

WILSONVILLE TRANSPORTATION SYSTEM PERFORMANCE REPORT

NOVEMBER 2020

UPDATE FOR 2016 - 2019 DATA*



**SOME DATA IS ONLY UPDATED THROUGH 2018*

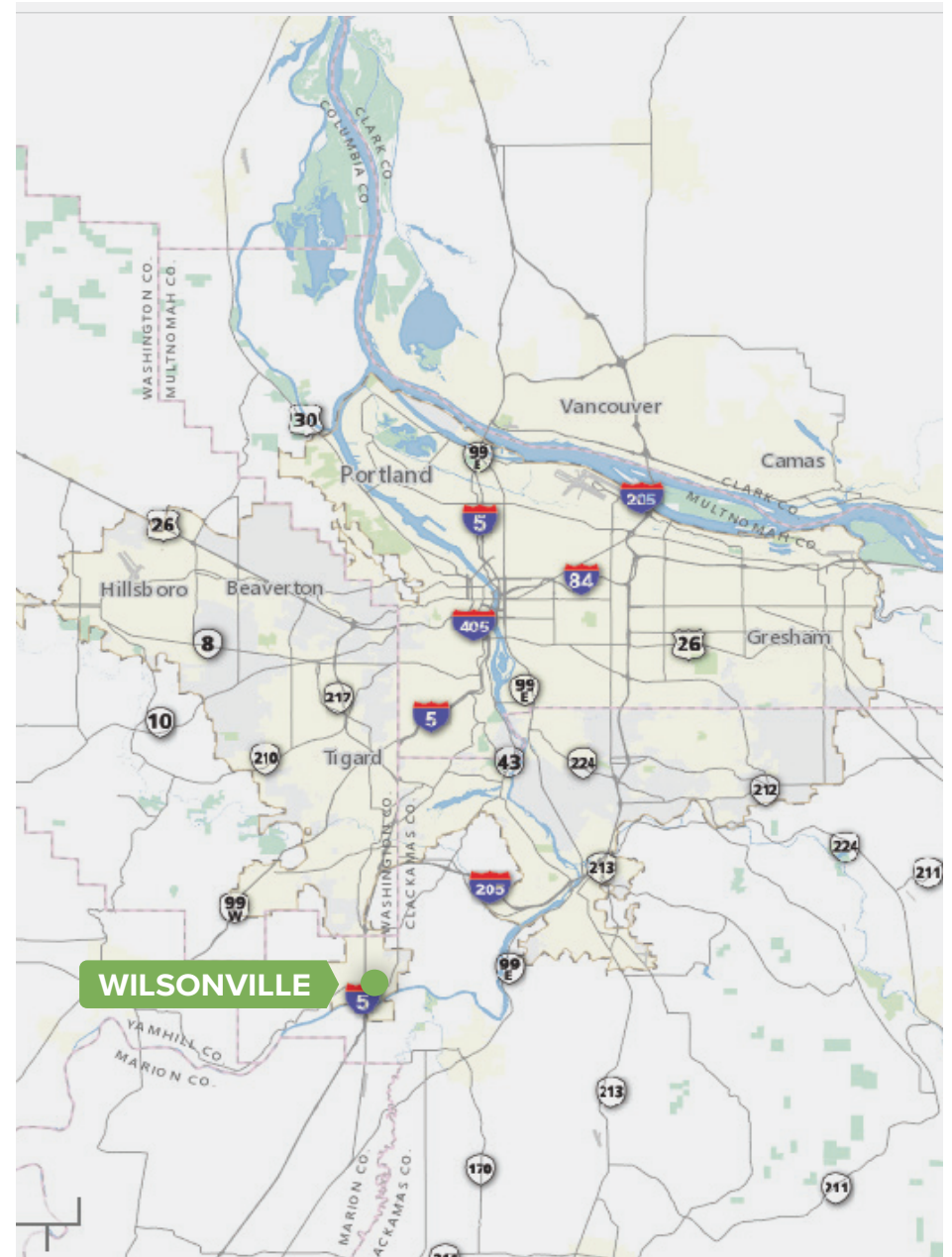
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WILSONVILLE LOCATION AND DEMOGRAPHICS

The performance measures in this report are best understood against the backdrop of Wilsonville's location and demographics. Wilsonville is located on the southern edge of the Portland Metro area along the Interstate 5 corridor. Because of the nearby I-5 bridge over the Willamette River, Wilsonville serves as the region's southern gateway and is a strategic connection between the Portland Metro Area to the north and the Mid-Willamette Valley to the south. Due to its strong employment base and central location, it attracts employees from all over the region.

For the past 10 years, Wilsonville has been one of Oregon's fastest growing cities. With over 25,500 residents and over 20,000 full-and part-time jobs, Wilsonville is an attractive place to live and work. However, with growth comes increasing transportation demands for all travel modes, and it is essential to ensure the multimodal transportation system can serve the current and future residents, employees, and visitors who frequent the city. Understanding who these users are facilitates improved transportation decisions.

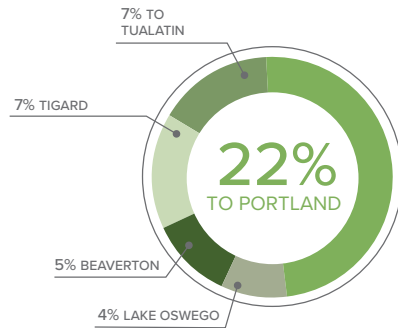


WILSONVILLE DEMOGRAPHICS

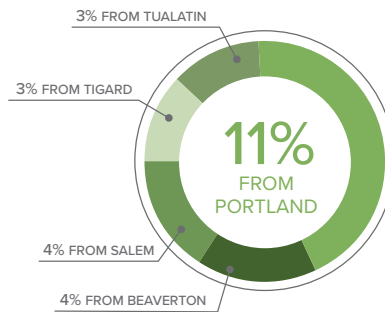
EMPLOYMENT STATISTICS

COMMUTE PATTERNS

Percent of working residents who commute out of Wilsonville
85%
 8,871 OUT OF 10,463



Percent of workers in Wilsonville who commute into Wilsonville
92%
 18,548 OUT OF 20,139

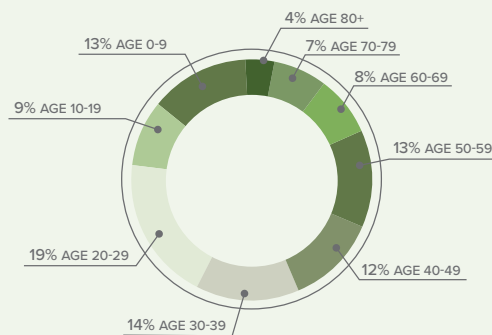


TOP 5 WILSONVILLE JOB SECTORS

- 21%** MANUFACTURING
- 13%** WHOLESALE TRADE
- 10%** ADMINISTRATIVE SUPPORT, WASTE MANAGEMENT, AND REMEDIATION
- 9%** RETAIL TRADE
- 9%** PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES

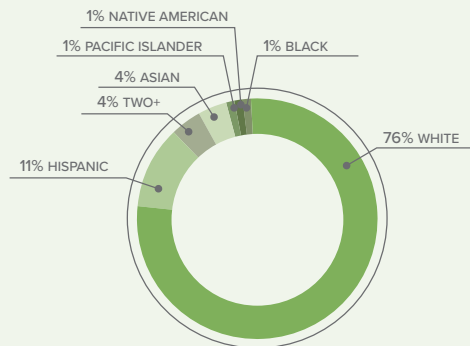
RESIDENTIAL STATISTICS

POPULATION AGE



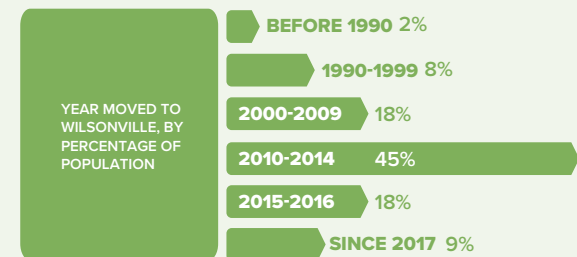
AVERAGE NUMBER OF PEOPLE PER HOUSEHOLD (2014–2018)
2.31

RACE AND ETHNICITY



MEDIAN HOUSEHOLD INCOME (2014–2018)
\$69,043

POPULATION TENURE



2.8% AVERAGE POPULATION GROWTH PER YEAR (2004–2019)



Data provided by U.S. Census Bureau

PROJECTS BUILT



The City of Wilsonville has constructed numerous transportation projects since the previous Performance Report (2016) was completed. This page provides a list of those transportation projects and the year of completion.

- Canyon Creek Road connection (between Boeckman Road and Town Center Loop) (2015)
- Town Center Loop East lane removal and Installation of buffered bike lanes (2015)
- Installation of third southbound I-5 on-ramp lane at Wilsonville Road (2017)
- Installation of traffic signal at Stafford Road/Wilsonville Road/Advance Road/Boeckman Road intersection, including roadway improvements on Advance Road and Stafford Road as part of the Meridian Creek Middle School construction (2017)
- Urban street improvements on Stafford Road and Boeckman Road as part of the Frog Pond development (2017)
- Barber Road extension (between Kinsman Road and Coffee Lake Drive) (2014)
- Kinsman Road extension (between Barber Road and Boeckman Road) (2018)
- Installation of roundabout at Kinsman Road and Boeckman Road (2017)
- Signal modifications at Kinsman Road and Barber Road (2018)
- Urban street improvements on Grahams Ferry Road between Barber Road and Tooze Road as part of Villebois Village development (2018)
- Installation of traffic signal at Grahams Ferry Road/Tooze Road (2018)
- Roadway improvements on Tooze Road starting at Grahams Ferry Road and ending 0.25 miles to the east (2017)
- Buildout of multiple Villebois Village Streets
 - Costa Circle (Barber Street to Villebois Drive) (2014)
 - Villebois Drive (Costa Circle to Boeckman Road) (2015)

CURRENT PROJECTS

THE FOLLOWING PROJECTS ARE CURRENTLY UNDER CONSTRUCTION WITHIN THE CITY OF WILSONVILLE.

