



CITY COUNCIL AGENDA

December 19, 2022 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

PARTICIPANTS MAY ATTEND THE MEETING AT:

City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon

YouTube: <https://youtube.com/c/cityofwilsonvilleor>

Zoom: <https://us02web.zoom.us/j/81536056468>

TO PARTICIPATE REMOTELY OR PROVIDE PUBLIC COMMENT:

Register with the City Recorder:

CityRecorder@ci.wilsonville.or.us or 503-570-1506

Individuals may submit comments online at: <https://www.ci.wilsonville.or.us/SpeakerCard>,
via email to the address above, or may mail written comments to:

City Recorder - Wilsonville City Hall

29799 SW Town Center Loop East, Wilsonville, OR 97070

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

EXECUTIVE SESSION [5:00 PM]

ORS 192.660(2)(e) Real Property Transactions

ORS 192.660(2)(f) Exempt Public Records

ORS 192.660(2)(h) Legal Counsel/Litigation

ADJOURN [5:45 PM]

Break to switch Zoom accounts [5 min.]

REVIEW OF AGENDA AND ITEMS ON CONSENT [5:50 PM]

COUNCILORS' CONCERNS [5:55 PM]

PRE-COUNCIL WORK SESSION [6:00 PM]

A. [Survey Results Childcare/Workforce Wilsonville \(Lorenzen\) \[30 min.\]](#)

B. [SMART Annual Rider Survey Results \(Brashear/MacCracken\) \[15 min.\]](#)

- C. [Canyon Creek / Boeckman Intersection Design Update \(Barrett/Weigel\) \[10 min.\]](#)

ADJOURN [6:55 PM]

CITY COUNCIL MEETING

The following is a summary of the legislative and other matters to come before the Wilsonville City Council a regular session to be held, December 19, 2022 at City Hall. Legislative matters must have been filed in the office of the City Recorder by 10:00 a.m. on December 6, 2022. Remonstrances and other documents pertaining to any matters listed in said summary filed at or prior to the time of the meeting may be considered there with except where a time limit for filing has been fixed.

CALL TO ORDER [7:00 PM]

1. Roll Call
2. Pledge of Allegiance
3. Motion to approve the following order of the agenda.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS [7:05 PM]

4. Council President Akervall
5. Councilor Lehan
6. Councilor West
7. Councilor Linville

MAYOR'S BUSINESS [7:25 PM]

8. Recognition of Outgoing Councilors Ben West and Charlotte Lehan
9. Recess for Refreshments [15 min.]
10. Transit Oriented Development Project (*Guile-Hinman*)
11. Boards/Commission Appointments/Reappointments
12. [Upcoming Meetings](#)

COMMUNICATIONS [8:05 PM]

13. [Demo Permit Map/Historic Documentation](#)

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS [8:05 PM]

This is an opportunity for visitors to address the City Council on items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

CONSENT AGENDA [8:15 PM]

14. [Resolution No. 3009](#)

[A Resolution Of The City Of Wilsonville Adopting The South Metro Area Regional Transit \(SMART\) Public Transportation Agency Safety Plan. \(Loomis\)](#)

15. [Resolution No. 3014](#)

[A Resolution Adopting The Canvass Of Votes Of The November 8, 2022 General Election. \(Veliz\)](#)

16. [Resolution No. 3026](#)

[A Resolution Of The City Of Wilsonville Authorizing South Metro Area Regional Transit \(SMART\) To A Renewal Of Goods And Services Contract With Optibus, Inc. \(Loomis\)](#)

17. [Minutes of the December 5, 2022 City Council Meeting. \(Veliz\)](#)

NEW BUSINESS [8:20 PM]

CONTINUING BUSINESS [8:20 PM]

18. [Ordinance No. 870 - 2nd Reading](#)

[An Ordinance Of The City Of Wilsonville Adopting The Frog Pond East And South Master Plan And Related Comprehensive Plan Text And Map Amendments. \(Pauly\)](#)

19. [Ordinance No. 871 - 2nd Reading](#)

[An Ordinance Of The City Of Wilsonville Amending The Comprehensive Plan Text And Areas Of Special Concern Map To Adopt Airport Good-Neighbor Policies And Designate The Aurora State Airport And Surrounding Properties As An Area Of Special Concern. \(Bateschell\)](#)

PUBLIC HEARING [8:30 PM]

20. [Resolution No. 3016 - \(Legislative Hearing\)](#)

[A Resolution Of The City Of Wilsonville Authorizing A Supplemental Budget Adjustment For Fiscal Year 2022-23. \(Smith\)](#)

CITY MANAGER'S BUSINESS [8:40 PM]

LEGAL BUSINESS [8:45 PM]

ADJOURN [8:50 PM]

INFORMATIONAL ITEMS – No Council Action Necessary

Time frames for agenda items are not time certain (i.e. agenda items may be considered earlier than indicated). The City will endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting by contacting the City Recorder at 503-570-1506 or CityRecorder@ci.wilsonville.or.us: assistive listening devices (ALD), sign language interpreter, and/or bilingual interpreter. Those who need accessibility assistance can contact the City by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.

Habr   int  rpretes disponibles para aqu  llas personas que no hablan Ingl  s, previo acuerdo. Comun  quese al 503-570-1506.



Memo

DATE: 19 December 2022
 TO: Bryan Cosgrove, City Manager; Wilsonville City Council
 FROM: Matt Lorenzen, Economic Development Manager
 SUBJECT: Childcare, a workforce issue

Childcare accessibility and affordability have been top-of-mind across the country, state, and county for a rather long period, but public agencies and advocacy organizations have sounded the alarm particularly loudly in the past 2-3 years, as society endured the COVID-19 pandemic and now attempts to recover from it, personally, socially, and economically.

Lack of affordable and accessible childcare is a workforce and economic issue rather than simply an inconvenience or social issue—although it is certainly those, too. Lack of affordable care options forces many parents, disproportionately women, to forego work or education and training opportunities. In today’s economy, there are more jobs than qualified job seekers. Lack of a skilled workforce inhibits the growth of individual businesses and the economy at large. Furthermore, upward economic mobility for families in the United States, and particularly in the Portland Metro area, is predicated upon a double-income household. When one parent is forced to stay home it creates lasting financial hardship for families that persists even after the second parent returns to work; and for single-parent households the situation is even more dire.

There are not enough childcare providers to meet the needs of families. Available seats are prohibitively expensive, hard to find, and the quality of care provided often does not meet the needs of children and the expectations of families that are paying significant portions of their income for services.

The current state of childcare is untenable—it “hurts parents, hurts the economy, hurts childcare providers, and ultimately hurts children.”¹

How did we get here?

Basic economic concepts help us understand the current state of childcare in the country, state, county, and city.

A market failure

To say that the market for childcare has failed is not a hyperbolic statement, but rather an objective fact. In the school of economics, a “market failure” occurs when “free markets are unable to allocate scarce resources to the satisfaction of a (societal) need or want.”² If we continue to employ the terminology of economics, we would say that the *cost of production* requires a retail price most consumers are not

¹ <https://www.npr.org/2022/02/10/1079957911/what-to-do-about-americas-child-care-crisis> - accessed on 11/29/2022

² https://www.economicsonline.co.uk/market_failures/introduction_to_market_failures.html/ - accessed 11/29/2022

willing or able to pay. Consumer demand exceeds the ability of producers to supply enough of the good at a market-competitive price. When supply is insufficient to meet demand you find all the issues we now see surrounding childcare—wait lists, poor quality (a consequence of providers trying to lower the cost of production), limited offerings, and high prices.

A seller's market for labor

We often think of a seller as a purveyor of goods or services to consumers. But, each individual participating in the workforce is also a seller—a seller of their own labor. In today's economy, it's a seller's market for labor—meaning, there are many willing buyers (hiring businesses) and those buyers are increasingly willing to pay higher and higher prices (wages) for labor because their profit margins can absorb the increase in labor costs and because there is a shortage in the supply of labor.

Childcare providers, however, which operate with razor-thin margins (often nonprofit organizations and small businesses), cannot absorb increasing labor costs the way some businesses can. As the wages remain relatively stagnant in the childcare space, laborers elect to go work elsewhere, even fast food restaurants, coffee shops, or retailers, where they can earn the same (or more!) with a fraction of the stress and no additional experience or training required. Childcare employees above the most entry-level positions must obtain costly formal training and hundreds of hours of experience in order to even be employable per State requirements. Those that obtain the experience and go through the required training are met with staggeringly low wages and they often burnout after a short stint of service.

As a consequence of these circumstances, childcare providers are unable to recruit and retain the teachers and teacher aides they need in order to staff their classrooms. When providers have insufficient staff to operate efficiently, they cannot enroll and provide care to enough children, and the business fails for lack of revenue to cover other fixed costs such as rent, utilities, insurance, etc. Furthermore, in many cases would-be childcare businesses never even launch in the first place because the business model is demonstrably insolvent in many cases.

A public good vs. a private good

A private good is what we often think about when we think of the so-called free market. Pizza, clothing, housing—these are all private goods. When I buy a piece of pizza, only I can enjoy it (unless I choose to share), and my purchase precludes you from enjoying that same piece of pizza. You have to buy your own in order to realize the benefit, but my pizza purchase and enjoyment does not affect you adversely in any way.

Contrast private goods with public goods, which often have many positive externalities and free riders. Externalities are those indirect costs or benefits to a person or society that was not a direct party to the actual transaction—the free riders. Education is often used as the classic example of a public good. An educated populace has so many positive externalities to the rest of society, the cost of which cannot practically be passed on to all the beneficiaries through traditional market mechanisms, we have agreed as a society to pay for and provide the service of education through the collection of taxes and a public education system.

Many argue that childcare is also a public good,³ with broad societal benefits (externalities)—which free-riding beneficiaries are not paying for, but enjoying nonetheless. The trouble is that childcare is treated

³ <https://www.npr.org/2022/02/10/1079957911/what-to-do-about-americas-child-care-crisis> - accessed on 11/29/2022

(in the United States) as a private good, and when public goods are left to the market, you are left with a partial or full market failure—an inefficient allocation of resources, an imbalance between supply and demand.

Where do we go from here?

While the Childcare Crisis is a systemic, national issue, we can shine a light on the issue and how it affects us locally, by acknowledging the extent to which it impacts our residents and our economy with irrefutable data. With key partners, we can then begin to invest energy, resources, and where appropriate, funding, in order to develop programs and policies that increase supply, affordability, quality, and cultural relevance.

Clackamas Childcare for All

In Clackamas County, less than 15% of children under 2 have access to a child care slot. This is preventing many adults from being able to return to work, which has greatly contributed to the workforce shortage that is preventing the economy from being able to fully recover from the pandemic. At the same time, childcare providers are having a hard time keeping and hiring staff. Wages are low and requirements are high making it less desirable than other jobs. This, unstable funding and difficulty finding and renovating facilities to meet licensing requirements create great challenges for existing or potential child care businesses, which further undermine efforts to expand childcare services to meet current needs.

~Clackamas Childcare for All, Issue Statement

Recognizing Clackamas County as a “childcare desert” and inspired in part by the success of a Multnomah County coalition that successfully passed a *Preschool for All* initiative in 2020, the [Clackamas Childcare for All \(CC4A\)](#) coalition formed in late 2021 and began recruiting partners to support and help execute on their mission:

“Within two years we plan that Clackamas County will be on a path to universally accessible childcare. There are many pieces of the puzzle to solve in getting there. Broadly, our path to universal care looks like:

- *Increasing supply*
- *Increasing affordability*
- *Increasing quality*
- *Increasing cultural relevance”*

In 2022, CC4A commissioned a study of the childcare landscape in Clackamas County. An advisory task force and several subcommittees were formed in order to guide and shape the work and findings of the consultant that was secured to complete the report.

The City of Wilsonville was invited to participate and support. Staff from Clackamas Education Service District, the Early Learning Hub of Clackamas County, and Clackamas Workforce Partnership are leading

the effort. Councilor Kristin Akervall has participated in several meetings, while economic development manager (EDM), Matt Lorenzen, has served regularly on the Finance and Strategy subcommittee.

In Spring 2022, the CC4A leadership team contacted the EDM and Government Affairs Director, Mark Ottenad, about the possibility to meet with City leadership (e.g. City Council) “to discuss what we [CC4A] are doing and discuss ways your agency/organization (City of Wilsonville) may be able to support the efforts.” Lorenzen and Ottenad agreed that quantitative and qualitative data from Wilsonville specifically ought to inform any conversation about the City’s ongoing support of CC4A—especially a potential conversation about ongoing or monetary support.

To that end, during Summer 2022, Mr. Lorenzen developed two surveys with input from Bridget Dazey, Executive Director of the Clackamas Workforce Partnership; the surveys were open for responses during the month of August. The first survey was directed to Wilsonville residents and employees, and the second was directed to Wilsonville employers. Both surveys were designed to assess to what extent, if any, childcare access and affordability affect Wilsonville families and employees and their abilities to work, provide, and contribute to the economy.

Full survey data, including summary charts and individual open-ended responses can be found as attachments to this memo.

Taking action

The first step must be recognizing the issue as something worthy of our collective concern and attention, formally if possible, in order to commit staff time and/or funding to identifying solutions.

Secondly, as a collective concern, determine what the city’s desire and capacity is to address the issue locally, working closely with other groups with similar goals and objectives.

Next, if desired, the City can act as a solution incubator, where we can explore and test programmatic as well as policy-level tools that, if successful, could be scaled to the county or even state level.

Attached:

- Clackamas Childcare for All, Task Force Study Report (draft)
- Childcare in Wilsonville, Survey Results, Summer 2022



Childcare in Wilsonville

Survey Findings, Summer 2022

Summary of survey findings

Family/Individual Respondent Demographics

- 121 individuals responded.
 - 113 are Wilsonville residents. 8 work in the city but do not live here.
 - 55 work in Wilsonville; 66 live in Wilsonville but work elsewhere.
- The most common household size was 4 members, followed by 3 members, and 5 members, respectively.
- Over 82% of respondents had at least a college degree.
- Nearly 91% of respondents are currently employed.
- Leading professions among respondents are Healthcare and Social Assistance, Professional Scientific and Technical Services, and Educational Services

Family Childcare Needs

- Two-thirds of respondents report they have childcare needs **not** being met.
- The types of care needed by respondents are diverse, with full-time care and after school care as leaders.
- Nearly all respondents do not have access to childcare benefits through their employer.
- Many respondents indicated they do not pay for childcare services, which would indicate they rely on family or other support networks for care
- Over 50% of respondents pay more than \$1,000 monthly for childcare, with 16% reporting they pay more than \$2,000 per month
 - Reading between the lines, families with no relatives or other informal networks available to help with childcare are at a significant financial disadvantage
- Respondents were given 2 open-ended prompts/questions:
 - If I had reliable and affordable childcare, I would be able to:
 - Common response themes: Stress less, Have more personal/family time, Work or Work More, Relieve family members/friends, Save money, and Upskill/Get more education/training
 - What has been your experience in obtaining childcare near where you live or work?
 - Common themes: Poor availability/access, Poor quality, Unaffordability, Limited days/hours

Employer Responses

- 8 employers responded.
 - 2 providers of educational services, 3 manufacturers, 1 transportation and warehousing
- 4 respondents have over 100 employees.
- Half of respondents indicated their employees struggle to find childcare.
- 5 respondents report they struggle to some degree to hire and retain employees due to childcare related issues.
- 5 respondents said their employees have taken longer leaves of absence due to childcare-related issues.
- 7 respondents say childcare related issues have affected the productivity of their businesses, to some degree.

- 5 respondents said between 25% and 75% of their employee turnover is related to childcare issues.
- 0 respondents currently offer childcare at or near the worksite, provide subsidies or vouchers, and/or arrange/pay for emergency childcare, but some are considering offering these benefits.
- Some employers offer fringe benefits like HSA/FSA accounts, contributions to such accounts, and have increased schedule flexibility in order to accommodate childcare needs.

Attachment 1: Childcare Survey for Families

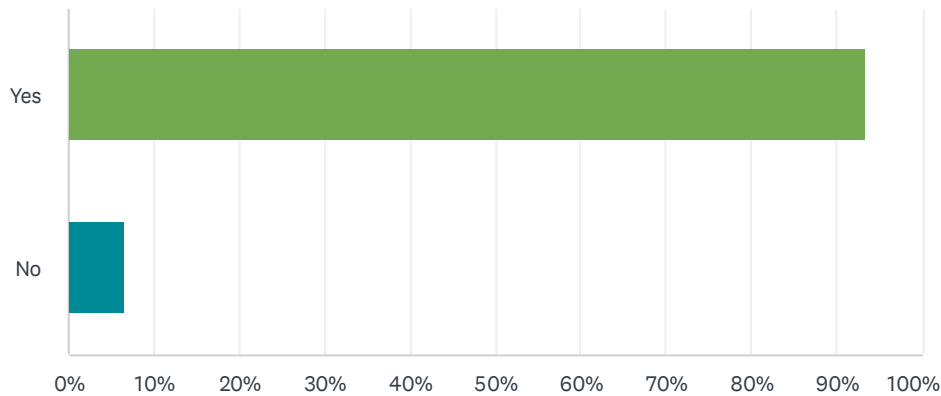
Attachment 2: Childcare Survey for Employers

Attachment 1:

Childcare Survey for Families

Q1 Do you live in Wilsonville?

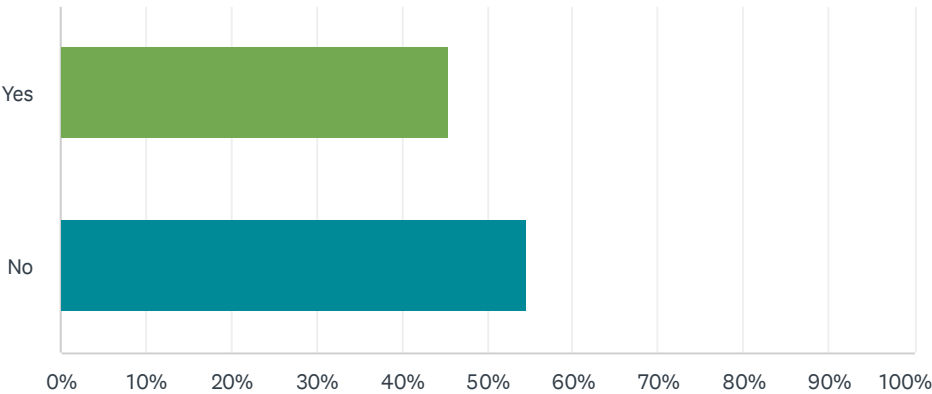
Answered: 121 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	93.39%	113
No	6.61%	8
TOTAL		121

Q2 Do you work in Wilsonville?

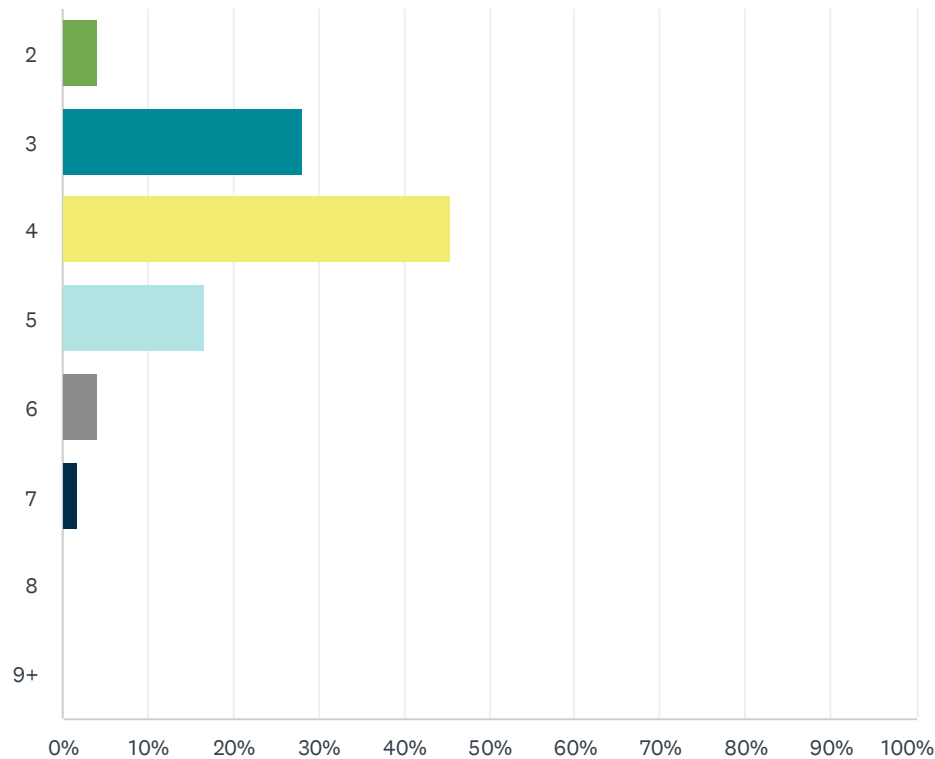
Answered: 121 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		45.45%	55
No		54.55%	66
TOTAL			121

Q3 How many people are in your household?

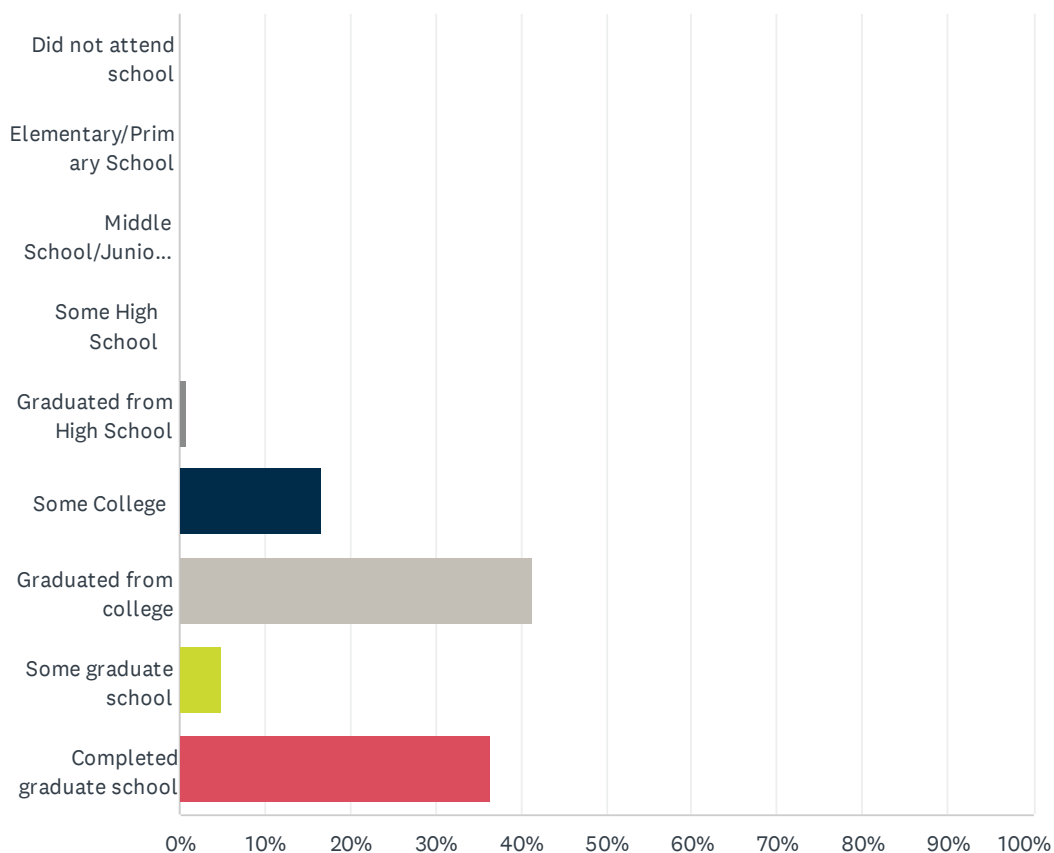
Answered: 121 Skipped: 0



ANSWER CHOICES	RESPONSES	
2	4.13%	5
3	28.10%	34
4	45.45%	55
5	16.53%	20
6	4.13%	5
7	1.65%	2
8	0.00%	0
9+	0.00%	0
TOTAL		121

Q4 What is the highest level of education you have completed?

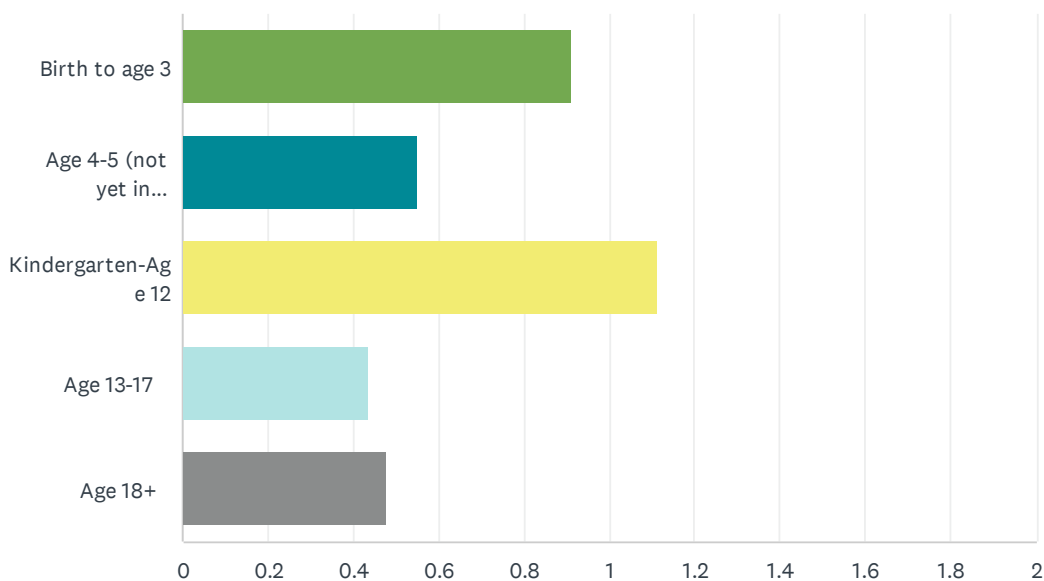
Answered: 121 Skipped: 0



ANSWER CHOICES	RESPONSES	
Did not attend school	0.00%	0
Elementary/Primary School	0.00%	0
Middle School/Junior High	0.00%	0
Some High School	0.00%	0
Graduated from High School	0.83%	1
Some College	16.53%	20
Graduated from college	41.32%	50
Some graduate school	4.96%	6
Completed graduate school	36.36%	44
TOTAL		121

Q5 How many children, by age, currently live in your household?

Answered: 119 Skipped: 2



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Birth to age 3	1	74	81
Age 4-5 (not yet in Kindergarten)	1	34	62
Kindergarten-Age 12	1	99	89
Age 13-17	0	20	46
Age 18+	0	21	44
Total Respondents: 119			

#	BIRTH TO AGE 3	DATE
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2	1	8/21/2022 8:11 AM
3	1	8/21/2022 5:25 AM
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5	1	8/21/2022 3:08 AM
6	0	8/20/2022 10:13 PM
7	1	8/20/2022 5:49 PM
8	1	8/20/2022 5:23 PM
9	0	8/20/2022 4:40 PM
10	0	8/20/2022 12:46 PM
11	2	8/20/2022 12:42 PM

Childcare Survey for Families

12	0	8/20/2022 11:39 AM	Item A.
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Childcare Survey for Families

Item A.

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Childcare Survey for Families

Item A.

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43	0	7/28/2022 6:27 PM

Childcare Survey for Families

Item A.

44	1	7/28/2022 6:14 PM
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62	0	7/28/2022 12:57 PM
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2	1	8/21/2022 6:26 AM
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10	2	8/20/2022 11:39 AM
11	1	8/15/2022 9:42 AM
12	2	8/11/2022 8:40 PM
13	1	8/10/2022 10:31 AM
14	0	8/4/2022 10:24 AM
15	1	8/3/2022 8:35 PM
16	0	8/3/2022 3:47 PM
17	1	8/3/2022 1:21 PM
18	1	8/3/2022 1:11 PM

Childcare Survey for Families

Item A.

19	1	8/3/2022 11:27 AM
20	1	8/3/2022 11:15 AM
21	2	8/3/2022 9:59 AM
22	1	8/2/2022 11:01 AM
23	2	8/2/2022 10:57 AM
24	2	8/2/2022 9:12 AM
25	1	8/1/2022 8:42 AM
26	0	7/31/2022 8:18 PM
27	1	7/31/2022 2:22 PM
28	1	7/31/2022 8:15 AM
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30	1	7/30/2022 10:19 PM
31	0	7/30/2022 8:20 PM
32	0	7/30/2022 8:19 PM
33	1	7/30/2022 3:07 PM
34	1	7/30/2022 2:33 PM
35	1	7/30/2022 6:07 AM
36	1	7/29/2022 9:38 PM
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52	2	7/28/2022 8:07 PM
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54	1	7/28/2022 8:03 PM
55	1	7/28/2022 8:03 PM
56	1	7/28/2022 7:50 PM

Childcare Survey for Families

Item A.

