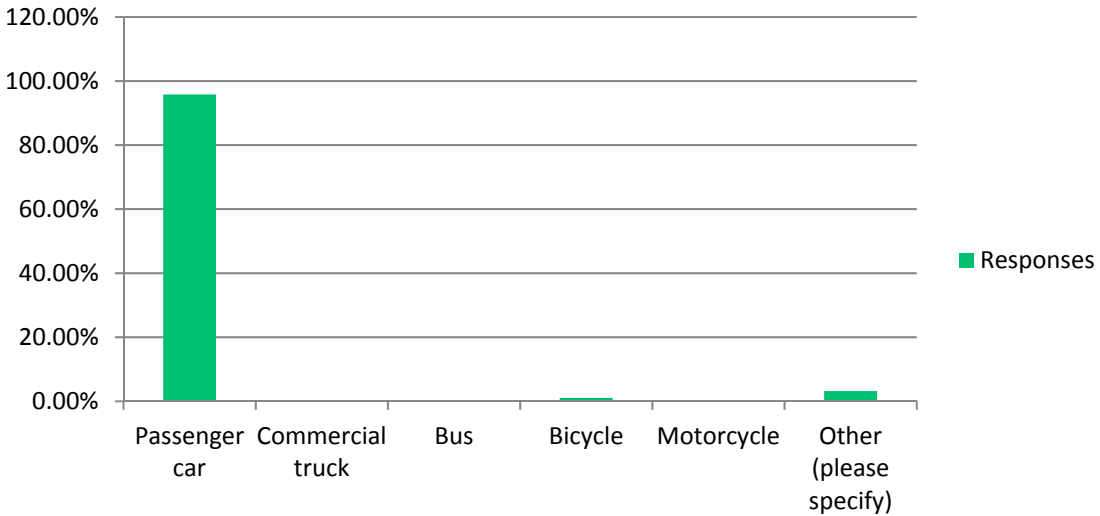
Summary of Online Survey #2



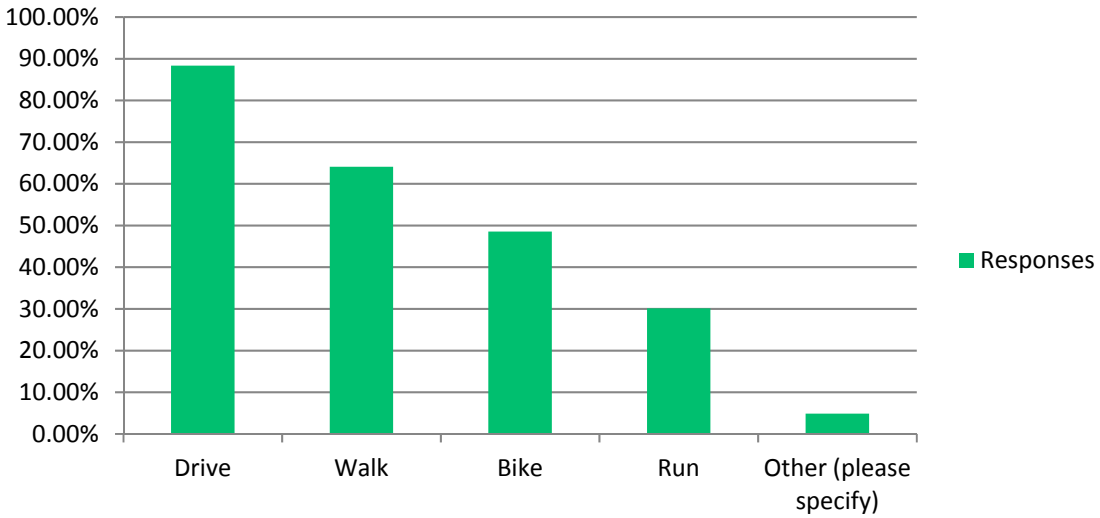
How do you use the corridor today?



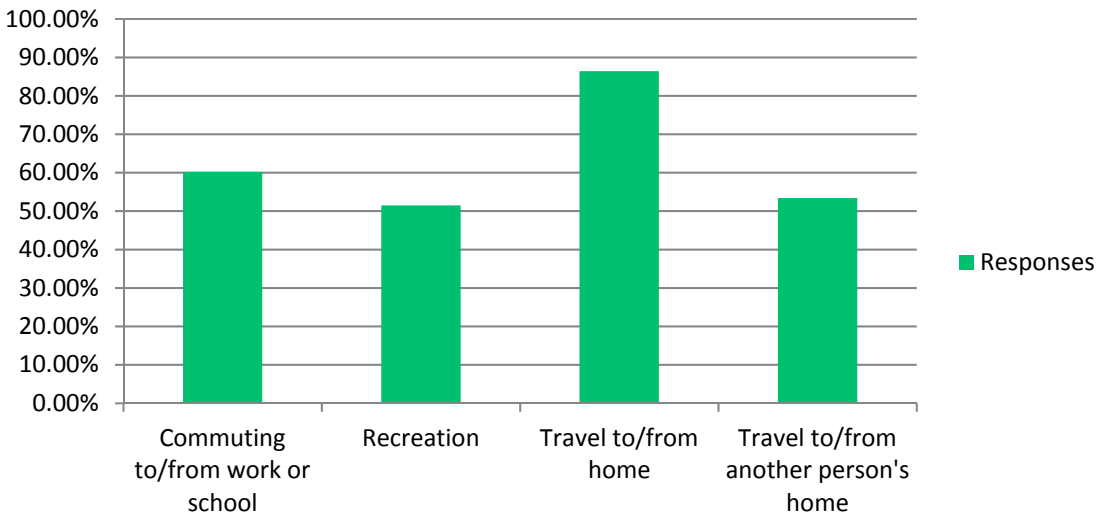
What type of vehicle do you typically drive in the corridor?



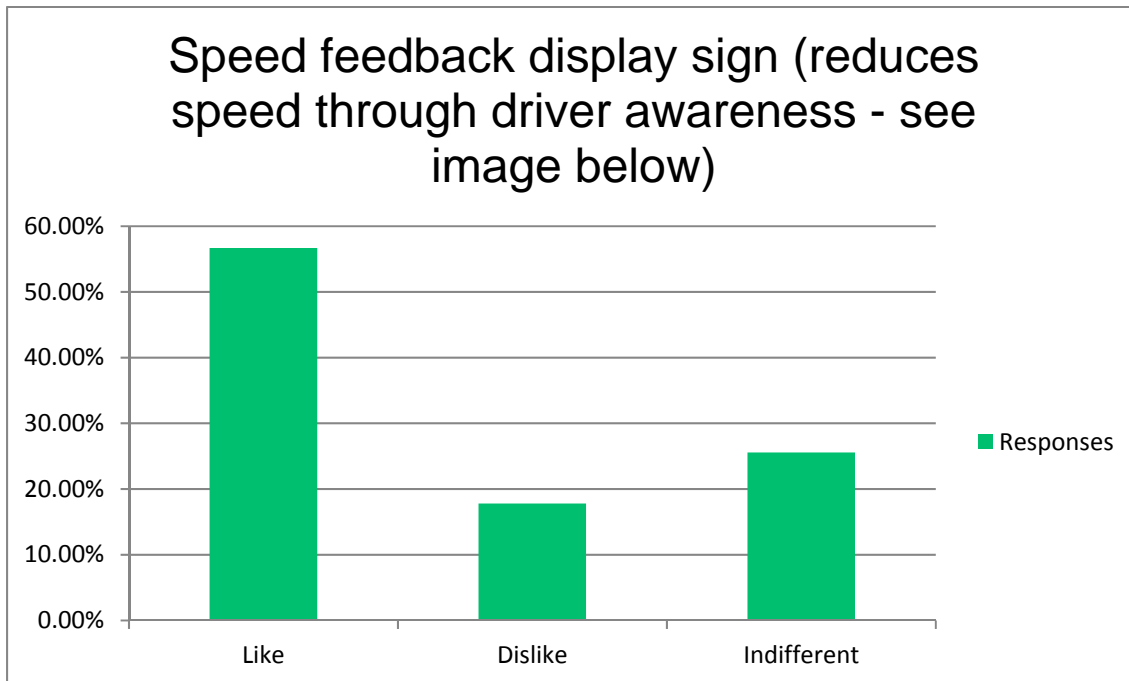
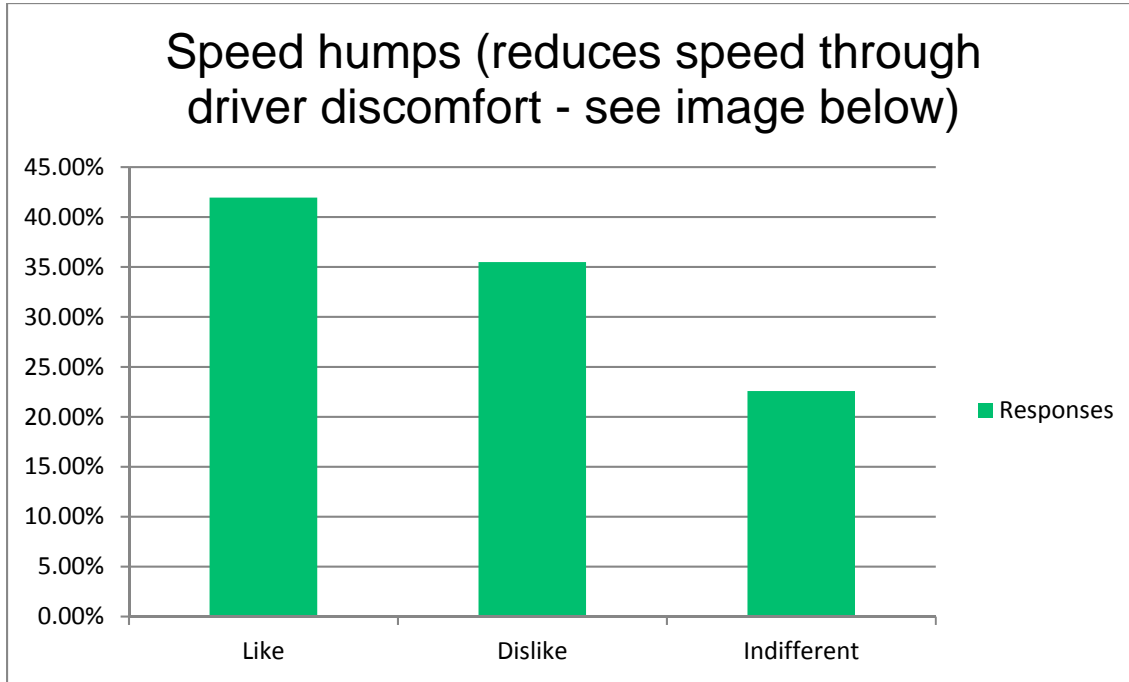
How will you use the corridor after the project is complete?