- Roadway Improvements on Garden Acres Road Between Clutter Street and Day Road
- Kinsman Roadway Extension from Wilsonville Road to 5th Street
- Roadway Improvements on Brown Road Between Wilsonville Road and Evergreen Drive
- Grade Improvement at the Boeckman Road Bridge
- Installation of Traffic Signal at Canyon Creek Road/Boeckman Road

FATALITIES AND INJURY “A” COLLISIONS

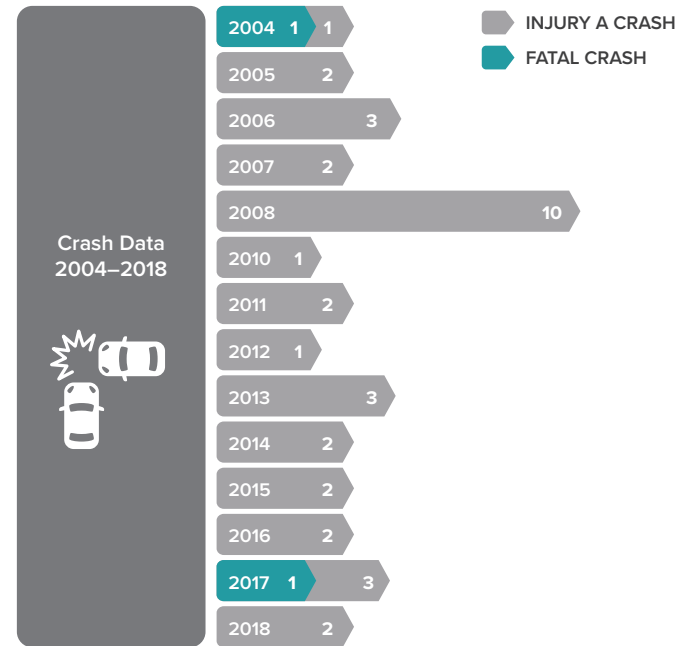
Eliminate traffic fatalities and serious injuries (Injury “A”) on City roadways.

Safety is Wilsonville’s first transportation system goal. It is also a national priority and agencies across the country are participating in “Vision Zero” or “Towards Zero Deaths” campaigns with the objective of eliminating transportation-related fatalities. Serious injury collisions (referred to as Injury A) are also regularly included in the discussion because of their debilitating impacts on those involved.

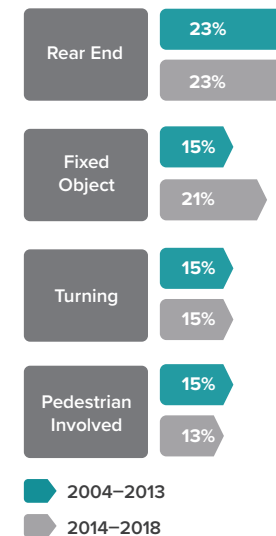
Serious Injury (or Injury “A”) is defined by ODOT as an incapacitating injury that “prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.”

The previous Wilsonville Performance Report contained crash data from 2004 to 2013. For this Performance Report Update, crash data from 2014 to 2018 was evaluated. All crash data was downloaded from the Oregon Department of Transportation database. This database only provides crash data through the year 2018 at the time when this report was written.

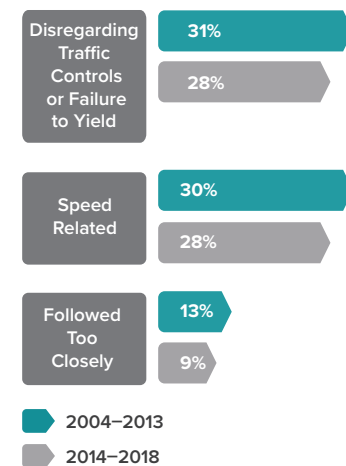
As shown in the graph to the right, the number of fatal and serious injury crashes per year has remained fairly steady at 2 crashes since 2013, with the exception of 2017 during which 4 crashes occurred including one fatal crash. It should be noted that the crashes shown in the graph only represent crashes that occurred on City streets or at I-5 ramp intersections (no mainline Interstate 5 crashes were included in this data).



TOP 4 CRASH TYPES



TOP 3 CRASH CAUSES

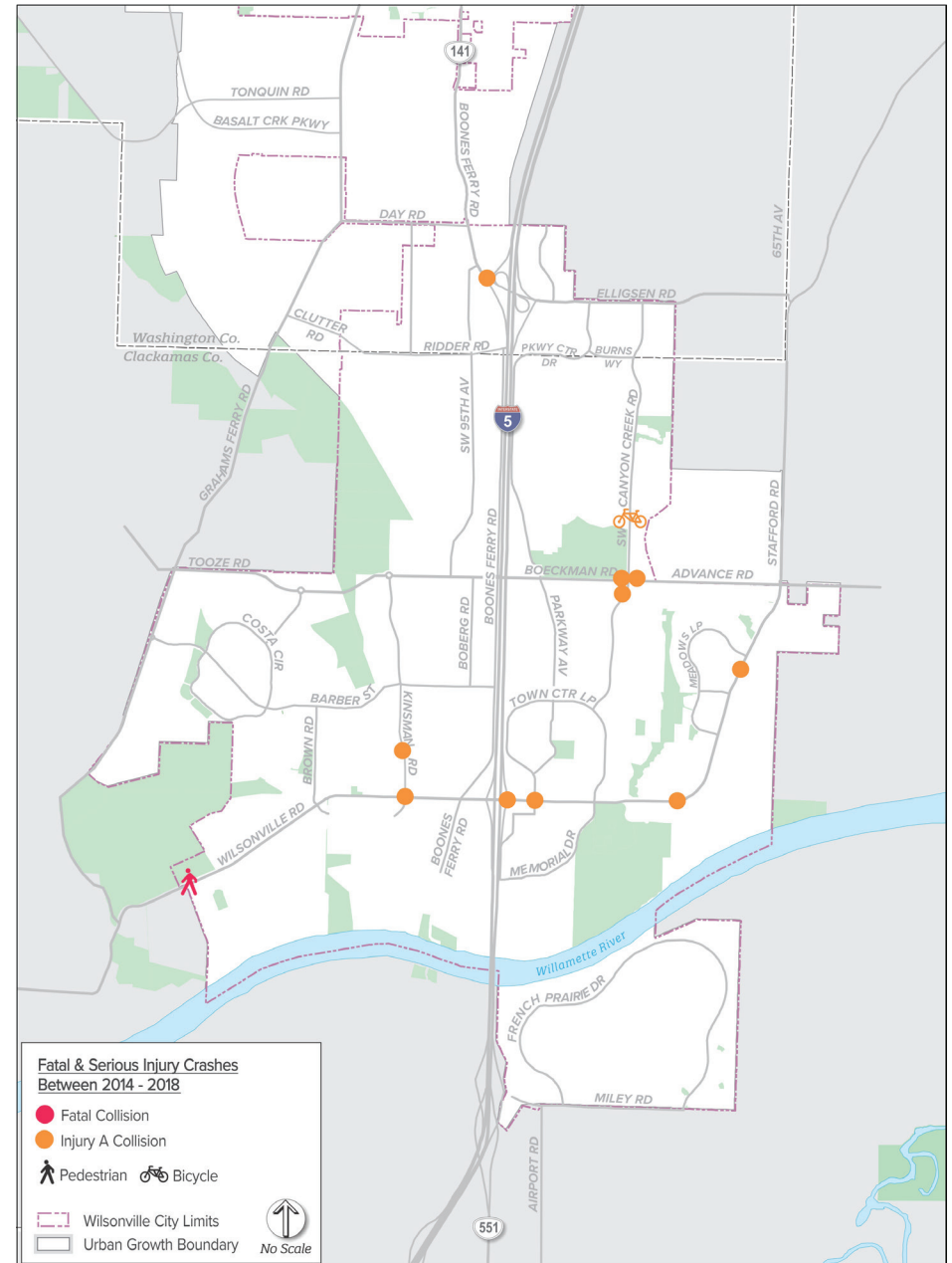


PERFORMANCE MEASURES GOAL 1: SAFE

Based on the updated crash data that includes the 2014 - 2018 crashes, the top four crash types were rear end, fixed object, turning, and pedestrian-involved as shown on the previous page. The top four crash types have not drastically changed in the last five years.

The top crash causes were evaluated. The 2004 - 2013 data reported that the top causes of fatal and Injury A collisions in Wilsonville were disregarding traffic controls or failure to yield, speed related, and following too closely. Based on the updated crash data that includes the 2014 - 2018 crashes, the top crash causes have not drastically varied in the last five years.

The location of the twelve fatal and serious injury crashes that occurred in Wilsonville between 2014 and 2018 are shown in the map at right. The fatal accident involved a pedestrian that was stuck by a vehicle at the entrance to the Grahams Oak Nature Park in 2017. One of the serious injury accidents involved a bicyclist on Canyon Creek Road in 2014.



INTERSECTION DELAY

Maintain acceptable level of delay (less than 55 seconds average per vehicle) at key intersections during PM peak hour traffic.