57	0	7/28/2022 7:45 PM
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69	1	7/28/2022 3:06 PM
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71	1	7/28/2022 2:08 PM
72	2	7/28/2022 2:02 PM
73	2	7/28/2022 1:59 PM
74	1	7/28/2022 1:48 PM
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82	1	7/28/2022 1:10 PM
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85	1	7/28/2022 12:30 PM
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87	1	7/28/2022 12:09 PM
88	1	7/28/2022 8:45 AM
89	2	7/27/2022 11:59 AM
#	AGE 13-17	DATE
1	1	8/21/2022 5:25 AM
2	1	8/21/2022 4:54 AM
3	2	8/21/2022 3:08 AM
4	2	8/20/2022 5:49 PM

Childcare Survey for Families

Item A.

5	0	8/20/2022 4:40 PM
6	0	8/20/2022 12:46 PM
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8	0	8/11/2022 8:40 PM
9	2	8/4/2022 10:24 AM
10	0	8/3/2022 3:47 PM
11	0	8/3/2022 1:11 PM
12	1	8/3/2022 11:27 AM
13	2	8/2/2022 11:01 AM
14	1	8/2/2022 10:57 AM
15	0	7/31/2022 8:18 PM
16	0	7/30/2022 10:42 PM
17	1	7/30/2022 10:19 PM
18	0	7/30/2022 8:20 PM
19	0	7/30/2022 8:19 PM
20	2	7/29/2022 9:38 PM
21	0	7/29/2022 10:58 AM
22	0	7/29/2022 9:51 AM
23	1	7/29/2022 8:56 AM
24	0	7/29/2022 8:30 AM
25	0	7/29/2022 7:26 AM
26	0	7/29/2022 6:30 AM
27	0	7/29/2022 12:48 AM
28	0	7/28/2022 10:18 PM
29	0	7/28/2022 9:34 PM
30	0	7/28/2022 7:50 PM
31	0	7/28/2022 7:45 PM
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36	0	7/28/2022 3:45 PM
37	0	7/28/2022 3:23 PM
38	1	7/28/2022 2:19 PM
39	1	7/28/2022 2:10 PM
40	0	7/28/2022 1:48 PM
41	0	7/28/2022 1:27 PM
42	0	7/28/2022 1:25 PM

Childcare Survey for Families

Item A.

43	0	7/28/2022 1:23 PM
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45	0	7/28/2022 12:57 PM
46	1	7/28/2022 12:09 PM
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2	1	8/20/2022 10:13 PM
3	2	8/20/2022 5:49 PM
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5	0	8/20/2022 12:46 PM
6	0	8/20/2022 11:39 AM
7	0	8/11/2022 8:40 PM
8	1	8/4/2022 10:24 AM
9	2	8/3/2022 6:59 PM
10	0	8/3/2022 3:47 PM
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13	1	8/2/2022 11:01 AM
14	0	7/31/2022 8:18 PM
15	0	7/30/2022 10:42 PM
16	2	7/30/2022 8:20 PM
17	0	7/30/2022 8:19 PM
18	0	7/29/2022 10:58 AM
19	0	7/29/2022 9:51 AM
20	0	7/29/2022 8:30 AM
21	0	7/29/2022 7:26 AM
22	0	7/29/2022 6:30 AM
23	0	7/29/2022 12:48 AM
24	1	7/29/2022 12:03 AM
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26	0	7/28/2022 10:18 PM
27	0	7/28/2022 9:34 PM
28	0	7/28/2022 7:50 PM
29	0	7/28/2022 7:45 PM
30	2	7/28/2022 6:27 PM
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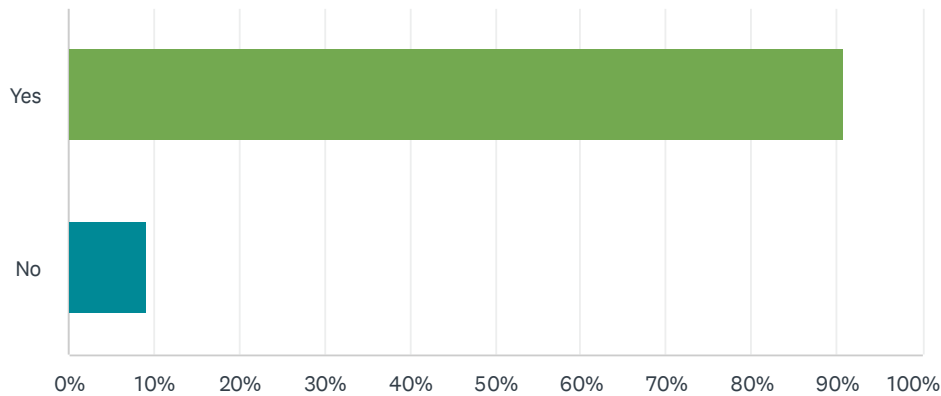
Childcare Survey for Families

Item A.

34	2	7/28/2022 4:58 PM
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37	2	7/28/2022 2:10 PM
38	2	7/28/2022 2:02 PM
39	0	7/28/2022 1:48 PM
40	0	7/28/2022 1:27 PM
41	0	7/28/2022 1:25 PM
42	0	7/28/2022 1:23 PM
43	0	7/28/2022 1:14 PM
44	0	7/28/2022 12:57 PM

Q6 Are you currently working?

Answered: 121 Skipped: 0



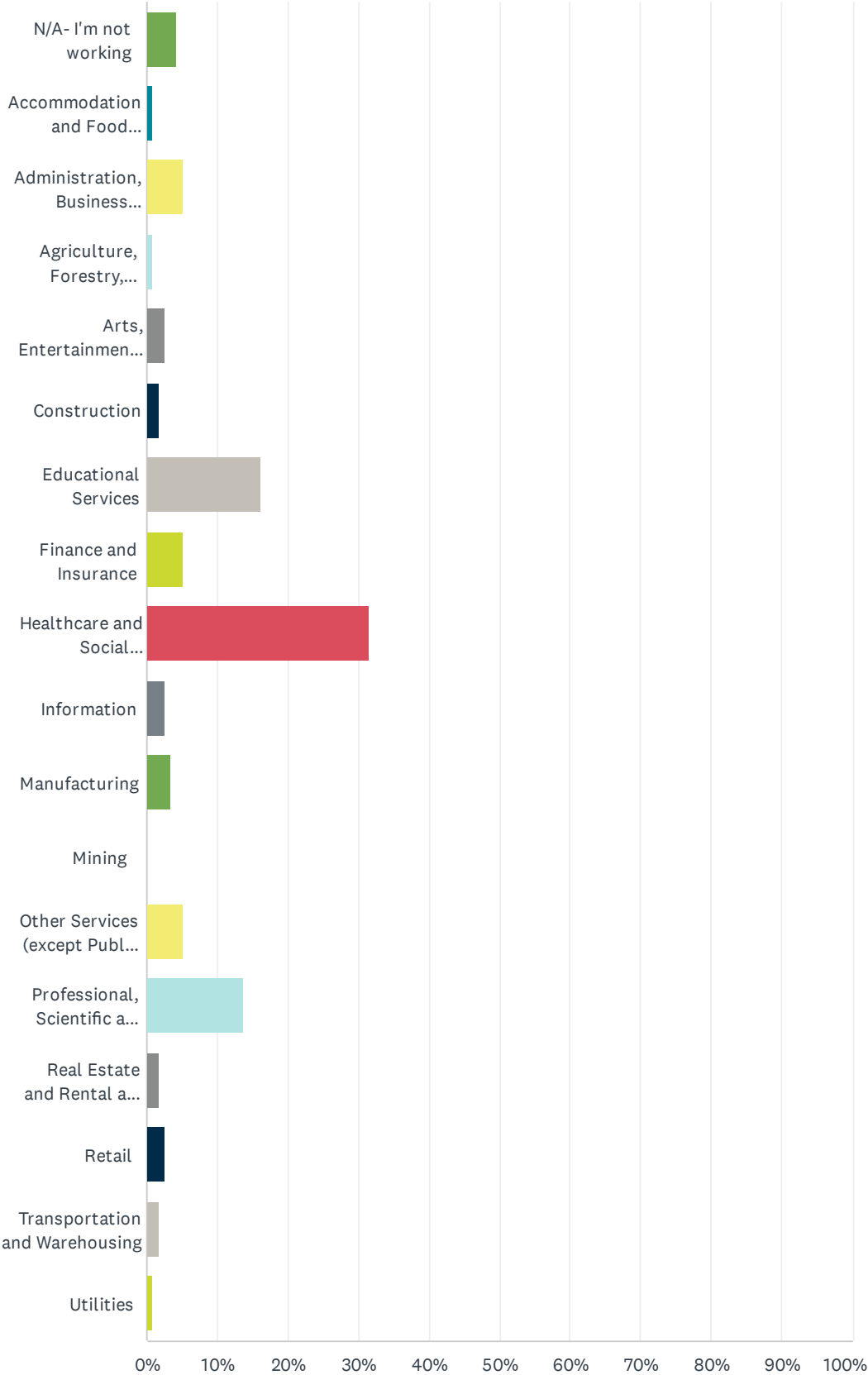
ANSWER CHOICES		RESPONSES	
Yes		90.91%	110
No		9.09%	11
TOTAL			121

Q7 If you are working, what industry do you work in?

Answered: 117 Skipped: 4

Childcare Survey for Families

Item A.



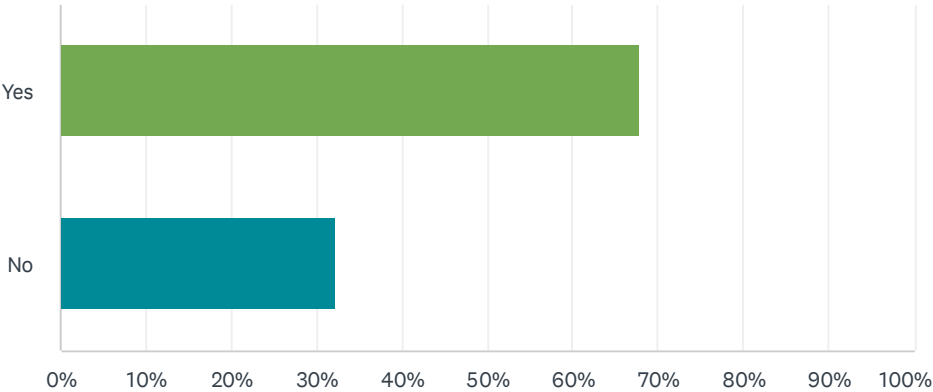
Childcare Survey for Families

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ANSWER CHOICES	RESPONSES	
N/A- I'm not working	4.27%	5
Accommodation and Food Services	0.85%	1
Administration, Business Support and Waste Management Services	5.13%	6
Agriculture, Forestry, Fishing and Hunting	0.85%	1
Arts, Entertainment and Recreation	2.56%	3
Construction	1.71%	2
Educational Services	16.24%	19
Finance and Insurance	5.13%	6
Healthcare and Social Assistance	31.62%	37
Information	2.56%	3
Manufacturing	3.42%	4
Mining	0.00%	0
Other Services (except Public Administration)	5.13%	6
Professional, Scientific and Technical Services	13.68%	16
Real Estate and Rental and Leasing	1.71%	2
Retail	2.56%	3
Transportation and Warehousing	1.71%	2
Utilities	0.85%	1
TOTAL		117

Q8 Do you have childcare needs that are, for any reason, currently not being met?

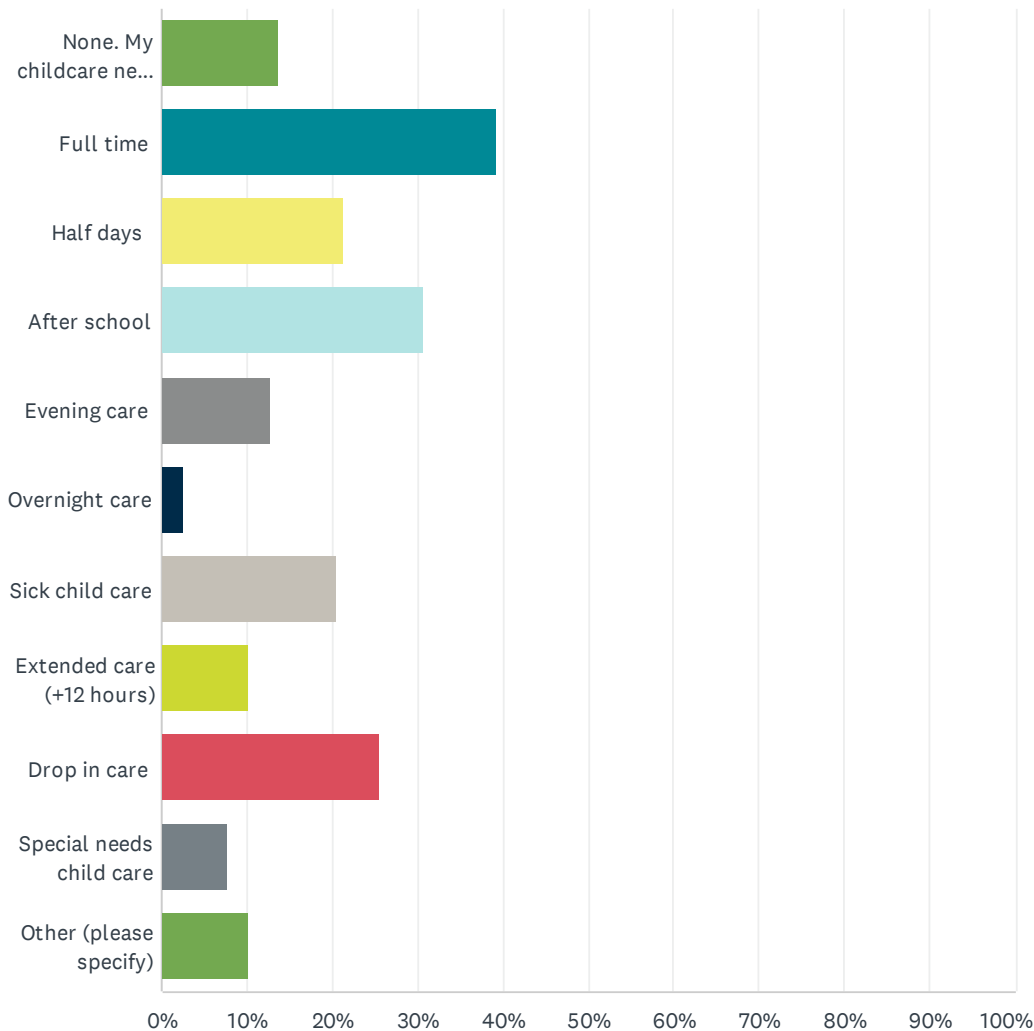
Answered: 121 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		67.77%	82
No		32.23%	39
TOTAL			121

Q9 What are your childcare needs? (Check all that apply.)

Answered: 117 Skipped: 4



Childcare Survey for Families

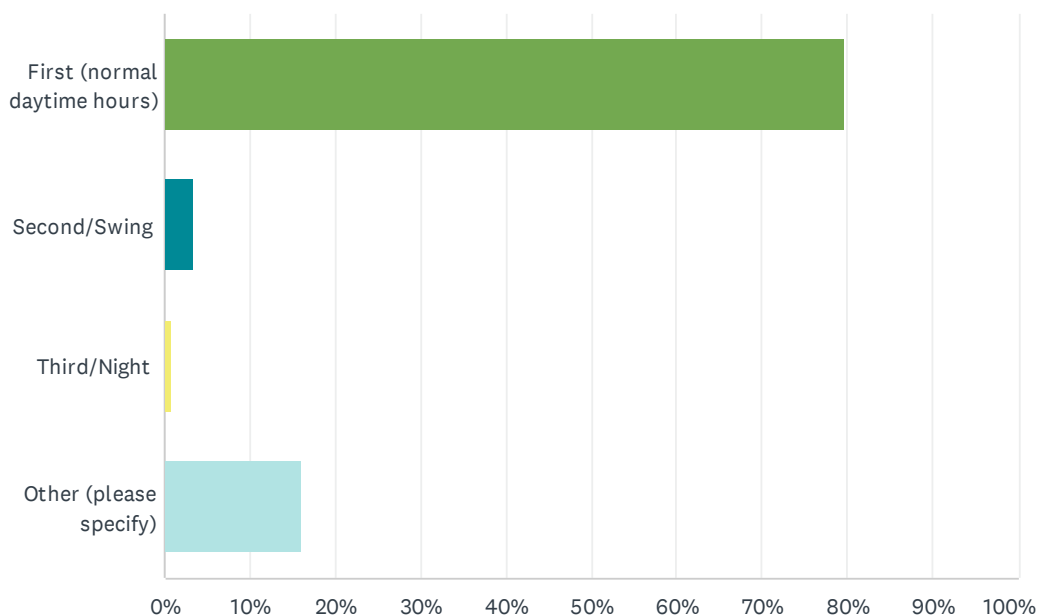
Item A.

ANSWER CHOICES	RESPONSES	
None. My childcare needs are being met.	13.68%	16
Full time	39.32%	46
Half days	21.37%	25
After school	30.77%	36
Evening care	12.82%	15
Overnight care	2.56%	3
Sick child care	20.51%	24
Extended care (+12 hours)	10.26%	12
Drop in care	25.64%	30
Special needs child care	7.69%	9
Other (please specify)	10.26%	12
Total Respondents: 117		

#	OTHER (PLEASE SPECIFY)	DATE
1	My children have different start and end times, for elementary and middle school.	8/20/2022 4:40 PM
2	I'm aGrandparent who sometimes cares for my grandkids	8/3/2022 11:25 AM
3	Days when elementary students aren't at school but middle and high are at school.	8/2/2022 10:57 AM
4	Summer care and specific days (weds)	7/30/2022 6:07 AM
5	Childcare for summer	7/29/2022 2:20 PM
6	Weekend care	7/28/2022 7:50 PM
7	Early release school days and school days off	7/28/2022 5:35 PM
8	3 days per week	7/28/2022 4:58 PM
9	Summer break	7/28/2022 1:59 PM
10	Morning care	7/28/2022 1:39 PM
11	Weekend Care	7/28/2022 1:10 PM
12	Summer care-full time	7/28/2022 12:30 PM

Q10 Which shift do you work?

Answered: 119 Skipped: 2



ANSWER CHOICES	RESPONSES
First (normal daytime hours)	79.83% 95
Second/Swing	3.36% 4
Third/Night	0.84% 1
Other (please specify)	15.97% 19
TOTAL	119

#	OTHER (PLEASE SPECIFY)	DATE
1	7am-7pm	8/21/2022 9:05 AM
2	Work from home, flexible schedule	8/21/2022 5:25 AM
3	10am-7pm	8/21/2022 3:08 AM
4	12 hours shifts 8am to 830pm	8/20/2022 5:49 PM
5	Day shift plus 2 evenings a week	8/3/2022 8:35 PM
6	I don't work	8/3/2022 1:11 PM
7	Not employed	8/3/2022 11:25 AM
8	None - Need childcare!	8/3/2022 9:59 AM
9	Occasionally volunteer work	7/31/2022 8:18 PM
10	Normal daytime hours, but also occasional evening and weekend meetings. With the move to virtual, work schedules have become much more fluid.	7/29/2022 3:43 PM
11	24 hrs a day mom	7/29/2022 8:19 AM

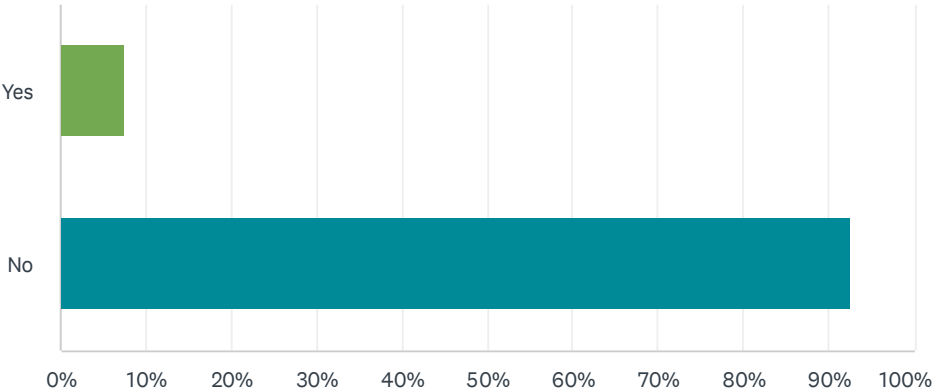
Childcare Survey for Families

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12	I make my own schedule 90% of the time.	7/28/2022 9:14 PM
13	6am - 3pm	7/28/2022 6:15 PM
14	12 hour day shifts	7/28/2022 6:00 PM
15	Looking for online work only because of cost and lack of childcare options.	7/28/2022 5:03 PM
16	Random	7/28/2022 3:45 PM
17	I was hired for a 9-5 here at coffee Creek but couldn't stay because no special needs childcare, or after school special needs care	7/28/2022 3:24 PM
18	12 hour shifts as an RN	7/28/2022 3:23 PM
19	A mix	7/28/2022 1:10 PM

Q11 Do you have childcare benefits available to you through your employer?

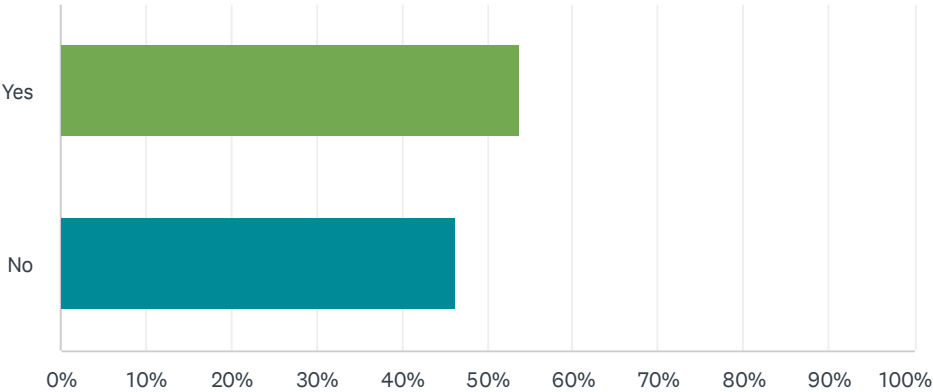
Answered: 120 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	7.50%	9
No	92.50%	111
TOTAL		120

Q12 Do you have adults or a support system in place when you have emergency childcare needs?

Answered: 121 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	53.72%	65
No	46.28%	56
TOTAL		121

Q13 Please complete the following statement: If I had reliable and affordable childcare, I would be able to: ex: work more hours, increase my education/training, take time off, etc.

Answered: 108 Skipped: 13

#	RESPONSES	DATE
1	Stress Less Better focus on working my full-time job	8/22/2022 6:03 PM
2	Personal/Family Time Upskill/School/Training Work/Work More Work more hours, get my masters degree, take time off, have a clean house, etc. It's really though a matter of AFFORDABLE childcare. Spending 1000\$ a month for part time care is killing us. I will have spent far more than their college education by the time we are done.	8/21/2022 9:05 AM
3	Personal/Family Time Take more time for me. Be able to take more vacations. Have hobbies.	8/21/2022 8:11 AM
4	Stress Less Feel comfortable holding a full time job	8/21/2022 6:26 AM
5	Personal/Family Time Work/Work More Work a more balanced schedule	8/21/2022 5:25 AM
6	Relieve family members/friends Not have to have my older child babysit their siblings	8/21/2022 4:54 AM
7	Work/Work More Work more hours without having to leave early or work late	8/21/2022 3:08 AM
8	Work/Work More Work	8/21/2022 2:47 AM
9	Work/Work More If childcare was not a barrier, I would be able to take a higher paying job in my company but the job requires occassional on call. That type of work seems impossible for single parents; what childcare care is open 24 hours for drop in care?	8/20/2022 5:49 PM
10	Personal/Family Time Upskill/School/Training Take time off, use time of for rest instead of emergency child care, use time for training	8/20/2022 5:23 PM
11	Stress Less Feel less concerned about the safety of my children	8/20/2022 4:40 PM
12	Stress Less Not worry about missing work	8/20/2022 12:46 PM
13	Work/Work More Go into office more, work a full days worth at the office	8/20/2022 12:42 PM
14	Personal/Family Time Work/Work More Not miss as much work when kids are sick, or take a date night with my husband.	8/20/2022 11:39 AM
15	Relieve family members/friends Work/Work More Have my spouse working also and not need to cohabitate with family member.	8/20/2022 11:35 AM
16	Personal/Family Time Take opportunities to take workout classes	8/20/2022 11:00 AM
17	Work/Work More work more hours	8/15/2022 9:42 AM
18	Personal/Family Time Stress Less Take time off, better family vacations/activities, make more money, increase the quality of the food we purchase,	8/11/2022 8:40 PM
19	Personal/Family Time Work/Work More Focus on work to move up in my job. Spend my PTO on vacations vs taking the time off to watch my kids after school.	8/10/2022 10:31 AM
20	Stress Less stress less	8/4/2022 10:24 AM
21	Save Money Work/Work More Work more hours, which would result in making more money, which would result in my ability to afford times off	8/3/2022 8:35 PM
22	Save Money The biggest issue is cost. We do 4 days a week here in Wilsonville at day care for \$1200 a month	8/3/2022 8:30 PM
23	Save Money Upskill/School/Training Work/Work More Work more hours, save more	8/3/2022 3:47 PM

Childcare Survey for Families

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money, continue my education

24	Personal/Family Time	Have a date night with my spouse	8/3/2022 1:21 PM
25	N/A		8/3/2022 1:11 PM
26	Personal/Family Time	Take time off	8/3/2022 11:25 AM
27	Work/Work More	Work more hours. Considering quitting my job because childcare takes up a majority of my paycheck. Will have to quit if I have another child - daycare is too expensive, especially for infants/toddlers.	8/3/2022 10:09 AM
28	Work/Work More	Work. We're barely making ends meet, but if I worked, my entire check would go to childcare. It's a double edged sword where we're damned if we do, damned if we don't.	8/3/2022 9:59 AM
29	Save Money	Pay my student loans off sooner.	8/2/2022 10:05 PM
30	Personal/Family Time	Not use sick days to watch my son when school is out early or a day off. We don't have family around to help us.	8/2/2022 10:57 AM
31	Stress Less	less stress knowing my kids are safe after school	8/2/2022 9:12 AM
32	Work/Work More	work more hours	8/1/2022 8:42 AM
33	Personal/Family Time	Take more time off	7/31/2022 8:18 PM
34	Work/Work More	Not miss days of work	7/31/2022 3:04 PM
35	Work/Work More	Work more hours	7/31/2022 2:22 PM
36	Work/Work More	Work more hours	7/30/2022 10:42 PM
37	Personal/Family Time	Stress Less Slow down. Have less stress. Be less worried. Save more money. Spend more money. Take better care of our adult selves. Take better care of our kids.	7/30/2022 10:19 PM
38	Personal/Family Time	Work/Work More Work more hours, and function at all when the whole house is sick	7/30/2022 8:20 PM
39	Personal/Family Time	Stress Less Drive safer on the commute to and from work rather than feel like I'm racing traffic. I would also love to feel like I could have freedom to run errands and have a date night once in a while.	7/30/2022 8:19 PM
40	Upskill/School/Training	Work/Work More Work full time and double my income, afford medical checkups, increase education/skills	7/30/2022 3:07 PM
41	N/A	I have been really fortunate to find childcare, but we are well off financially and it was still really hard to find when my sons were smaller. We ended up driving to Sherwood.	7/30/2022 2:33 PM
42	Personal/Family Time	Take time off	7/30/2022 6:07 AM
43	Work/Work More	Work more hours, allow my kid to have social interactions	7/29/2022 9:38 PM
44	Work/Work More	Be promotable	7/29/2022 9:30 PM
45	Personal/Family Time	Support my kids in doing more enrichment type activities. There is childcare that keeps kids occupied (easier to come by or patch together—iPad time anyone?) and childcare that helps them build skills and experiences they are interested in that will shape their ability to produce and contribute later in life (much harder to find because it is more demanding and may be based on custom needs.)	7/29/2022 3:43 PM
46	Work/Work More	Work more hours. Don't have to adjust my regular work schedule	7/29/2022 2:20 PM
47	Save Money	Not have to spend most of my income to hire a nanny because none of the daycares in the area have openings.	7/29/2022 10:58 AM
48	Personal/Family Time	Take time off for my own self care, rather than using my vacation or sick time to care for my child.	7/29/2022 9:51 AM
49	Work/Work More	Start at my actual time for work and not have to flex some much. I think cost is the biggest issue.	7/29/2022 8:30 AM

Childcare Survey for Families

Item A.