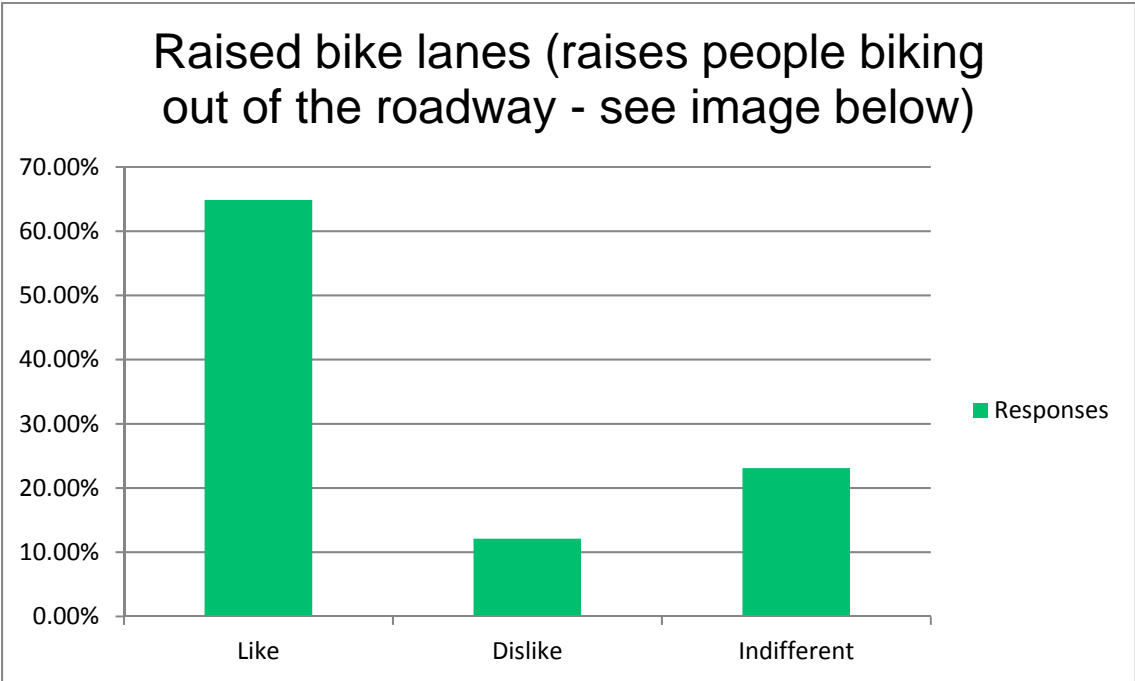
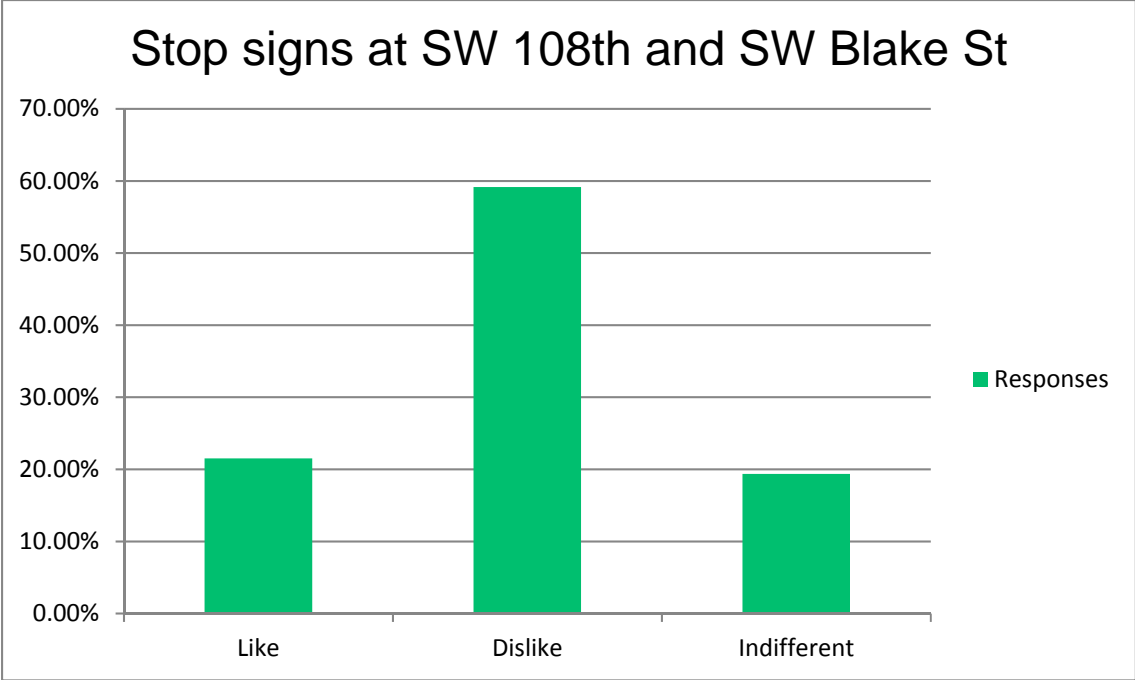


Do you use the corridor for the following? (check all that apply)

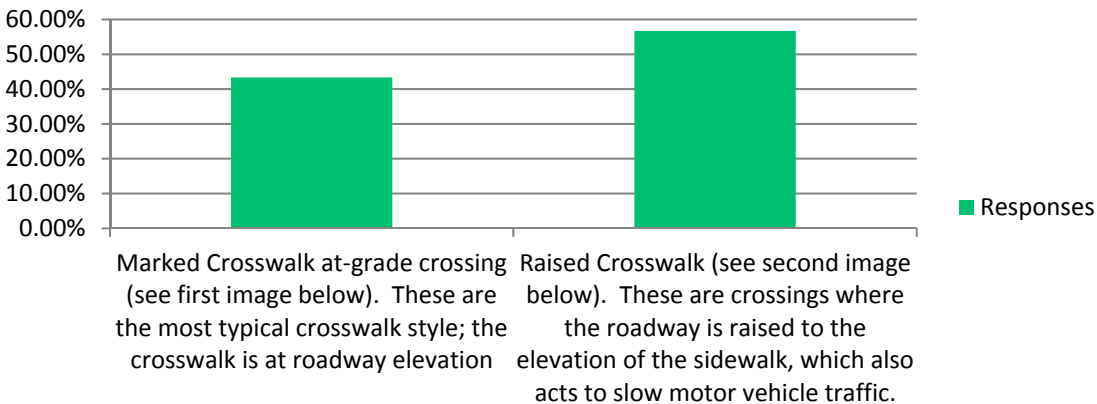


The next several questions asked respondents to indicate their preferences for a variety of traffic calming treatments:





Crosswalk style - For locations where people have to cross the corridor, please indicate your preference of crosswalk style.

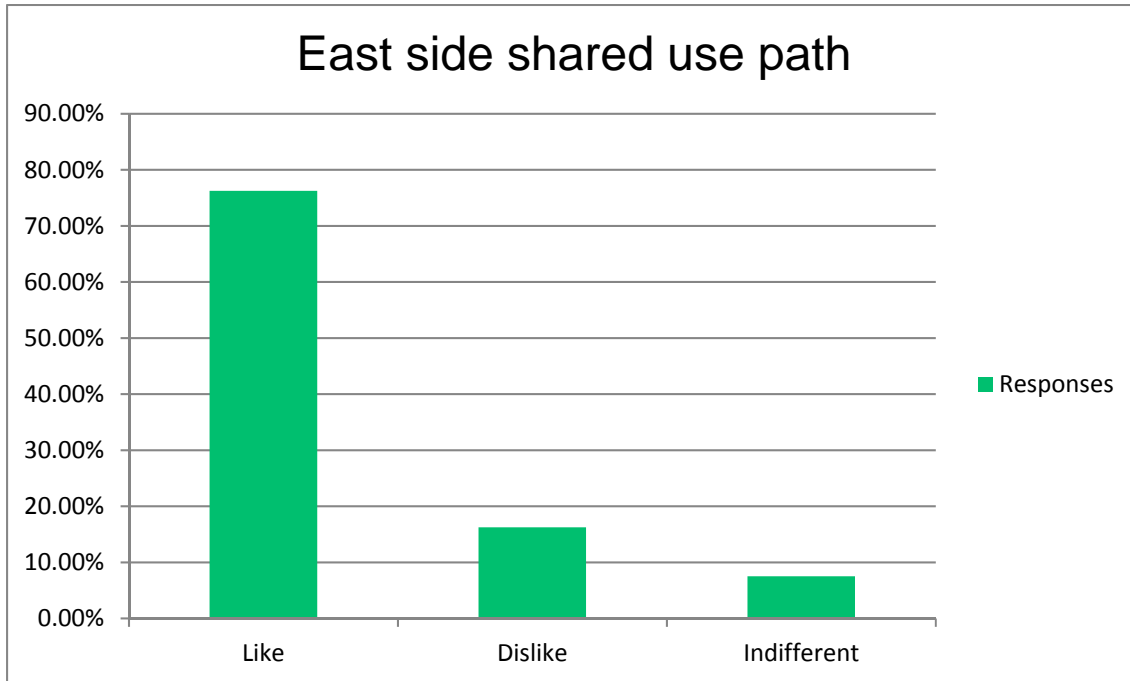
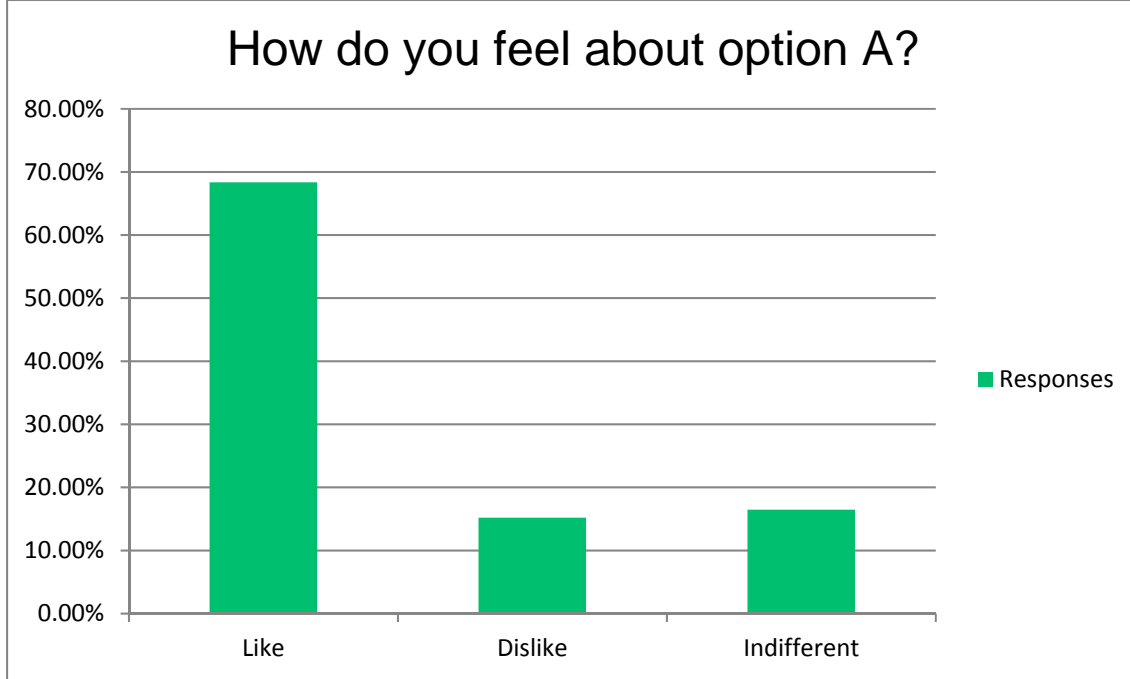