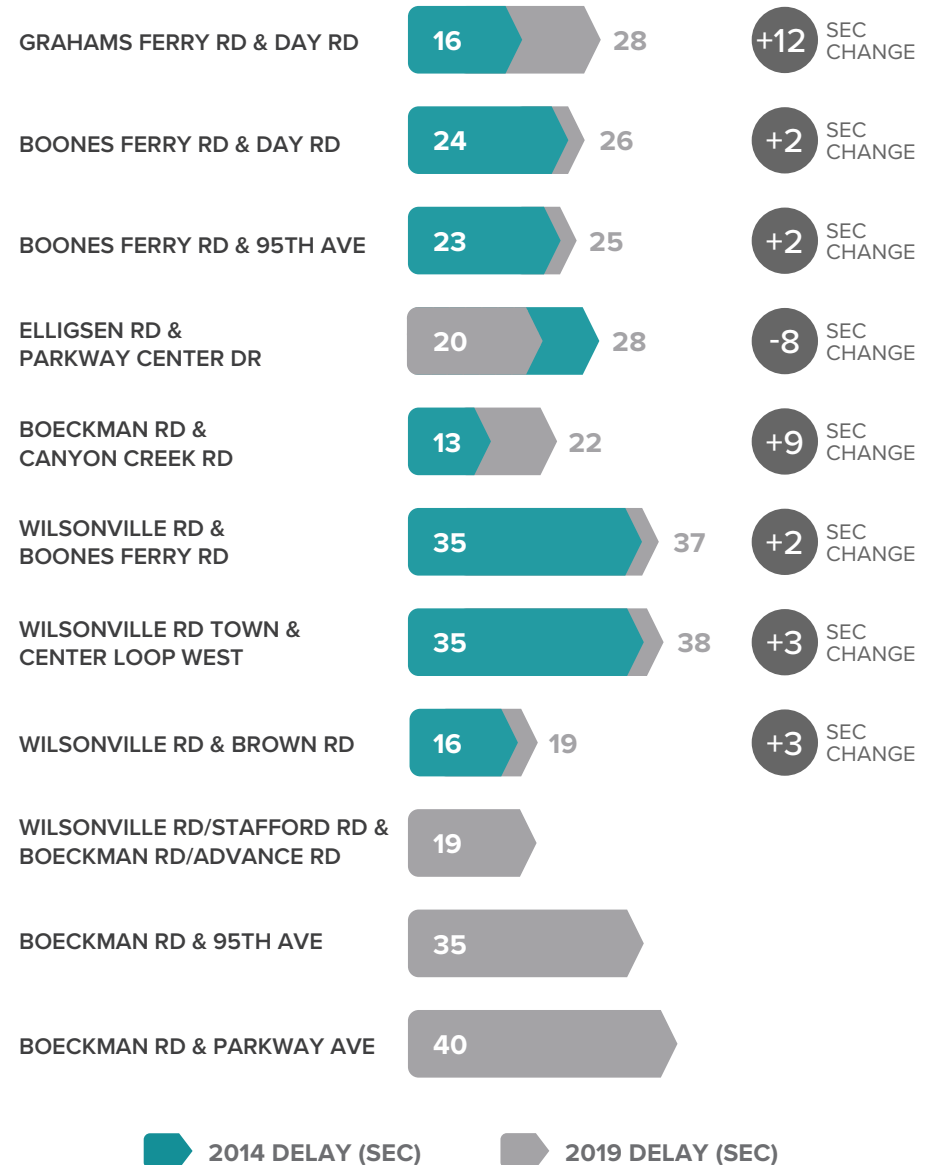
To understand how congestion levels have changed around Wilsonville since 2014, motor vehicle delay in 2019 was calculated for the eight Wilsonville intersections reported previously plus three new intersections added to reflect the impact of new development and the City's growing urban growth boundary. The assessment was made for the typical weekday afternoon peak period. City of Wilsonville policy defines a maximum acceptable delay of 55 seconds average per vehicle. Delay is calculated using Highway Capacity Manual, 6th Edition procedures. A comparison of the delay results for 2019 and 2014 can be seen in the graphic to the right. Note that differences of five seconds or less between 2014 and 2019 are negligible and are due to seasonal variation of collected traffic volume data and updated evaluation methods.

The intersections of Grahams Ferry Road/Day Road and Boeckman Road/Canyon Creek Road experienced the highest increases in average delay per vehicle from 2014 to 2019.

The increase in delay at the Grahams Ferry Road/Day Road intersection is due to the opening of the Basalt Creek Parkway and 124th Avenue extension in 2017, which increased traffic volumes by 28% at the intersection.

The increased delay at the Boeckman Road/Canyon Creek intersection is due to the Canyon Creek Road extension that was built in 2015, which increased the traffic volumes by 41%. Although the intersection saw an increase in average delay of 9 seconds, it still meets the City's standard for average delay. Additionally, the Canyon Creek Road extension provides better access between residential developments to the north and the Town Center commercial area.

INTERSECTION DELAY



PERFORMANCE MEASURES GOAL 3: FUNCTIONAL & RELIABLE

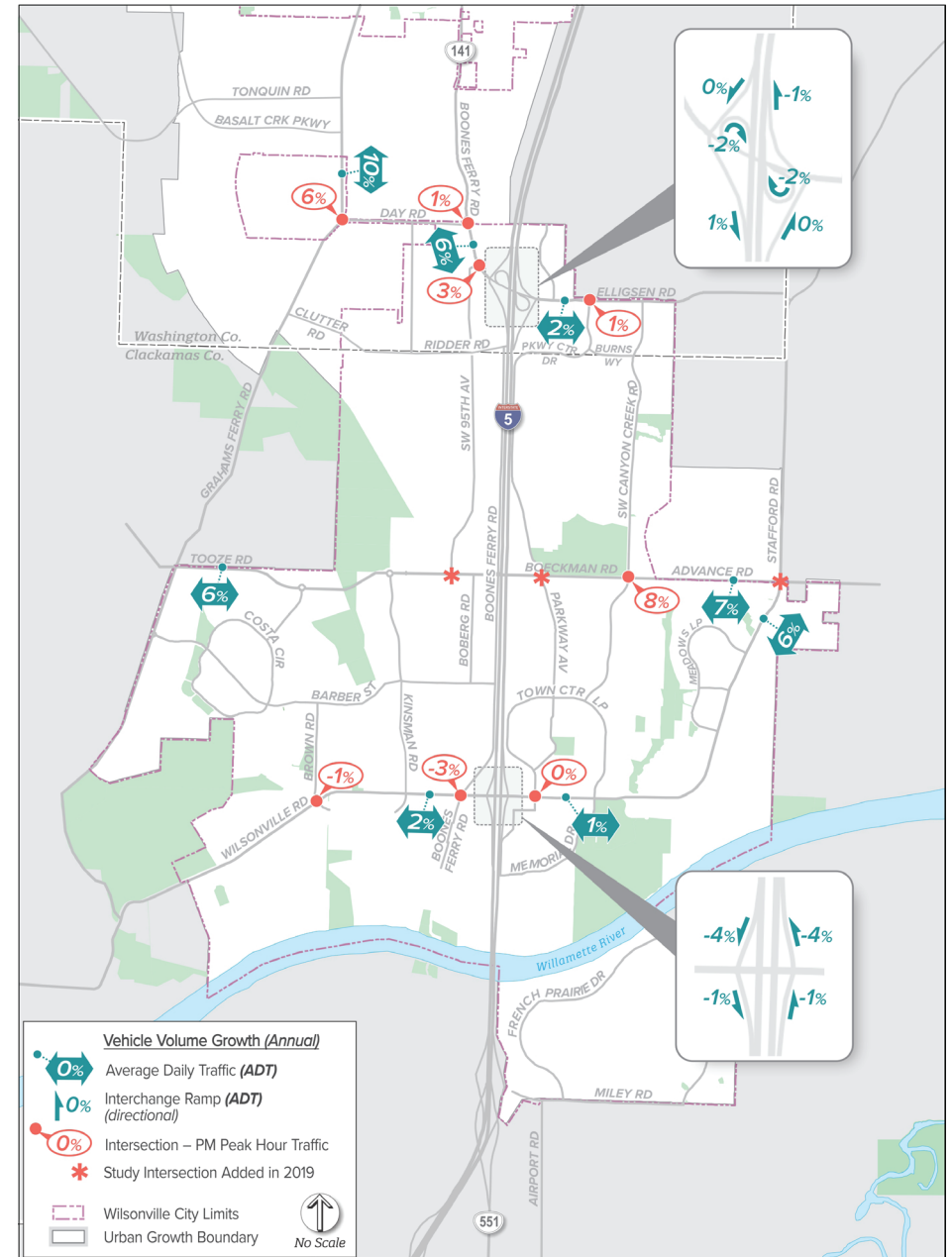
Despite there being a decrease (-8 seconds) in average delay at the Elligsen Road/Parkway Center Drive intersection, there was an overall increase of 5% total entering traffic at the intersection between 2014 and 2019. The decrease in average delay was due to a reduction of northbound left turns from 2014 to 2019, which caused the overall average delay to decrease as the northbound left turn was a critical movement.

The map to the right shows motor vehicle volume growth from 2014 to 2019 as an average annual percentage. Percent growth is shown at intersections (PM peak hour, total entering vehicles) and roadway segments (24 hour, bidirectional volumes). While motor vehicle volumes are generally increasing throughout Wilsonville, there is still sufficient capacity at all of the study intersections.

Daily volumes along Grahams Ferry Road north of Day Road increased about 50 percent from 2014 to 2019 (10 percent per year on average). This is attributed to the opening of the Basalt Creek Parkway and 124th Avenue extension in 2017.

Both the Wilsonville Road and Stafford Road I-5 interchange ramps experienced minimal changes in daily volume from 2014 to 2018, ranging between +1% and -4% as shown in the map to the right.