50	Personal/Family Time	Provide opportunities to socialize my children.	7/29/2022 8:19 AM
51		Do nothing different than I am currently	7/29/2022 7:26 AM
52	Upskill/School/Training	Work/Work More Go back to work, work more hours, continue my education.	7/29/2022 6:30 AM
53	Upskill/School/Training	Increase my education	7/29/2022 1:11 AM
54	Work/Work More	My spouse could work more hours, I could more easily look for new jobs	7/29/2022 12:48 AM
55	Save Money	Upskill/School/Training Further my education, afford my housing better	7/28/2022 11:41 PM
56	Stress Less	Not worry	7/28/2022 10:50 PM
57	Save Money	Work/Work More Balance the budget better, be able to work longer hours	7/28/2022 10:23 PM
58	Stress Less	Have less stress in my life. My husband and I wouldn't have to scramble to rearrange our work schedules (I'm a teacher, he is a doctor) when our children are sick or when school is closed/half-day Wednesdays etc. We do not have family close that can watch our children and when they wake up sick in the middle of the night or first thing in the morning, it is an extreme challenge for us.	7/28/2022 10:18 PM
59	Stress Less	Be less stressed	7/28/2022 9:34 PM
60	Work/Work More	Work more hours	7/28/2022 9:14 PM
61	Personal/Family Time	Save Money Spend more time with other adults. Save more \$\$\$ for home improvements	7/28/2022 8:07 PM
62	Upskill/School/Training	Work/Work More Work more hours and continue my schooling to get into nursing	7/28/2022 8:03 PM
63	Save Money	Work/Work More Work more hours and save more money.	7/28/2022 8:03 PM
64	Stress Less	Work/Work More Reduce my stress, work more hours	7/28/2022 8:03 PM
65	Save Money	Afford healthier groceries. We pay for childcare but it is getting more difficult for after school care.	7/28/2022 7:57 PM
66	Upskill/School/Training	Work/Work More Work more hours, volunteer more in the community, and increase my education	7/28/2022 7:50 PM
67	Personal/Family Time	Spend more time with my family because I could work less.	7/28/2022 7:45 PM
68	Personal/Family Time	Stress Less Take time off, less stress surrounding childcare	7/28/2022 7:38 PM
69	Save Money	Retire on time	7/28/2022 6:27 PM
70	Save Money	Stress Less Have less stress while at work and be able to maintain living in Wilsonville.	7/28/2022 6:15 PM
71	Save Money	Pay down debt to be able to afford a bigger home for our growing family	7/28/2022 6:14 PM
72	Stress Less	Be a better parent, less stressed	7/28/2022 6:00 PM
73	Save Money	Save money, instead of paying such a huge portion to monthly childcare costs	7/28/2022 5:47 PM
74	Upskill/School/Training	Work/Work More Work more hours, increase my education and have medical needs for appointments met	7/28/2022 5:35 PM
75	Personal/Family Time	Work, enjoy hobbies, meet up with friends, neighborhood events, get a break.	7/28/2022 5:03 PM
76	Save Money	Work/Work More Work more hours and save money/time from currently needing to travel outside area for care	7/28/2022 4:59 PM
77	Save Money	Save more money for my children's future education	7/28/2022 4:58 PM
78	Personal/Family Time	Work/Work More Work more hours, run my household chores and errands, exercise.	7/28/2022 4:00 PM
79	Personal/Family Time	Work/Work More Work more hours, have money to do more family	7/28/2022 3:45 PM

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activities

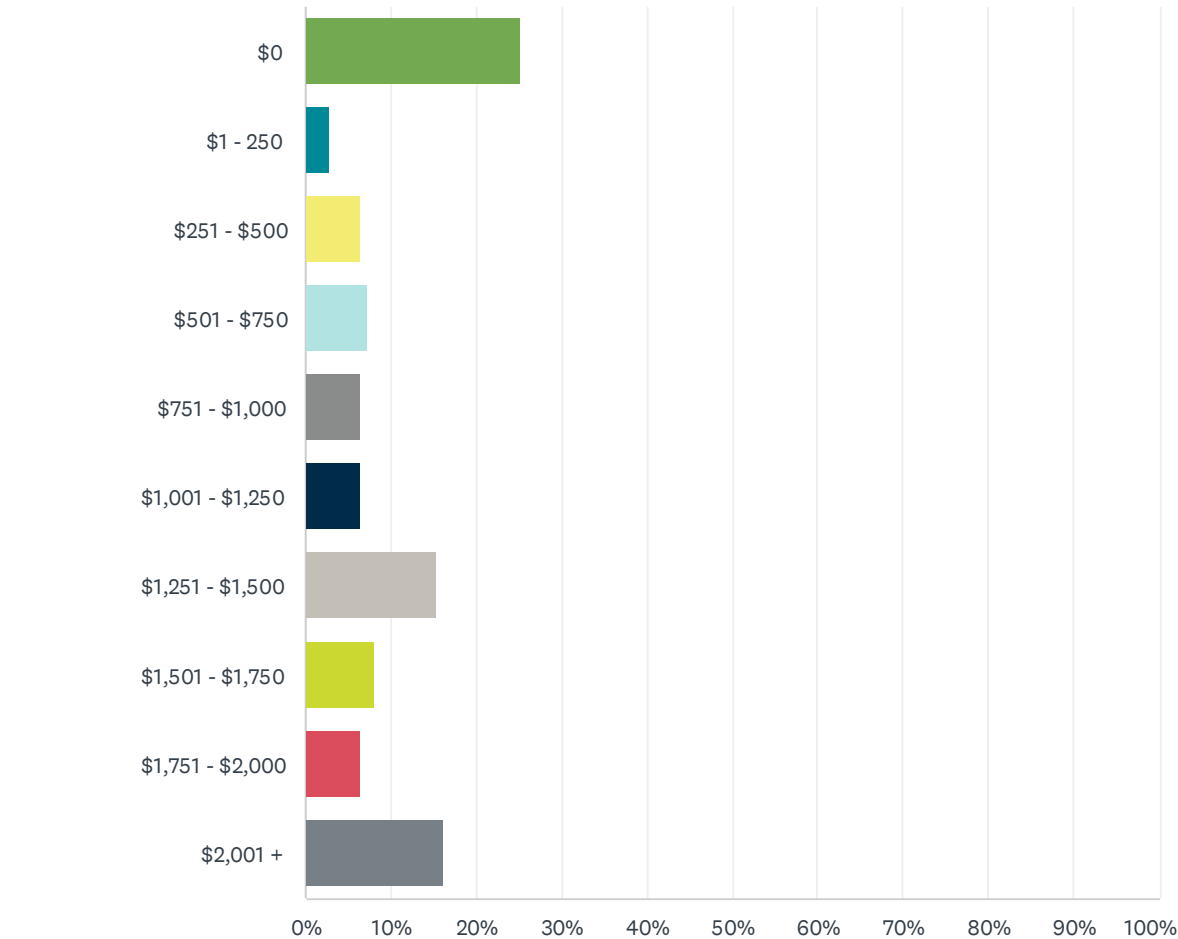
80	Personal/Family Time Work/Work More Work more dedicated hours, get all personal appointments and errands completed	7/28/2022 3:45 PM
81	Work/Work More Work a job outside of my childrens school year/school days. I moved to Wilsonville end of 2020 to provide a better life for my two children as a single mom and we're more isolated and secluded due to their special needs and our families needs than ever before. Efficient childcare would greatly impact our livelihoods and success as a family.	7/28/2022 3:24 PM
82	Save Money Affordable is the key	7/28/2022 3:23 PM
83	Stress Less Our daycare closes at 5 PM. Me and my husband work in Salem and are physicians who have to be on site Atleast until 5 pm. It's a constant struggle to be able to leave work in time to pick up our kids.	7/28/2022 3:06 PM
84	Personal/Family Time Work/Work More Work more hours, spend more time with family Volunteer in the community Continue my education	7/28/2022 2:19 PM
85	Upskill/School/Training Work/Work More Work more hours. Train others. Advance my education.	7/28/2022 2:10 PM
86	Work/Work More Job advancement	7/28/2022 2:08 PM
87	Relieve family members/friends Work/Work More Not take time off to cover and not burden grandparents as much	7/28/2022 2:02 PM
88	Work/Work More Work more hours.	7/28/2022 1:59 PM
89	Work/Work More Work	7/28/2022 1:48 PM
90	Upskill/School/Training Work/Work More Work more hours, get a second job, complete requires trainings required to advance in my job, have childcare coverage for long events.	7/28/2022 1:39 PM
91	Save Money Provide better for my family	7/28/2022 1:38 PM
92	Work/Work More Work my intended schedule as have had to adjust to accommodate lack of morning childcare. Reduce screen time for my older child who is home on the days I work from home due to lack of affordable childcare.	7/28/2022 1:37 PM
93	Work/Work More work more	7/28/2022 1:33 PM
94	Personal/Family Time Upskill/School/Training Increase my education and take more time off for my well-being. There is so much pressure on moms	7/28/2022 1:27 PM
95	Personal/Family Time Take time off and work less during odd hours	7/28/2022 1:25 PM
96	Work/Work More Works more hours, don't have to take off work	7/28/2022 1:23 PM
97	Work/Work More Work more and start my private practice.	7/28/2022 1:14 PM
98	Stress Less Work/Work More Work more hours and reduce stress for our family, also feel better about my kids getting some socializing time away from home.	7/28/2022 1:12 PM
99	Personal/Family Time Use my vacation time for real vacations and not for sick kids or daycare closures.	7/28/2022 1:10 PM
100	Personal/Family Time Relieve family members/friends Get proper sleep after night shift, not put so much burden on my family for childcare.	7/28/2022 12:57 PM
101	Work/Work More Work more hours	7/28/2022 12:48 PM
102	Save Money Save money for emergencies	7/28/2022 12:30 PM
103	Personal/Family Time Stress Less Be less distracted, spend more time focusing on quality work, work less hours in the evening due to missed work during the day (due to childcare)	7/28/2022 12:30 PM
104	Work/Work More Work more	7/28/2022 12:18 PM
105	Work/Work More Work more hours	7/28/2022 12:16 PM
106	Stress Less Work/Work More Work more efficiently, endure less stress	7/28/2022 12:09 PM

Childcare Survey for Families

107	<div>Save Money</div> <div>Stress Less</div> <div>Upskill/School/Training</div>	Further my career and educational goals without the guilt of leaving my child to entertain themselves while my partner works from home or pay too much for babysitting.	7/28/2022 8:45 AM	Item A.
108	<div>Work/Work More</div>	Work more	7/27/2022 11:59 AM	

Q14 If you pay for childcare services, how much do you pay monthly?

Answered: 111 Skipped: 10



Childcare Survey for Families

Item A.

ANSWER CHOICES	RESPONSES	
\$0	25.23%	28
\$1 - 250	2.70%	3
\$251 - \$500	6.31%	7
\$501 - \$750	7.21%	8
\$751 - \$1,000	6.31%	7
\$1,001 - \$1,250	6.31%	7
\$1,251 - \$1,500	15.32%	17
\$1,501 - \$1,750	8.11%	9
\$1,751 - \$2,000	6.31%	7
\$2,001 +	16.22%	18
TOTAL		111

Q15 What has been your experience in obtaining childcare near where you live or work?

Answered: 113 Skipped: 8

#	RESPONSES	DATE
1	Poor availability/accessibility Poor Quality Unaffordable Few options, unqualified staff, poor security and long wait times.	8/22/2022 6:03 PM
2	Poor availability/accessibility I had to wait on lists for months. With my first I found an in home.	8/21/2022 9:05 AM
3	Limited Hours/Days We love the daycare we are at! It's in Tualatin. It closes at 5:30pm though and it's sometimes hard to leave work to get there on time. Traffic is unpredictable. And we have no baby sitters for date nights.	8/21/2022 8:11 AM
4	Poor availability/accessibility Unaffordable It's expensive abd hard ti get into	8/21/2022 6:26 AM
5	Limited Hours/Days Poor availability/accessibility Unaffordable Awful. There's hardly any options, none that open before 7am. And it costs an insane amount. When I initially started looking, there wasn't any part time care that worked with our schedule. Only tues/Thursday or m/W/F options.	8/21/2022 4:54 AM
6	Unaffordable None cause it's too expensive	8/21/2022 3:08 AM
7	Unaffordable Bad , expensive i cant paid full time child care, i just work part time because i cant paid full time child care	8/21/2022 2:47 AM
8	Unaffordable To expensive for a single parent	8/20/2022 10:13 PM
9	Poor availability/accessibility I am a single mom. Since I work rotating schedule with 12 hour days it is very difficult to find childcare. It has been almost impossible to find childcare that will accept kids on a rotating schedule but after the pandemic, all the daycares reduced hours. I was fortunate enough to have a coworker willing to switch schedules with me. Now I work later hours but have to use my lunch break to pick the kids up and take home for my older kids to watch. My highschoolers have been rotating childcare on weekends and after school which worked until now. I paid them 100\$ for full day/ 50\$ fomhalf which workmout to be an average of 200 a week in addition to what ERDC pays to my daycare. This fall will be hard, my twins that graduated are both working odd hours, mostly in the evening when I need care and will be going to college. I am thankful for ERDC and what it provides but it's very limiting. I am afraid to change jobs because my employer is very accommodating but I don't know what I will do this fall. My 15 year old is in sports and has practice every day. If ERDC allowed me more options for childcare, there are stay at home parents that would provide more flexible childcare options but the process to be approved for non family members is intense. High quality childcare is also important but very few people have 8 to 5 jobs that most traditional daycare cover. And I haven't even touched on the topic that there are no options for older children in a reasonable distance from Wilsonville. I also have guardianship of my disabled teenage nephew that is too old for daycare but not able to stay home for more than a few hours on his own. I had to send him to live with other relatives for the summer because there is no other option I can afford. The adjustment period when he returns is difficult for everyone.	8/20/2022 5:49 PM
10	Poor availability/accessibility Unaffordable Available childcare is either too expensive, waiting list too long or doesn't meet our standard of care	8/20/2022 5:23 PM
11	Poor availability/accessibility My husband and I have always worked opposite shifts in order to try and cover childcare	8/20/2022 4:40 PM
12	Poor Quality Unaffordable The cost keeps going up and the services keep going down. We no longer have confidence that our child is getting the preschool program that was promised.	8/20/2022 12:46 PM
13	Poor availability/accessibility Lots of waitlists	8/20/2022 12:42 PM
14	Limited Hours/Days Poor availability/accessibility In the aftermath of Covid, it has been	8/20/2022 11:39 AM

Childcare Survey for Families

Item A.

very difficult to find after school care, and then truly full time care during the summer and days off from school. We have been so fortunate to find the YMCA in Wilsonville, but I know their services are still limited compared to prior to Covid. When they have in service days or when one of my kids is sick, either my husband or I has to take PTO.

15	Too expensive for our income.	8/20/2022 11:35 AM
16	Options are reasonable but its too expensive	8/15/2022 9:42 AM
17	It's expensive, because there are very few places that open early enough (6:30-7) and stay open late enough (5:30/6) for those who work FT.	8/11/2022 8:40 PM
18	There are very few options. Club K seems to be the only after school option (besides a nanny or single person) and is extremely expensive so we are unable to utilize them.	8/10/2022 10:31 AM
19	Hard to find dependable trustworthy care	8/4/2022 10:24 AM
20	Terrible. Long waitlists at every well-reviewed child care	8/3/2022 8:35 PM
21	I reached out to 3 different daycares in Wilsonville and only felt comfortable leaving my baby with Evergreen	8/3/2022 8:30 PM
22	Very hard! Good daycares are booked out. We had to wait almost a year for the daycare that we preferred. We need QUALTY daycare, not just more availability.	8/3/2022 6:59 PM
23	We have to pay his grandmother to watch him.	8/3/2022 3:47 PM
24	It's been very hard to find occasional babysitting and drop in care when my regular sitters are not available	8/3/2022 1:21 PM
25	It wasn't too hard	8/3/2022 1:11 PM
26	Limited	8/3/2022 11:25 AM
27	It's difficult	8/3/2022 11:15 AM
28	Long wait lists. Expensive. Not flexible and hours are less than ideal.	8/3/2022 10:09 AM
29	Impossible to afford if you have multiple children. No one else I know is even having them due to this reason.	8/3/2022 9:59 AM
30	Mostly positive - grateful that we have childcare five minutes from home. But there aren't enough options of styles of childcare settings or affordable nanny's. I would prefer a more gentle, attachment based approach.	8/2/2022 10:05 PM
31	Difficult. We luckily found someone through word of mouth at the school my kids attend. Club K is outrageously expensive and not an option. Also, as an educator in the area I have several students that take days off to watch Younger siblings when they don't have school but upper grades do.	8/2/2022 10:57 AM
32	we use friends to watch our kids	8/2/2022 9:12 AM
33	Over priced and full enrollment	8/1/2022 8:42 AM
34	Wife was a full-time mother and homemaker until the youngest left for college.	7/31/2022 8:18 PM
35	Long waitlist. Limited options so take what you can get	7/31/2022 3:04 PM
36	We were lucky and got childcare in Tualatin early after a long waitlist. It's extremely important to have childcare you can trust. It's essential to our community to not just have childcare available but to have reliable and trusting childcare that honestly cares for our children.	7/31/2022 2:22 PM
37	It's pretty limited but have been able to find part time preschool nearby.	7/30/2022 10:42 PM
38	LOL! An absolute living nightmare. So much trial and error. Every child is different. We tried everything - licensed in-home, unlicensed in-home, nanny in our home, day care, preschools, exchanges with friends and hybrids with family members.	7/30/2022 10:19 PM
39	Very limited openings, very expensive	7/30/2022 8:20 PM
40	It's really difficult with timing.	7/30/2022 8:19 PM
41	Impossible. Anything that came open was unaffordable.	7/30/2022 3:07 PM

Childcare Survey for Families

Item A.

42	Better now that my kids are older (4 & 6), but infant care used to be lacking. I'm still upset that the in-home care center wasn't approved 5 years ago. There are too many large childcare centers that don't give little ones a great environment.	7/30/2022 2:33 PM
43	It's expensive	7/30/2022 6:07 AM
44	Impossible for special needs school aged kids	7/29/2022 9:38 PM
45	They do not Have full time available and call me to pick up one or more kid weekly. Many times for not being sick but "crying" too much or being emotional and not having staff to be able to accommodate	7/29/2022 9:30 PM
46	It is often difficult to find a fit near where you live or work. With flexing work schedules, it can also be hard to get your childcare schedule to match your work schedule. A number of years ago I waited on a wait list for more than 2 years to get childcare near my work because I wanted a spot with 4 days of childcare instead of 5 days a week. Paying for 5 days wouldn't have made sense financially when my work schedule was spread across 4 days. Eventually we gave up and I switched jobs. With traffic concerns on I-5 and other major roadways, you want your childcare near your normal paths of movement, but even this isn't a guaranteed solution. I have commuted into Portland for work and had childcare near my home, but it can be difficult to get back to pick your kid up before childcare hours are over. Backups on I-5 mean that you have to leave work early to make sure you will make it home in time and this can also cause stress with your job. If you pick childcare near your work, the kid gets to join you in waiting in traffic (not super fun!) and may also miss out on building friendships with kids that live nearby and may join them later on in school.	7/29/2022 3:43 PM
47	When she was in a primary school, there was club k but it was very expensive. Now that she is in 6th grade, it's really hard to find any childcare at all, especially with her special needs. Wilsonville needs care for older children with special needs. Full time summer programs that can accommodate children with special needs. Portland and Beaverton has summer programs that offers inclusion specialist with no additional costs.	7/29/2022 2:20 PM
48	Since after the pandemic there have been almost no daycare options for our infant. Before the pandemic we were able to find childcare for our first child relatively easily.	7/29/2022 10:58 AM
49	It hasn't ever been affordable, and the open hours of centers are not reasonable.	7/29/2022 9:51 AM
50	My children are currently old enough that I don't require much childcare support. However the options for childcare in our city are too limited and very expensive. This consistently interrupts my colleagues with young children from being able to attend work. Many of my fellow educators have left the field to raise children because the quality of childcare and the cost is not worth it. When my own kids were under 5, I was able to opt into Mentor Graphics childcare center despite not working there. This should be the quality and model that our city should strive for. Our school age children of all socio economic backgrounds need access to high quality after school care and or facilities such as a Boys and Girls Club, YMCA, or Salvation Army Center Sports Club.	7/29/2022 8:56 AM
51	Awful ! I'm practically working to pay for childcare.	7/29/2022 8:30 AM
52	Limited options. All very similar in style and approach.	7/29/2022 8:19 AM
53	It has been easy - a couple good daycare center/preschools within 5 minutes of our home	7/29/2022 7:26 AM
54	Difficult to find affordable childcare	7/29/2022 6:30 AM
55	Difficult to find affordable childcare	7/29/2022 1:11 AM
56	I chose the closest daycare; I am lucky they are reasonable for price and a good fit. I toured a further school first that was more expensive. I had to out down deposits and I did so at least 3 months or more recently 6 months ahead to hold a spot There isn't a good option for my special needs baby which means my spouse is largely unable to work.	7/29/2022 12:48 AM
57	Could not find a daycare in Wilsonville that I was happy with and trusted, so I ended up getting a daycare in Tigard when we needed it. Now we rely on my parents as they moved to Wilsonville.	7/29/2022 12:03 AM
58	Extremely difficult to find care, huge wait lists and horribly expensive	7/28/2022 11:41 PM
59	Difficult as there are very few choices	7/28/2022 10:50 PM

Childcare Survey for Families

Item A.

60	The options for child care for a young child in a COVID cautious home we're dismal, had to break budget and hire a nanny. The day care we loved pre COVID bumped up age requirements so we couldn't go back to them. Touring day cares we're sad, either no masking at all, or teachers without vaccination, to poor masking protocol. Covid is a big deal in our household and there weren't good options out there.	7/28/2022 10:23 PM
61	After school care for my children is not an option for where I work as I work out of district. Childcare is not an option/not provided where my husband works. The YMCA in Wilsonville offers after school care but you have to pay for after school time until 5 or 6 pm no matter what time you pick them up and you have to pay for all 5 days whether you need all 5 days or not. The after school care at my childrens' school has very negative reviews and is also very expensive. Those are the knot two options I have been able to find. Unless you have family or very good friends in Wilsonville, after school care is a nightmare.	7/28/2022 10:18 PM
62	I drive 15 minutes	7/28/2022 9:34 PM
63	Impossible	7/28/2022 9:19 PM
64	Hard to find affordable and quality	7/28/2022 9:14 PM
65	Ok but could be more options	7/28/2022 8:07 PM
66	Stressful and expensive	7/28/2022 8:03 PM
67	It's very expensive.	7/28/2022 8:03 PM
68	Bit stressful	7/28/2022 8:03 PM
69	I've spent hours and days finding childcare the first time I was looking.	7/28/2022 7:57 PM
70	I mean, even the playgrounds were closed in Wilsonville by the city though it was determined to not significantly spread COVID without a single apology so yeah it's been difficult finding options for my children	7/28/2022 7:50 PM
71	I was lucky enough to have a friend watch my older child for almost 3 years and now she's watching our second child. I recently found a great preschool in the area and they had space for my oldest. It's hard to find good preschools in the area that have hours for working parents.	7/28/2022 7:45 PM
72	Very difficult	7/28/2022 7:38 PM
73	I had to go on a waiting list to get both of my kids in daycare and even then I had one in daycare for 3 months before the other.	7/28/2022 6:27 PM
74	Centers do not open early enough in Wilsonville. The city needs more childcare options.	7/28/2022 6:15 PM
75	Impossible in Wilsonville. I have to commute to take my child to West Linn for a decent pre-K program that has an actual structured curriculum, NOT daycare	7/28/2022 6:14 PM
76	I rely entirely on family	7/28/2022 6:09 PM
77	Challenging	7/28/2022 6:00 PM
78	Childcare was easy for us to find, and we are happy with the quality of the care... it's just really expensive.	7/28/2022 5:47 PM
79	It's Near IMPOSSIBLE!!!! Even teenagers which are hard to find willing ones expect to one paid more than I make at my job! Expecting people to pay \$20-23/hr is outrageous and makes it so hard to even work!	7/28/2022 5:35 PM
80	Because childcare is so expensive I would need to find two jobs, because I'd need 2 jobs, I would need to coordinate more childcare. The cost dictates what type of work I can look for as a single mom. I have no help and no support system for emergency which means I often can't make Dr appointments, and have to miss events. I can't volunteer because where ever I go my kids have to go. When I have worked, I was spending more than I could make, so I had to leave my new job.	7/28/2022 5:03 PM
81	Very Difficult for drop in care and expensive	7/28/2022 4:59 PM
82	Childcare facilities do not open early enough (most do not open before 7 am). My husband has to be late to work on the days he drops the kids off. We have also experienced many	7/28/2022 4:58 PM

Childcare Survey for Families

Item A.

increases in tuition fees over the last couple of years. Jobs often don't pay enough to truly offset the cost of childcare. Our kids receive wonderful care, but it costs a lot of money.

83	Not many options for 730-530pm. Not enough clean or well ran facilities. Nervous about after school program availability and cost once kids are in public school.	7/28/2022 4:00 PM
84	Limited options/availability, high cost	7/28/2022 3:45 PM
85	There aren't many options and what is available is limited on hours per day. Current school/day care is only 2.5 hours per day. 2-3 days a week	7/28/2022 3:45 PM
86	I worked in childcare when my two were childcare ages. I would also qualify for EDRC through the state- but the special needs aspect for my son has made me n out able to offer availability to employers since early 2018. I even considered starting a special needs childcare but still didn't have proper resources or supports to do so.	7/28/2022 3:24 PM
87	Challenging	7/28/2022 3:23 PM
88	Not many options. Inflexible and rigid	7/28/2022 3:06 PM
89	All facilities are full and unfortunately having care near where I work is not beneficial to my family as my husband works in a different area	7/28/2022 2:19 PM
90	Waitlist everywhere, have to put first and last month's tuition down, tuition has gone up.	7/28/2022 2:17 PM
91	Expensive.	7/28/2022 2:10 PM
92	I found mine word of mouth	7/28/2022 2:08 PM
93	Only the schools offer easy programs, but they're a rip off for limited hours	7/28/2022 2:02 PM
94	Limited options and inadequate quality of care.	7/28/2022 1:59 PM
95	Wait lists, too expensive	7/28/2022 1:48 PM
96	It's very expensive. Full time care often more expensive than rent. Part time care still more than I can fit in budget, esp with increased groceries bills and gas	7/28/2022 1:39 PM
97	There is a wait list with application fees. There is also varied levels of quality of care.	7/28/2022 1:38 PM
98	I've had to rely on care in Woodburn due to affordability for my youngest. I live in Wilsonville and work in Clackamas. We have had to use club k for oldest which no longer provides morning care impacting work schedules and summer program is not affordable.	7/28/2022 1:37 PM
99	It's expensive	7/28/2022 1:33 PM
100	We were on a weight list for almost two years and I guess thank you Covid our child stayed at home.	7/28/2022 1:27 PM
101	Long waitlists, extremely expensive, terrible Covid precautions, lots of closures for Covid	7/28/2022 1:25 PM
102	Very difficult to find nice affordable places	7/28/2022 1:23 PM
103	There are extensive waitlists. You have to get on the waitlist almost a year in advance. Nannies/in home care costs at least \$20/hr making it not cost effective for me to work.	7/28/2022 1:14 PM
104	There is a severe shortage in wilsonville.	7/28/2022 1:12 PM
105	We had no issue but the price keeps increasing	7/28/2022 12:57 PM
106	Difficult to find for a wide range of kids ages. I have a newborn and an 11 year old	7/28/2022 12:48 PM
107	Very expensive	7/28/2022 12:30 PM
108	We moved to Wilsonville 5 years ago. We never had issues with childcare prior but living here has been so hard due to this issue. We know many families in the same boat.	7/28/2022 12:30 PM
109	Not much available	7/28/2022 12:18 PM
110	All the childcare providers in wilsonville have waiting lists. The after school programs are expensive.	7/28/2022 12:16 PM
111	When we had childcare, it was like a second mortgage. And not easy to locate a place we	7/28/2022 12:09 PM

Childcare Survey for Families

Item A.

were comfortable with. With two parents that have some work-at-home latitude, we're getting by without.