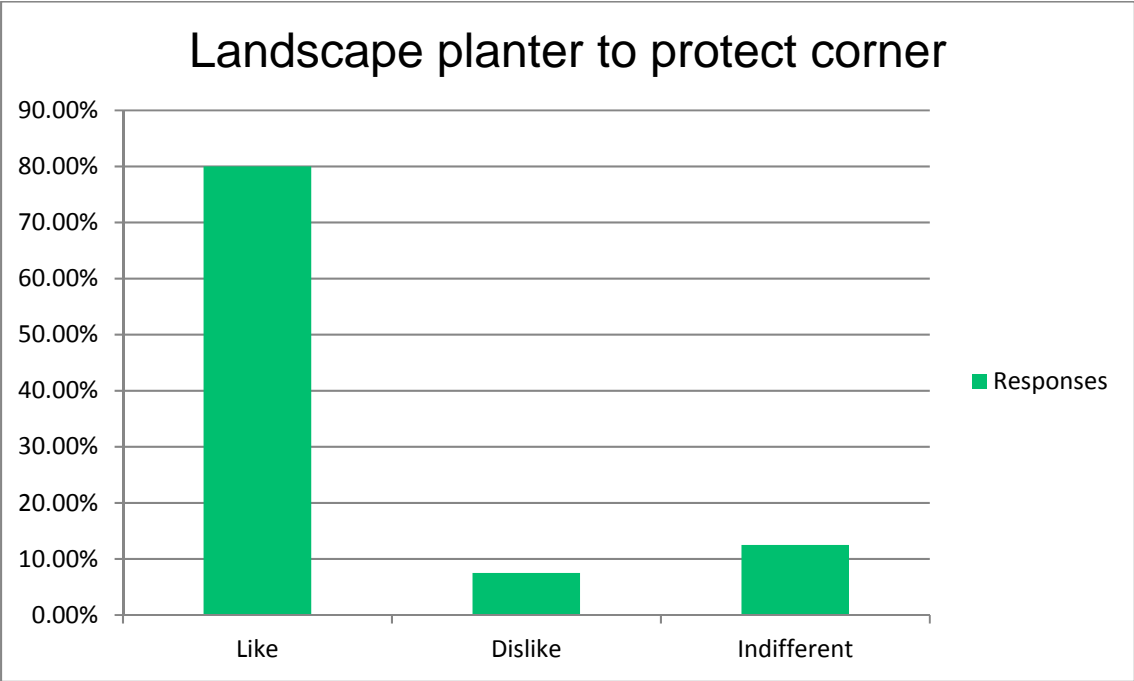
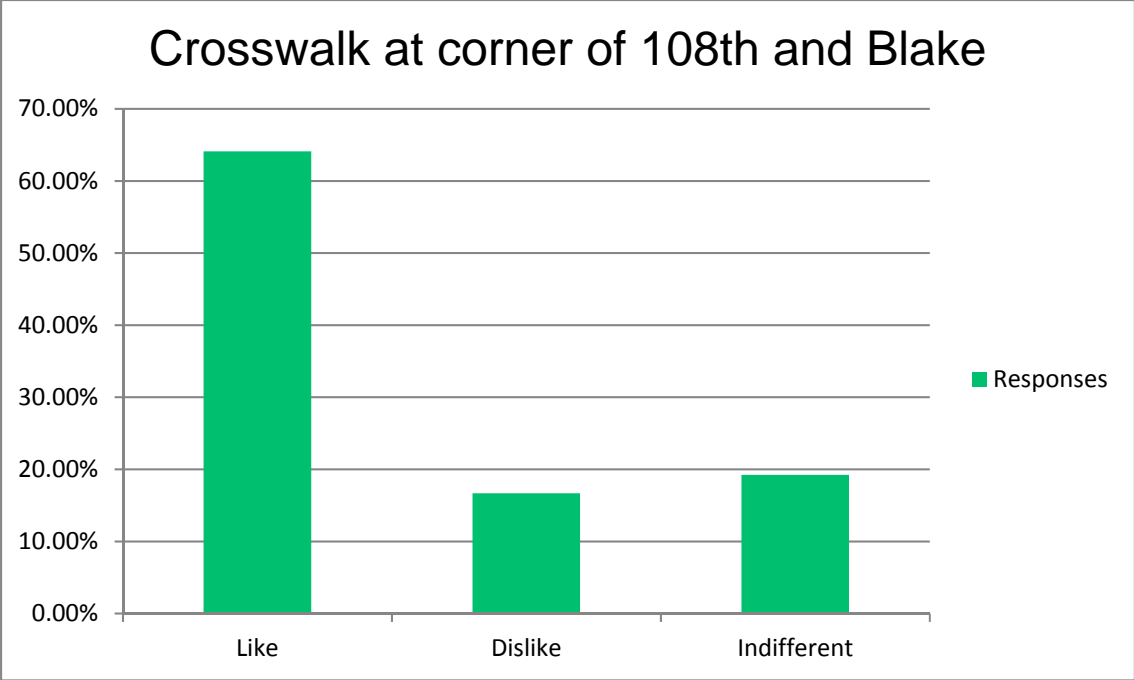
Some other common suggestions for traffic calming treatments included:

- A middle island with plants
- A buffer between the road and sidewalk
- Colored paint/ art on sidewalk
- Glow in the dark paint and lighting at night
- Raise the road to improve visibility around the curve
- Additional Stop signs and or speed bumps on 108th at Willow
- During winter snow, becomes icy and dangerous and not able to drive nor walk. Need some type of surface to let snow melt faster or improve road traction
- Protection guards between pedestrians and autos, shared lane markings for cyclists and cars instead of designated bike lanes, landscape planter designs prior to entering corner at both ends, relocating reduced speed limit signs, removing 30 mph sign in corridor
- Lower speed on Ibach St. Across from the park. 30mph is more than fast enough. Tons of kids around. No reason it should be 35!
- Can't remember if every option had a yellow line for the middle of the road. That would be helpful on the corners.

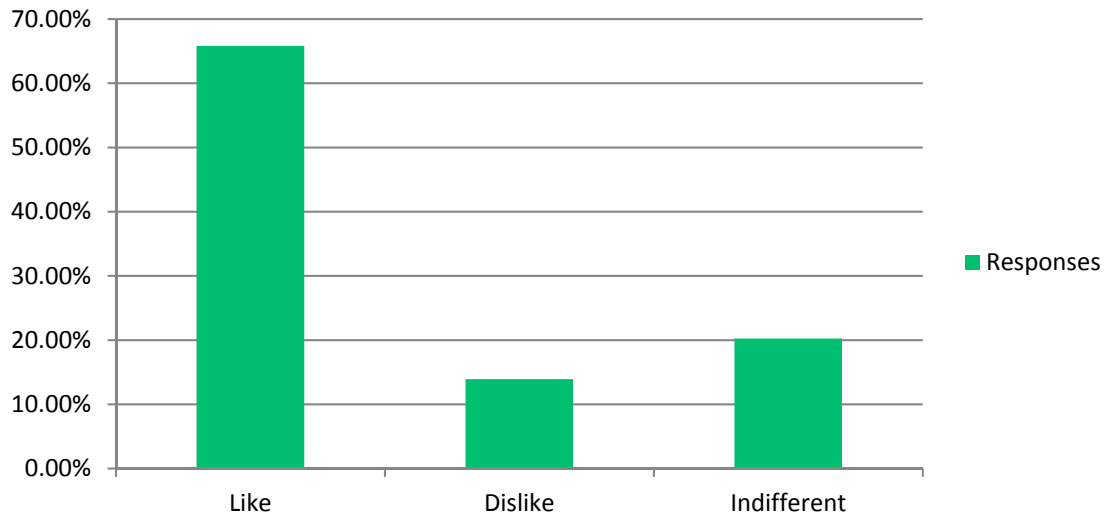
Next the respondents were asked about their preferences for the four design alternatives and then several features unique to each option. The following are their responses:

Option A – East Shared Use Path

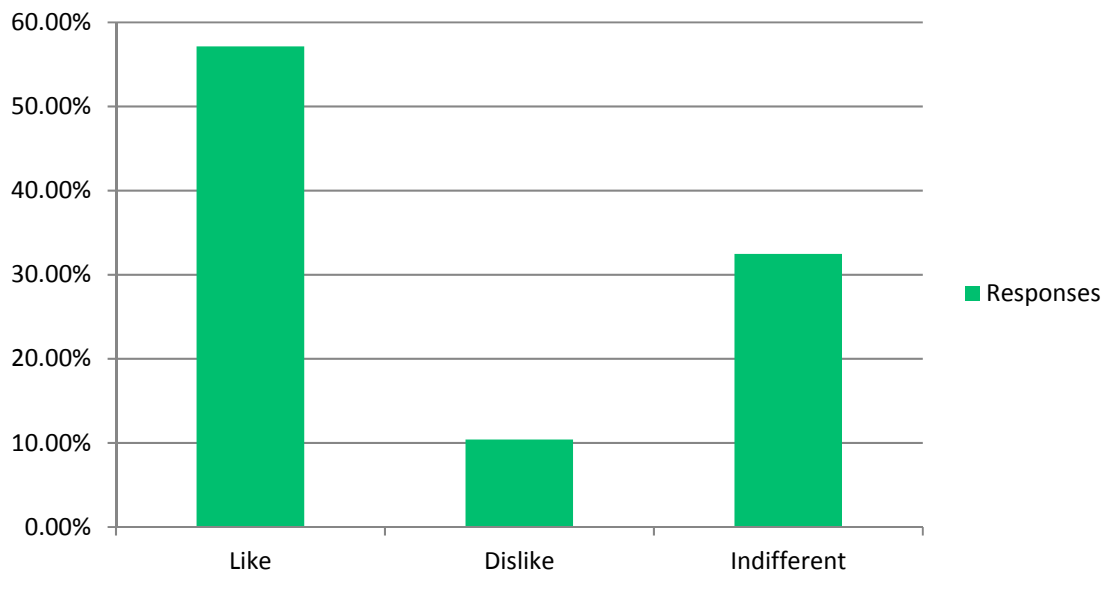




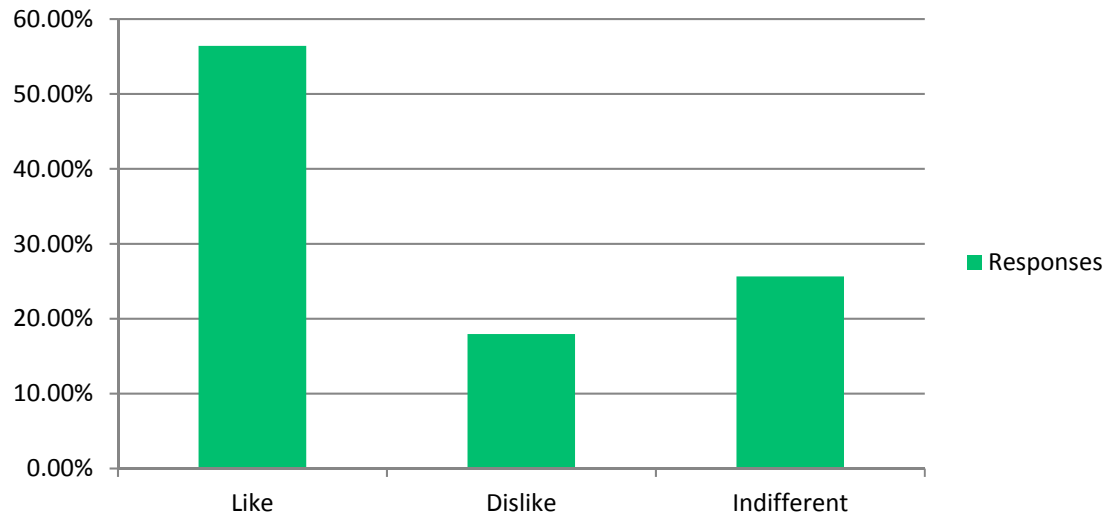
Cobbled surface to warn bicyclists of pedestrian mixing



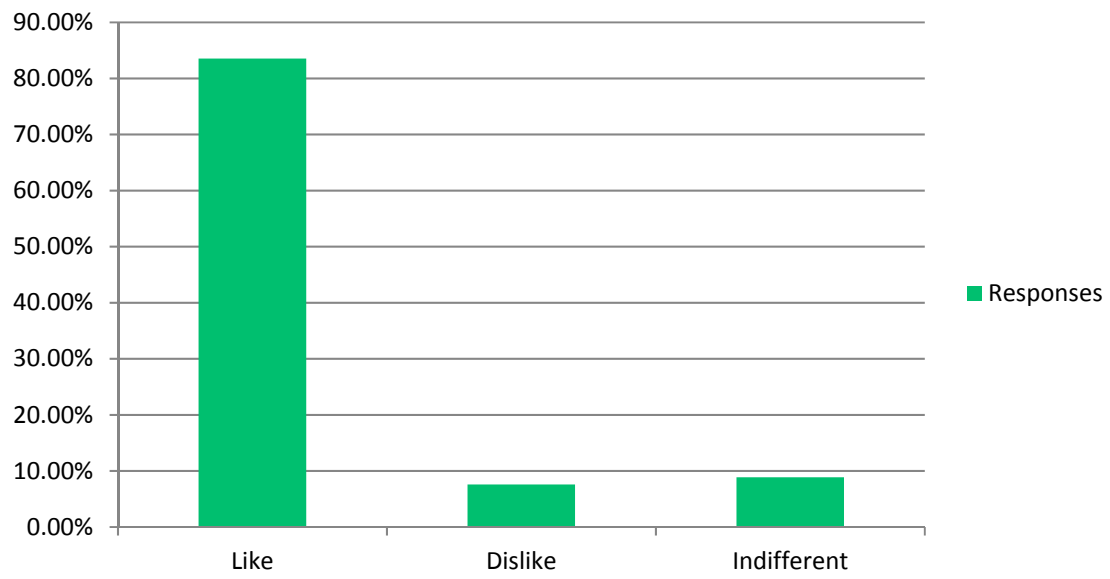
Left turn pocket for bicyclists at 105th



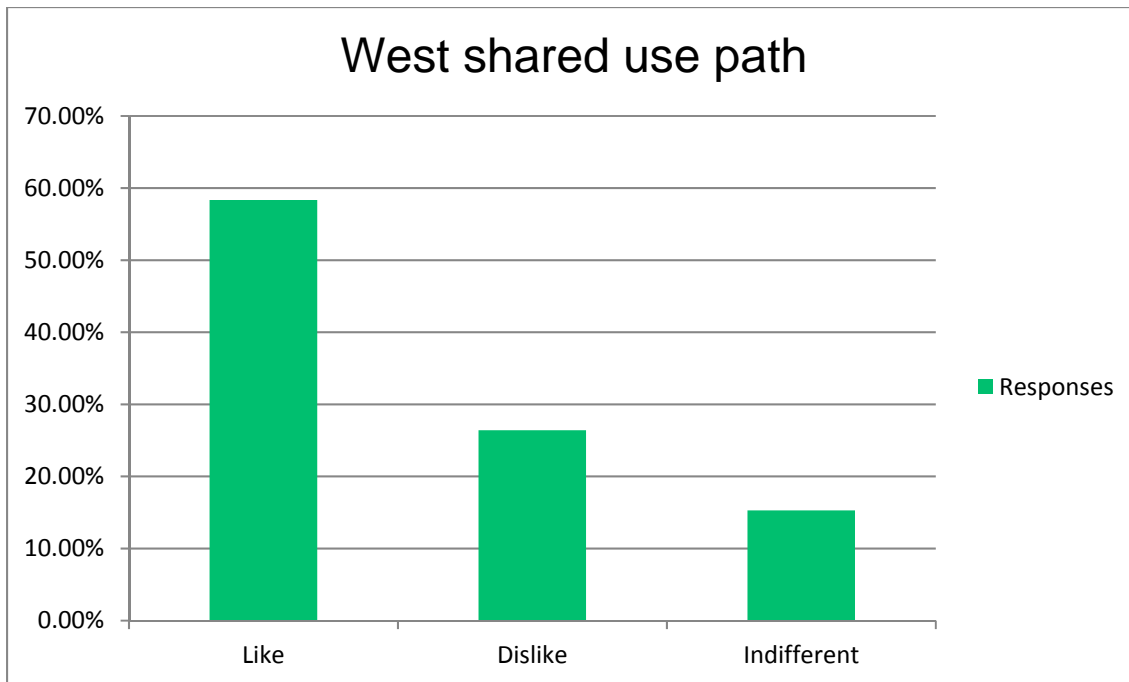
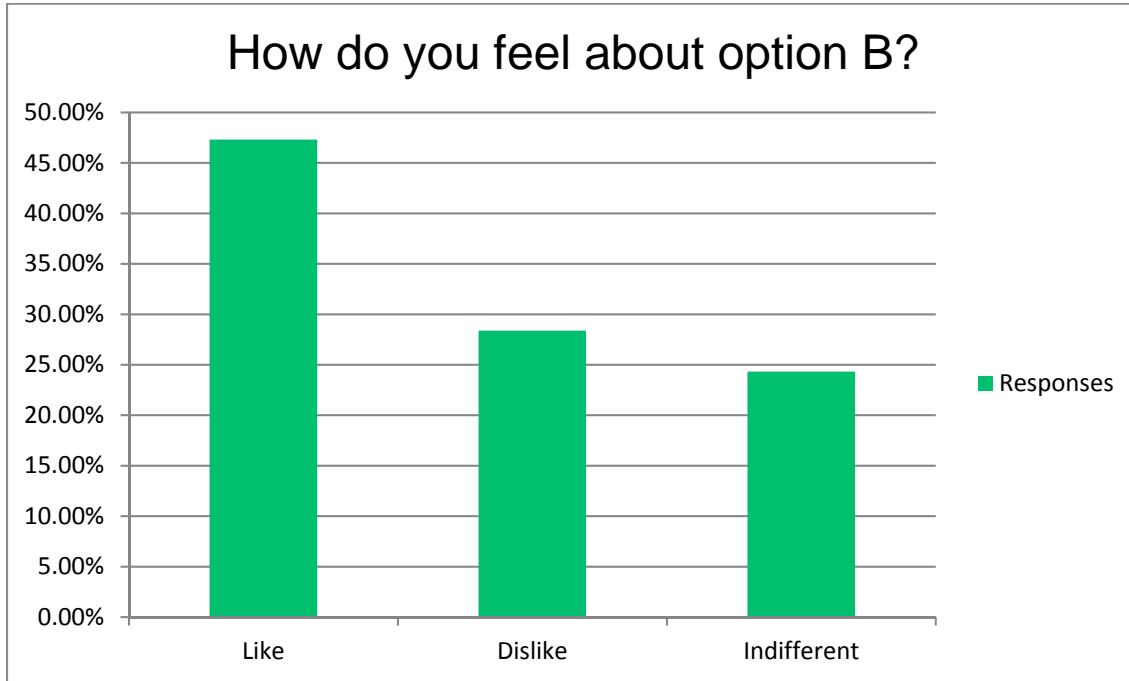
Rectangular Rapid Flashing Beacons (RRFBs)