The overall negative growth at both I-5 interchange locations is a trend that was predicted in the Wilsonville 2020 Travel Demand model, which showed that an increasing share of trips would originate and be destined to points within Wilsonville. In the past, Wilsonville had a large disparity between the number of local jobs and residential units. With the construction of many local residential developments (Villebois, The Grove adjacent to Parkway Avenue, Renaissance Homes off Canyon Creek Road, and Frog Pond), the reliance on I-5 for employment-based trips has been decreasing. Furthermore, increased congestion on I-5 to the north in the AM peak and to the south in the PM peak has made local residential to employment-based trips more desirable.



TRAVEL TIME RELIABILITY

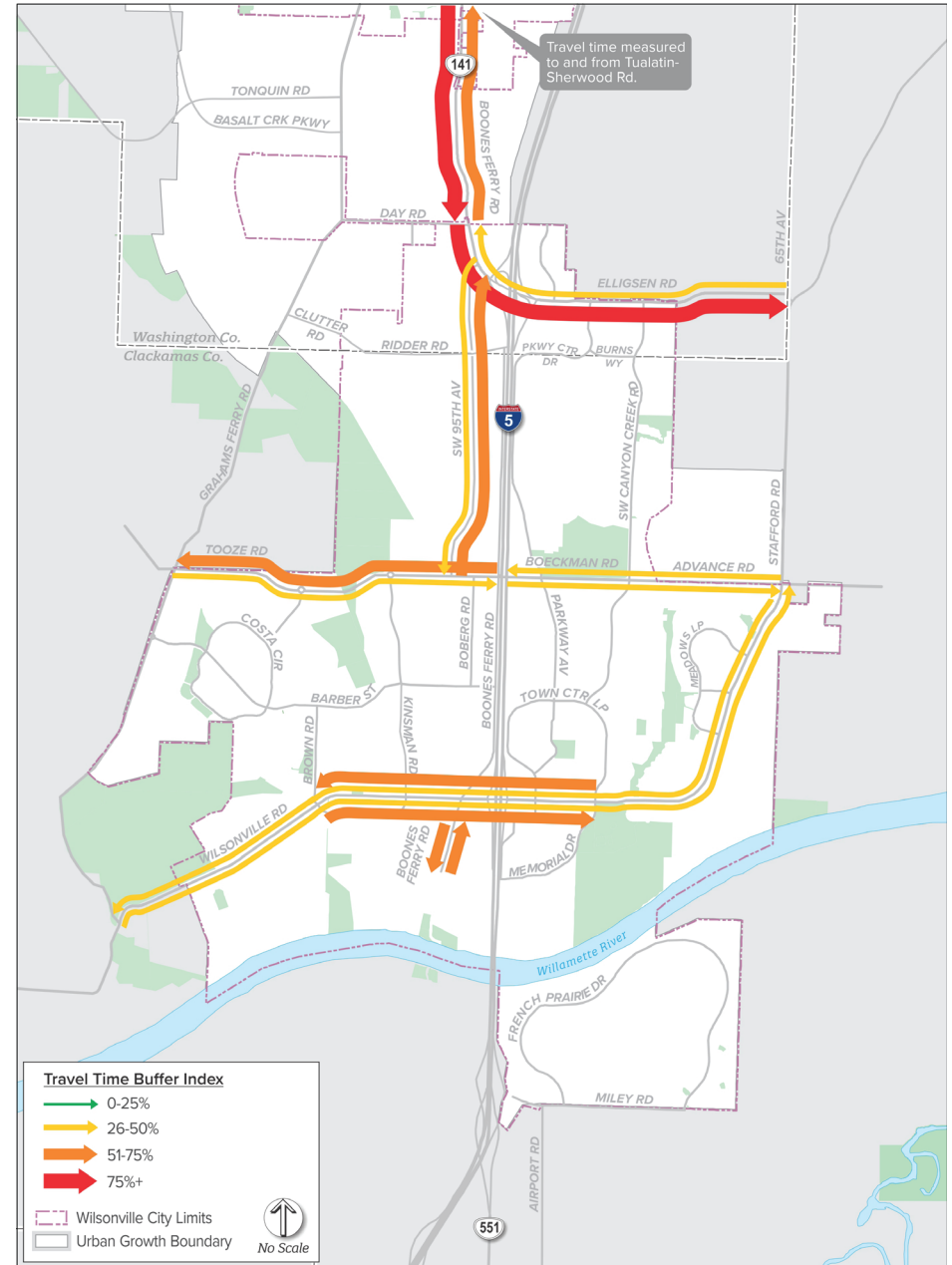
Maintain travel times on key arterials within a consistent acceptable range.

Travel time reliability measures the consistency or dependability of the motor vehicle travel times that travelers experience day-to-day and/or across different times of the day. It is a helpful way to understand the regularity and extent of unexpected motor vehicle delays, which can significantly affect a person’s experience with the transportation system. When agencies monitor travel times, they are better able to manage and operate their transportation systems.

Due to recent expansions of available crowdsourced GPS data and cellphone records, private companies like INRIX can provide necessary road coverage throughout Wilsonville to calculate motor vehicle travel time reliability measures. Through the use of private data providers, the City no longer needs to install their own bluetooth or other sensor systems.

The buffer index is a common reliability measure representing the extra time that travelers should add to their average travel time when planning driving trips to ensure 95% on-time arrivals, considering daily variability in travel times. The higher the buffer index, the more delay the traveler is experiencing compared to average conditions. For example, if a trip would normally take 10 minutes and the buffer index is 30%, a traveler should plan for an extra 3 minutes to arrive on time 95 out of 100 times.

The table on the next page and the figure to the right show the buffer index for segments of roadway in which the City had previously planned to install Bluetooth sensors. Two additional corridors were added to the original set of segments to measure travel times on SW Boones Ferry Road, which has two important segments for general vehicle travel in the City. One connects Wilsonville to the city of Tualatin, and the other provides access to a major shopping center. Segments surrounding the I-5 interchanges require travelers to plan for more travel time than the average conditions.



PERFORMANCE MEASURES GOAL 3: FUNCTIONAL & RELIABLE

BUFFER INDEX FOR TRAVEL TIMES ON ROUTES IN WILSONVILLE

| NAME OF ROADWAY | EXTENT | DIRECTION | AVERAGE TRAVEL TIME | BUFFER INDEX ¹ |
|---------------------------------|------------------------------------|-----------|---------------------|---------------------------|
| Boones Ferry Rd/ Elligsen Rd | Day Rd - 65th Ave | EB/SB | 3:25 | 65% |
| | | WB/NB | 3:40 | 91% |
| 95th Ave | Elligsen Rd - Boeckman Rd | NB | 3:15 | 57% |
| | | SB | 3:00 | 39% |
| Boeckman Rd | Grahams Ferry Rd - I-5 Overpass | EB | 3:25 | 44% |
| | | WB | 2:55 | 79% |
| Boeckman Rd | I-5 Overpass - Stafford Rd | EB | 3:35 | 36% |
| | | WB | 4:00 | 54% |
| Wilsonville Rd | Brown Rd - Town Center Loop | EB | 3:35 | 65% |
| | | WB | 4:05 | 64% |
| Wilsonville Rd | Bell Rd - Boeckman Rd | EB | 8:55 | 36% |
| | | WB | 8:55 | 43% |
| Boones Ferry Rd | Wilsonville Rd - SW 5th St | NB | 2:05 | 63% |
| | | SB | 2:25 | 70% |
| Boones Ferry Rd | Tualatin Sherwood Road - Day Rd | NB | 6:30 | 78% |
| | | SB | 6:20 | 66% |

¹ Buffer index = the extra time travelers should add to the average travel time when planning trips to ensure a 95% on time arrival rate, considering daily variability in travel times.



FREIGHT TIME TRAVEL RELIABILITY

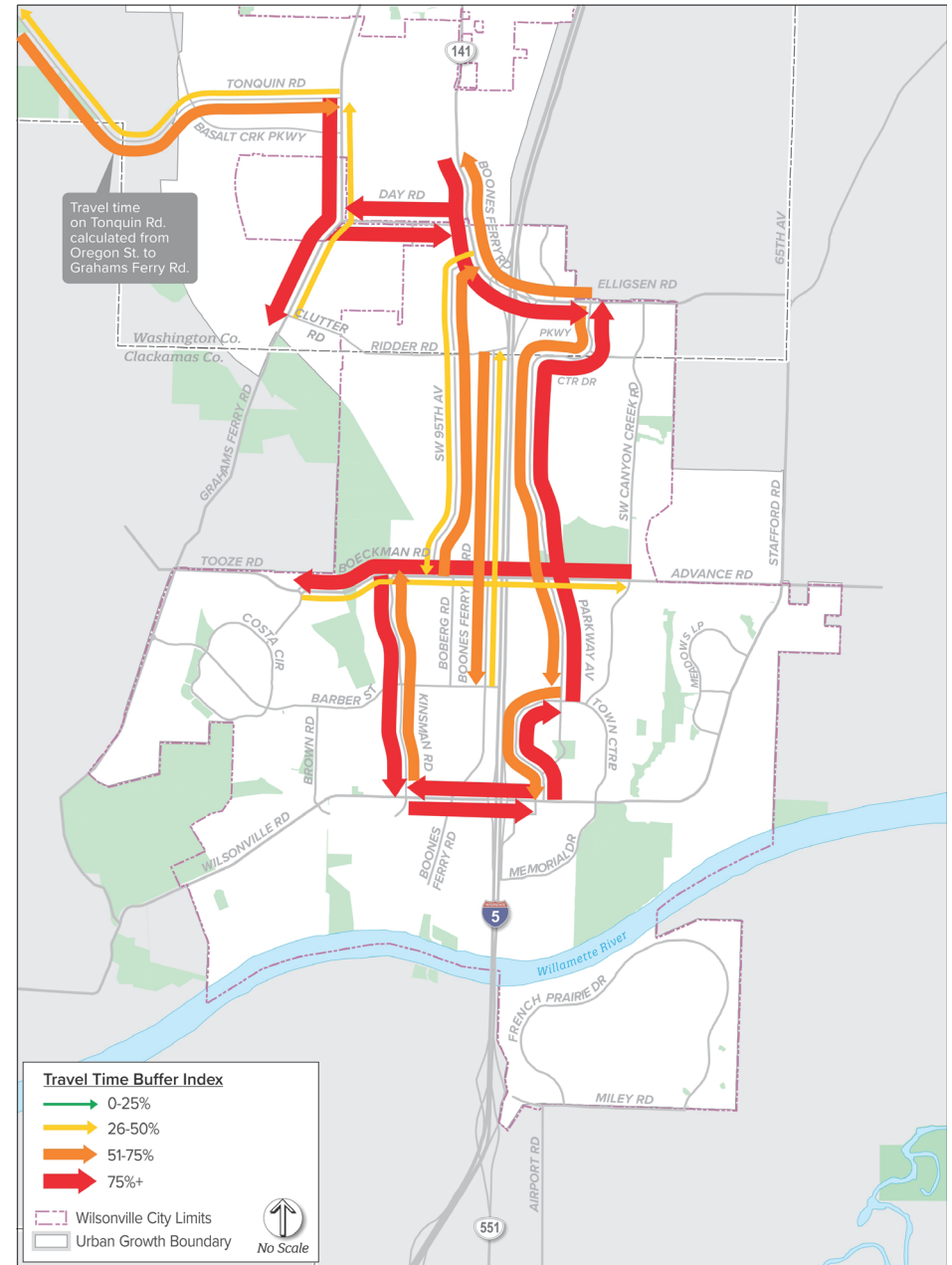
Maintain freight travel times on key arterials within a consistent, acceptable range.