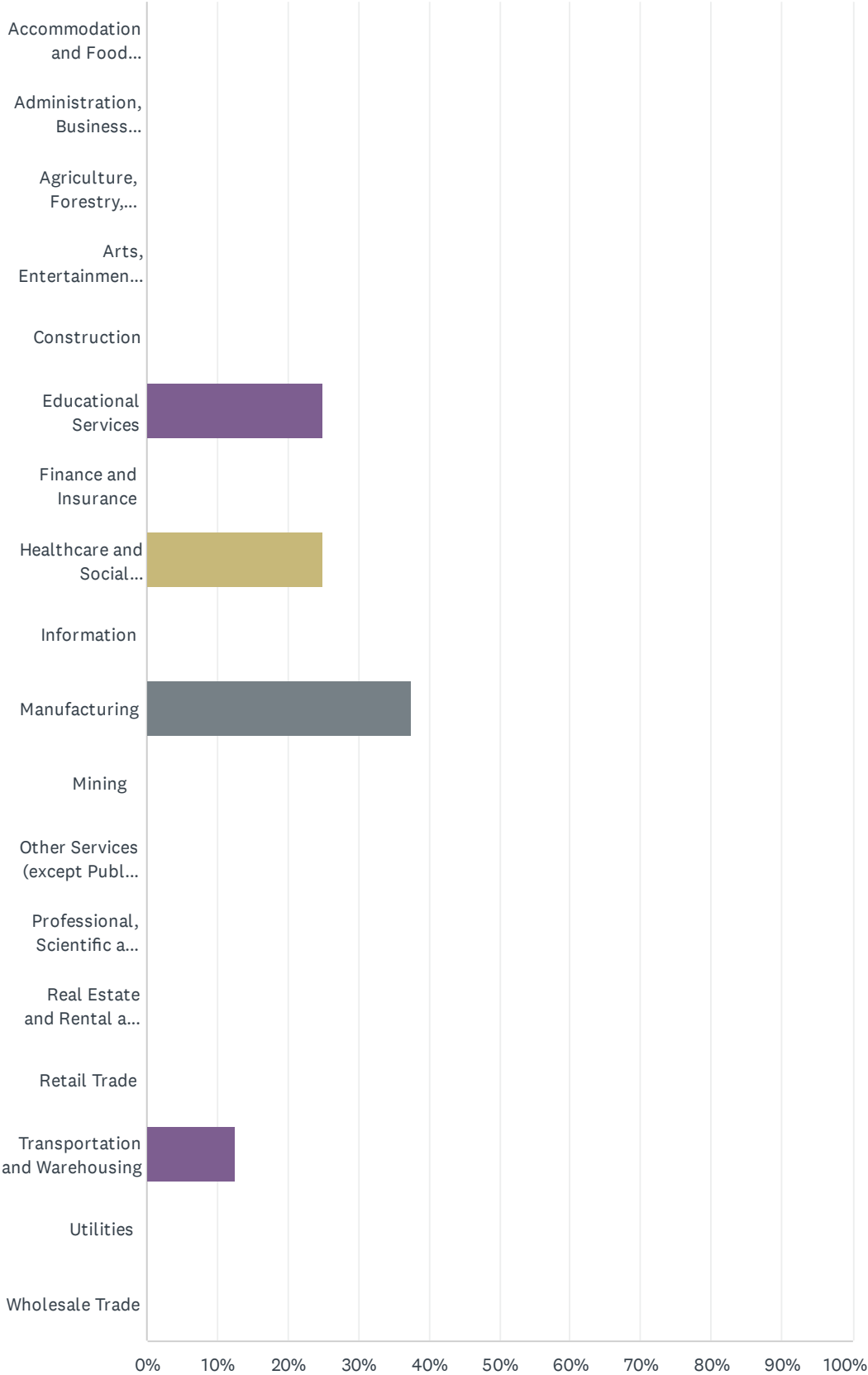
112	We are priced out of childcare. It is simply not an option.	7/28/2022 8:45 AM
113	Hard to get if not full time. Very expensive and sometimes unreliable	7/27/2022 11:59 AM

Attachment 2:

Childcare Survey for Employers

Q1 Which of the following best describes the principal industry of your organization?

Answered: 8 Skipped: 0



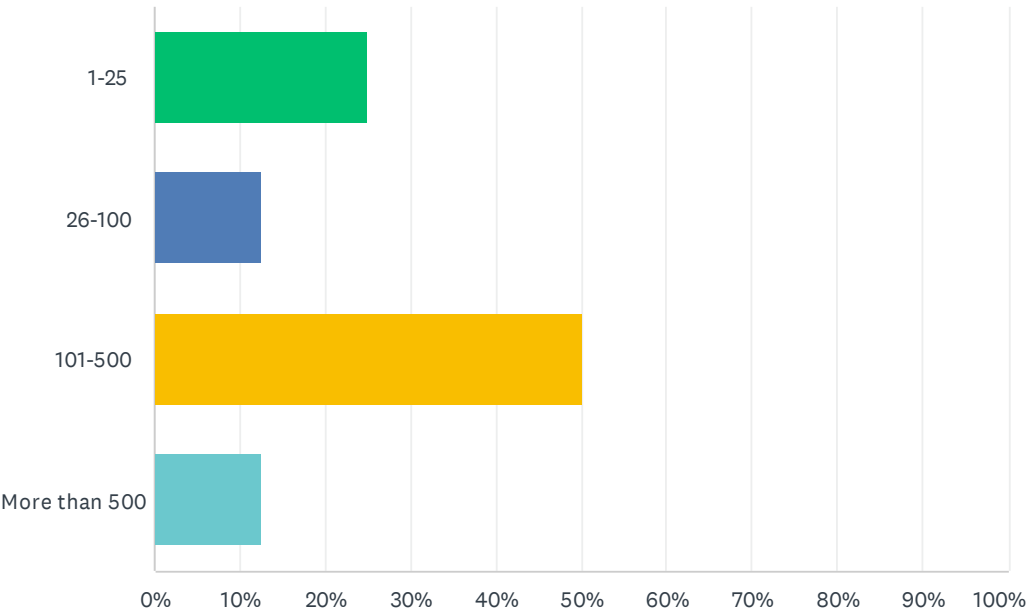
Childcare Survey for Employers

Item A.

ANSWER CHOICES	RESPONSES	
Accommodation and Food Services	0.00%	0
Administration, Business Support and Waste Management Services	0.00%	0
Agriculture, Forestry, Fishing and Hunting	0.00%	0
Arts, Entertainment and Recreation	0.00%	0
Construction	0.00%	0
Educational Services	25.00%	2
Finance and Insurance	0.00%	0
Healthcare and Social Assistance	25.00%	2
Information	0.00%	0
Manufacturing	37.50%	3
Mining	0.00%	0
Other Services (except Public Administration)	0.00%	0
Professional, Scientific and Technical Services	0.00%	0
Real Estate and Rental and Leasing	0.00%	0
Retail Trade	0.00%	0
Transportation and Warehousing	12.50%	1
Utilities	0.00%	0
Wholesale Trade	0.00%	0
TOTAL		8

Q2 About how many employees work at your Wilsonville location?

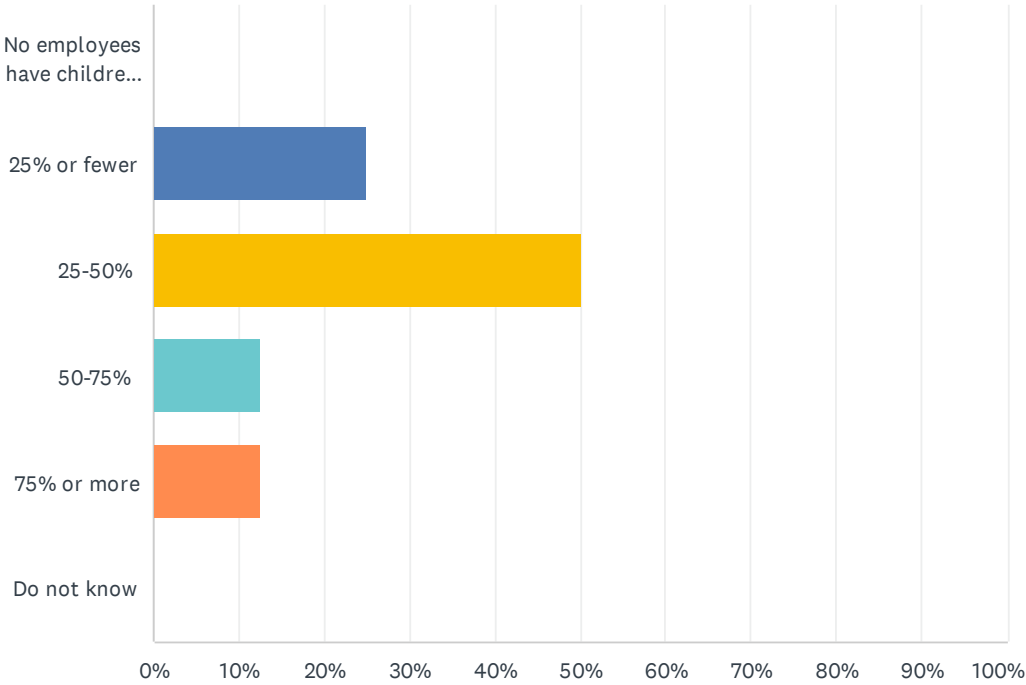
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
1-25	25.00%	2
26-100	12.50%	1
101-500	50.00%	4
More than 500	12.50%	1
TOTAL		8

Q3 About what percentage of your employees have children younger than 13?

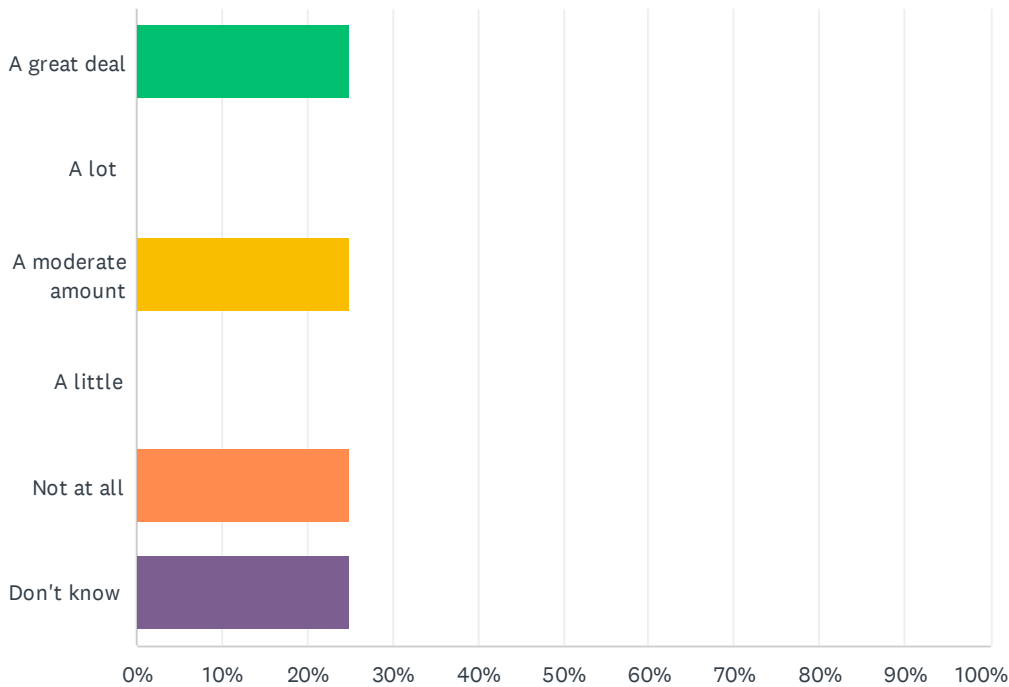
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
No employees have children younger than 13	0.00%	0
25% or fewer	25.00%	2
25-50%	50.00%	4
50-75%	12.50%	1
75% or more	12.50%	1
Do not know	0.00%	0
TOTAL		8

Q4 Does your workforce struggle to find childcare?

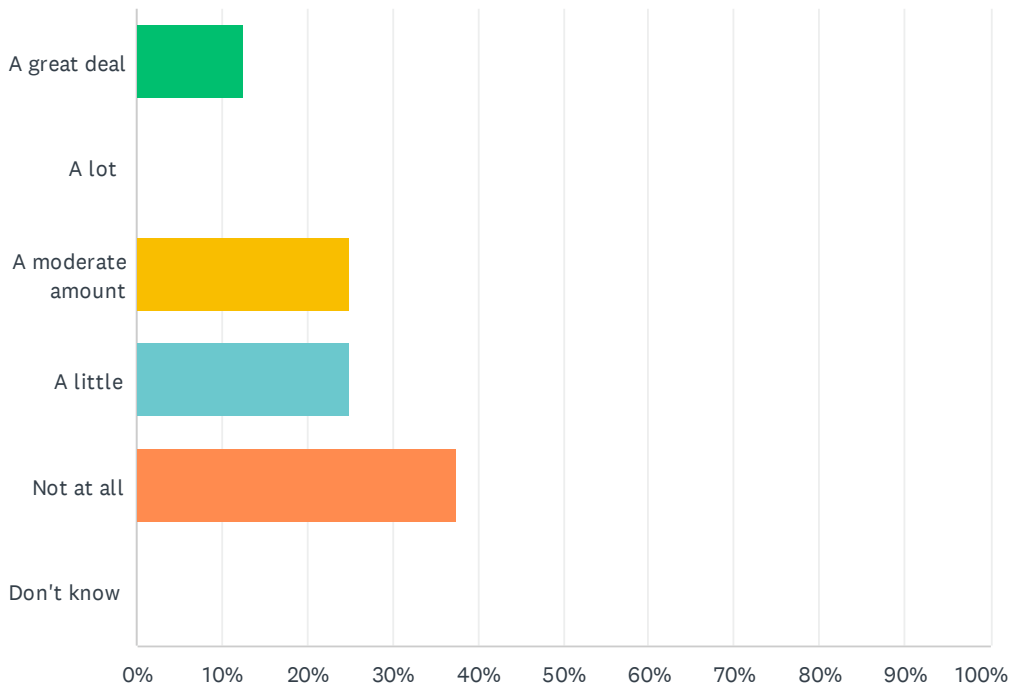
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
A great deal	25.00%	2
A lot	0.00%	0
A moderate amount	25.00%	2
A little	0.00%	0
Not at all	25.00%	2
Don't know	25.00%	2
TOTAL		8

Q5 Have you struggled to hire or retain employee(s) due to childcare-related issues?

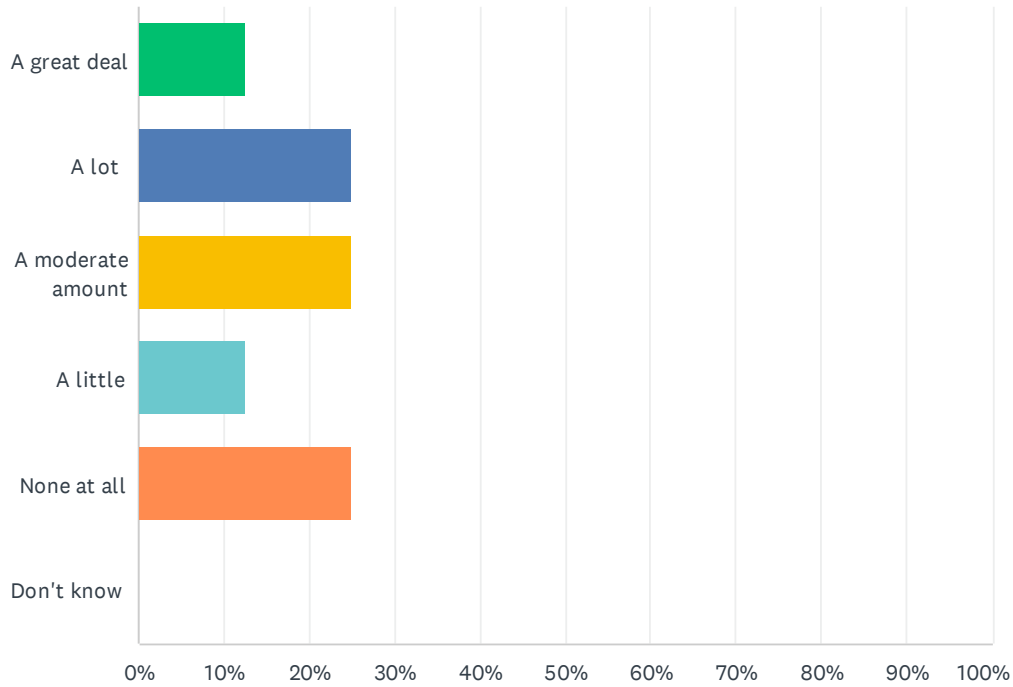
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
A great deal	12.50%	1
A lot	0.00%	0
A moderate amount	25.00%	2
A little	25.00%	2
Not at all	37.50%	3
Don't know	0.00%	0
TOTAL		8

Q6 To what extent have K-12 school decisions (e.g. Remote learning) impacted your employees' ability to work?

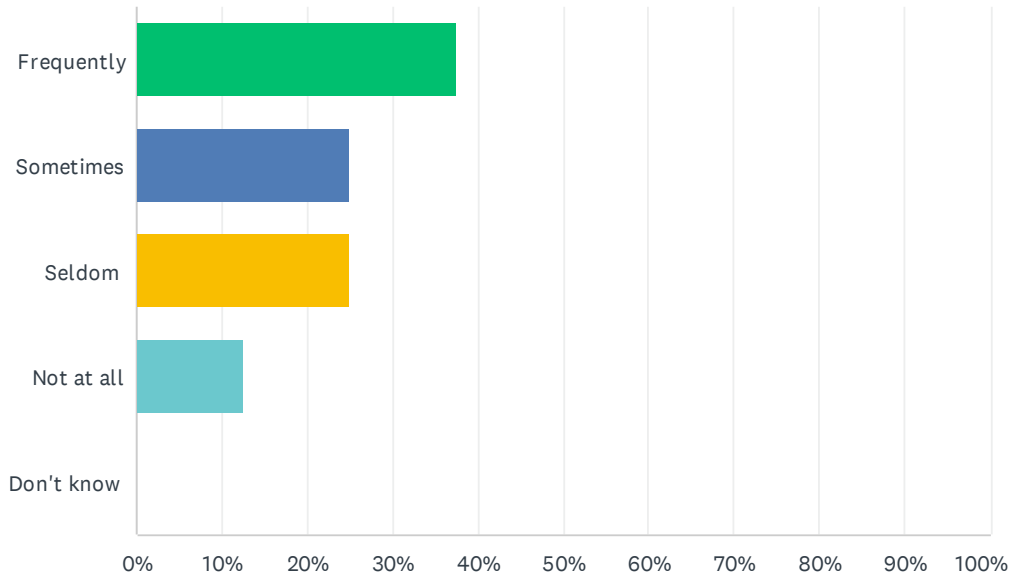
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
A great deal	12.50%	1
A lot	25.00%	2
A moderate amount	25.00%	2
A little	12.50%	1
None at all	25.00%	2
Don't know	0.00%	0
TOTAL		8

Q7 Have employees taken longer leaves of absence to care for children, due to to childcare-related issues?

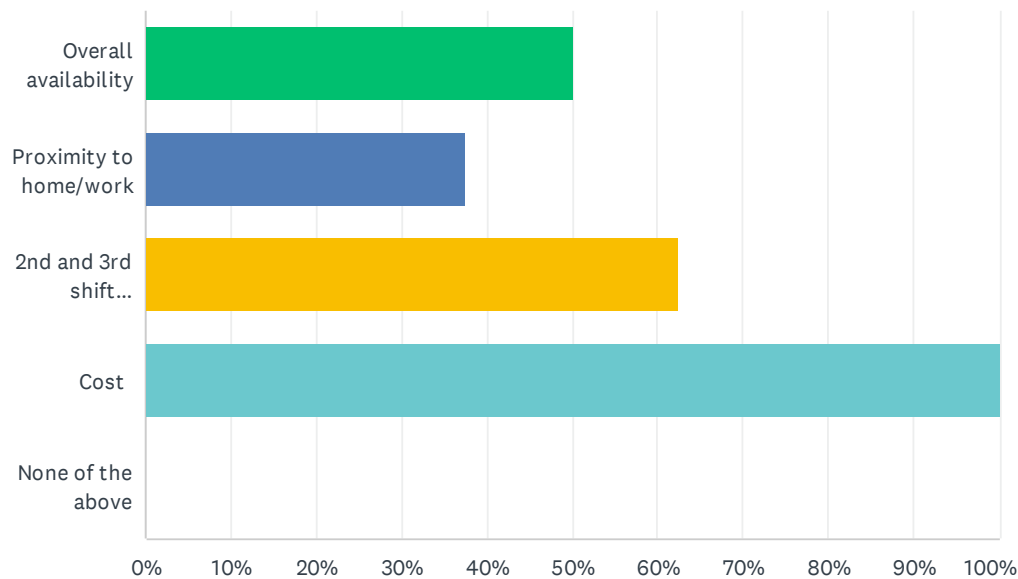
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
Frequently	37.50%	3
Sometimes	25.00%	2
Seldom	25.00%	2
Not at all	12.50%	1
Don't know	0.00%	0
TOTAL		8

Q8 Which of the following are childcare issues you see as an employer?
Check all that apply.

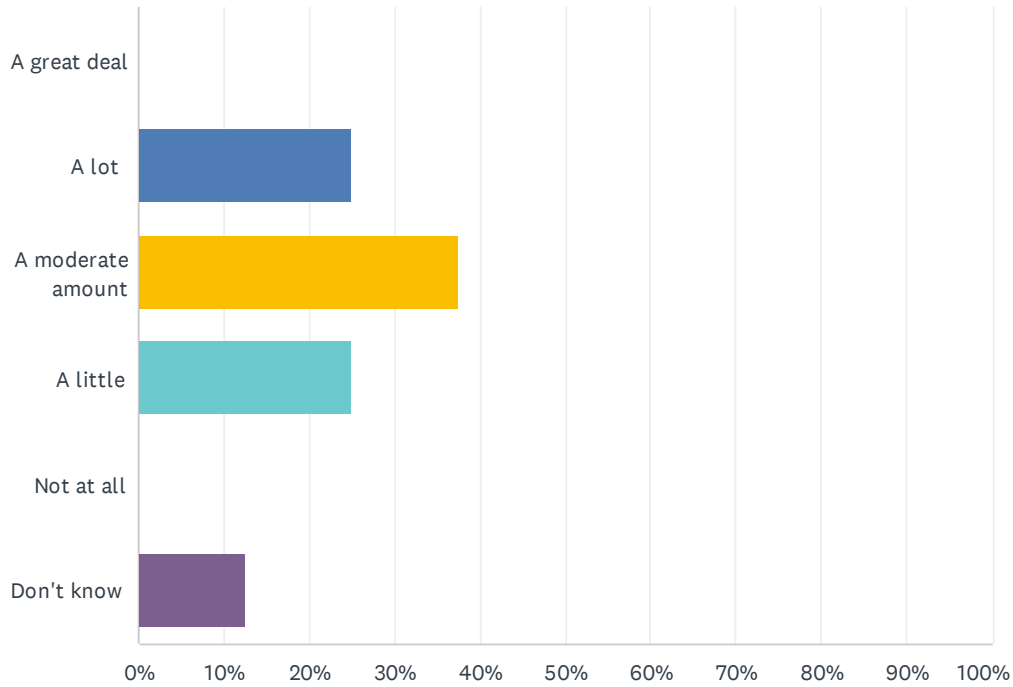
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
Overall availability	50.00%	4
Proximity to home/work	37.50%	3
2nd and 3rd shift availability	62.50%	5
Cost	100.00%	8
None of the above	0.00%	0
Total Respondents: 8		

Q9 To what extent has the productivity of your business been affected by childcare-related issues?

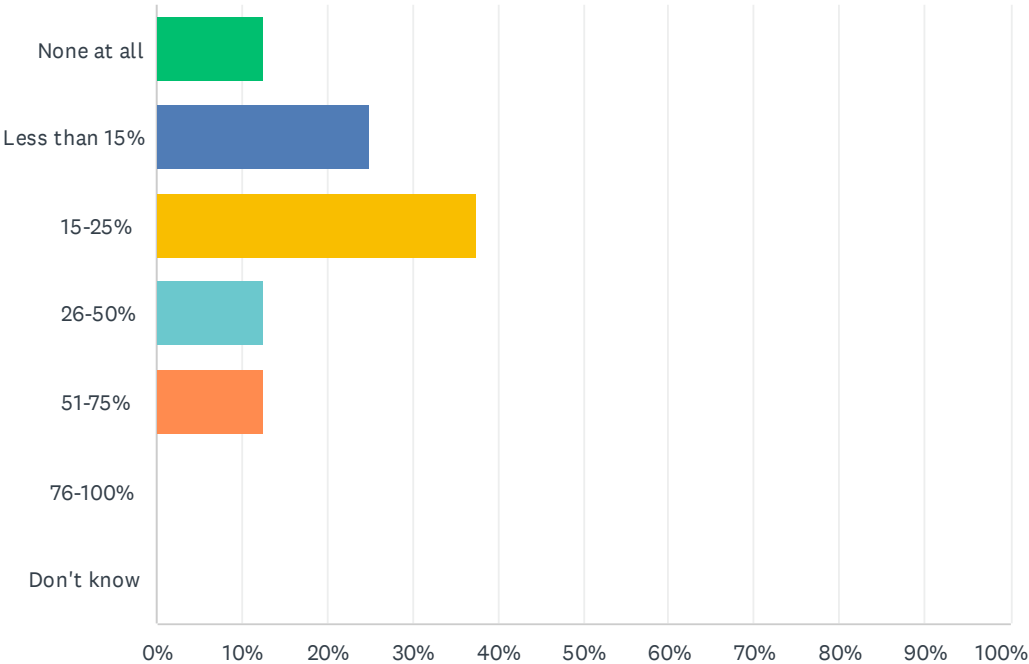
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
A great deal	0.00%	0
A lot	25.00%	2
A moderate amount	37.50%	3
A little	25.00%	2
Not at all	0.00%	0
Don't know	12.50%	1
TOTAL		8

Q10 About what percentage of your employee turnover can be attributed to childcare-related issues?

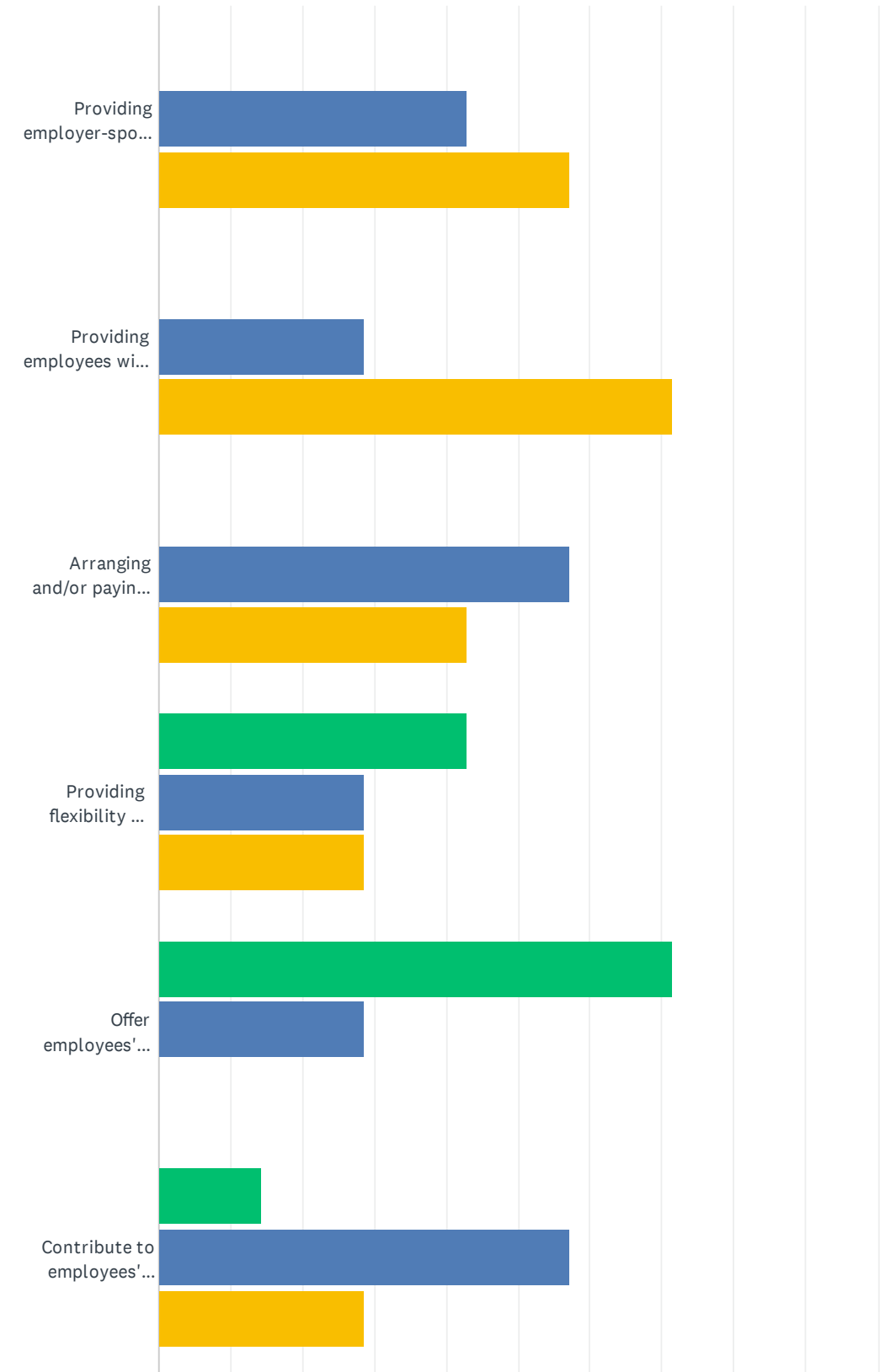
Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
None at all	12.50%	1
Less than 15%	25.00%	2
15-25%	37.50%	3
26-50%	12.50%	1
51-75%	12.50%	1
76-100%	0.00%	0
Don't know	0.00%	0
TOTAL		8

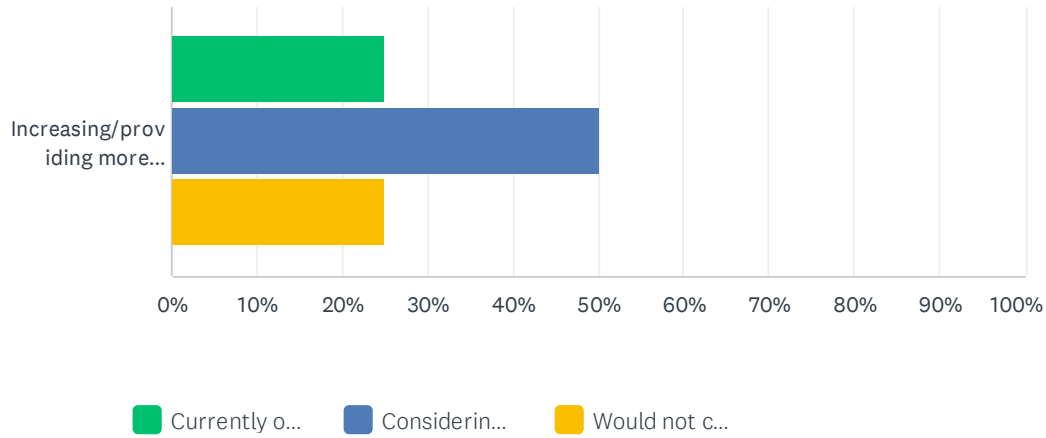
Q11 Do you offer or are you considering offering benefits to support you employees' childcare needs?