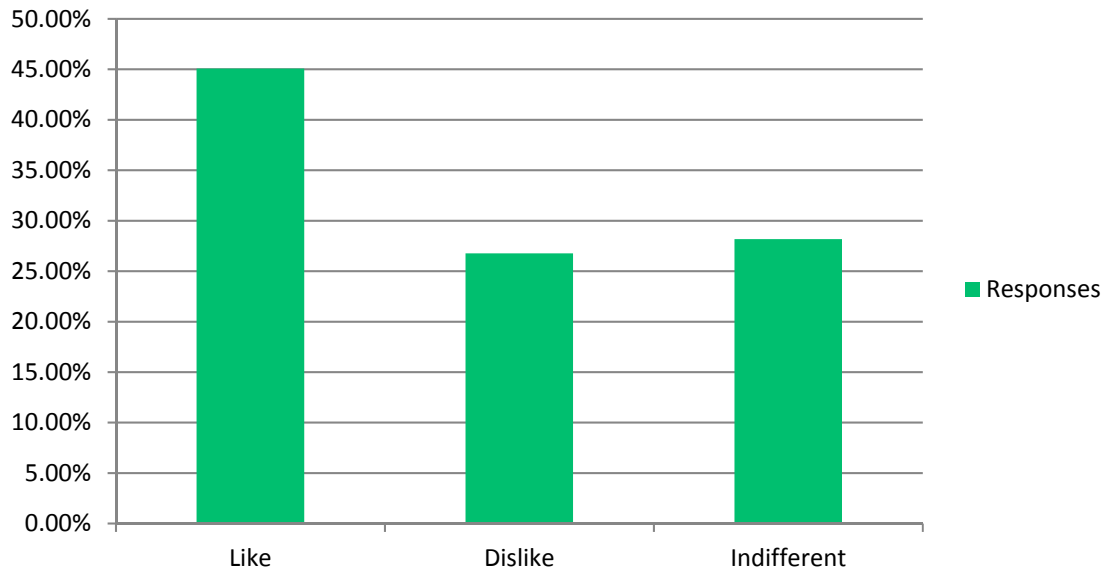
Landscape buffer in the curves



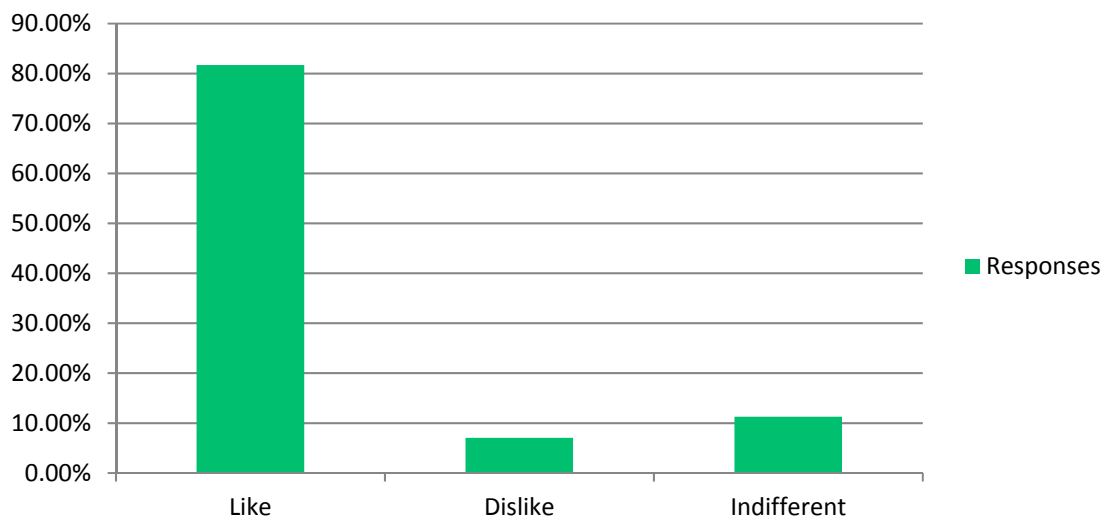
Option B – West Shared Use Path



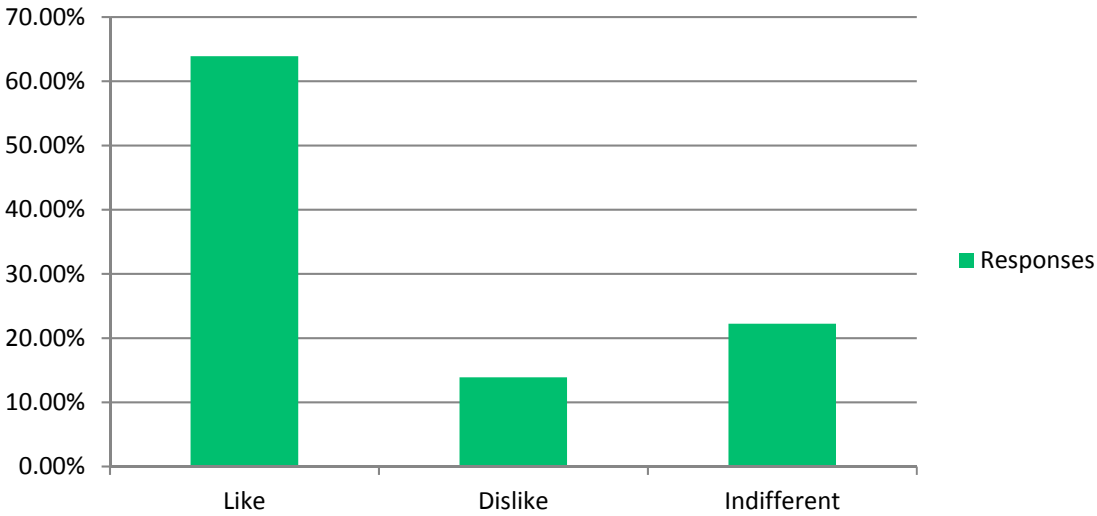
Raised crosswalk at 108th and Willow



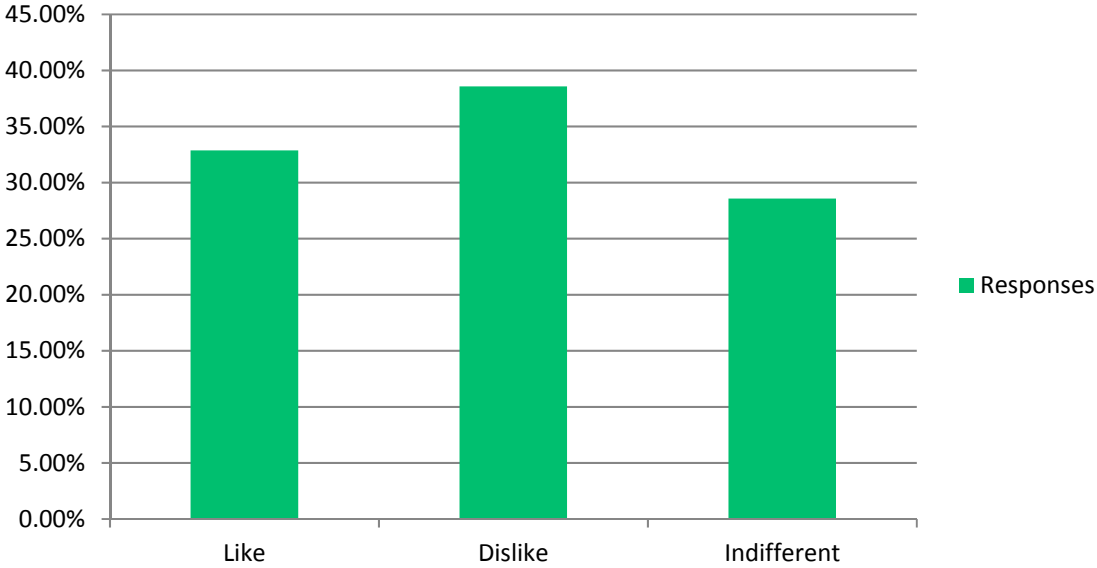
Stormwater planter with trees to protect corner



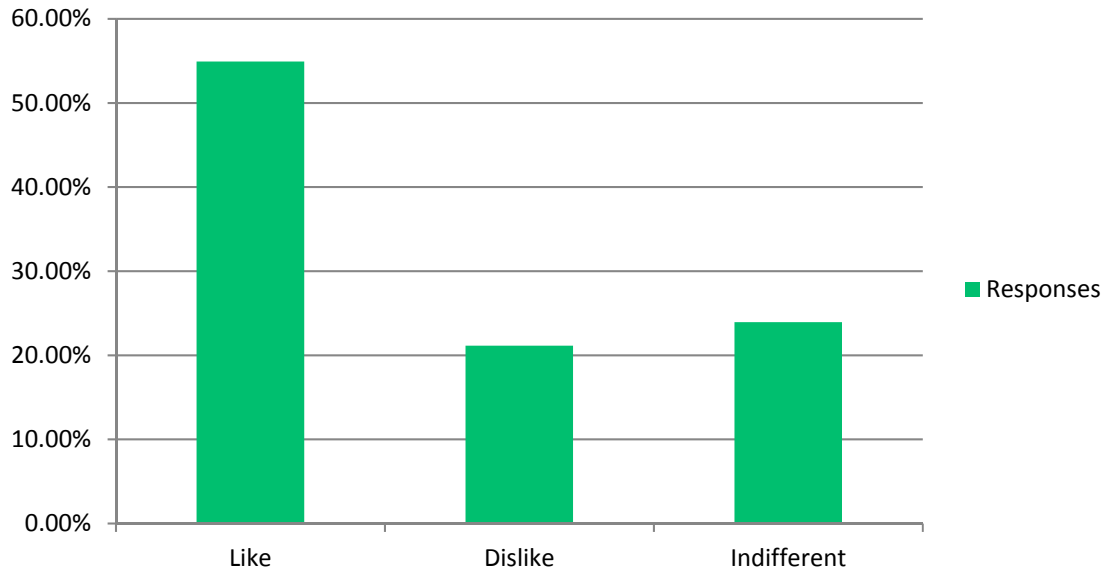
Cobbled surface to warn cyclist of pedestrian merge