Freight performance is an important consideration in Wilsonville due to the significant number of large manufacturing and distribution companies located in the city.

As described previously in the “Travel Time Reliability” section, travel time reliability measures the consistency or dependability of the travel times that travelers experience day-to-day and/or across different times of the day. Travel time reliability along key freight routes, or for freight vehicles specifically, is a metric often used to evaluate freight system performance. A monitoring system for travel time reliability generally will also provide freight insights.

The corridors identified in the image to the right were selected based on the freight network identified in the 2013 Wilsonville Transportation System Plan (TSP). The Travel Time Buffer Index is calculated for all vehicles on the freight network; however, these corridors are intended to represent the primary network that freight would use to travel through the City and are therefore representative of the delay that freight might experience. Truck routes requiring the most buffer time are eastbound on Day Road and southbound/eastbound on Boones Ferry Road and Elligsen Road.

Clackamas County and ODOT are in the process of developing a Freight Intelligent Transportation System Plan that will identify potential improvements for several corridors that are relevant for freight movement within the City. The Plan will propose several signal modifications to the 95th Street, Boones Ferry Road, and Wilsonville Road corridors, including additional detection for freight, upgraded signal controllers, and improved signal coordination for better traffic flow. Construction is anticipated to begin in late 2021. In addition, open communication between the City and the freight community will contribute to a better understanding of the traffic shifts outside of peak traffic periods for Wilsonville Freight users.



PERFORMANCE MEASURES GOAL 3: FUNCTIONAL & RELIABLE

BUFFER INDEX FOR TRAVEL TIMES ON TRUCK ROUTES IN WILSONVILLE

| NAME OF ROADWAY | EXTENT | DIRECTION | AVERAGE TRAVEL TIME | BUFFER INDEX ¹ |
|-------------------------------------|--|-----------|---------------------|---------------------------|
| Boones Ferry Rd/Elligsen Rd | Norwood Road - Parkway Center Drive | EB/SB | 3:30 | 120% |
| | | WB/NB | 3:25 | 63% |
| 95th Ave | Elligsen Rd - Boeckman Rd | NB | 3:15 | 57% |
| | | SB | 3:00 | 39% |
| Boeckman Rd | Canyon Creek Road - Villebois | EB | 3:30 | 41% |
| | | WB | 3:05 | 99% |
| Wilsonville Rd | Kinsman Road - Town Center Loop | EB | 1:55 | 83% |
| | | WB | 1:50 | 86% |
| Tonquin Rd | Oregon Street - Grahams Ferry Road | EB | 4:30 | 52% |
| | | WB | 4:40 | 44% |
| Grahams Ferry Rd | Tonquin Road - Clutter Road | NB | 2:30 | 48% |
| | | SB | 2:20 | 82% |
| Boones Ferry Road | Ridder Road - Shopping Center Driveway | NB | 3:55 | 33% |
| | | SB | 4:05 | 69% |
| Kinsman Road | Boeckman Road - Wilsonville Road | NB | 2:30 | 63% |
| | | SB | 2:40 | 72% |
| Parkway Center Drive/Parkway Avenue | Elligsen Road - Town Center Loop | NB | 5:00 | 88% |
| | | SB | 4:30 | 60% |
| Town Center Loop | Wilsonville Road - Parkway Avenue | NB | 1:55 | 104% |
| | | SB | 1:55 | 70% |

¹ Buffer index = the extra time travelers should add to the average travel time when planning trips to ensure a 95% on time arrival rate, considering daily variability in travel times.



PAVEMENT CONDITION

Maintain good pavement conditions that help reduce more costly expenses in the future.

Pavement condition is a key indicator of Wilsonville’s existing and upcoming roadway maintenance needs. It is measured by performing a visual survey of the number and types of distresses in a pavement, and the results are reported using the Pavement Condition Index (PCI), which is a numerical index between 100 (best) and 0 (worst). For example, a newly constructed or overlaid street would have a PCI near 100, while a roadway in need of major repairs would have a PCI under 70.

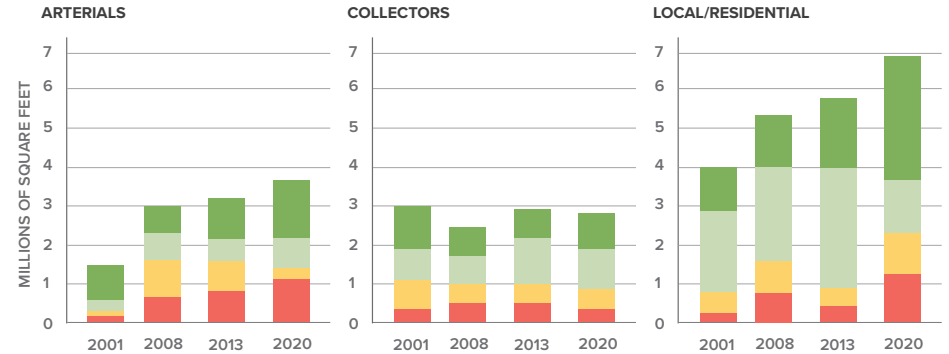
It is critical for the City to consistently perform maintenance to existing roadways to maintain pavement conditions in the “Good” to “Fair” range (i.e., a PCI between 80 and 100). Doing so will allow the City to prolong pavement life and avoid costly reconstruction needs. In addition to financial benefits, maintaining good pavement conditions also improves the City’s livability from both a user experience and aesthetic standpoint.

The City of Wilsonville maintains a database of PCI scores for all of the roadways located within the City. The roadways are inspected regularly and the data is constantly updated.

PCI scores are shown for the following years: 2001, 2008, 2013, and 2020. The scores from 2001 and 2020 were based on the City’s PCI database. In 2008 and 2013, PCI studies of Wilsonville roadways were conducted by an independent firm and provided to the City. These four years of PCI data are shown in the graphs to the right. The PCI data for 2020 was up to date as of February 2020.

Based on the Average Pavement Condition Index graph, the average PCI indicates the pavement is in Fair condition for all roadway types since 2001.

The City of Wilsonville operates a robust annual road maintenance program that focuses on major street repairs, including repaving projects.

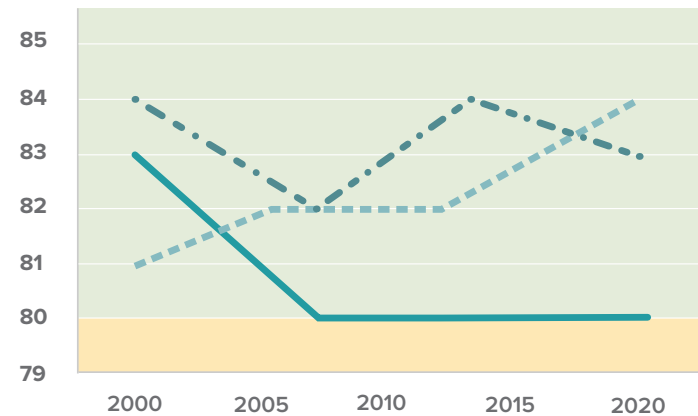


PAVEMENT CONDITION INDEX (PCI)

- GOOD (PCI 90 - 100)
MINOR SPOT MAINTENANCE AS NEEDED
- POOR (PCI 70 - 79)
OVERLAY RECOMMENDED
- FAIR (PCI 80 - 89)
SLURRY SEAL RECOMMENDED
- IN NEED OF REPAIR (PCI < 70)
FULL RECONSTRUCTION RECOMMENDED



AVERAGE PAVEMENT CONDITION INDEX (PCI)