Answered: 8 Skipped: 0



Childcare Survey for Employers

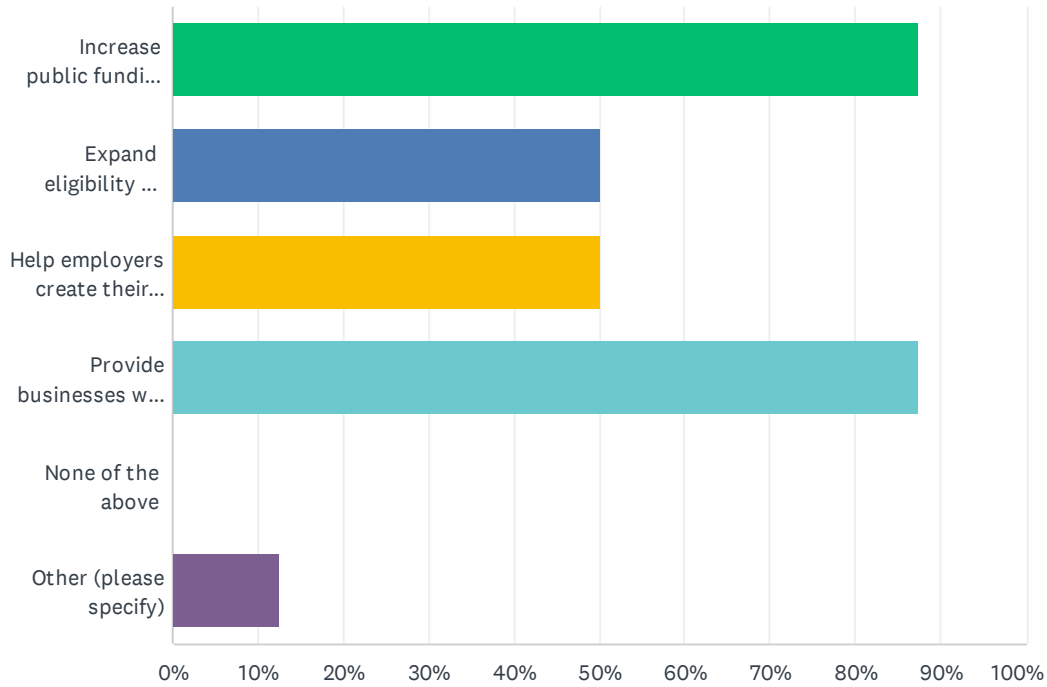
Item A.



	CURRENTLY OFFER	CONSIDERING OFFERING	WOULD NOT CONSIDER	TOTAL
Providing employer-sponsored child care for employees at or near the worksite	0.00% 0	42.86% 3	57.14% 4	7
Providing employees with a child care subsidy or voucher	0.00% 0	28.57% 2	71.43% 5	7
Arranging and/or paying for emergency or backup child care	0.00% 0	57.14% 4	42.86% 3	7
Providing flexibility in work schedules or remote work	42.86% 3	28.57% 2	28.57% 2	7
Offer employees' Dependent Care Flexible Spending Accounts	71.43% 5	28.57% 2	0.00% 0	7
Contribute to employees' Dependent Care Flexible Spending Accounts	14.29% 1	57.14% 4	28.57% 2	7
Increasing/providing more flexibility with paid time off (PTO) for child care issues	25.00% 2	50.00% 4	25.00% 2	8

Q12 What government programs/policies do you think would help address childcare-related issues?

Answered: 8 Skipped: 0

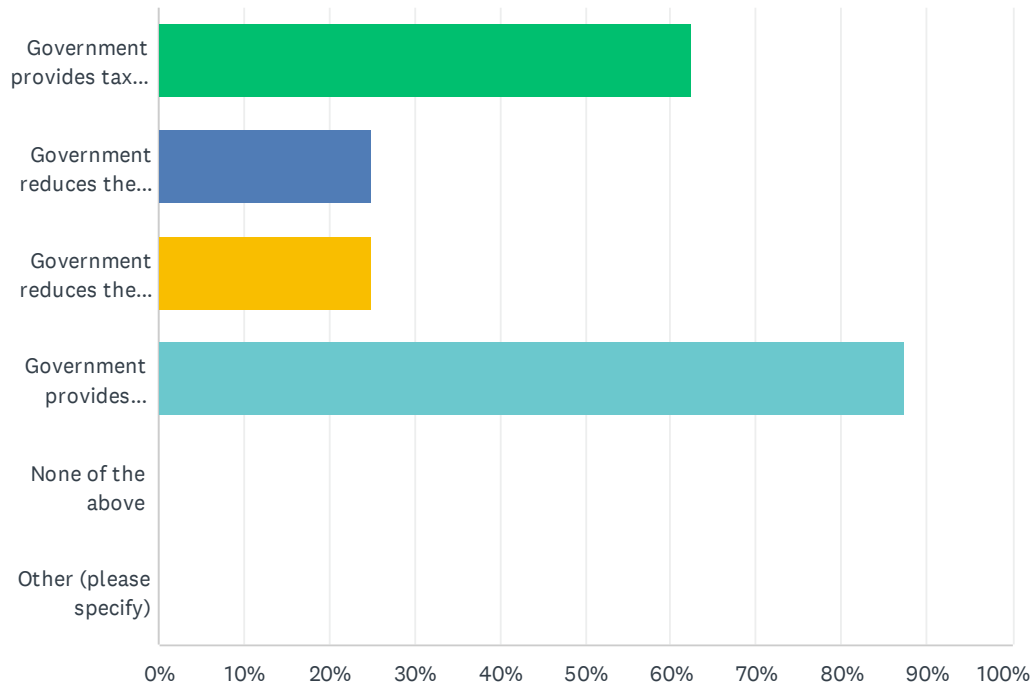


ANSWER CHOICES		RESPONSES	
Increase public funding for child care		87.50%	7
Expand eligibility for child care subsidy program for low-income workers		50.00%	4
Help employers create their own child care programs		50.00%	4
Provide businesses with incentives to support child care benefits for employees		87.50%	7
None of the above		0.00%	0
Other (please specify)		12.50%	1
Total Respondents: 8			

#	OTHER (PLEASE SPECIFY)	DATE
1	Interested in WA expansion, not Wisconsin...	7/28/2022 7:24 AM

Q13 Which of the following scenarios would make it more likely for your business to support the childcare needs of your employee(s)? Check all that apply.

Answered: 8 Skipped: 0



ANSWER CHOICES		RESPONSES	
Government provides tax or other monetary incentives to businesses that offset the cost of employer-sponsored child care.		62.50%	5
Government reduces the regulatory burden of providing on-site child care.		25.00%	2
Government reduces the liability risk of providing on-site child care.		25.00%	2
Government provides resources and/or other technical assistance to businesses to assist them in meeting the child care needs of their employees.		87.50%	7
None of the above		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 8			

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

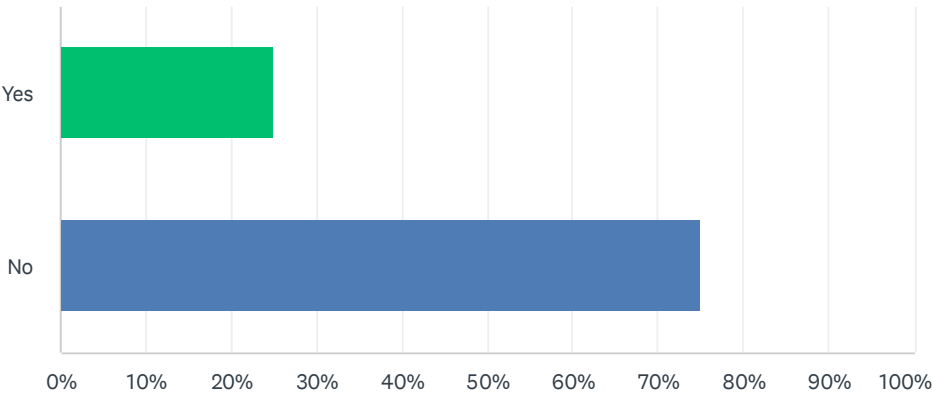
Q14 Please share anything that would further help us understand how childcare availability and affordability affect your business and/or your employees.

Answered: 2 Skipped: 6

#	RESPONSES	DATE
1	Open a low income child care . Im in the waiting list for more then 9 years never get the service	8/21/2022 2:53 AM
2	nothing to add	7/29/2022 1:07 PM

Q15 Would you like to be contacted regarding follow-up actions taken, if any, related to the findings of this survey?

Answered: 8 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	25.00%	2
No	75.00%	6
TOTAL		8

Q16 If you answered "yes" to question 15, above, please provide your preferred email address.

Answered: 2 Skipped: 6

#	RESPONSES	DATE
1	Lili_5_0_3@hotmail.com	8/21/2022 2:53 AM
2	saralynn.mendenhall@coldist.com	7/28/2022 7:24 AM



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 19, 2022		Subject: SMART Annual Rider Survey Results	
		Staff Member: Anne MacCracken, Transit Management Analyst and Dwight Brashear, Transit Director	
		Department: SMART	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s): Transit Master Plan	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

SMART conducts rider surveys annually, alternating between customer satisfaction and demographics to assist in required reporting and to better understand customer needs. SMART began its first annual on-board demographic survey in August 2017 and continued in 2018. A customer satisfaction on-board survey was conducted in 2019. Due to COVID pandemic restrictions, on-board surveys were temporarily halted in 2020 and 2021.

EXECUTIVE SUMMARY:

In October 2022, SMART completed its third annual Rider Survey. With the help of ten (10) individuals from a temporary employment agency, 218 surveys were collected on all routes from Tuesday, September 20 through Thursday, September 22 and Saturday, September 24. No significant changes were made to survey questions from 2017 and 2018. Surveys were available in English and Spanish.

EXPECTED RESULTS:

The number of completed surveys in September 2022 was only about 50 percent of surveys in 2017 and 2018. This drop can be attributed to lower ridership relative to 2017 and 2018, confusion with Transit Master Plan survey being conducted in September 2022 and not having an online survey option. The responses that the community provides is used by staff to communicate with customers, understand their needs, and adjust service if necessary.

TIMELINE:

The Rider Survey occurred Tuesday, September 20 through Thursday, September 22 and Saturday, September 24. Survey results are regularly used for reporting to local, state, and federal stakeholders. The results also contribute to general route and schedule changes that are also integrated into the transit master planning process.

CURRENT YEAR BUDGET IMPACTS:

The cost for the surveying totaled \$3,295.79. Funds for this project were included in FY 2022-23 Transit Department budget.

COMMUNITY INVOLVEMENT PROCESS:

This surveying project relies on community input. Although we only received 50 percent of surveys as compared to the prior years, the percent of participation was similar. This comparable participation in providing feedback shows that customers continue to care about the transit system they use.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Conducting a rider survey allows staff to check in with our customers to ensure our service is meeting their needs. The data helps staff communicate more clearly with riders and improve services levels.

ALTERNATIVES:

N/A

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. SMART Rider Survey Results September 2022
2. 2022 Rider Survey- English
3. 2022 Rider Survey- Spanish

Q1 What was the route number you were on?

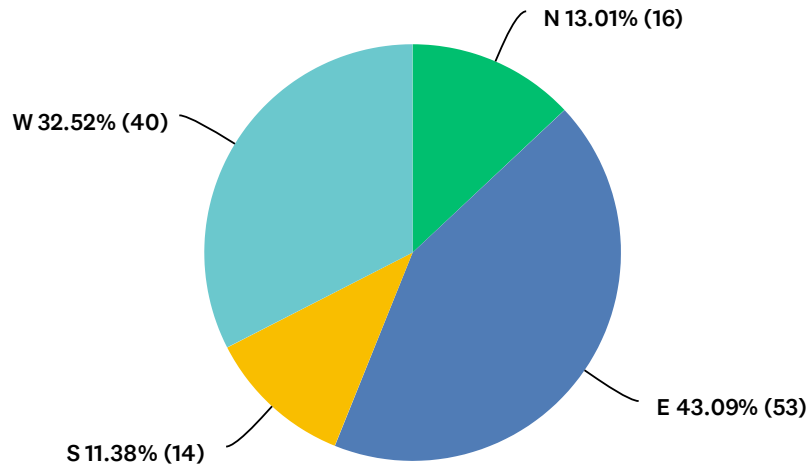
Answered: 215

Skipped: 13

Route	No. of Responses	% of Total
1X	19	8.84%
2X	48	22.33%
3	19	8.84%
4	53	24.65%
5	8	3.72%
6	10	4.65%
7	3	1.40%
Villebois Sh	8	3.72%
2X- Sat	4	1.86%
4- Sat	43	20.00%
Total	215	

Q2 Direction you traveled

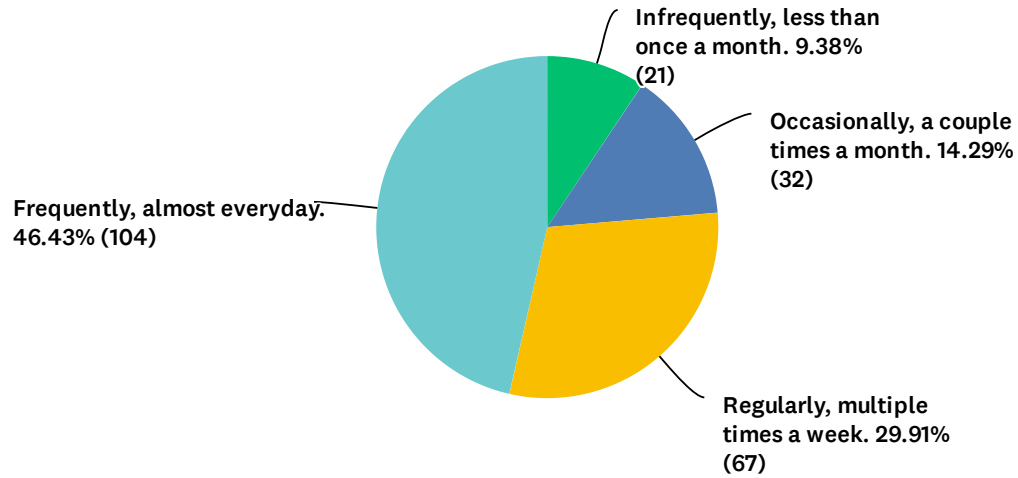
Answered: 123 Skipped: 105



ANSWER CHOICES	RESPONSES	
N	13.01%	16
E	43.09%	53
S	11.38%	14
W	32.52%	40
TOTAL		123

Q3 How often do you ride the SMART bus?

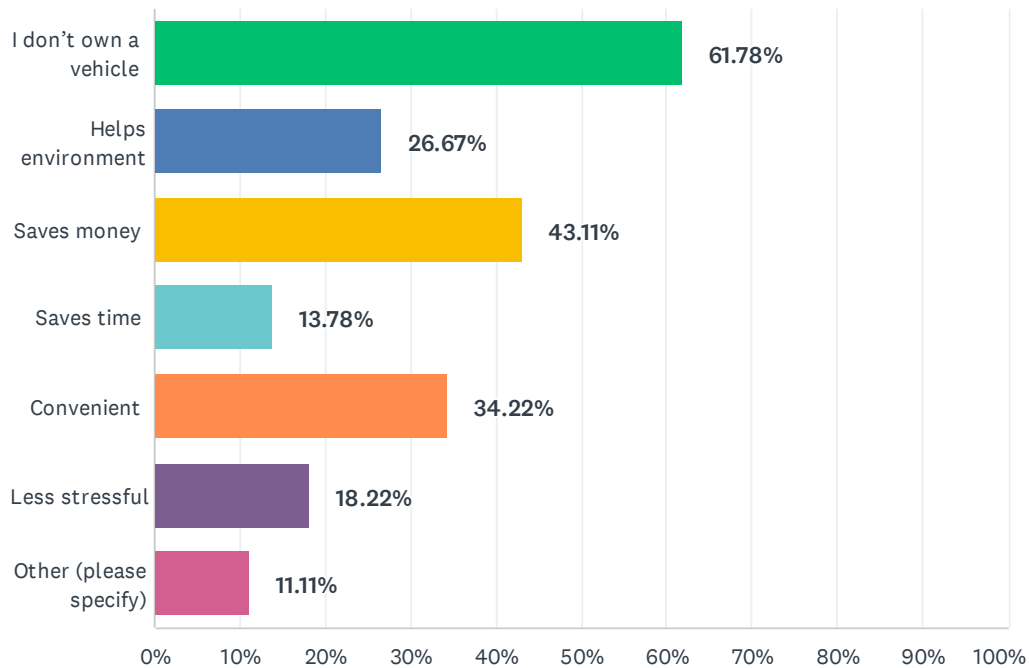
Answered: 224 Skipped: 4



ANSWER CHOICES	RESPONSES	
Infrequently, less than once a month.	9.38%	21
Occasionally, a couple times a month.	14.29%	32
Regularly, multiple times a week.	29.91%	67
Frequently, almost everyday.	46.43%	104
TOTAL		224

Q4 Reason for riding the SMART bus? (Check all that apply)

Answered: 225 Skipped: 3



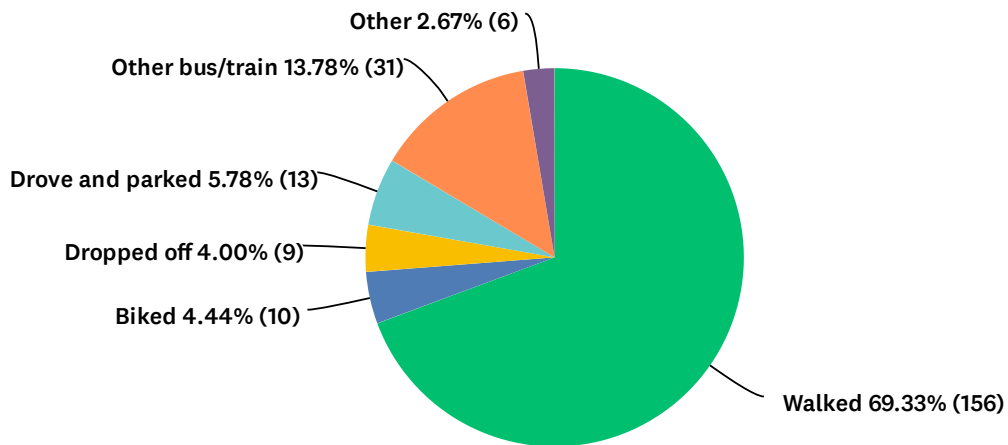
ANSWER CHOICES	RESPONSES	
I don't own a vehicle	61.78%	139
Helps environment	26.67%	60
Saves money	43.11%	97
Saves time	13.78%	31
Convenient	34.22%	77
Less stressful	18.22%	41
Other (please specify)	11.11%	25
Total Respondents: 225		

#	OTHER (PLEASE SPECIFY)	DATE
1	I can't drive	9/30/2022 8:39 AM
2	vet appointment	9/30/2022 8:29 AM
3	no driver license	9/29/2022 5:25 PM
4	Son loves to ride bus	9/29/2022 3:18 PM
5	not able to drive	9/29/2022 2:16 PM
6	car problems	9/29/2022 2:09 PM
7	vehicle repair	9/29/2022 1:35 PM

8	only one vehicle, 2 in household	9/29/2022 1:33 PM
9	Car broke down	9/28/2022 3:10 PM
10	car pooled to work	9/28/2022 3:02 PM
11	someone stole my vehicle	9/28/2022 9:46 AM
12	professional drivers	9/28/2022 8:32 AM
13	going to skate park	9/27/2022 11:39 AM
14	work	9/26/2022 3:10 PM
15	not able to drive	9/26/2022 3:04 PM
16	I can work while commuting extending my productive time	9/26/2022 3:02 PM
17	car broken down	9/26/2022 3:01 PM
18	dont like to ride anything but the SMART bus	9/26/2022 2:51 PM
19	Car in the shop	9/26/2022 2:45 PM
20	saves wear and tear on vehicle	9/26/2022 1:52 PM
21	dropped car off	9/26/2022 1:33 PM
22	enjoy watching the scenery	9/26/2022 11:50 AM
23	commute	9/26/2022 11:44 AM
24	Tourist	9/26/2022 11:38 AM
25	Assisting SMART with surveying passengers	9/26/2022 11:30 AM

Q5 How did you get to the stop where you boarded the bus?

Answered: 225 Skipped: 3



ANSWER CHOICES	RESPONSES	
Walked	69.33%	156
Biked	4.44%	10
Dropped off	4.00%	9
Drove and parked	5.78%	13
Other bus/train	13.78%	31
Other	2.67%	6
TOTAL		225

Q6 Where when did you get picked up for this ride? (landmark/street name)

Answered: 188 Skipped: 40

#	RESPONSES	DATE
1	Bridge Creek Apts	9/30/2022 9:02 AM
2	Wilsonville Way	9/30/2022 9:00 AM
3	Wilsonville way	9/30/2022 8:59 AM
4	Fred Meyer	9/30/2022 8:55 AM
5	Autumn park apartments	9/30/2022 8:53 AM
6	Autumn park apartments	9/30/2022 8:47 AM
7	Montebello/Wilsonville rd	9/30/2022 8:44 AM
8	Autumn park apartments	9/30/2022 8:43 AM
9	Autumn park apartments	9/30/2022 8:39 AM
10	Sonic	9/30/2022 8:36 AM
11	Brown Road/Wilsonville Rd	9/30/2022 8:32 AM
12	Goodwill	9/30/2022 8:30 AM
13	Tualatin Park and Ride	9/30/2022 8:29 AM
14	Goodwill	9/30/2022 8:28 AM
15	WHS	9/30/2022 8:28 AM
16	Costco	9/30/2022 8:27 AM
17	Canyon Creek Road	9/30/2022 8:27 AM
18	Tualatin Park and Ride	9/30/2022 8:13 AM
19	Shari's	9/30/2022 7:57 AM
20	Methodist Church	9/29/2022 5:25 PM
21	Wilsonville High	9/29/2022 5:13 PM
22	Brown Rd	9/29/2022 5:10 PM
23	Wilsonville HS	9/29/2022 5:08 PM
24	City Hall	9/29/2022 5:06 PM
25	Community Center	9/29/2022 4:59 PM
26	Wilsonville Road	9/29/2022 4:17 PM
27	Brown Rd	9/29/2022 4:15 PM
28	Brown Rd	9/29/2022 4:14 PM
29	High School	9/29/2022 4:12 PM
30	Boulder Creek Apt	9/29/2022 4:09 PM
31	Goodwill	9/29/2022 4:07 PM

32	Goodwill	9/29/2022 4:04 PM
33	Goodwill	9/29/2022 3:56 PM
34	Montebello Rd/ Wilsonville Rd	9/29/2022 3:47 PM
35	City Hall	9/29/2022 3:45 PM
36	High School	9/29/2022 3:43 PM
37	Wilsonville Road	9/29/2022 3:41 PM
38	Montebello Drive	9/29/2022 3:39 PM
39	SW Brown Rd	9/29/2022 3:19 PM
40	Meridan Creek MS	9/29/2022 3:18 PM
41	Engelman Park	9/29/2022 3:16 PM
42	Canby TC	9/29/2022 3:05 PM
43	Canby TC	9/29/2022 3:03 PM
44	Canby TC	9/29/2022 3:02 PM
45	Canby	9/29/2022 3:00 PM
46	Canby Marketplace	9/29/2022 2:58 PM
47	Wilsonville Rd/Autumn Park	9/29/2022 2:56 PM
48	Cutsforth Market, Canby	9/29/2022 2:54 PM
49	SW Boones Ferry	9/29/2022 2:52 PM
50	Tualitin PR	9/29/2022 2:50 PM
51	Tualitin PR	9/29/2022 2:36 PM
52	SW Barber St	9/29/2022 2:33 PM
53	Wilsonville TC	9/29/2022 2:32 PM
54	Canyon Creek Road	9/29/2022 2:30 PM
55	Tualitin PR	9/29/2022 2:28 PM
56	Napa	9/29/2022 2:26 PM
57	Red Robin Area	9/29/2022 2:25 PM
58	City Hall	9/29/2022 2:23 PM
59	Market/Hawthorne, Salem	9/29/2022 2:21 PM
60	Autumn Park/Church	9/29/2022 2:19 PM
61	Regal Movie Theater	9/29/2022 2:18 PM
62	Jory Trail	9/29/2022 2:16 PM
63	Target	9/29/2022 2:10 PM
64	Canyon Creek Apt	9/29/2022 2:09 PM
65	Tualitin PR	9/29/2022 2:07 PM
66	711	9/29/2022 2:05 PM
67	Wilsonville Library	9/29/2022 2:03 PM
68	Rams, Wilsonville	9/29/2022 1:49 PM
69	Tualitin PR	9/29/2022 1:47 PM

70	Canyon Creek Road	9/29/2022 1:45 PM
71	Brown Rd	9/29/2022 1:43 PM
72	City Hall	9/29/2022 1:42 PM
73	Tualitin PR	9/29/2022 1:38 PM
74	Calle Ceacance	9/29/2022 1:36 PM
75	Xerox	9/29/2022 1:33 PM
76	Tualitin PR	9/29/2022 1:31 PM
77	Walgreens	9/29/2022 1:28 PM
78	Canby TC	9/29/2022 1:26 PM
79	Brown Road	9/29/2022 1:25 PM
80	Baily Street	9/29/2022 1:23 PM
81	95th commerce	9/28/2022 3:07 PM
82	Canby Transit Center	9/28/2022 3:04 PM
83	Canby Transit Center	9/28/2022 3:02 PM
84	CTC	9/28/2022 10:27 AM
85	Fred Meyer / Baily street	9/28/2022 9:52 AM
86	Fred Meyer	9/28/2022 9:50 AM
87	WHS	9/28/2022 9:48 AM
88	City Hall	9/28/2022 9:46 AM
89	Community Center	9/28/2022 9:23 AM
90	Wilsonville Loop	9/28/2022 8:38 AM
91	Tigard	9/28/2022 8:36 AM
92	park	9/28/2022 8:32 AM
93	Tualatin	9/28/2022 8:29 AM
94	Tualatin Park and Ride	9/27/2022 12:28 PM
95	Tualatin park and ride	9/27/2022 11:43 AM
96	water park	9/27/2022 11:39 AM
97	WES Train	9/27/2022 8:46 AM
98	WTC	9/27/2022 8:43 AM
99	WTC	9/27/2022 8:38 AM
100	WTC	9/27/2022 8:36 AM
101	Wilsonville	9/27/2022 8:15 AM
102	salem	9/27/2022 8:13 AM
103	WTC	9/27/2022 8:09 AM
104	WTC	9/26/2022 3:19 PM
105	WTC	9/26/2022 3:17 PM
106	WTC	9/26/2022 3:15 PM
107	Brown Road	9/26/2022 3:10 PM