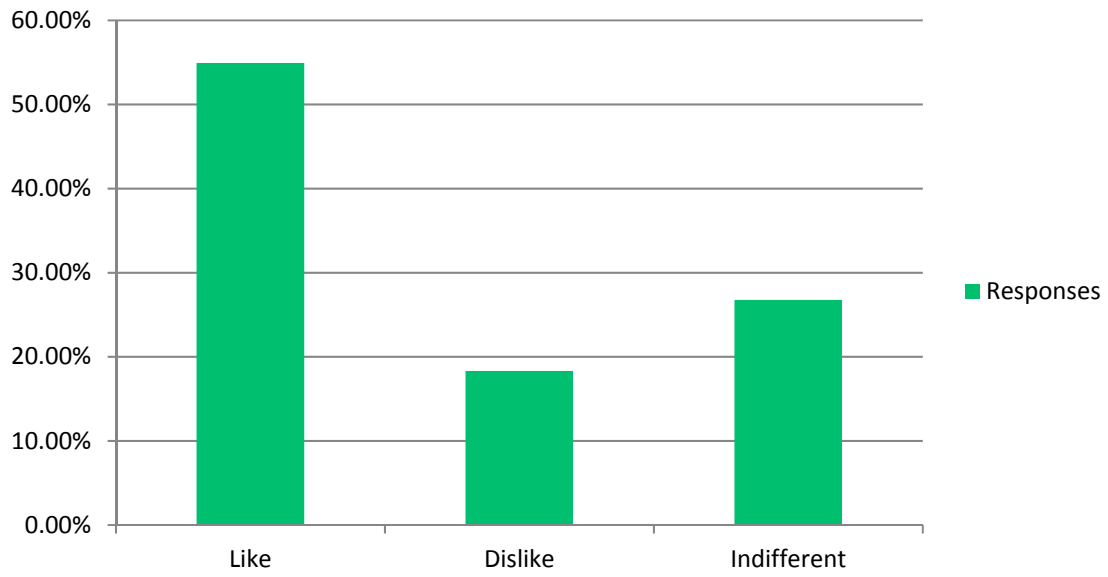
Speed hump on Blake



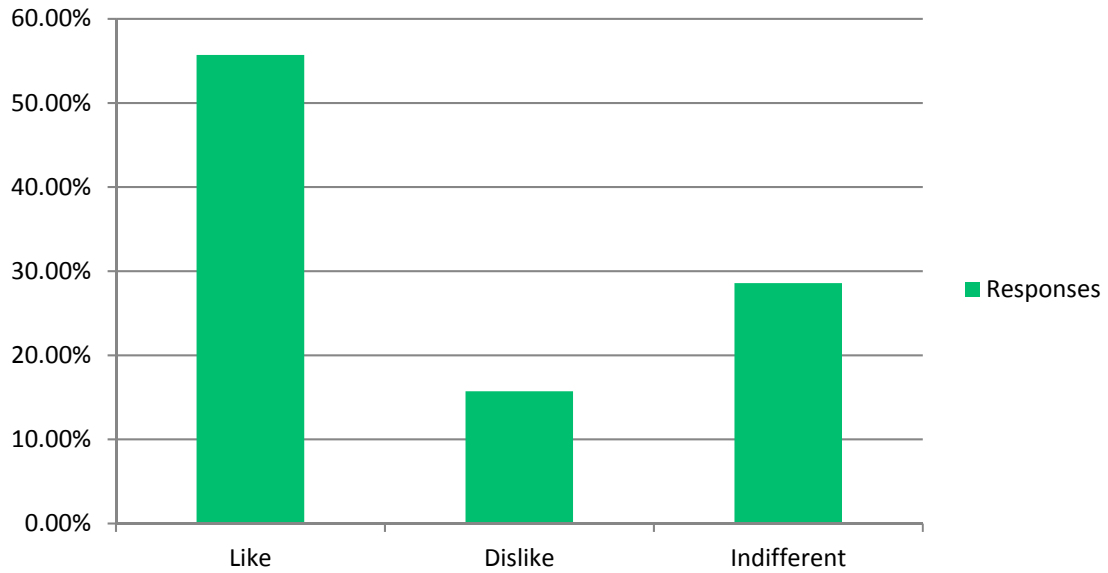
Crosswalk at 105th and Paulina



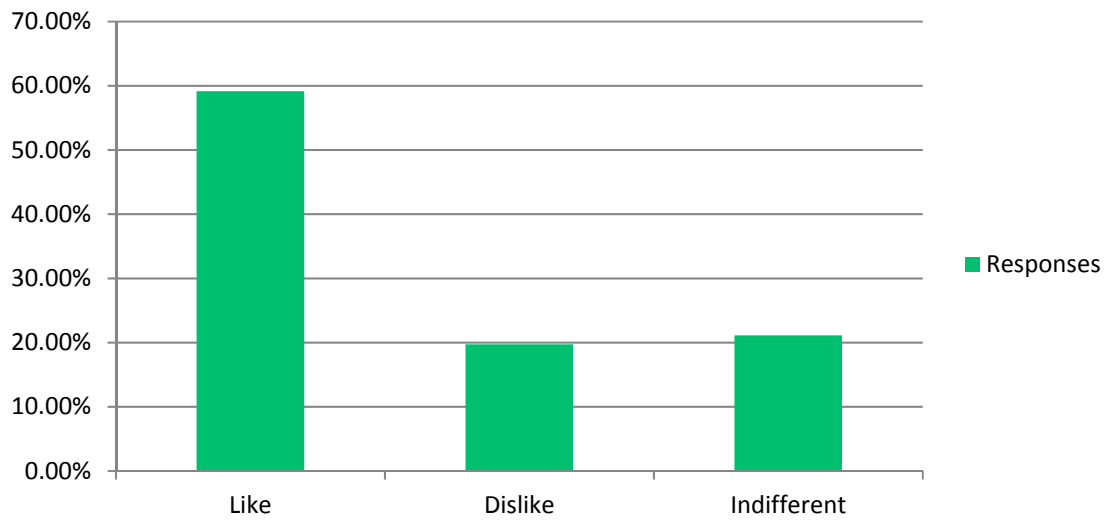
Crosswalk at 105th and Moratoc



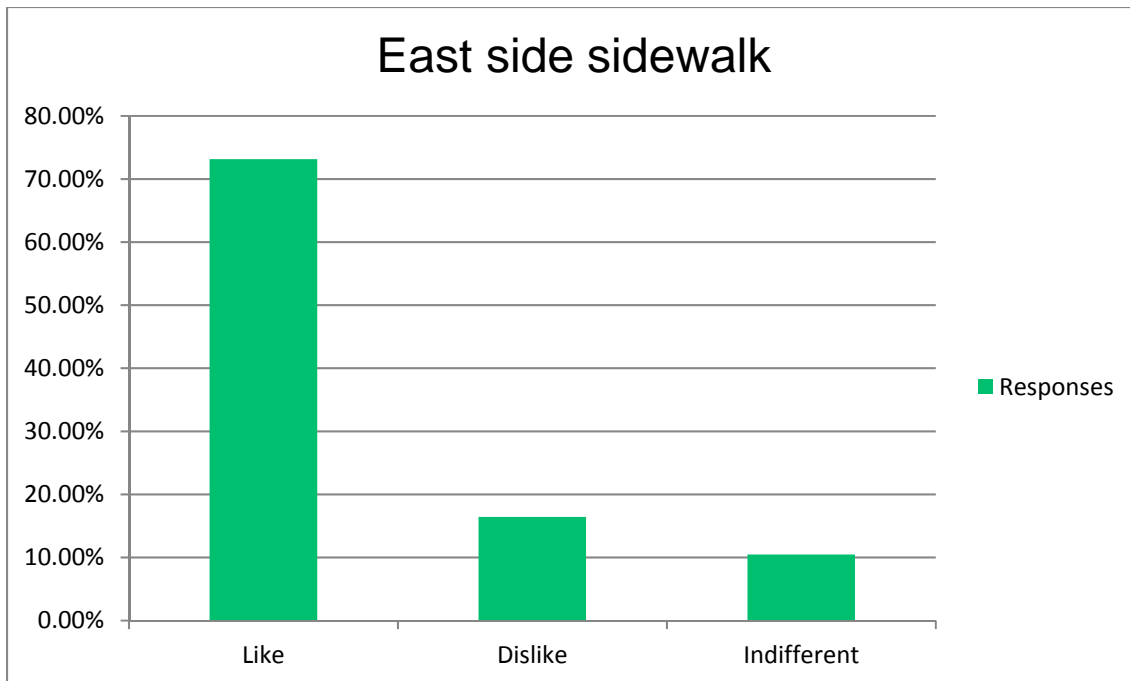
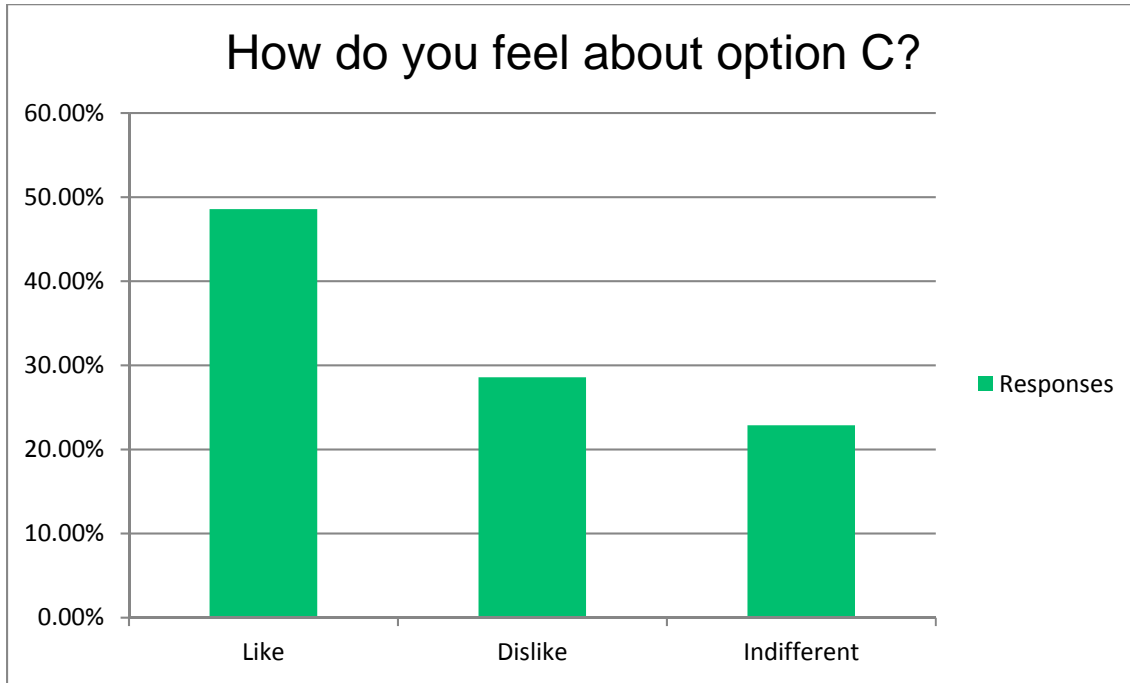
Left turn pocket for bikes at 105th