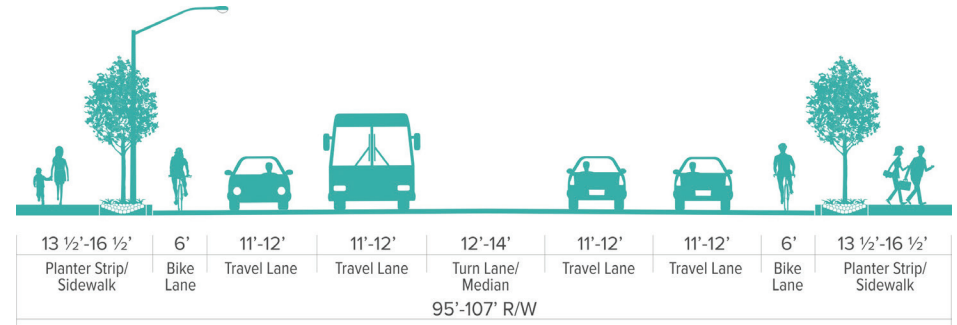


CROSS-SECTION COMPLIANCE

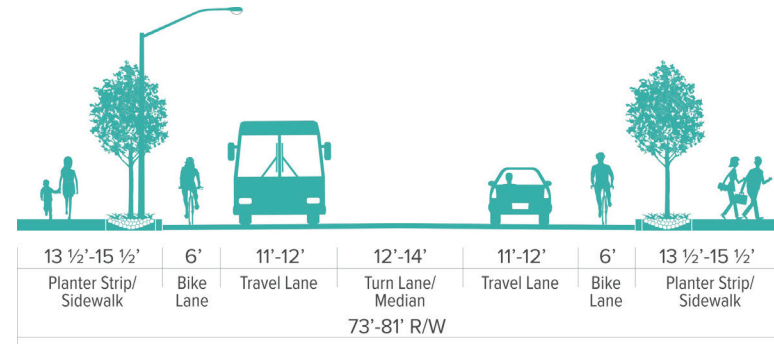
Ensure Wilsonville’s multimodal transportation corridors include adequately designed facilities to serve all intended users.

Cross-section compliance refers to the percentage of Wilsonville’s arterials and collectors that meet applicable cross-section standards. The City’s standards are specified in the 2013 Wilsonville Transportation System Plan (TSP) and differ based on the roadway’s designated functional classification, as shown to the right. Design elements include travel lanes, curbs, planter strips, sidewalks on both sides of the road, and bicycle facilities consistent with designated bikeways, walkways, and shared-use trails. The Community Development Director has the flexibility to allow modified context-sensitive designs.

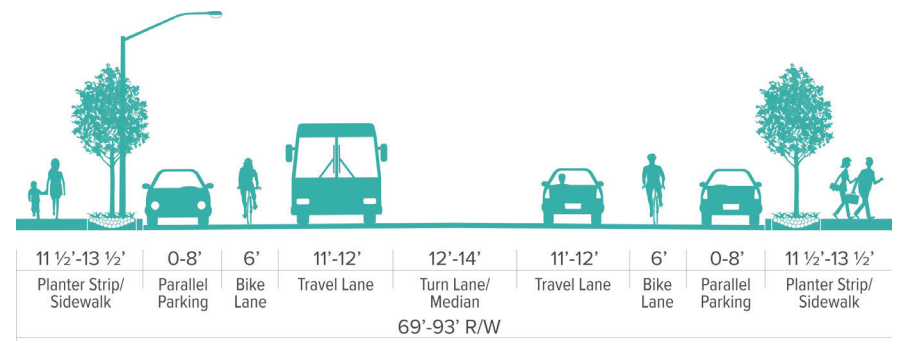
MAJOR ARTERIAL



MINOR ARTERIAL



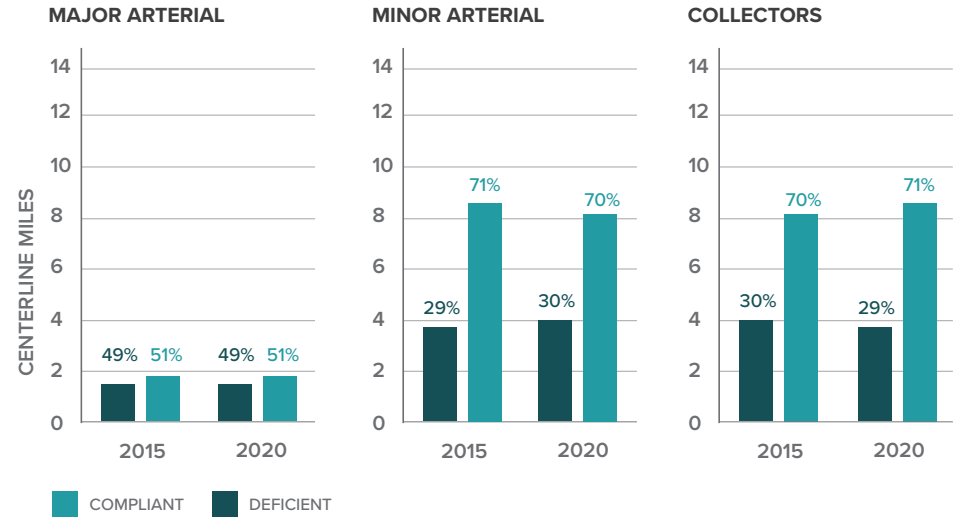
COLLECTOR



PERFORMANCE MEASURES GOAL 5: COMPATIBLE

As of February 2020, 51% of Major Arterials, 70% of Minor Arterials, and 71% of Collectors comply with the City's cross-section standards. As shown, these are very minor changes since the previous cross section compliance evaluation in 2015.

It should be noted that the percentage of compliant minor arterials drops from 71% to 70% from 2015 to 2020. This is due to the reclassification of Ridder Road and Garden Acres Road to Minor Arterials. These two roadways do not meet the cross section standards for Minor Arterials and therefore, reduced the the compliant percentage to 70%. Currently, Garden Acres Road is under construction for urban upgrades.

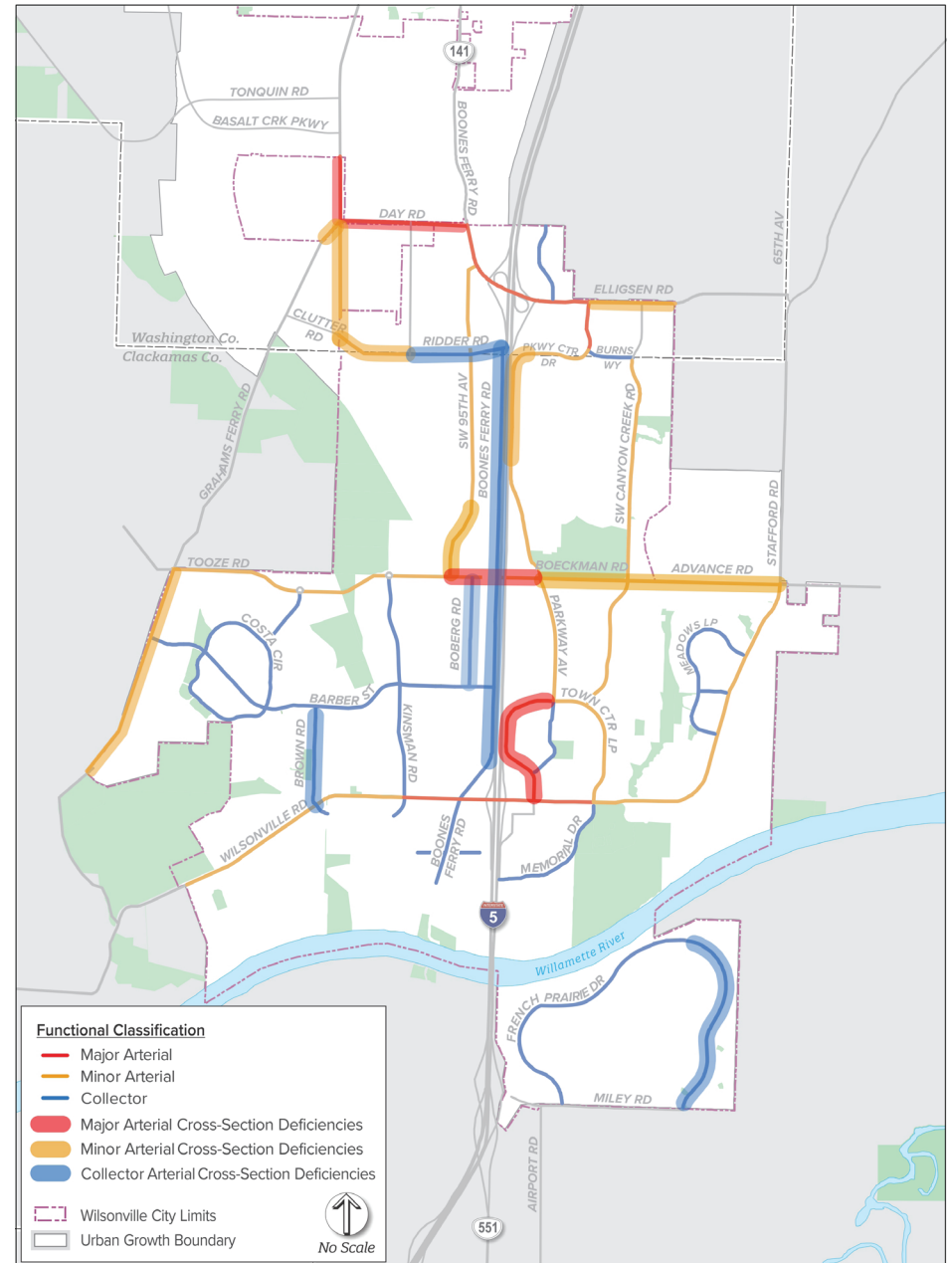


PERFORMANCE MEASURES GOAL 5: COMPATIBLE

The map to the right highlights road segments where cross-section standards are not fully met. Data was not available for Local roads as cities and counties do not typically monitor local road cross section compliance. Often times, there is just too large a number of miles of local roads to assess regularly. As Wilsonville develops, its policies (such as the requirement for developers to provide street improvements along their frontages) will ensure it continues to improve cross-section compliance.