108	Waterpark	9/26/2022 3:08 PM
109	Canyon Creek Apt	9/26/2022 3:06 PM
110	Salem	9/26/2022 3:05 PM
111	Bailey Street	9/26/2022 3:04 PM
112	Autumn Park	9/26/2022 3:03 PM
113	WES	9/26/2022 3:02 PM
114	WTC	9/26/2022 3:00 PM
115	Safeway	9/26/2022 2:59 PM
116	Hawthorne P & R	9/26/2022 2:57 PM
117	Wilsonville high	9/26/2022 2:57 PM
118	Market St Park & Ride	9/26/2022 2:55 PM
119	11050 SW Wilsonville	9/26/2022 2:55 PM
120	Meadows Creek	9/26/2022 2:55 PM
121	WTC	9/26/2022 2:52 PM
122	Court and high	9/26/2022 2:50 PM
123	Sherrys	9/26/2022 2:49 PM
124	wilsonville	9/26/2022 2:47 PM
125	City Hall	9/26/2022 2:46 PM
126	WTC	9/26/2022 2:45 PM
127	Train Station, Wilsonville	9/26/2022 2:44 PM
128	Beaverton Transit Center	9/26/2022 2:43 PM
129	Willamette E	9/26/2022 2:41 PM
130	WTC	9/26/2022 2:40 PM
131	Montebello Drive	9/26/2022 2:39 PM
132	Rose lin st	9/26/2022 2:35 PM
133	Fred Meyer	9/26/2022 2:33 PM
134	Fred Meyer	9/26/2022 2:32 PM
135	Brown Rd	9/26/2022 2:30 PM
136	Montebello Rd/ Wilsonville Rd	9/26/2022 2:24 PM
137	SW Brown Rd	9/26/2022 2:22 PM
138	Landover	9/26/2022 2:19 PM
139	middle school	9/26/2022 2:17 PM
140	Wilsonville High	9/26/2022 2:16 PM
141	Beckman Primary School	9/26/2022 2:13 PM
142	Boones Ferry School on Wilsonville Rd	9/26/2022 2:12 PM
143	Wilsonville High	9/26/2022 2:10 PM
144	Parkway/Ash Meadows	9/26/2022 1:58 PM
145	Canyon Creek Road	9/26/2022 1:56 PM

146	Canyon Creek	9/26/2022 1:54 PM
147	WTC	9/26/2022 1:53 PM
148	Capital and Court St	9/26/2022 1:52 PM
149	WACONDA s1	9/26/2022 1:50 PM
150	Salem TC	9/26/2022 1:48 PM
151	Graham Oaks	9/26/2022 1:46 PM
152	Salem TC	9/26/2022 1:42 PM
153	5th & Jefferson	9/26/2022 1:39 PM
154	Tigard TC	9/26/2022 1:37 PM
155	OIT	9/26/2022 1:35 PM
156	by Fred Meyer gas	9/26/2022 1:33 PM
157	Graham Oaks	9/26/2022 1:29 PM
158	Autumn Park	9/26/2022 1:29 PM
159	Graham Oaks	9/26/2022 1:28 PM
160	Tualitin PR	9/26/2022 1:25 PM
161	Wilsonville High School	9/26/2022 1:25 PM
162	Charleston	9/26/2022 1:24 PM
163	Wilsonville Hight school	9/26/2022 1:22 PM
164	Fred Meyer	9/26/2022 1:22 PM
165	Fred Meyer	9/26/2022 1:20 PM
166	Orleans Ave	9/26/2022 1:18 PM
167	Montebello	9/26/2022 1:17 PM
168	Safeway	9/26/2022 12:03 PM
169	High School	9/26/2022 12:02 PM
170	Transit Center	9/26/2022 11:59 AM
171	Thriftway Bus stop	9/26/2022 11:58 AM
172	Polygon homes	9/26/2022 11:56 AM
173	Wilsonville Road	9/26/2022 11:54 AM
174	Goodwill	9/26/2022 11:54 AM
175	Charston Apt	9/26/2022 11:53 AM
176	Boones Ferry Road	9/26/2022 11:52 AM
177	29970 SW Montabello	9/26/2022 11:50 AM
178	Mentor Graphics	9/26/2022 11:49 AM
179	Walgreens	9/26/2022 11:48 AM
180	Walgreens	9/26/2022 11:46 AM
181	Commerce circle	9/26/2022 11:44 AM
182	Canby TC	9/26/2022 11:44 AM
183	Siemens	9/26/2022 11:39 AM

184	WES Station	9/26/2022 11:38 AM
185	Wilsonville Road	9/26/2022 11:33 AM
186	Wilsonville Station	9/26/2022 11:30 AM
187	Boulder Creek Apt	9/26/2022 11:27 AM
188	School	9/26/2022 11:12 AM

Q7 Time of pick up

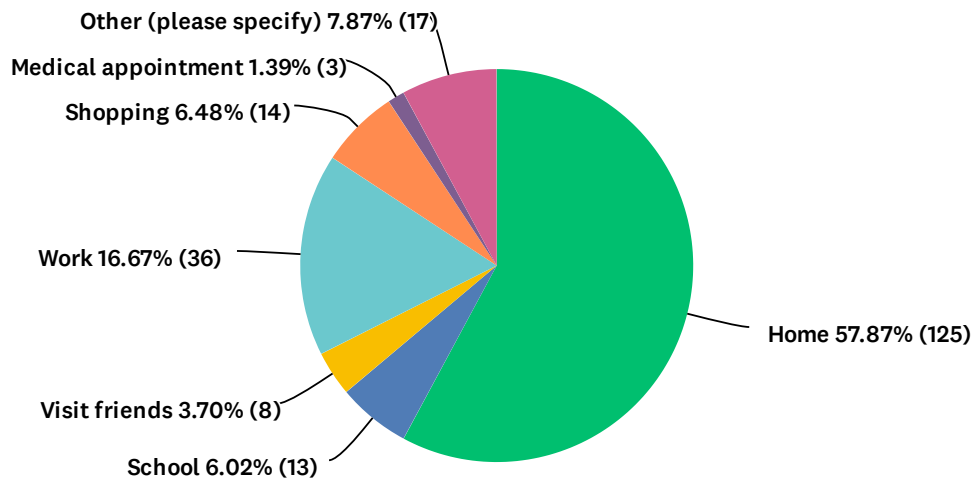
Answered: 189

Skipped: 39

Time Period	No. of Responses	% of Total
4am to 5am	1	0.53%
5am to 6am	8	4.23%
6am to 7am	19	10.05%
7am to 8am	23	12.17%
8am to 9am	19	10.05%
9am to 10am	9	4.76%
10am to 11am	8	4.23%
11am to noon	10	5.29%
noon to 1pm	8	4.23%
1pm to 2pm	12	6.35%
2pm to 3pm	15	7.94%
3pm to 4pm	20	10.58%
4pm to 5pm	16	8.47%
5pm to 6pm	14	7.41%
6pm to 7pm	5	2.65%
7pm to 8pm	2	1.06%
Total	189	

Q8 Coming from:

Answered: 216 Skipped: 12



ANSWER CHOICES	RESPONSES	
Home	57.87%	125
School	6.02%	13
Visit friends	3.70%	8
Work	16.67%	36
Shopping	6.48%	14
Medical appointment	1.39%	3
Other (please specify)	7.87%	17
TOTAL		216

Q9 Where did you get DROPPED OFF for this ride? (Street name/landmark)

Answered: 181 Skipped: 47

#	RESPONSES	DATE
1	WHS	9/30/2022 9:00 AM
2	WHS	9/30/2022 8:59 AM
3	Goodwill	9/30/2022 8:55 AM
4	Dutch Bros	9/30/2022 8:53 AM
5	WHS	9/30/2022 8:47 AM
6	Wilsonville road	9/30/2022 8:44 AM
7	Goodwill	9/30/2022 8:43 AM
8	Goodwill	9/30/2022 8:39 AM
9	Goodwill	9/30/2022 8:36 AM
10	City hall	9/30/2022 8:32 AM
11	WTC	9/30/2022 8:30 AM
12	Boeckman Road	9/30/2022 8:29 AM
13	Tualatin park and ride	9/30/2022 8:28 AM
14	Wilsonville Church of Christ	9/30/2022 8:28 AM
15	Town Center Loop	9/30/2022 8:27 AM
16	Goodwill	9/30/2022 8:27 AM
17	napa store	9/30/2022 8:13 AM
18	Fred Meyer	9/30/2022 7:57 AM
19	Fred Meyer	9/29/2022 5:25 PM
20	Memorial Park	9/29/2022 5:13 PM
21	high school	9/29/2022 5:10 PM
22	Goodwill Stop	9/29/2022 5:08 PM
23	Fred Meyer	9/29/2022 5:06 PM
24	Fred Meyer	9/29/2022 4:59 PM
25	dutch bro	9/29/2022 4:57 PM
26	by McDonalds	9/29/2022 4:17 PM
27	Fred Meyer	9/29/2022 4:15 PM
28	Rose In	9/29/2022 4:14 PM
29	Boones Ferry Primary	9/29/2022 4:11 PM
30	City Hall	9/29/2022 4:09 PM
31	Barber St	9/29/2022 4:07 PM

32	Barber St	9/29/2022 4:04 PM
33	villeblois	9/29/2022 3:56 PM
34	Fred Meyer	9/29/2022 3:47 PM
35	Meridan elementary	9/29/2022 3:45 PM
36	Safeway	9/29/2022 3:43 PM
37	Fred Meyer	9/29/2022 3:41 PM
38	Fred Meyer	9/29/2022 3:39 PM
39	Landover Dr	9/29/2022 3:18 PM
40	Cook Park	9/29/2022 3:16 PM
41	Wilsonville TC	9/29/2022 3:05 PM
42	Wilsonville TC	9/29/2022 3:03 PM
43	Wilsonville TC	9/29/2022 3:02 PM
44	Ram Restaurant	9/29/2022 2:58 PM
45	Elm St/1st	9/29/2022 2:56 PM
46	Wilsonville TC	9/29/2022 2:54 PM
47	SW Canyon Creek Rd	9/29/2022 2:52 PM
48	Firestation	9/29/2022 2:50 PM
49	City Hall	9/29/2022 2:36 PM
50	Ash Meadows Rd	9/29/2022 2:33 PM
51	Tualatin PR	9/29/2022 2:32 PM
52	Town Center Park	9/29/2022 2:30 PM
53	Parkway Court	9/29/2022 2:28 PM
54	Target	9/29/2022 2:26 PM
55	Tualatin PR	9/29/2022 2:25 PM
56	Argyle Square	9/29/2022 2:23 PM
57	Wilsonville TC	9/29/2022 2:21 PM
58	Autumn Park/Church	9/29/2022 2:19 PM
59	Ram Restaurant	9/29/2022 2:18 PM
60	Tualatin PR	9/29/2022 2:16 PM
61	Van Gordon Denshy	9/29/2022 2:14 PM
62	Ram	9/29/2022 2:10 PM
63	Wilsonville TC	9/29/2022 2:07 PM
64	Tualatin PR	9/29/2022 2:05 PM
65	Tualatin PR	9/29/2022 2:03 PM
66	Vision Plastics	9/29/2022 1:49 PM
67	Parkway Woods	9/29/2022 1:47 PM
68	Wilsonville Rd	9/29/2022 1:45 PM
69	Xerox dr	9/29/2022 1:43 PM

70	Wilsonville TC	9/29/2022 1:42 PM
71	Tualatin PR	9/29/2022 1:33 PM
72	Wilsonville	9/29/2022 1:31 PM
73	Canby TC	9/29/2022 1:28 PM
74	Wilsonville TC	9/29/2022 1:26 PM
75	Dutch Bro	9/29/2022 1:25 PM
76	Wood middle school	9/29/2022 1:23 PM
77	Oregon City	9/28/2022 3:10 PM
78	canby transit center	9/28/2022 3:07 PM
79	WTC	9/28/2022 3:04 PM
80	Wilsonville RAM	9/28/2022 3:02 PM
81	1st and Cedar	9/28/2022 10:27 AM
82	Dutch Bros	9/28/2022 9:52 AM
83	Dutch Bros	9/28/2022 9:50 AM
84	Brown Road	9/28/2022 9:48 AM
85	Mentor	9/28/2022 9:46 AM
86	Target	9/28/2022 9:23 AM
87	Dealership	9/28/2022 8:39 AM
88	Tualatin park and ride	9/28/2022 8:38 AM
89	Canyon Creek apts	9/28/2022 8:32 AM
90	City hall	9/27/2022 12:28 PM
91	Goodwill	9/27/2022 11:43 AM
92	Tualatin	9/27/2022 11:39 AM
93	Burns/Cisco	9/27/2022 8:46 AM
94	office depot	9/27/2022 8:43 AM
95	Boeckman Road	9/27/2022 8:41 AM
96	Boeckman Road	9/27/2022 8:38 AM
97	95th/ Coherent	9/27/2022 8:36 AM
98	mall 205	9/27/2022 8:15 AM
99	Panoke	9/27/2022 8:13 AM
100	parkway woods west stop, ESS INC.	9/27/2022 8:09 AM
101	Capitol	9/26/2022 3:19 PM
102	Dept of Rev.	9/26/2022 3:17 PM
103	Capitol, Salem	9/26/2022 3:15 PM
104	Fred Meyer	9/26/2022 3:13 PM
105	safeway	9/26/2022 3:10 PM
106	Tualatin PR	9/26/2022 3:08 PM
107	DWF Boekman road	9/26/2022 3:06 PM

108	Wilsonville	9/26/2022 3:05 PM
109	Goodwill stop	9/26/2022 3:03 PM
110	Salem Capitol	9/26/2022 3:02 PM
111	Wilsonville TC	9/26/2022 3:01 PM
112	Willamette university	9/26/2022 3:00 PM
113	10990 SW Wilsonville Rd	9/26/2022 2:59 PM
114	Fred Meyer	9/26/2022 2:57 PM
115	WTC	9/26/2022 2:55 PM
116	11050 SW Wilsonville	9/26/2022 2:55 PM
117	Sonic	9/26/2022 2:55 PM
118	Capitol	9/26/2022 2:52 PM
119	WTC	9/26/2022 2:50 PM
120	Brown Rd	9/26/2022 2:49 PM
121	Wilsonville High	9/26/2022 2:46 PM
122	summer street	9/26/2022 2:45 PM
123	Train Station	9/26/2022 2:44 PM
124	Salem TC	9/26/2022 2:43 PM
125	Baily	9/26/2022 2:41 PM
126	State Capitol	9/26/2022 2:40 PM
127	Safeway	9/26/2022 2:39 PM
128	Fred Meyer	9/26/2022 2:35 PM
129	Autumn Park Apt	9/26/2022 2:33 PM
130	WES station	9/26/2022 2:30 PM
131	Goodwill Stop	9/26/2022 2:24 PM
132	Town Center	9/26/2022 2:22 PM
133	City Hall	9/26/2022 2:19 PM
134	City Hall	9/26/2022 2:17 PM
135	City Hall	9/26/2022 2:16 PM
136	Brown Rd	9/26/2022 2:13 PM
137	City Hall	9/26/2022 2:12 PM
138	Brown Road	9/26/2022 2:10 PM
139	Wilsonville Rd/Town Center	9/26/2022 1:58 PM
140	Town Center Park	9/26/2022 1:56 PM
141	Town Center Loop	9/26/2022 1:54 PM
142	State Capitol	9/26/2022 1:53 PM
143	Wilsonville TC	9/26/2022 1:52 PM
144	WTC	9/26/2022 1:50 PM
145	Wilsonville TC	9/26/2022 1:48 PM

146	Dutch Bro	9/26/2022 1:46 PM
147	Wilsonville TC	9/26/2022 1:42 PM
148	Wilsonville Road	9/26/2022 1:42 PM
149	Wilsonville TC	9/26/2022 1:39 PM
150	Tualatin PR	9/26/2022 1:35 PM
151	Boulder Area	9/26/2022 1:33 PM
152	Target	9/26/2022 1:33 PM
153	wilsonville park	9/26/2022 1:29 PM
154	Fred Meyer	9/26/2022 1:29 PM
155	park	9/26/2022 1:28 PM
156	WTC	9/26/2022 1:25 PM
157	Fred Meyer	9/26/2022 1:24 PM
158	WTC	9/26/2022 1:22 PM
159	Villebois	9/26/2022 1:22 PM
160	Zurich St	9/26/2022 1:20 PM
161	work	9/26/2022 1:20 PM
162	Fred Meyer	9/26/2022 1:18 PM
163	goodwill town center loop	9/26/2022 1:17 PM
164	Wood Middle	9/26/2022 12:02 PM
165	Orleans Ave	9/26/2022 12:00 PM
166	Fred Meyer	9/26/2022 11:59 AM
167	Wilsonville TC	9/26/2022 11:58 AM
168	Canby TC	9/26/2022 11:54 AM
169	Wilsonville High	9/26/2022 11:54 AM
170	Canyon Creek	9/26/2022 11:52 AM
171	Wilsonville TC	9/26/2022 11:50 AM
172	WTC	9/26/2022 11:49 AM
173	Canby TC	9/26/2022 11:48 AM
174	Knights Bridge & Cedar	9/26/2022 11:46 AM
175	TC	9/26/2022 11:44 AM
176	Boberg & Barber	9/26/2022 11:44 AM
177	Wilsonville TC	9/26/2022 11:39 AM
178	park	9/26/2022 11:33 AM
179	Wilsonville Station	9/26/2022 11:30 AM
180	Meridan Creek MS	9/26/2022 11:27 AM
181	Wilsonville	9/26/2022 11:12 AM

Q10 Where did you get Dropped off for this ride? (City name)

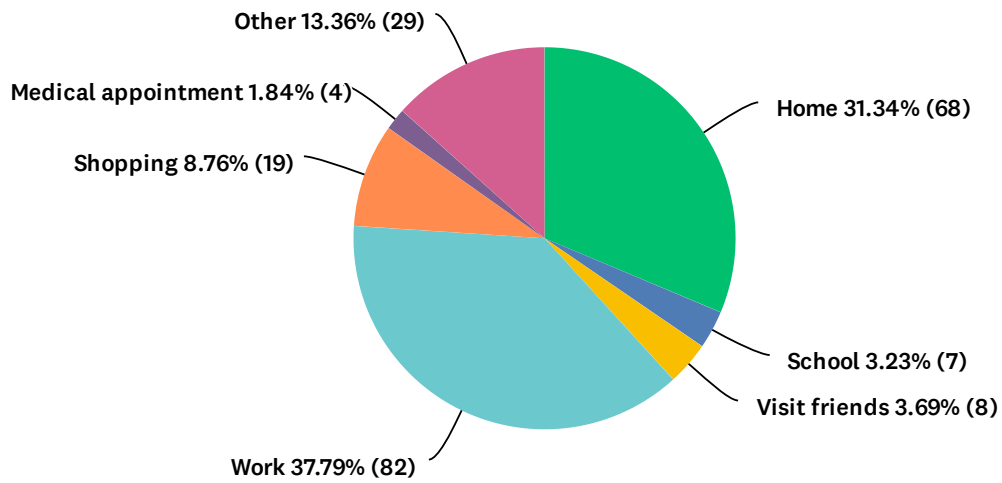
Answered: 183

Skipped: 45

City	No. of Responses	% of Total
Wilsonville	149	81.42%
Salem	11	6.01%
Canby	8	4.37%
Tigard	4	2.19%
Tualatin	9	4.92%
Portland	2	1.09%
Total	183	

Q11 Heading to:

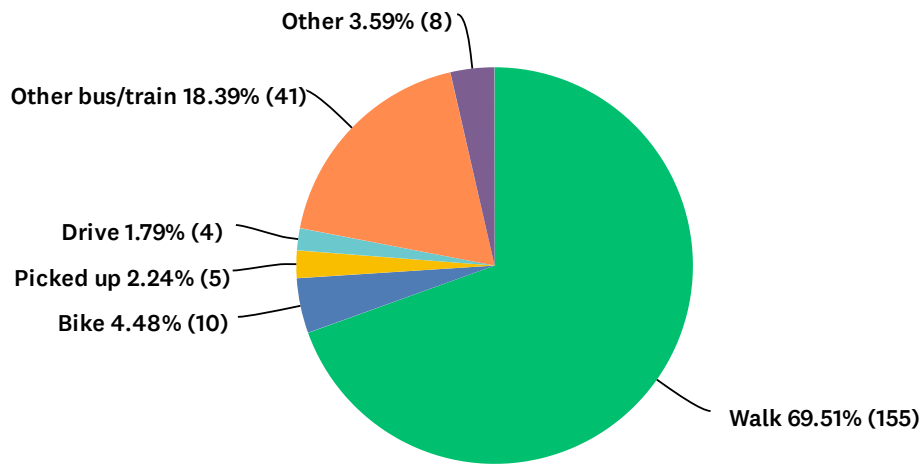
Answered: 217 Skipped: 11



ANSWER CHOICES	RESPONSES	
Home	31.34%	68
School	3.23%	7
Visit friends	3.69%	8
Work	37.79%	82
Shopping	8.76%	19
Medical appointment	1.84%	4
Other	13.36%	29
TOTAL		217

Q12 How will you get to your destination from this bus ride?

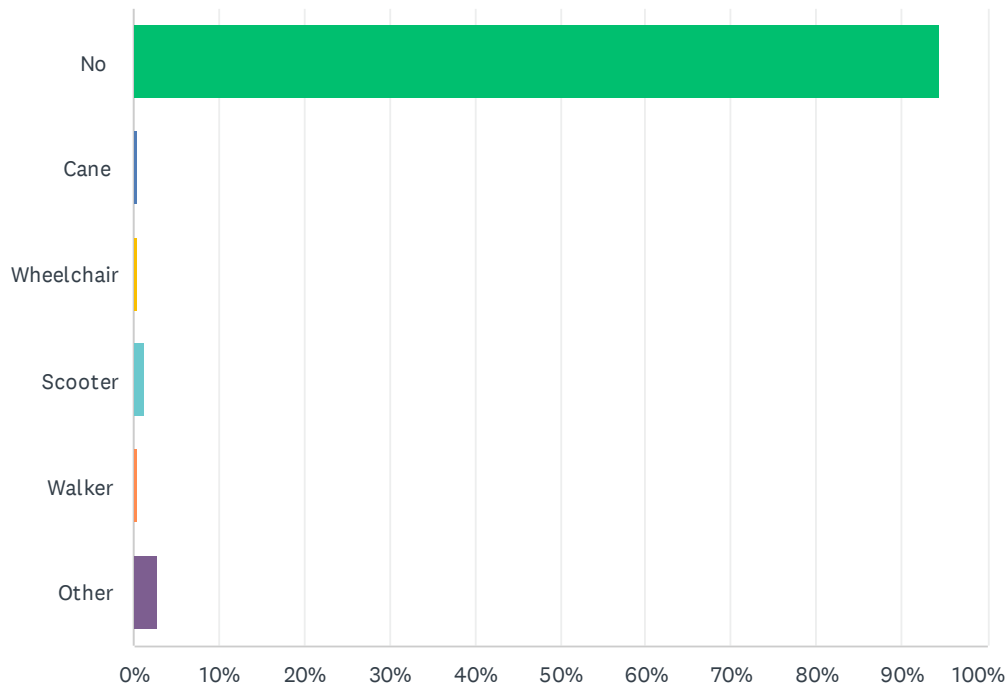
Answered: 223 Skipped: 5



ANSWER CHOICES	RESPONSES	
Walk	69.51%	155
Bike	4.48%	10
Picked up	2.24%	5
Drive	1.79%	4
Other bus/train	18.39%	41
Other	3.59%	8
TOTAL		223

Q13 For this trip, are you using a mobility device?

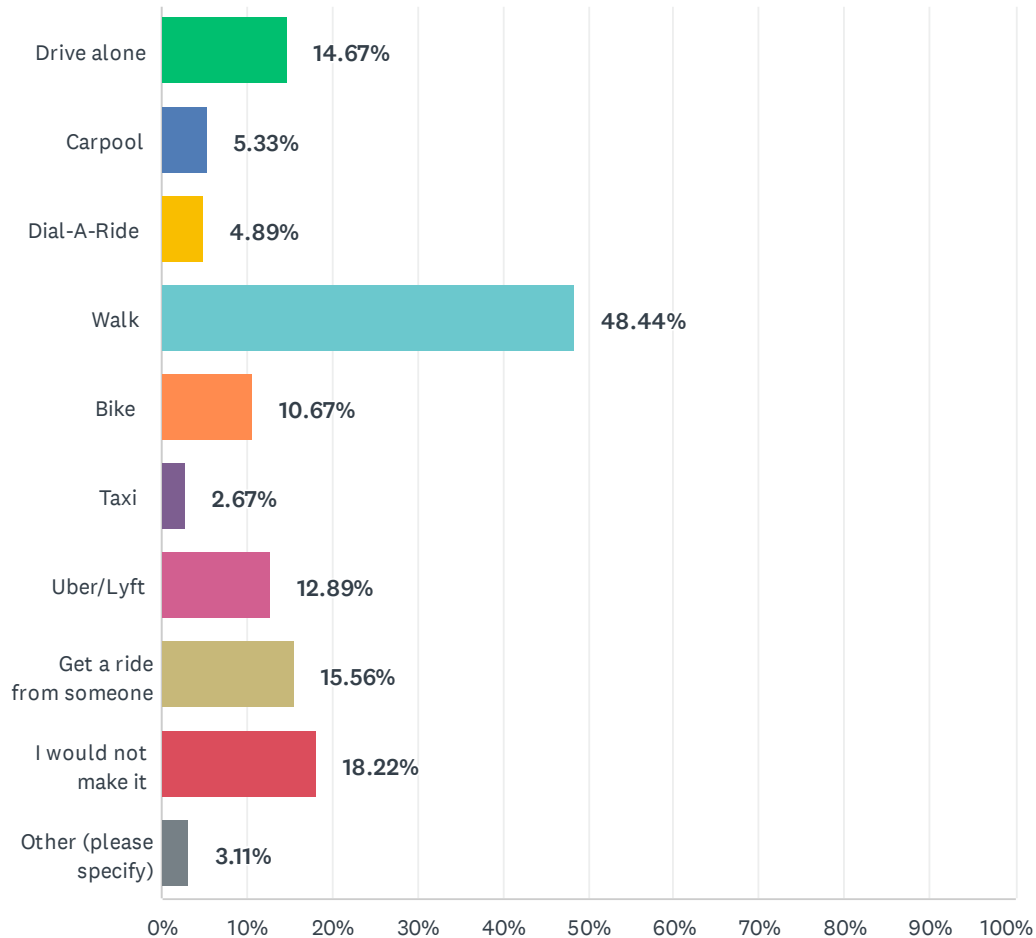
Answered: 217 Skipped: 11



ANSWER CHOICES	RESPONSES	
No	94.47%	205
Cane	0.46%	1
Wheelchair	0.46%	1
Scooter	1.38%	3
Walker	0.46%	1
Other	2.76%	6
TOTAL		217

Q14 If you did not have public transit for this trip, how would you get to your destination? (Some responded with multiple answers.)

Answered: 225 Skipped: 3

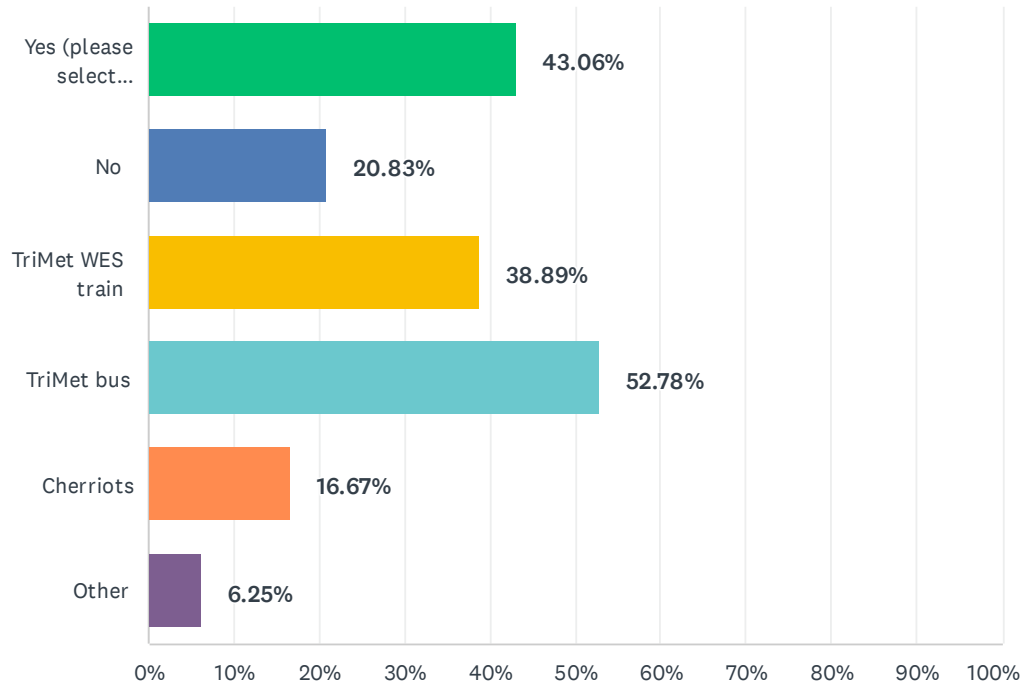


ANSWER CHOICES	RESPONSES	
Drive alone	14.67%	33
Carpool	5.33%	12
Dial-A-Ride	4.89%	11
Walk	48.44%	109
Bike	10.67%	24
Taxi	2.67%	6
Uber/Lyft	12.89%	29
Get a ride from someone	15.56%	35
I would not make it	18.22%	41
Other (please specify)	3.11%	7
Total Respondents: 225		

#	OTHER (PLEASE SPECIFY)	DATE
1	Amtrak	9/29/2022 2:07 PM
2	new job	9/29/2022 1:33 PM
3	hitchhike	9/29/2022 1:31 PM
4	Dial a ride from CAT	9/28/2022 10:27 AM
5	nope	9/26/2022 3:13 PM
6	Skate	9/26/2022 2:16 PM
7	skateboard	9/26/2022 12:02 PM

Q15 Do you often ride other transit, if so what provider? (Some responded with multiple answers.)