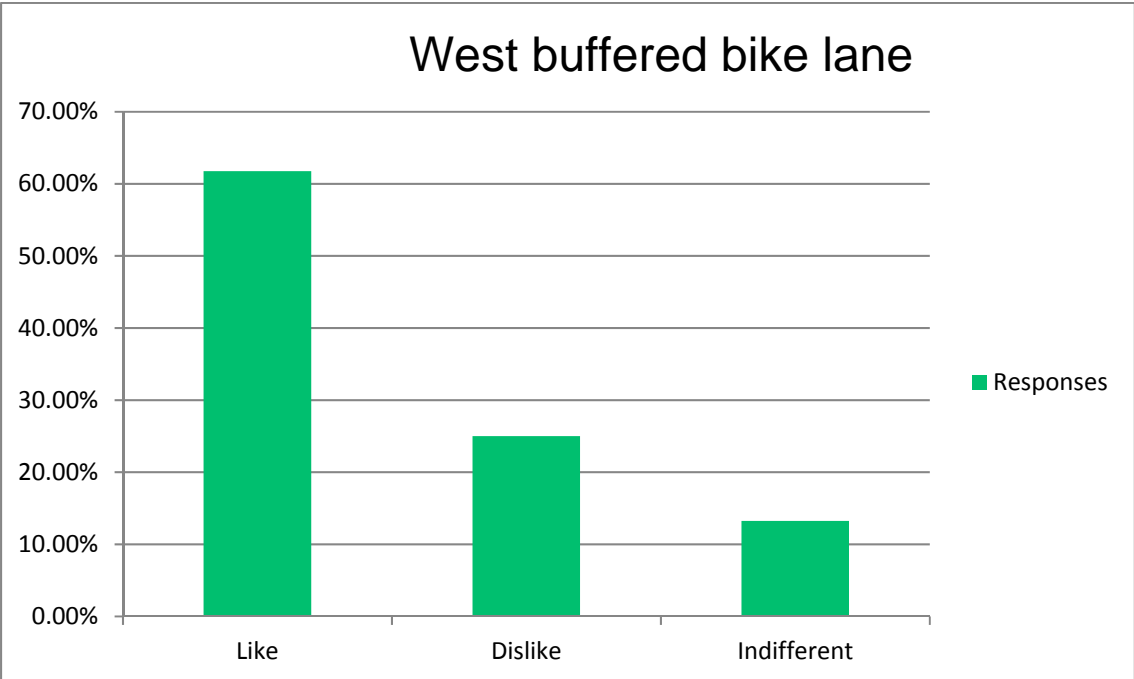
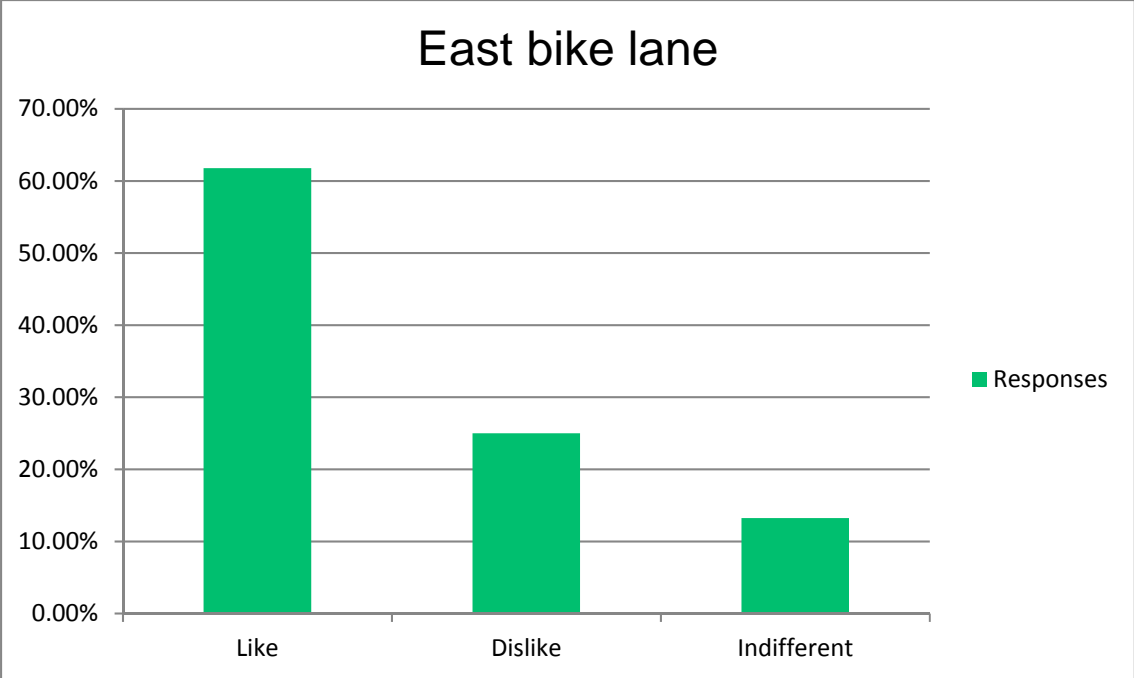


Rectangular Rapid Flashing Beacons (RRFBs)

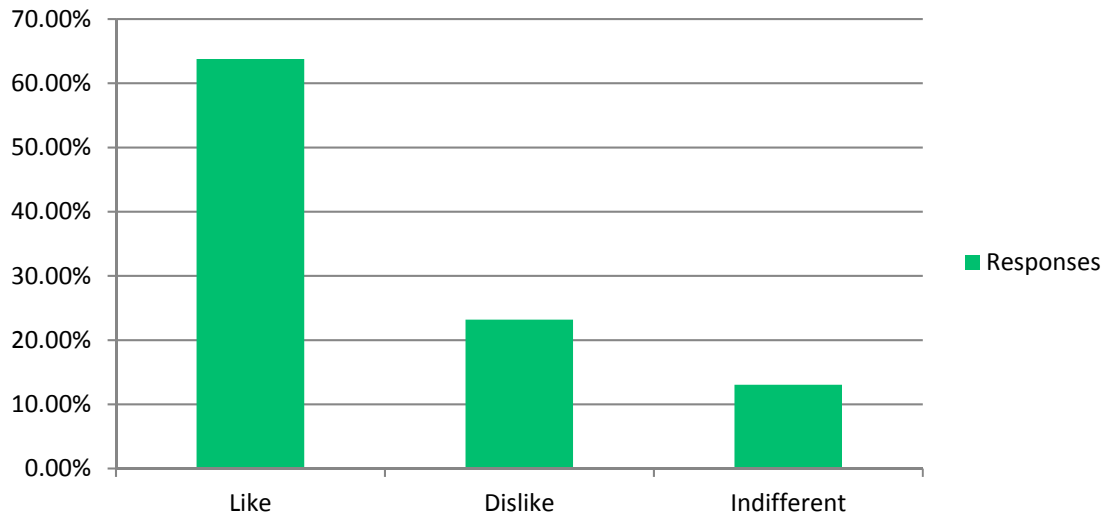


Option C – Sidewalk and Bike Lanes

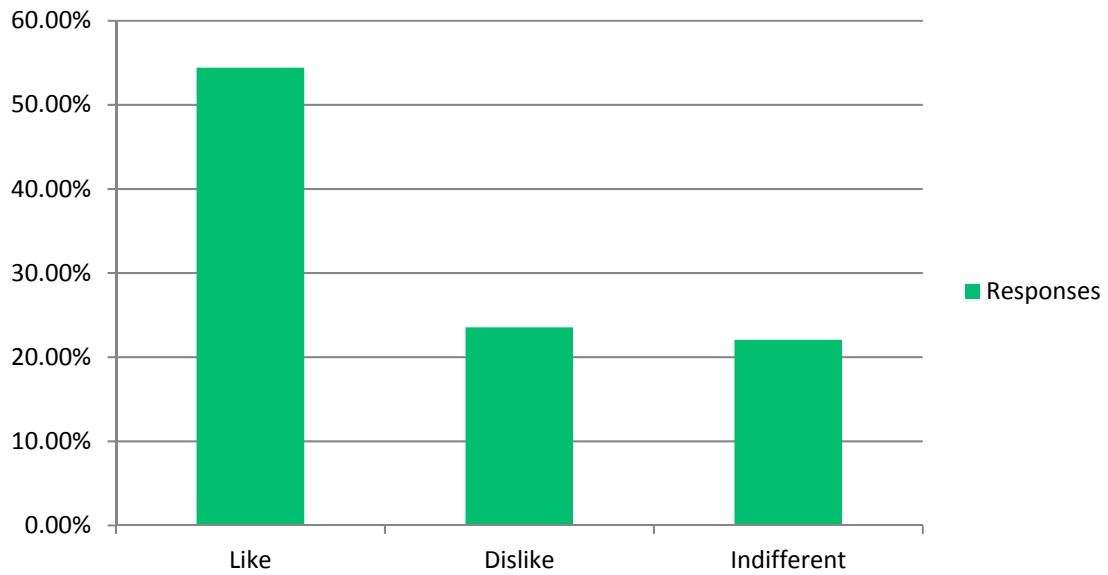




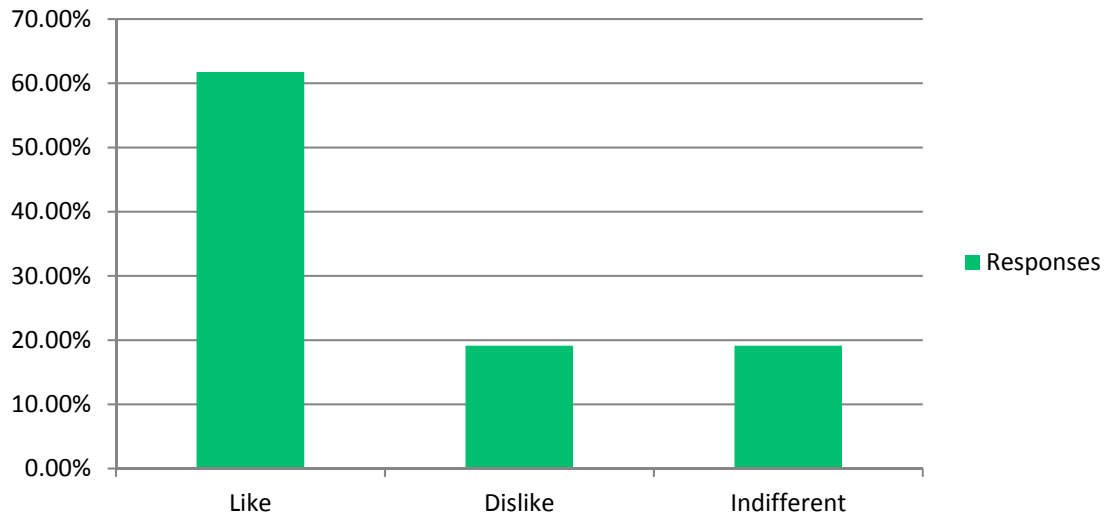
Digital speed feedback sign (see image below)



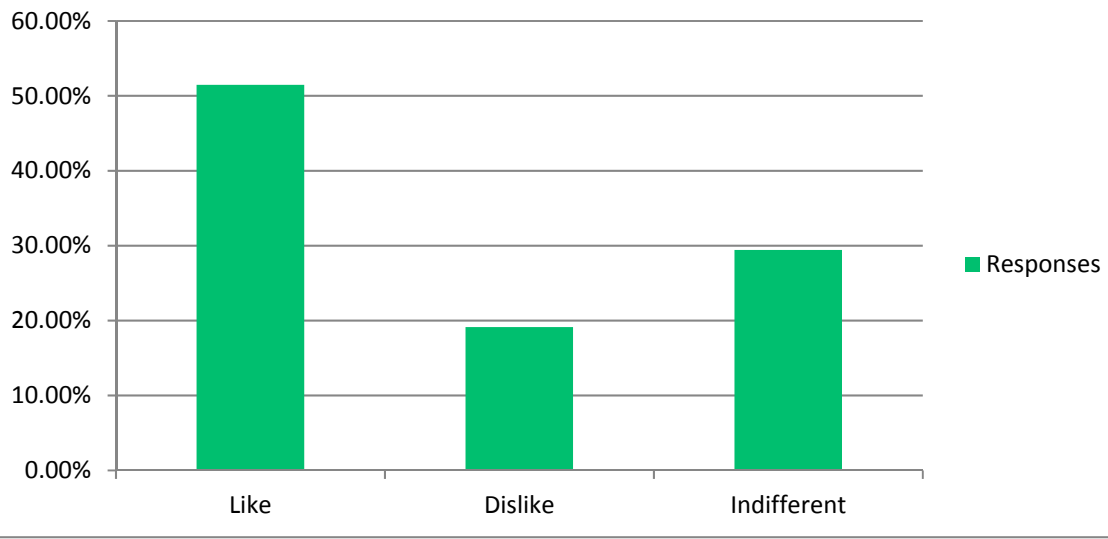
Raised Crosswalk (see image below)