Many of the cross section deficiencies shown here are the result of the roadways being located right on the edge of the urban growth boundary. Because of this, only the half of the roadway adjacent to city property meets the cross section standards. As future development occurs outside of the UGB, it is possible that the roadway cross section standards may be fully met. However, if development does not occur, these roadways may not ever fully meet City cross section standards.

These roadways include Day Road, Grahams Ferry Road north of Day Road, Elligsen Road, and Grahams Ferry Road south of Tooze Road.



TRANSPORTATION MODE SHARE

Accommodate transportation choices for drivers, pedestrians, bicyclists, and transit riders.

Transportation mode share measures the relative use of transportation options in the City. These options principally include motor vehicle use, walking, biking, and public transit; though they also include skateboards and wheelchairs.

Until a comprehensive method can be developed to estimate citywide mode share, the annual bicycle and pedestrian count program and transit ridership data can help provide a better understanding of the comparative motor vehicle, pedestrian, bicycle, and transit use. Several questions that are asked in the bi-annual National Citizen Survey can also be used to understand the travel behavior and transportation mode choice of Wilsonville Residents.

While automobile use is the predominant travel mode in Wilsonville and provides an important means for the majority of users to access local and regional destinations, a significant amount of the population is either dependent on transit or prefer to have alternative modes available.

Travel options are particularly important to those who may have physical or economic limitations that prevent them from driving their own personal vehicle. In addition, active options such as walking and biking support health lifestyles, are economic, and can help reduce traffic congestion and greenhouse gasses – particularly around schools and in areas with higher residential and commercial density.

The graphic on page 19 depicts data up to 2018 from the National Citizen Survey, the annual bicycle and pedestrian count program and ridership data from SMART, and Commute Mode Share data collected by the DEQ.



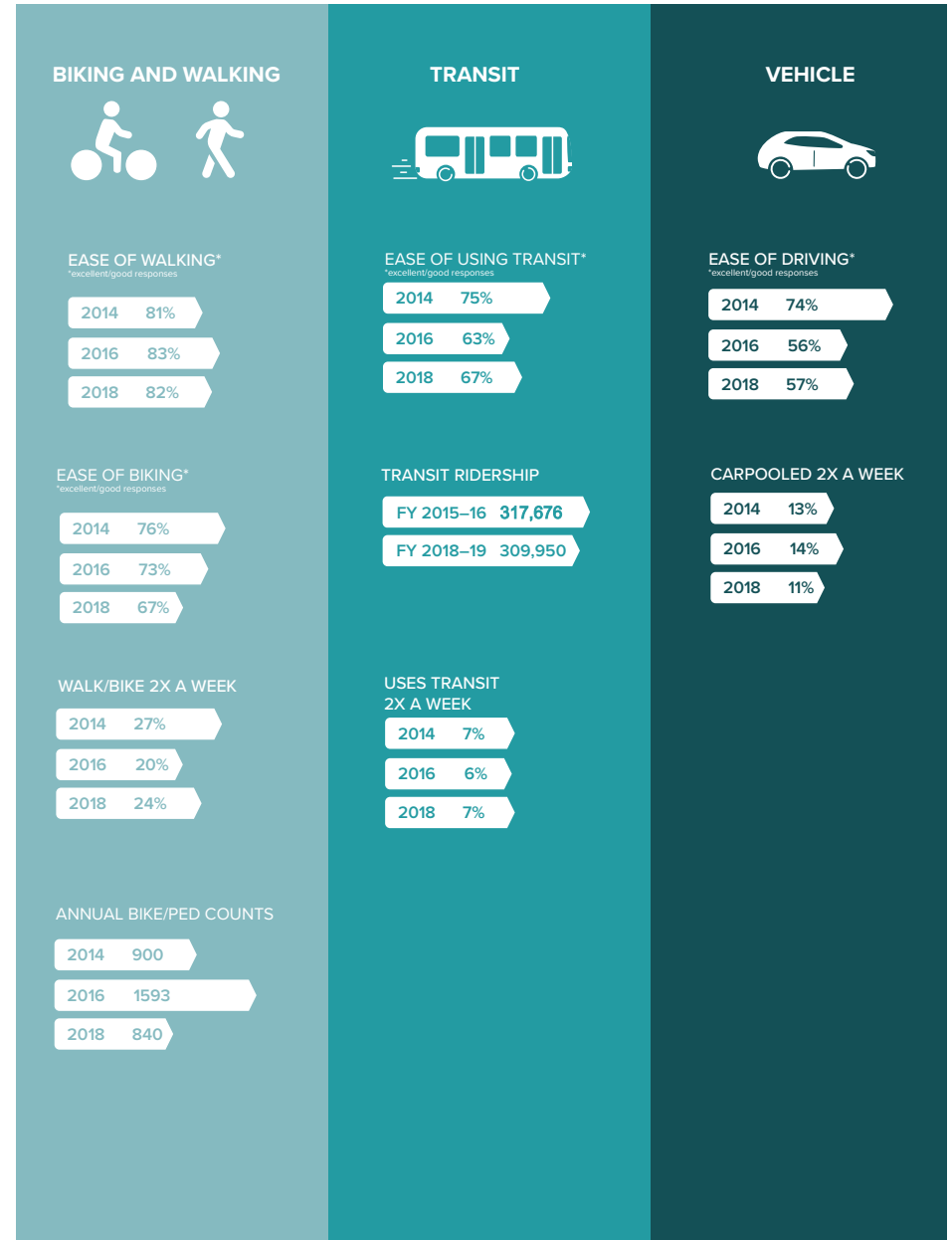
PERFORMANCE MEASURES GOAL 6: ROBUST

The graphic to the right provides a high level overview of both the perceptions of walking, biking, using transit, and driving in the City as well as available count and ridership data. Both the qualitative perspective and the quantitative usage of each mode are important for understanding the impact of City transportation investments on its citizens. Overall, a majority of citizens responding to the National Citizen Survey have the perception that the ease of walking in Wilsonville is excellent or good, which has stayed generally consistent since 2014. Survey respondents have fluctuated their perceptions of how easy it is to use transit or drive in Wilsonville, as excellent or good responses decreased in 2016 and increased in 2018. General perception of biking in Wilsonville being excellent or good has continuously decreased since 2014.

Transit ridership data trends from South Metro Area Regional Transit (SMART) are measured per capita based on Wilsonville's population. As shown in the graphic to the right, ridership has decreased since 2014.

Commuter mode share data for large companies (over 100 employees) is collected by the Oregon Department of Environmental Quality (DEQ) Employee Commute Options (ECO) program. The data includes a survey related to employee annual weekday commute patterns. Results (as depicted in the graphic to the right) show that single occupancy vehicle modeshare overall has increased since 2014 as carpooling over two times per week has decreased by two percent since 2014.

Annual bicycle and pedestrian counts are collected by volunteers at key locations and intersections. The counts are overseen by SMART staff and supported by Metro and The National Bicycle and Pedestrian Project. In 2016, Metro launched a new phone app to make databasing easier, which may have contributed to the spike in counts shown in 2016 (see graphic to the right). Notably, in 2018 the annual bike/ped counts were at similar levels to 2014. The trail to receive the most non-motorized traffic continues to be the Tonquin Trail in Graham Oaks Nature Park. The intersection to receive the most non-motorized traffic in 2018 was Wilsonville Road at Willamette Way.



PUBLIC SATISFACTION OF FACILITIES

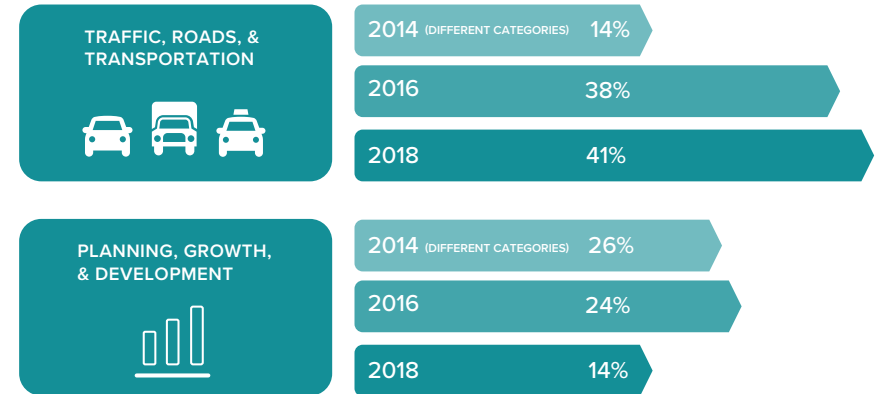
Maintain positive citizen satisfaction with the City’s transportation facilities and services.

Citizen surveys are a helpful way to gauge public perception regarding the effectiveness of Wilsonville’s transportation system. The purpose of the transportation system is to connect residents, employees, and visitors with their desired destinations, and to do so in a safe and convenient manner. By understanding a wide range of user perspectives, the City can identify areas where improvements can be made and are likely to be most appreciated by the public.

The National Citizen Survey (NCS) captures residents’ opinions within three pillars of a community (Community Characteristics, Governance, and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment, and Community Engagement). Wilsonville residents have continued to identify Traffic, Roads & Transportation, and Planning, Growth, & Development as the biggest priorities facing the City.

The Transportation Mode Share section of this report, specifically the graphic on page 19, provides greater details on citizen perception of specific modes (walking, biking, using transit, and driving).