Answered: 144 Skipped: 84



ANSWER CHOICES	RESPONSES	
Yes (please select additional provider you use)	43.06%	62
No	20.83%	30
TriMet WES train	38.89%	56
TriMet bus	52.78%	76
Cherriots	16.67%	24
Other	6.25%	9
Total Respondents: 144		

Q16 Including yourself, how many people live in your household?

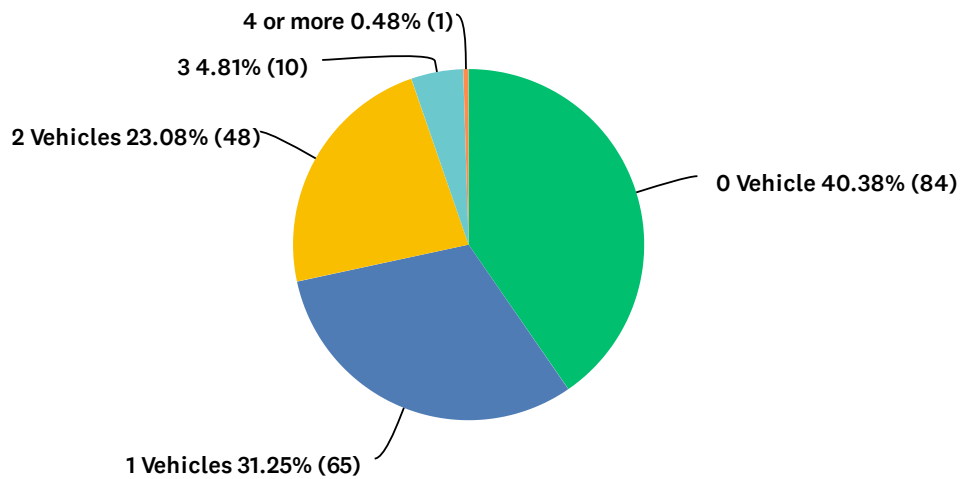
Answered: 205

Skipped: 23

No. in Household	No. of Responses	% of Total
1	49	23.90%
2	59	28.78%
3	39	19.02%
4	35	17.07%
5	17	8.29%
6	4	1.95%
8	2	0.98%
Total	205	

Q17 How many working vehicles does your household own?

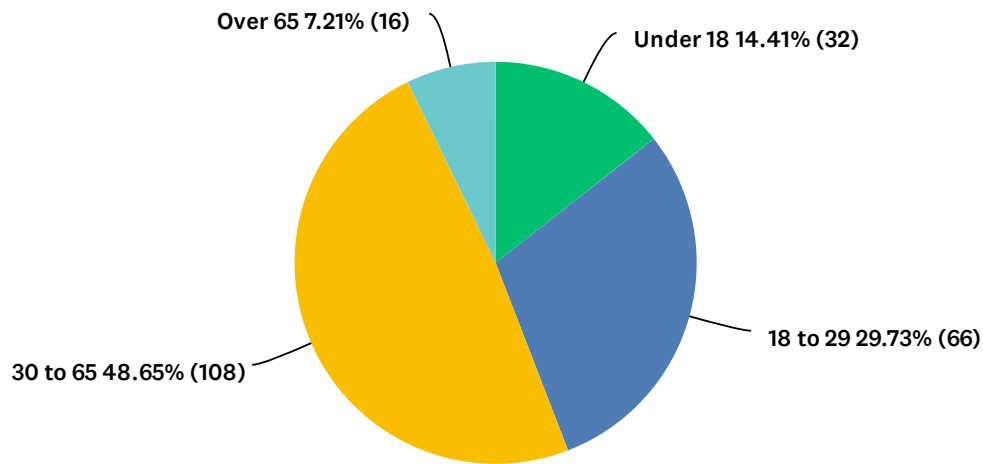
Answered: 208 Skipped: 20



ANSWER CHOICES	RESPONSES	
0 Vehicle	40.38%	84
1 Vehicles	31.25%	65
2 Vehicles	23.08%	48
3	4.81%	10
4 or more	0.48%	1
TOTAL		208

Q18 What is your age?

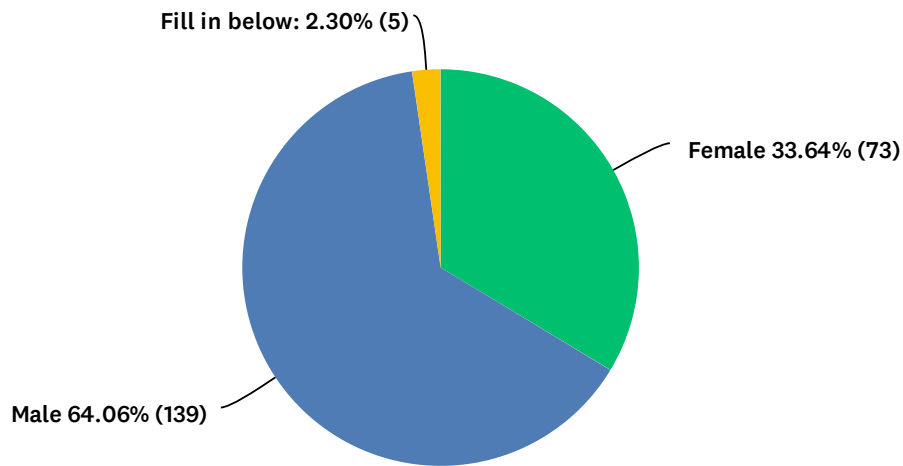
Answered: 222 Skipped: 6



ANSWER CHOICES	RESPONSES	
Under 18	14.41%	32
18 to 29	29.73%	66
30 to 65	48.65%	108
Over 65	7.21%	16
TOTAL		222

Q19 What is your gender?

Answered: 217 Skipped: 11

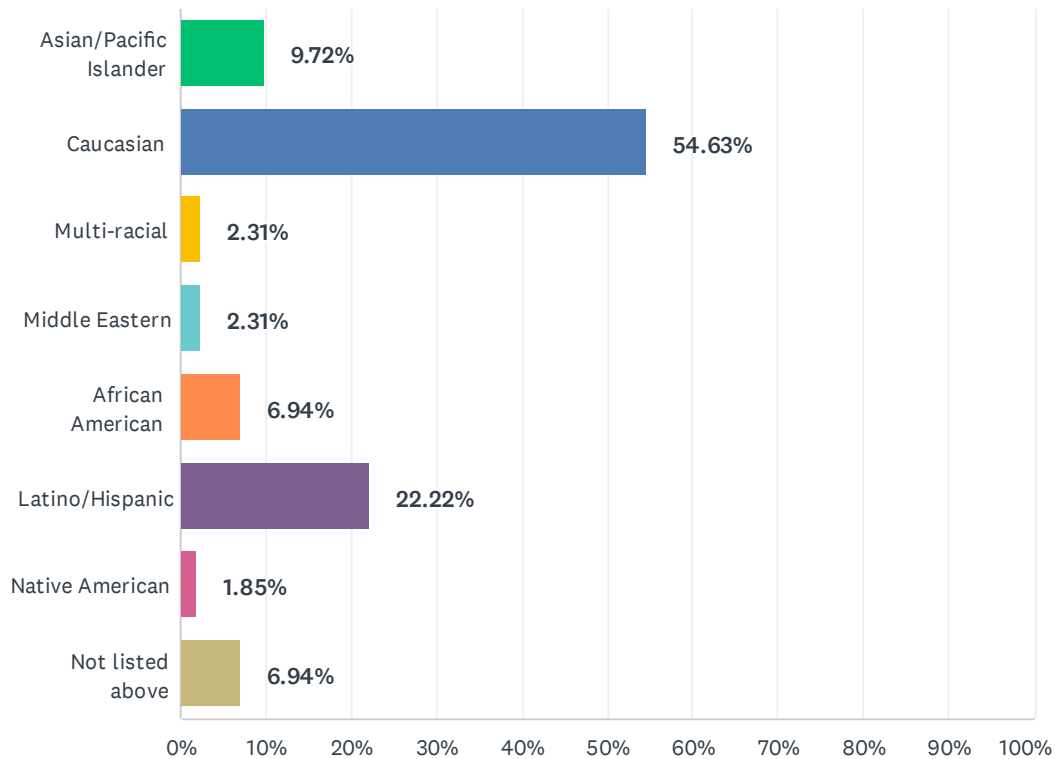


ANSWER CHOICES	RESPONSES	
Female	33.64%	73
Male	64.06%	139
Fill in below:	2.30%	5
TOTAL		217

#	FILL IN BELOW:	DATE
1	other	9/30/2022 8:43 AM
2	nonsense	9/26/2022 2:47 PM
3	Other	9/26/2022 1:48 PM
4	other	9/26/2022 1:42 PM
5	Non Binary	9/26/2022 11:53 AM

Q20 To which racial or ethnic group(s) do you most identify?

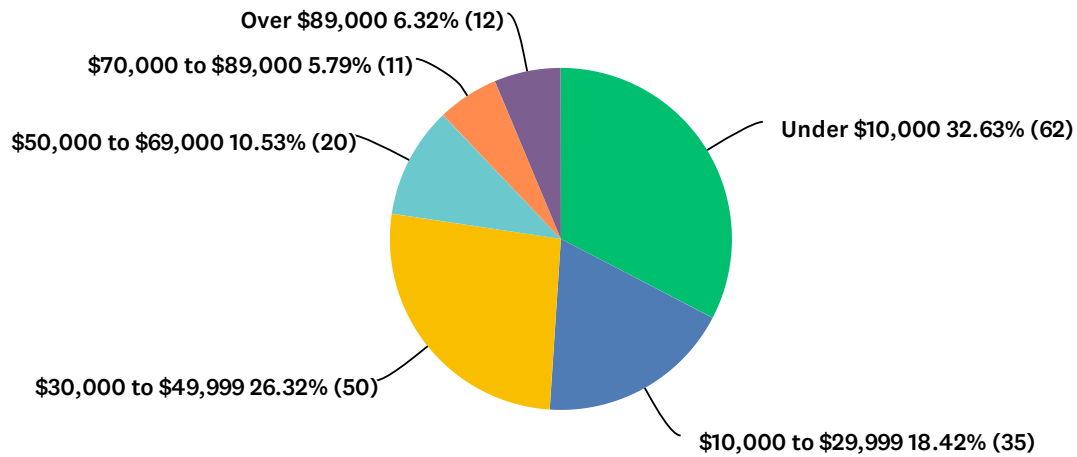
Answered: 216 Skipped: 12



ANSWER CHOICES	RESPONSES	
Asian/Pacific Islander	9.72%	21
Caucasian	54.63%	118
Multi-racial	2.31%	5
Middle Eastern	2.31%	5
African American	6.94%	15
Latino/Hispanic	22.22%	48
Native American	1.85%	4
Not listed above	6.94%	15
Total Respondents: 216		

Q21 What is your annual income?

Answered: 190 Skipped: 38



ANSWER CHOICES	RESPONSES	
Under \$10,000	32.63%	62
\$10,000 to \$29,999	18.42%	35
\$30,000 to \$49,999	26.32%	50
\$50,000 to \$69,000	10.53%	20
\$70,000 to \$89,000	5.79%	11
Over \$89,000	6.32%	12
TOTAL		190

Route number: _____

Direction (circle one): N E S W



Item B.

This survey will help improve SMART routes and experience for our riders.

1. How often do you ride the SMART bus?

- ☐ Infrequently, less than once a month
☐ Occasionally, a couple times a month
☐ Regularly, several times a week
☐ Frequently, almost everyday

**2. Reason for riding the SMART bus today?
(check all that apply)**

- ☐ I don't own a vehicle ☐ Saves money ☐ Convenient
☐ Helps environment ☐ Saves time ☐ Less stressful
☐ Other: _____

3. How did you get to the stop where you boarded this bus?

- ☐ Walked ☐ Biked ☐ Other bus/train
☐ Dropped off ☐ Drove and parked ☐ Other

4. Where and when did you get *picked up* for this ride?

Nearest street/landmark: _____

Time of pickup: _____ AM / PM (circle one)

Coming from:

- ☐ Home ☐ Work ☐ Other
☐ School ☐ Shopping
☐ Visit friends ☐ Medical appointment

5. Where will you be *dropped off* for this ride?

Nearest street/landmark: _____

City: _____

Heading to:

- ☐ Home ☐ Work ☐ Other
☐ School ☐ Shopping
☐ Visit friends ☐ Medical appointment

6. How will you get to your destination from this bus ride?

- ☐ Walk ☐ Bike ☐ Other bus/train
☐ Picked up ☐ Drive ☐ Other

7. For this trip, are you using a mobility device?

- ☐ No ☐ Wheelchair ☐ Scooter
☐ Cane ☐ Walker ☐ Other

8. If you did not have public transit for this trip, how would you get to your destination?

- ☐ Drive alone ☐ Walk ☐ Get a ride from someone
☐ Carpool ☐ Bike ☐ I would not make it
☐ Dial-a-Ride ☐ Taxi ☐ Uber/Lyft
☐ Other: _____

9. Do you often ride other transit, if so what provider?

Yes, I also ride _____
(Example: WES train, TriMet bus, Cherriots, etc.)

10. Including yourself, how many people live in your household? _____ person(s).

11. How many working vehicles does your household own?

0 1 2 3 4 or more

12. What is your age?

- ☐ Under 18 ☐ 18 to 29 ☐ 30 to 65 ☐ Over 65

13. What is your gender?

- ☐ Female ☐ Male ☐ _____

14. To which racial or ethnic group(s) do you most identify?

- ☐ Asian/Pacific Islander ☐ African-American
☐ Caucasian ☐ Latino/Hispanic
☐ Multi-racial ☐ Native American
☐ Middle Eastern ☐ Other

15. What is your annual income?

- ☐ Under \$10,000 ☐ \$10,000 to \$29,999
☐ \$30,000 to \$49,999 ☐ \$50,000 to \$69,000
☐ \$70,000 to \$89,000 ☐ Over \$89,000

Home zip code: _____

Your email or phone: _____

Check any or all of the boxes below to receive...

- ☐ SMART newsletter
☐ Survey results
☐ Enter drawing for a \$25 cash card

Thank you for your time.

Numero de ruta: _____

Dirección (circula uno): N E S W



Item B.

Esta encuesta sera usada para mejorar las rutas de SMART y la experiencia para nuestros clientes.

¿Con que frecuencia viaja en el autobús de SMART?

- ☐ Con poca frecuencia, menos de una vez por mes
☐ De vez en cuando, unas cuantas veces por mes
☐ Regularmente, varias veces por semana
☐ Frecuentemente, casi todos los días

¿La razón por viajar en el autobús de SMART hoy?
(marque todo lo que corresponda)

- ☐ No tengo un vehículo ☐ Ahorra dinero
☐ Menos estresante ☐ Ahorra tiempo
☐ Ayuda al medio ambiente ☐ Otro ☐ Conveniente

¿Cómo llegaste a la parada donde abordaste el autobús?

- ☐ Caminando ☐ Bicicleta ☐ Otro autobús/tren
☐ Fui dejado aquí ☐ Conduci y me estacioné ☐ Otro

¿Dónde y cuando te recogieron para este viaje?

Calle cercana/punto de referencia: _____

Ciudad: _____

Hora de recogida: _____ AM / PM (circula uno)

Viajando de:

- ☐ Casa ☐ Trabajo ☐ Consulta medica
☐ Escuela ☐ Compras
☐ Otro ☐ Visitando amistades

¿Dónde y cuándo te dejarán para este viaje?

Calle cercana/punto de referencia: _____

Ciudad: _____

Hora de llegar : _____ AM / PM (circula uno)

Viajando a:

- ☐ Casa ☐ Trabajo ☐ Consulta medica
☐ Escuela ☐ Compras
☐ Otro ☐ Visitando amistades

¿Cómo llegará a su destino después de este viaje en autobús?

- ☐ Caminando ☐ Bicicleta ☐ Otro autobus/tren
☐ Seré recogido ☐ Conducir ☐ Otro

¿Para este viaje, está usando un dispositivo de movilidad?

- ☐ No ☐ Silla de rueda ☐ Scooter
☐ Baston ☐ Andador ☐ Otro

¿Si no tuviera transporte público para este viaje, como llegaría a su destino?

- ☐ Manejando solo ☐ Caminado ☐ No llegaría
☐ Manejar con otros ☐ Bicicleta ☐ Taxi
☐ Dial-a-Ride ☐ Otro: _____
☐ Obtener viaje con alguien más ☐ Uber/Lyft

¿Usa otras organizaciones de transporte público frecuentemente? ¿Cuales?

Si, yo también uso _____.
(TriMet WES, TriMet autobús, Cherriots, etc.)

¿Incluyendo a usted, cuantos miembros de familia viven en su hogar? _____ personas.

Cuantos vehículos tiene en su hogar?

0 1 2 3 4 o mas

¿Cuál es su edad?

- ☐ Menos de 18 ☐ 18 to 29 ☐ 30 to 65 ☐ Más de 65

¿Cuál es su sexo?

- ☐ Femenina ☐ Masculino ☐ _____

¿A qué grupo racial or étnico te identificas más?

- ☐ Asiático/ Isleño Pacifico ☐ Americano Africano
☐ Caucásico ☐ Latino/Hispano
☐ Multirracial ☐ Nativo Americano
☐ Otro ☐ Orienta Medio

¿Cuál es su ingreso anual?

- ☐ Menos de \$10,000 ☐ \$10,000 to \$29,999
☐ \$30,000 to \$49,999 ☐ \$50,000 to \$69,000
☐ \$70,000 to \$89,000 ☐ Más de \$89,000

Codigo postal: _____

Correo electronico o teléfono: _____

Marque todos los que quiera recibir...

- ☐ Hoja informativa de SMART
☐ Resultados de encuesta
☐ Entrar en el sorteo para un premio de \$25

Gracias por su tiempo.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 19, 2022		Subject: Canyon Creek / Boeckman Intersection Design Update	
		Staff Member: Andrew Barrett, P.E. Capital Projects Manager and Zach Weigel, P.E., City Engineer	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: N/A			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 1.5. Implement existing transportation plans and advance planning efforts to improve our local transportation network.	<input checked="" type="checkbox"/> Adopted Master Plan(s): Transportation System Plan Project UU-01	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The project team will share the results from the Canyon Creek Road / Boeckman Road intersection analysis (Intersection Control Evaluation), roundabout conceptual design and cost estimates for City Council feedback.

EXECUTIVE SUMMARY:

The Canyon Creek/Boeckman Intersection Improvements project (CIP 4206) is one of the five high priority capital improvement projects that make up the Boeckman Road Corridor Project (BRCP). The other BRCP projects include roadway, sewer, and storm drainage improvements along Boeckman Road between Canyon Creek Road and Stafford Road. The existing Canyon Creek/Boeckman intersection consists of an all-way stop control and is projected to exceed Wilsonville's Level of Service (LOS) standards in the near future, leading to unacceptable vehicle delay. The BRCP includes intersection improvements through a traffic signal or roundabout at this location to increase vehicle capacity and meet LOS standards.

On June 6, 2022, City Council approved Resolution No. 2976, entering into a Progressive Design Build (PDB) Agreement with Tapani | Sundt A Joint Venture for design and construction of the BRCP. Included as part of the preliminary work under the PDB Agreement is performance of an Intersection Control Evaluation (ICE) for the Canyon Creek/Boeckman intersection, assessing both traffic signal and roundabout design options. Now that the BRCP preliminary design work is underway, the Canyon Creek/Boeckman ICE (**Attachment A**) is complete and results summarized as follows:

- **Traffic Operations** – Roundabout has the same overall Level of Service as a signalized intersection, but has less overall delay than a Traffic Signal.
- **Traffic Queues**- Traffic Signal results in longer traffic queues than a Roundabout.
- **Safety** – Traffic Signal is projected to result in more total crashes and more than double fatal and injury crashes than a Roundabout.
- **Constructability** – Roundabout will take longer to construct than a Traffic Signal. However, intersection traffic can be accommodated during construction for both designs.
- **Property Impacts** – Roundabout will require more right-of-way and result in more landscaping and parking impacts to adjacent properties than a Traffic Signal. No major structural impacts are anticipated and all impacts can be appropriately mitigated with both designs.
- **Estimated Cost** – Roundabout (\$2.96 M) estimated construction cost is \$1.15 million more than a Traffic Signal (\$1.81 M). The life cycle cost of the Roundabout results in less long term expense of approximately \$0.5 million than the Traffic Signal.
- **Placemaking** – Roundabout provides an opportunity for enhanced aesthetic and landscaping opportunities, as well as establishment of a gateway for the new bridge and road to the east.

Based on the results of the ICE, the project team has determined that a roundabout for the Canyon Creek/Boeckman Road Intersection is the preferred design treatment based on improved traffic operations, significant safety benefits, and ability to mitigate private property impacts. Because the roundabout will increase the BRCP construction costs, the project team seeks City Council feedback prior to proceed with design work.

EXPECTED RESULTS:

Upon City Council feedback, the design team will proceed with design of the Canyon Creek/Boeckman Intersection Improvements, allowing the BRCP to remain on schedule and be completed by the end of 2024. The BRCP as a whole, will make needed safety improvements to Boeckman Road by correcting a vertical curve deficiency and upgrading the steep, narrow, rural roadway to an urban standard with safe bicycle and pedestrian facilities that connect residential neighborhoods, jobs, schools, and commercial land uses.

TIMELINE:

Construction of the Canyon Creek/Boeckman Intersection improvements is anticipated to begin in the first quarter of 2024 and be completed by the end of that year.

CURRENT YEAR BUDGET IMPACTS:

The Canyon Creek/Boeckman Intersection Improvements (Project #4206) is funded through transportation system development charges (SDC). The amended Fiscal Year (FY) 22/23 budget includes \$1,491,749 for owner's representative services, engineering design, right-of-way acquisition, construction, contract administration, and overhead. The cost increase of approximately \$1,150,000 for the roundabout intersection improvement will not affect the current FY 22/23 budget, but will be included as part of the FY 23/24 budget request. In review of the Transportation System Development Charge fund, sufficient reserves are available to support the increase costs for the roundabout through next year's budget authorization.

COMMUNITY INVOLVEMENT PROCESS:

The BRCP design began in early 2022 with public outreach activities kicking off, including frequent project updates to the community and opportunities to provide feedback on project priorities and concerns. Several public events have been held, including the 2022 Block Party, Popsicles in the Park, an open house in conjunction with the West Linn-Wilsonville School District at Meridian Creek Middle School, and a project survey on Let's Talk, Wilsonville! A roundabout design at the Canyon Creek/Boeckman intersection was heavily favored by those queried by the project team at the public events.

The project team has met with a number of smaller group and individual stakeholders as the design of the project proceeds, including representatives of the New Life Church on the northeast corner of the Canyon Creek/Boeckman intersection. This property is the most impacted by the intersection improvements and the representatives are supportive of the roundabout design due to the enhanced safety benefits. The project team will continue to work with the New Life Church to mitigate property impacts resulting from the project.

Ongoing outreach and public participation is occurring through the project website, the monthly project e-newsletter, text alerts about travel conditions related to the project, Boones Ferry Messenger articles, and project surveys on Let's Talk Wilsonville. Link to project website: <https://www.ci.wilsonville.or.us/engineering/page/boeckman-road-corridor-news-and-updates>

Link to news updates on the project:

<https://www.ci.wilsonville.or.us/engineering/page/boeckman-road-corridor-news-and-updates>

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The BRCP includes roadway improvements necessary to provide safe and accessible transportation infrastructure, improving the City's local transportation network and benefitting the community. More specifically, a roundabout at the Canyon Creek/Boeckman intersection provides a safer, more efficient transportation connection along an important school access route and transition between office/industrial on the north and west to residential neighborhoods on the south and east. In addition, a roundabout design option will result in less long term cost to the community over time due to the expected decrease in vehicle delay and reduced incidence of traffic crashes.

ALTERNATIVES:

The project team identified the roundabout as the preferred Canyon Creek/Boeckman intersection design. City Council could direct staff to proceed with the traffic signal installation for the intersection. This is not recommended as an expected increase in crash frequency and associated decreased safety performance of the intersection would result, which is not desirable.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

1. Intersection Control Evaluation (ICE) for Boeckman Road & Canyon Creek Road Technical Memorandum

TECHNICAL MEMORANDUM

December 9, 2022

Project#27376.8

To: Zachary Weigel
City of Wilsonville

From: Wade Scarbrough, PE; Kelly Laustsen, PE; and Keisuke Harry, PE

RE: Intersection Control Evaluation (ICE) for Boeckman Road & Canyon Creek Road

Introduction

Boeckman Road is an east/west minor arterial in the City of Wilsonville. It is one of three corridors that directly connect the east and west sides of the city across Interstate-5. The City is pursuing a project on Boeckman Road between the intersection at Canyon Creek Road and Stafford Road to improve multimodal mobility, capacity, and safety. The project includes improving the intersection of Boeckman Road and Canyon Creek Road, currently all-way stop-controlled.

Kittel & Associates, Inc. (Kittel) conducted an intersection control evaluation (ICE) to assess both a traffic signal and roundabout. An ICE is a “data-driven, performance-based framework to screen intersection alternatives and identify an optimal solution” (Reference 1). An ICE provides objective performance metrics and results in balanced, cost-effective solutions. This evaluation, documented in this memorandum, consists of the following elements:

- Assessment of existing conditions, including crash data and traffic volumes;
- Conceptual designs for the alternatives;
- Operational analysis of the existing intersection and proposed alternatives under weekday PM peak hour existing (2021) and 2040 conditions;
- Analysis of safety performance;
- Identification of freight mobility, multimodal operations, constructability, and right-of-way needs; and
- A life-cycle cost analysis that includes both hard and soft costs.

Existing Conditions

The existing conditions analysis identifies current site conditions, crash trends, and traffic volumes at the intersection.

Site Conditions and Adjacent Land Uses

The intersection of Boeckman Road and Canyon Creek Road currently operates as an all-way stop-controlled (AWSC) intersection. Figure 1 shows the intersection layout and current lane configurations. As

shown, all approaches have separated left-turn lanes and shared through/right-turn lanes. There are crosswalks on all approaches.

The intersection is located approximately half-a-mile east of I-5. There is not access to I-5 from Boeckman Road, with the nearest interchanges at Elligsen Road to the north and Wilsonville Road to the south. The areas to the south and east of the intersection are generally residential. There is a commercial park on the northwest corner of the intersection with access to Boeckman Road approximately 500 feet¹ west of the intersection. The church on the northeast corner of the intersection has access to Canyon Creek Road approximately 150 feet¹ north of the intersection. Existing accesses within the immediate intersection vicinity are called out on Figure 1.

Figure 1: Intersection Aerial



Image source: Google Earth

Transportation Facilities

Table 1 summarizes the functional classification and the existing street characteristics of Boeckman Road and Canyon Creek Road.

¹ Measured centerline to centerline

Table 1: Existing Transportation Roadway Facilities and Roadway Designation

Roadway	Classification ¹	Number of Lanes	Posted Speed	Sidewalks	Bicycle Lanes	On-Street Parking
Boeckman Road	Minor Arterial	2-3	40 mph	Intermittent	West of Canyon Creek Road	No
Canyon Creek Road	Minor Arterial	2-3	30-35 mph	Intermittent	Yes	No

¹ Classifications are based on the City of Wilsonville Transportation System Plan (TSP, Reference 2)

Crash Data

The Oregon Department of Transportation (ODOT) provided crash records for the intersection for the ten-year period from January 1, 2011 through December 31, 2020. Table 2 summarizes the crash data. Appendix A contains the ODOT crash data.