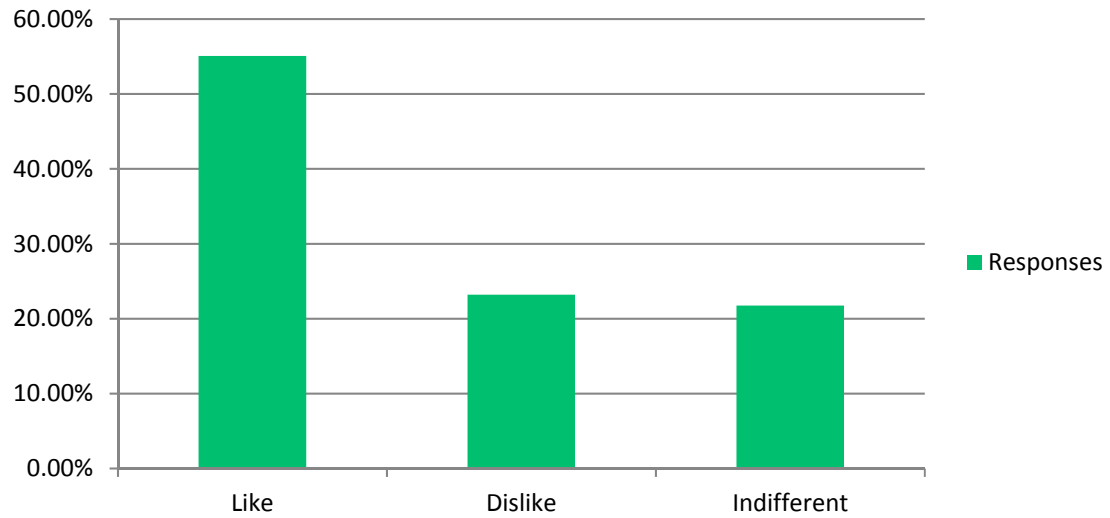
Raised bike lanes at corners for protection (see image below)



Textured treatment before raised bike lane to warn cyclist of tight

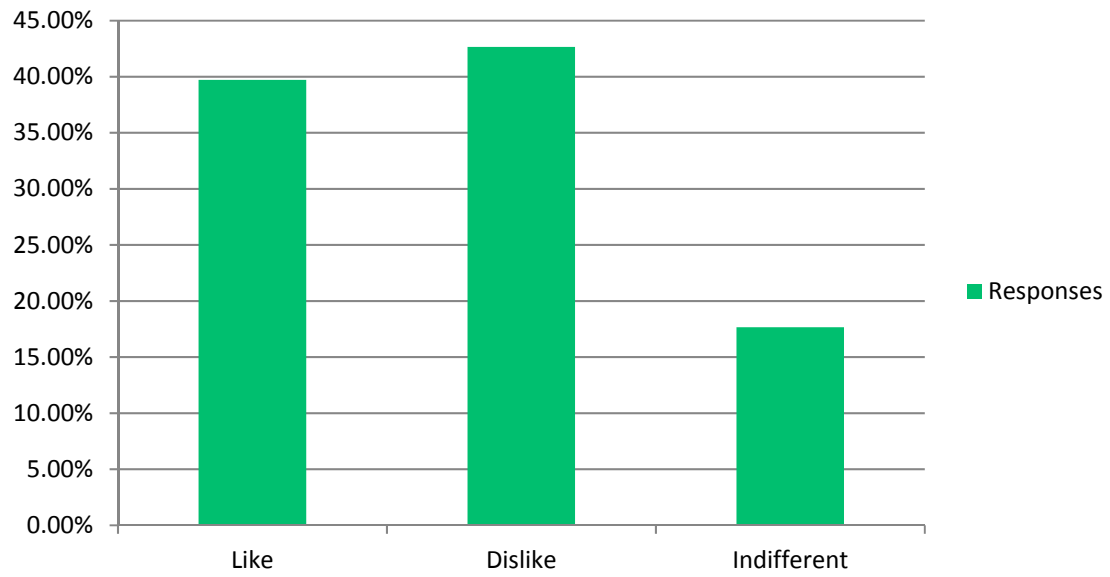


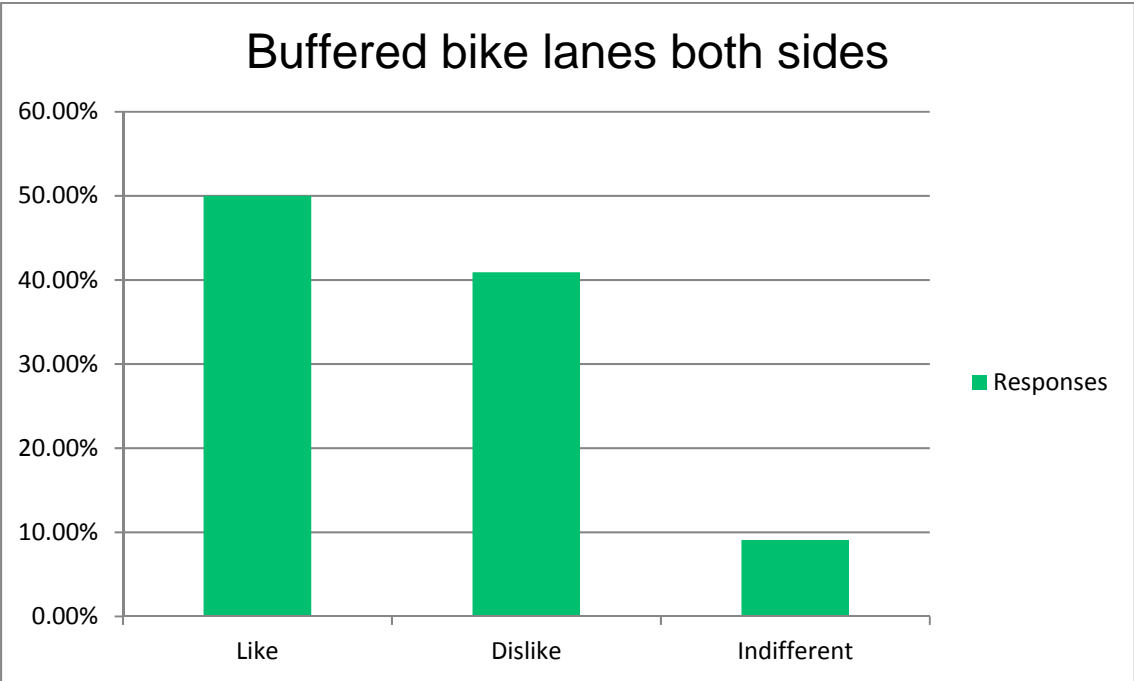
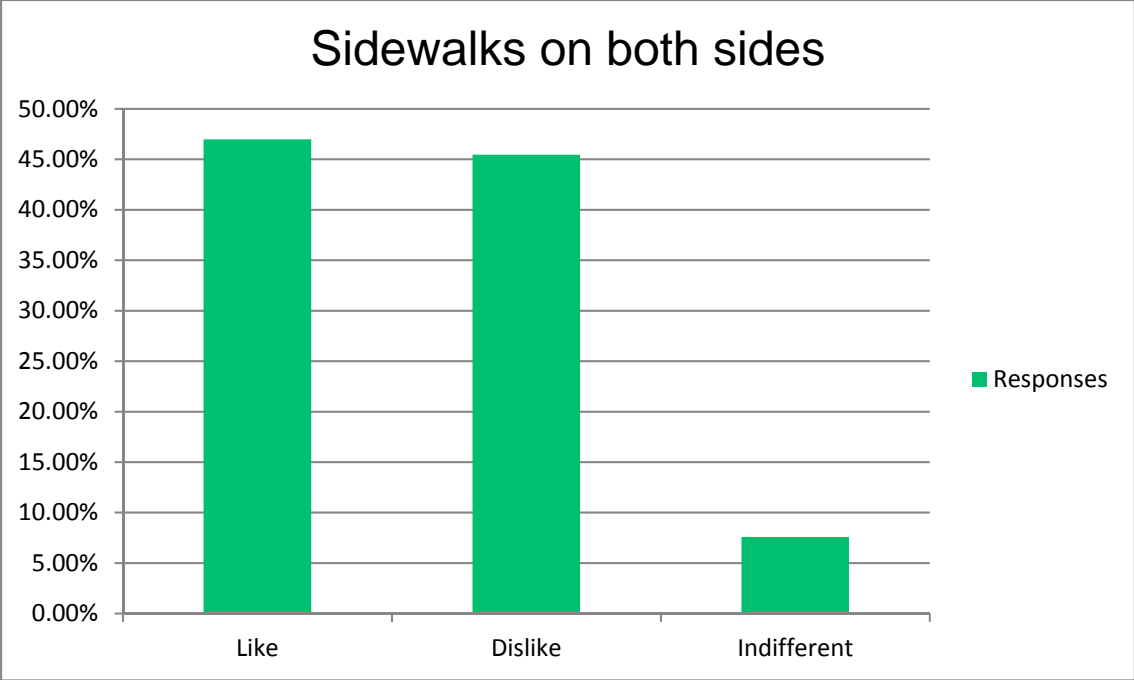
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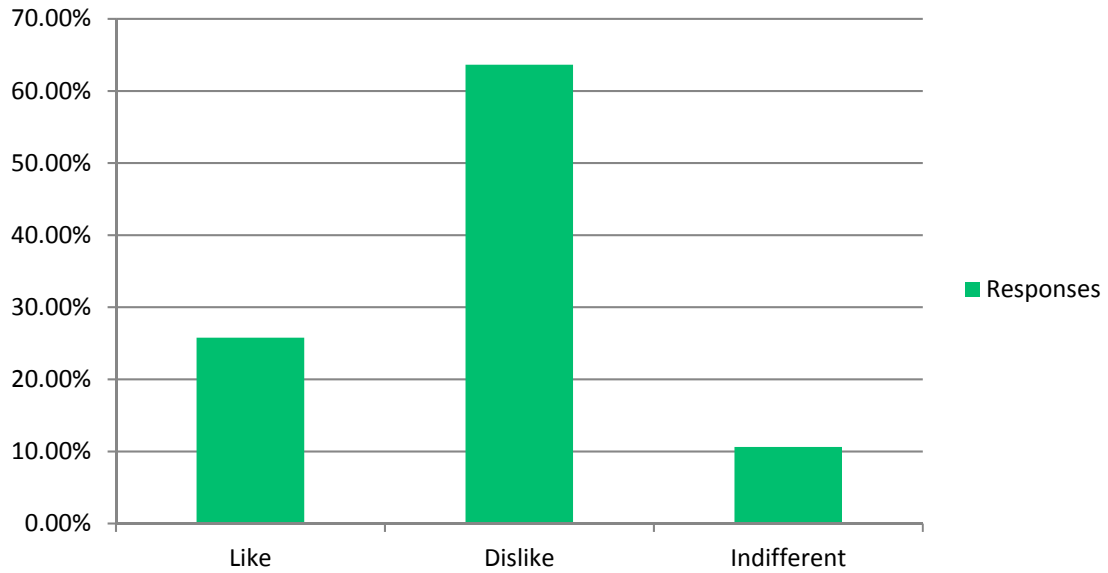
Option D – Sidewalks and Bike Lanes on Both Sides

How do you feel about option D?





Stop signs at 108th and Blake



Crosswalk at 108th and Blake