BIGGEST PRIORITY FACING THE CITY

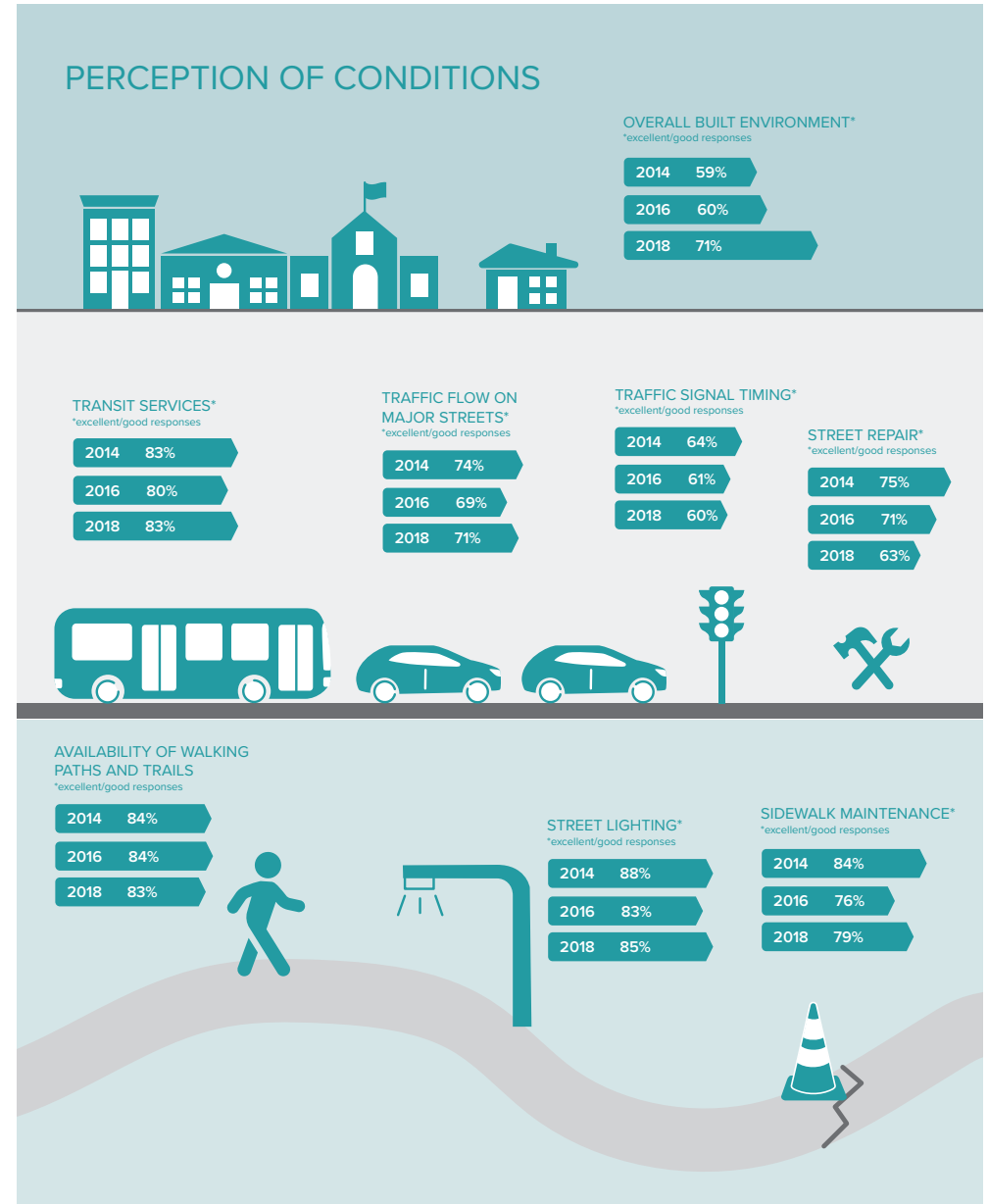


PERFORMANCE MEASURES GOAL 7: PROMOTES LIVABILITY

The graphic to the right depicts residents' perceptions of several transportation-related conditions within the City. It specifically calls out the percentage of "Excellent" or "Good" responses for each transportation condition. For example, 83% of survey respondents felt that the transit services in Wilsonville were either excellent or good, which has stayed relatively consistent since 2014. This indicates that the City is keeping up with the transportation needs of its citizens in terms of transit services.

Since 2016, public perception of conditions have continued to be best regarding street lighting, transit services, and walking and biking. Notably, the perception of these conditions has not changed significantly since 2014 despite any improvements to transit services or an increase in the availability of walking paths and trails by either the Capital Improvement Program or private development projects.

In summary, residents continue to express excellent or good overall satisfaction of transportation facilities within the City.



HEALTHY CONDITIONS AND LIFESTYLE OPTIONS

Provide transportation facilities that support improved health of residents.

Health conditions and healthy lifestyle choices are an essential contributor to livability and are enhanced by an individual's built environment, including the transportation system. Families, employees, and others benefit from convenient and attractive paths and trails that support outdoor recreation, activity, and travel.

The City of Wilsonville can encourage and support resident's healthy lifestyles by making active transportation options available. Survey results indicate that fewer residents feel fitness opportunities such as exercise classes and trails and paths are good or excellent within the city compared to 2014; however, the general perceptions of health among residents has remained the same.

Though residents participating in moderate/vigorous physical activity when available is not necessarily connected directly to transportation, active transportation is a unique opportunity for citizens to exercise and complete their daily activities. The City should continue to encourage active transportation as a healthy option for citizens as they enhance the multimodal network described in Goal 2 (page 8).



HEALTH AND WELLNESS



FITNESS OPPORTUNITIES*

(INCLUDING EXERCISE CLASSES AND PATHS OR TRAILS, ETC)

*excellent/good responses

2014 81%

2016 66%

2018 72%



PARTICIPATE IN MODERATE / VIGOROUS PHYSICAL ACTIVITY WHEN AVAILABLE

*always/usually responses

2014 64%

2016 61%

2018 59%



GENERAL PERCEPTION OF PERSONAL HEALTH

*excellent/very good responses

2014 69%

2016 67%

2018 69%

RECOMMENDED ACTIONS

This performance report update continues to support Wilsonville’s effort towards improved performance management of its transportation system. The Transportation System Performance Monitoring and Reporting Program tracks system-wide performance measures which align with the City’s transportation goals. Tracking the performance measures on a regular basis, through updated

bi-yearly future reports, will allow the benefits of public investments and private development to be better understood and directed more effectively.

| TSP GOAL | MEASURE | RECOMMENDED ACTION(S) |
|---|---|---|
| 1 SAFE | Fatal and Serious Injury Collisions | Identify funding for TSP projects that improve multimodal safety, including projects that focus on Safe Routes to Schools, buffered bike lanes, enhanced crossings, and sidewalk infill. |
| | Multimodal Connectivity | Add measures to complement the network connectivity tool such as Multimodal Level of Service or Bicycle Level of Traffic Stress. These will help show improved comfort and safety of people walking and biking on facilities where connectivity did not change. |
| 2 CONNECTED AND ACCESSIBLE | | Identify funding for continued sidewalk infill and new bike lane connections. |
| | Intersection PM Peak Hour Delay | Continue upgrading traffic signal controllers to allow for the collection of automated transportation performance data. |
| Review intersection performance measures and work with Clackamas County to evaluate corridors (Wilsonville Road, Boones Ferry Road, and Elligsen Road) that would benefit from optimized signal timing and/or coordination. | | |
| 3 FUNCTIONAL AND RELIABLE | Travel Time Reliability | Continue to monitor and explore third party data sources (i.e. StreetLight, Moonshadow, INRIX) for travel time reliability measurement. |
| | | Identify acceptable travel times and travel speeds for key corridors. |
| | Coordinate with regional partners to share performance data and continue evaluation efforts on local and regional roadways. | |
| Freight Travel Time Reliability | Coordinate with Clackamas County to implement recommendations from the Clackamas County Freight ITS Plan. Consider implementing recommendations from the Clackamas County ITS Freight Plan to other facilities within the City. | |

RECOMMENDED ACTIONS

| TSP GOAL | MEASURE | RECOMMENDED ACTION(S) |
|------------------------|-------------------------------------|--|
| 4 COST EFFECTIVE | Pavement Condition | Continue to regularly inventory the PCI of City Streets via in-house staff. |
| | | Create an action plan for the public's high priority roadways that target areas of public concern and best prioritize the City's Pavement Management budget. |
| | | Partner with private developments to cost effectively fund full street pavement repairs as part of development construction. |
| 5 COMPATIBLE | Cross-section Compliance | Continue to implement the City's TSP Urban Upgrades (UU) projects that bring streets up to City cross section standards. |
| | | Support SMART in exploring/improving data collection practices and methods that more fully assess transportation mode share in Wilsonville. Collaborate with regional partners to continue evaluating current locations and also expanding data collection at key transportation nodes in the City of Wilsonville. |
| 6 ROBUST | Transportation Mode Share | Coordinate with Clackamas County to attain bike and pedestrian data at traffic signals to monitor annual walking and biking usage in Wilsonville. |
| | | Explore bicycle detection with upgraded signals to enhance safety and bikability throughout the City while collecting modal data that can be used in the performance monitoring process. |
| | | Continue to use citizen surveys such as the National Citizen Survey (NCS) on a bi-yearly basis to track and monitor citizen's opinions on the City's transportation system. |
| 7 PROMOTES LIVEABILITY | Positive Citizen Survey Response | Use responses to guide funding decisions and promote programs and projects that matter to citizens. Specifically, multimodal connections, traffic signal timing, traffic flow, street repair, and ease of multimodal usage throughout the City. |
| | Health Conditions/Healthy Lifestyle | Identify new data sources to analyze the relationship between Wilsonville's transportation system and the health of its residents. |
| | | Implement social media and news campaigns to promote active transportation and improve citizen awareness of existing walking and biking infrastructure as well as campaigns of future walking and biking projects built by the City. |