Table 2: Crash Summary (January 2011 – December 2020)

	Crash Type						Crash Severity		Total
	Angle	Turning	Pedestrian	Rear-End	Fixed Object	Backing	PDO ¹	Injury	
2011									-
2012	1							1	1
2013									-
2014		1						1	1
2015		1	1			1	1	2	3
2016	1							1	1
2017	1			1			1	1	2
2018	1							1	1
2019	2				1		3		3
2020	1							1	1
Total	7	2	1	1	1	1	5	8	13

¹ PDO = Property Damage Only

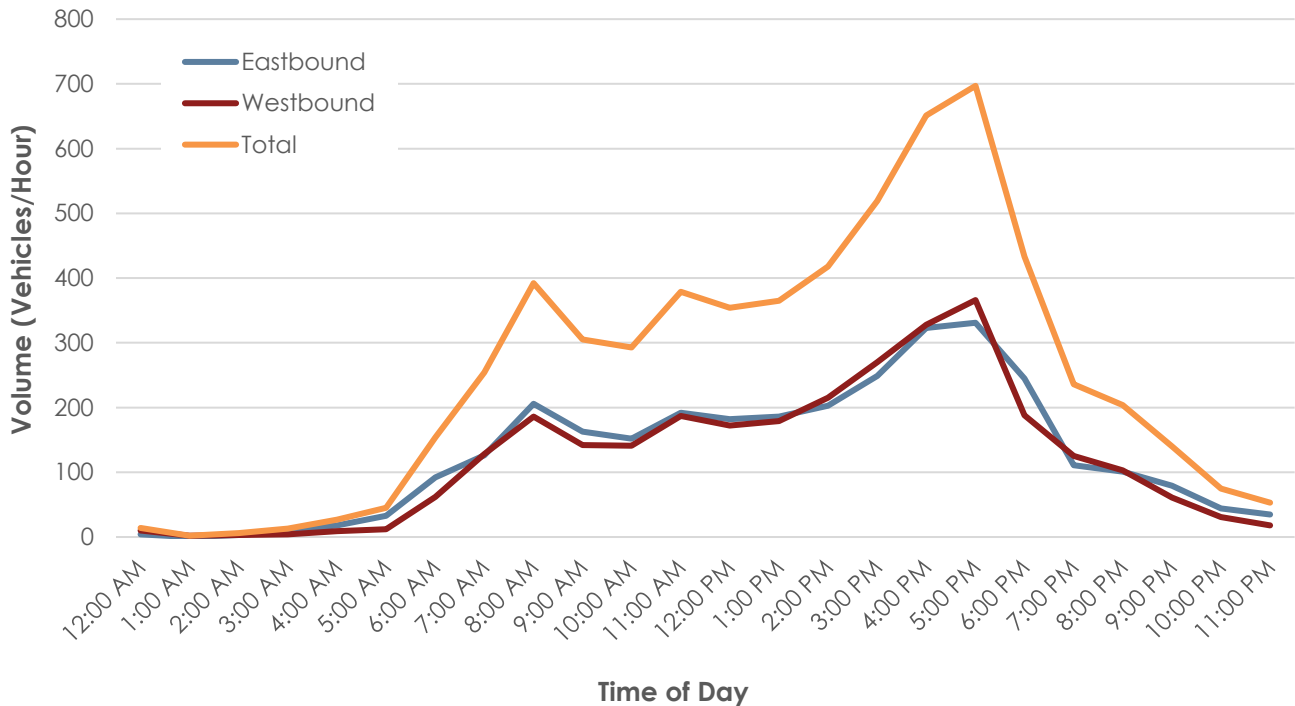
As shown in the table, 13 crashes were reported at the intersection over the 10-year period from 2011 through 2020, an average of 1.3 crashes per year. Angle crashes are the most frequent crash type, with seven of the reported crashes falling into this category. Five of the angle crashes included the error code “disregarded stop sign.” One pedestrian crash occurred, which was a possible injury crash with a driver error code of “failure to yield right-of-way to pedestrian.”

Traffic Data

Twenty-four-hour tube counts were collected on July 8, 2021 on Boeckman Road west of Canyon Creek Road. The daily traffic profile on Boeckman Road is shown in Figure 2. As illustrated in the graph, there are distinct peaks in traffic flow during the weekday AM and PM peak hours, with the weekday PM peak hour

the most critical hour. The westbound and eastbound volumes are closely balanced during each hour of the day. The average weekday daily traffic for Boeckman Road is approximately 6,030 vehicles per day. Appendix B includes the tube count data.

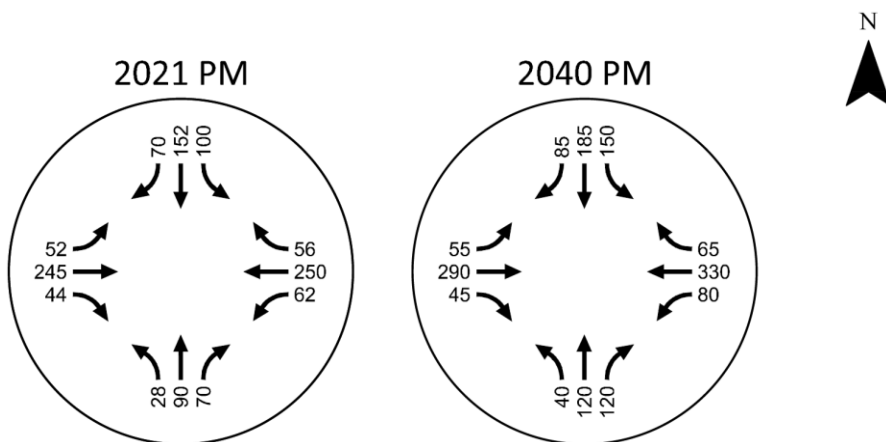
Figure 2: Boeckman Road Daily Traffic Profile



Existing and Future Intersection Volumes

Intersection turning movement counts were collected at the study intersection during the weekday PM peak hour on Thursday, September 30th, 2021. The peak hour occurred from 4:45–5:45 PM. Kittelson utilized estimated future weekday PM peak hour 2040 traffic volumes developed as part of the Frog Pond East/South Plan (currently under development). Figure 3 illustrates the 2021 and 2040 traffic volumes. Appendix B includes the turning movement counts.

Figure 3. 2021 and 2040 Weekday PM Peak Hour Traffic Volumes



Description of Alternatives

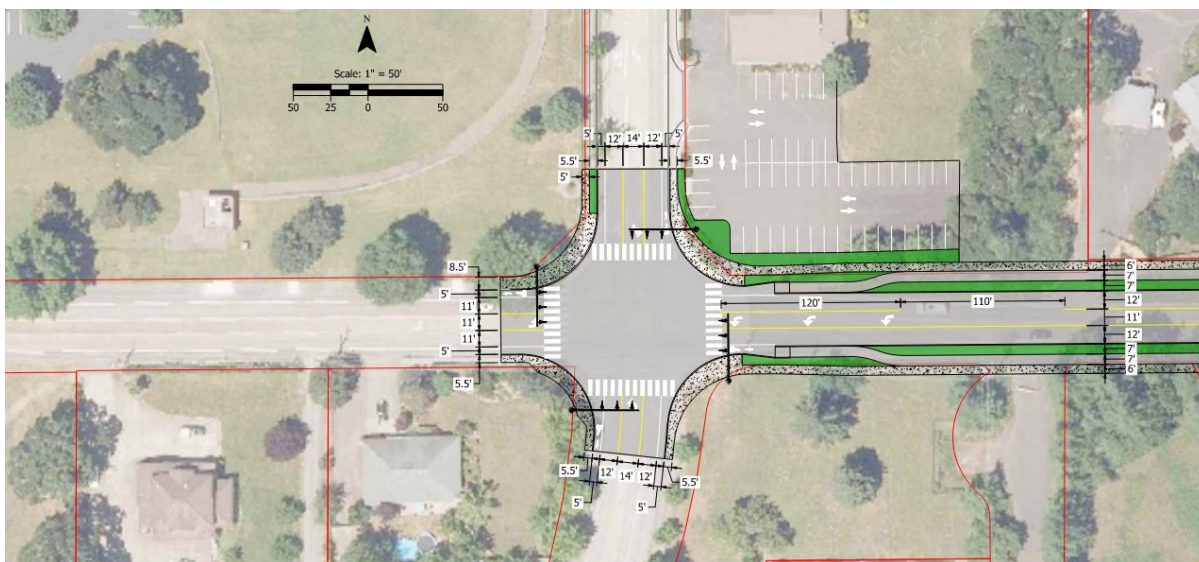
For this analysis, two alternatives were evaluated to replace the existing all-way stop, including a traffic signal and single-lane roundabout.

Alternative 1: Traffic Signal

The traffic signal alternative is shown in Figure 4. This concept is centered on the existing intersection and includes separate left-turn lanes on each approach. The concept reflects key design features, including:

- Left-turn lanes on Boeckman Road and Canyon Creek Road are designed to accommodate 2040 weekday PM peak hour 95th percentile queues and allow for adequate deceleration before vehicles reach the back of queue.
- A 60 second cycle length is assumed, with detection on all approaches and permitted left-turn signal phasing² on all approaches.
- Existing travel lanes on Canyon Creek Rd are 12 feet in width, with 14-foot left-turn lanes. Travel lanes on Boeckman Rd are 11 feet in width, with 11-foot left-turn lanes.
- Bicycle lanes are provided on all approaches within the intersection area and connect to the existing bicycle lanes to the west, north and south and planned buffered bicycle lanes to the east.
- Sidewalks are added or maintained on all approaches within the intersection area. Signal-controlled crosswalks are provided on all legs of the intersection with accessible sidewalk ramps and pushbuttons at each corner.
- Curb radii and relevant striping are designed for fire trucks and 40-foot school buses while accommodating a WB-62 vehicle. Turning movement analysis shows that fire trucks and school buses can complete turning movements without encroaching into other travel lanes, but a WB-62 will encroach into the opposing lanes to complete right turns. The truck turning figures for the traffic signal alternative are shown in Appendix C.
- Existing access points to surrounding properties are maintained. The Canyon Creek Road South approach east of the intersection would remain closed given its close proximity to the intersection.

Figure 4.: Traffic Signal Alternative



² Based on the guidance in ODOT's *Traffic Signal Policy and Guidelines* (Reference 3)

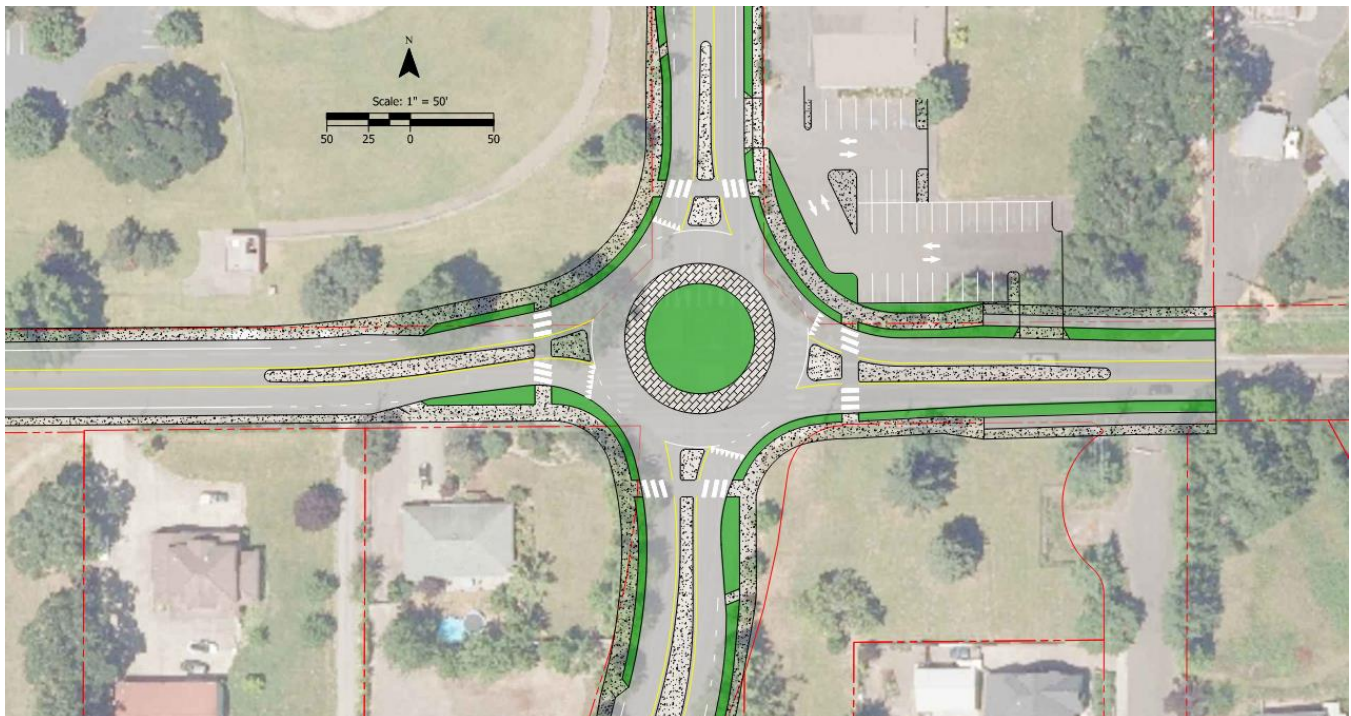
Alternative 2: Roundabout

The second alternative is a single-lane roundabout, shown in Figure 5. Key design features for the roundabout design concept include:

- An inscribed circle diameter (ICD) of 130 feet and 90-foot central island diameter, including a mountable truck apron approximately 15 feet in width. The roundabout is designed for fire trucks, 40-foot school buses, and WB-62 design vehicles. The truck turning figures for the roundabout alternative are shown in Appendix D.
- A 20-foot circulatory roadway.
- Single-lane entry and exits ranging from 16 feet to 21 feet in width. These widths were determined based on preliminary analysis of truck turning paths.
- 10-foot wide crosswalks set back approximately 5 feet from the circulatory roadway. Each crosswalk includes a pedestrian refuge area within the splitter island.
- Bicycle ramps on each approach and departure legs, typically located approximately 100 to 150 feet from the circulatory roadway (where the bicycle lanes are terminated).
- Detached 10-foot wide shared-use path between the bicycle ramps and around the perimeter of the roundabout.
- Bicycle lanes and sidewalks that tie into the existing infrastructure.
- 5-foot planter strips between the roadway curbs and shared path.
- Access to the church on the northeast corner of the property is provided via a new right-in/right-out access on Boeckman Road, with the existing access on Canyon Creek Road converted to right-in/right-out. All other access points are unmodified.

These dimensions and design features comply with the guidelines outlined in National Cooperative Highway Research Program (NCHRP) Report 672 *Roundabouts: An Informational Guide*, 2nd Edition (Reference 4).

Figure 5. Roundabout Concept



Alternatives Evaluation

The two alternatives were evaluated based on the following considerations:

- Traffic Operations
- Safety Performance
- Freight Mobility
- Multimodal Operations
- Construction Feasibility
- Life-Cycle Cost

The results of the evaluation are described in the following sections and summarized in Table 8.

Traffic Operations

The operational performance relates to the ability of the intersection to serve the existing 2021 volumes and predicted 2040 volumes. For this analysis, delay, level of service (LOS), volume-to-capacity ratio (V/C), and 95th percentile queues were measured, using the methodology in the *Highway Capacity Manual* (Reference 5). Table 3 provides a summary of operational results for the 2021 and 2040 weekday PM peak hours. All Vistro worksheets are included in Appendix E.

Table 3: Weekday Peak Period Operations Comparison

Approach	2021 Weekday PM Peak Hour			2040 Weekday PM Peak Hour		
	No-Build (AWSC)	Alt 1: Traffic Signal	Alt 2: Roundabout	No Build (AWSC)	Alt 1: Traffic Signal	Alt 2: Roundabout
Volume-to-Capacity (v/c) Ratio (LTR except where noted)						
Northbound	L = 0.07 TR = 0.36	L = 0.08 TR = 0.36	0.24	L = 0.11 TR = 0.62	L = 0.12 TR = 0.45	0.40
Southbound	L = 0.24 TR = 0.49	L = 0.25 TR = 0.48	0.39	L = 0.42 TR = 0.69	L = 0.44 TR = 0.48	0.57
Eastbound	L = 0.12 TR = 0.63	L = 0.15 TR = 0.52	0.40	L = 0.15 TR = 0.86	L = 0.21 TR = 0.56	0.51
Westbound	L = 0.15 TR = 0.66	L = 0.17 TR = 0.56	0.37	L = 0.22 TR = 1.01	L = 0.27 TR = 0.67	0.50
Average Delay (sec/veh)						
Northbound	13.8	8.6	6.7	22.6	11.0	9.8
Southbound	15.5	9.5	8.3	24.2	12.8	13.1
Eastbound	19.4	8.5	8.3	40.0	11.7	11.2
Westbound	20.4	8.7	7.1	46.2	12.6	9.4
Overall Intersection	17.8	8.8	7.7	40.0	12.1	10.9
Level of Service (LOS)						
Northbound	B	A	A	C	B	A
Southbound	C	A	A	C	B	B
Eastbound	C	A	A	E	B	B
Westbound	C	A	A	F	B	A
Overall Intersection	C	A	A	E	B	B

Approach	2021 Weekday PM Peak Hour			2040 Weekday PM Peak Hour		
	No Build	Alt 1: Traffic Signal	Alt 2: Roundabout	No Build	Alt 1: Traffic Signal	Alt 2: Roundabout
95th Percentile Queue by Lane (feet)¹ (LTR except where noted)						
Northbound	L = 25 TR = 50	L = 25 TR = 50	25	L = 25 TR = 100	L = 25 TR = 75	50
Southbound	L = 25 TR = 75	L = 25 TR = 50	50	L = 50 TR = 100	L = 75 TR = 100	100
Eastbound	L = 25 TR = 125	L = 25 TR = 50	50	L = 25 TR = 150	L = 25 TR = 100	75
Westbound	L = 25 TR = 125	L = 25 TR = 50	50	L = 25 TR = 225	L = 50 TR = 125	75

¹ Queues rounded up to the nearest 25 feet.

² L = Left, TR = Through-Right, LTR = Left-Through-Right

As shown in the table, the intersection is projected to operate under capacity and at an overall LOS of D or better under all scenarios, except for during the 2040 weekday PM peak hour conditions as an all-way stop-controlled intersection. During this scenario, the intersection is projected to operate at a LOS E with a delay of 40.0 seconds. While operations are relatively similar between the signal and roundabout alternative, delays and queues are notably longer under the no-build scenario.

SIGNAL WARRANT ANALYSIS

A signal warrant analysis for the intersection was conducted using the volume-based warrants in the Manual of Uniform Traffic Control Devices (MUTCD, Reference 6). The analysis was run using the weekday PM peak hour turning movement counts collected in September 2021 and extrapolating twenty-four hour counts based on the volume profile from the tube counts collected on Boeckman Road in July 2021. Based on the assessment, a signal is warranted based on the peak hour, four-hour, and eight-hour volume warrants. The supporting signal warrant worksheet is provided in Appendix F.

Safety Performance

The safety performance of each alternative was evaluated and compared to that of the existing all-way stop control. The Highway Safety Manual (HSM) provides crash prediction methods for traffic signals and roundabouts. These methods were used in conjunction with the local calibration coefficients developed by ODOT (References 7 and 8).

The HSM currently does not provide safety performance methods to predict crashes for all-way stop controlled intersections. To compare the build alternatives to the no-build scenario, Kittelson assumed that the predicted crash rate for an all-way stop controlled intersection would be a similar rate to that of a roundabout. Research cited in *NCHRP Report 672* justifies this, stating that the estimated percent reduction in crashes from converting an all-way stop controlled intersection to a roundabout are insignificant (Reference 9).

The evaluation was performed using the Federal Highway Administration (FHWA) Safety Performance for Intersection Control Evaluation (SPICE) Tool. Crash prediction results for the all-way stop, traffic signal, and roundabout are shown in Table 4 for the expected opening year of 2025 and the design year of 2040.

Table 4: Crash Prediction Results – Annual Crashes

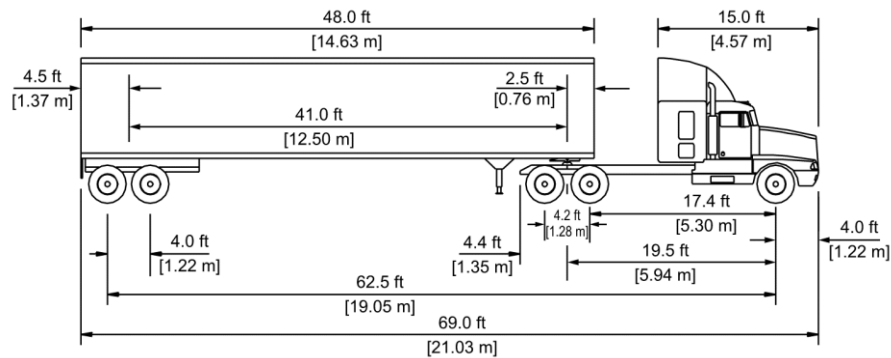
	No-Build		Traffic Signal		Roundabout	
	Total Crashes	Fatal and Injury Crashes	Total Crashes	Fatal and Injury Crashes	Total Crashes	Fatal and Injury Crashes
Opening Year (2025)	1.2	0.2	1.6	0.5	1.2	0.2
Design Year (2040)	1.5	0.3	2.1	0.7	1.5	0.3

The safety performance results indicate that the roundabout is expected to have similar safety performance to the existing all-way stop-controlled intersection, while the signal is expected to increase crash frequency. More than twice as many fatal and injury crashes are expected with a traffic signal compared to an all-way stop-controlled intersection or roundabout.

These safety performance results will be used as inputs in the life-cycle cost analysis, based on monetary values assigned to the different severities of crashes.

Freight Mobility

Both the signal and roundabout alternatives are designed to accommodate an American Association of State Highway and Transportation Officials (AASHTO) WB-62 tractor-trailer design vehicles making turning movements at the intersection. Figure 6 displays the dimensions of the design vehicle.

Figure 6. AASHTO WB-62 Design Vehicle

Appendix C includes the design vehicle turning paths for the critical turn movements at each leg for the signal alternative. Additionally, it includes representative turning paths for school buses. As shown in the exhibit, the signal is designed for bus turning movements and accommodates the WB-62 design vehicle (with encroachment across centerlines). Though not shown in the exhibit, the traffic signal is expected to accommodate all fire trucks, motorhomes, and other buses, as these vehicles have turning paths similar to the school bus.

Appendix D includes the design vehicle turning paths for the critical turn movements at each leg for the roundabout alternative. Additionally, it includes representative turning paths for school buses. As shown in the exhibit, the roundabout is designed for bus turning movements as well as the WB-62 design vehicle. Though not shown in the exhibit, the roundabout is expected to accommodate all fire trucks, motorhomes, and other buses, as these vehicles have turning paths similar to the school bus.

Multimodal Operations

The design for both intersection alternatives includes pedestrian crossings and sidewalks on all approaches at the intersection. The traffic signal includes signal-controlled crosswalks while the roundabout provides marked crosswalks with pedestrian refuge areas in the splitter islands.

Both alternatives include bicycle facilities that connect to existing bicycle lanes to the west, north and south and planned buffered bicycle lanes to the east. The roundabout alternative also includes a 10-foot shared path on all corners of the intersection, allowing cyclists the option to navigate through the roundabout either as a vehicle or as a pedestrian.

Construction Feasibility

Considerations related to maintenance of traffic and construction phasing for each alternative are noted in Table 5.

Table 5: Construction Feasibility Considerations

	Traffic Signal	Roundabout
Maintenance of Traffic	<ul style="list-style-type: none"> The east leg of the intersection would be constructed during the roadway closure (during construction of bridge over Boeckman Creek), so there would be limited movements through the intersection to maintain. Maintenance of traffic would be simpler for the traffic signal compared to the roundabout, as the intersection could be maintained as a stop-controlled intersection during construction. 	<ul style="list-style-type: none"> The east leg of the intersection would be constructed during the roadway closure (during construction of the bridge over Boeckman Creek), so there would be limited movements through the intersection to maintain. Construction may require more temporary pavement and grading compared to the traffic signal. Roundabout will require more storm drainage improvements compared to the traffic signal. Maintenance of traffic will be more involved since construction of the approach legs and center circle will be phased.
Construction Phasing/Schedule	<ul style="list-style-type: none"> Overhead power on the south leg may conflict with traffic signal poles and arms and will likely need to be relocated prior to signal installation. If it is possible to keep the existing concrete pavement through the intersection, phasing would be very simple and include curb/sidewalk modifications, minimal pavement changes, and installation of signal equipment. Procurement of signal equipment could impact schedule. Likely faster to construct due to minimal infrastructure (curbs, sidewalks, pavement), fewer phases, and little to no temporary pavement required. 	<ul style="list-style-type: none"> Likely will not require overhead power relocation. Likely more certain schedule, although right-of-way needed could impact schedule. Longer schedule due to multiple phases need to construct roundabout.

As shown in the table, the roundabout alternative will likely require a more involved plan to maintain traffic during construction and take longer to construct.

Right-of-Way Needs

Right-of-way acquisition is necessary for both intersection control alternatives. Considerations related to the right-of-way impacts for each alternative are discussed below.

Traffic Signal Alternative

The right-of-way needs associated with the traffic signal alternative are driven by the proposed addition of buffered bicycle lanes and sidewalks, design vehicle turning requirements, and area required for the placement of signal equipment. The total amount of right-of-way acquisition for the signalized alternative is estimated at 3,325 square feet.

It is anticipated that right-of-way needs for the signal alternative, as shown, will occur at the corners of the northwest, northeast, southwest, and southeast parcels. Impacts to the function of businesses and residents at these corners will be minimal; the northeast parcel will be the most impacted, requiring minor reconstruction of the parking lot resulting in the loss of up to two (2) parking spaces. No other functional loss is anticipated for the remaining parcels. However, existing landscaping in both the northwest and southwest parcels will likely be impacted.

Roundabout Alternative

The right-of-way impacts of the roundabout alternative are driven by the 130-foot ICD which is placed slightly north of the Boeckman Road centerline to minimize impacts to the residential property at the southwest corner. Additionally, the roundabout design requires widening of all approaches to accommodate the addition of splitter islands and shared-use paths. The total amount of right-of-way acquisition for the roundabout alternative is estimated at 11,750 square feet.

Right-of-way is needed on all four corners of the intersection. Impacts to the function of businesses and residents at the northwest, southwest and southeast corners will be minimal, with no functional loss of these parcels anticipated. The northeast parcel will be the most impacted, resulting in the loss of up to 24 parking spaces. A more detailed analysis of site circulation and parking is needed to better understand the parking impact and access needs.

Life-Cycle Cost Analysis

A life-cycle cost analysis was conducted to compare costs over a 16-year life cycle (assuming a design year of 2040) for both alternatives and the existing all-way stop-controlled intersection. The analysis was conducted using a variation of the spreadsheet-based Life-Cycle Cost Estimation Tool (LCCET) developed as part of NCHRP *Web-Only Document 220: Estimating the Life-Cycle Cost of Intersection Designs* (Reference 10). The tool used was a modified version of the LCCET developed by the Florida Department of Transportation (Reference 11).

The life-cycle cost includes both “hard” costs incurred by the City (construction, right-of-way, operations and maintenance) and “soft” costs incurred by society (value of users’ time, fuel, crash costs). The cost estimates provided are 2025 values, and the net present value calculations are based on a base year of 2025. A discount rate of four percent (Reference 10) was applied to all future costs to calculate the net present value of the costs, with more details on the assumed costs summarized below.

The design year 2040 was selected given the City’s typical planning horizon and the availability of volume projections for the year 2040. It should be noted that roundabouts typically have longer functional lives than roundabouts and therefore in 2040 the roundabout option is likely to have significantly more useful years of service left, whereas a traffic signal may be closer to needing replacement. Several agencies

reflect longer service lives for a roundabout compared to a traffic signal, as does NCHRP Report 672. Indiana DOT (Reference 12) indicates the "service life of a roundabout is 25 years (vs. the 10-year service life of signal equipment)" and Nevada DOT (Reference 13) indicates the "service life of a roundabout is approximately 25 years, versus approximately 10-20 years of service life for traffic signals."

CALCULATION OF HARD COSTS

The project design-build team prepared planning-level cost estimates for construction of each alternative based on the conceptual design drawings. The cost estimates include an itemized breakdown of major earthwork, pavement structure, and other identifiable major components, (e.g., signing and pavement marking and street lighting). Groups of items (such as work zone traffic control) are presented as lump sum items, and the estimates provided are based on similar work from other recent projects. The assumed unit costs, estimated quantities, and cost estimates are provided in Appendix G.

Other assumptions used in developing the cost estimates include:

- Roadway widening would include full-depth pavement construction consistent with the City standard pavement section.
- Sidewalks, curbs, and ramps would be constructed as shown on the concept design drawings.
- Stormwater management and treatment facilities will be provided in accordance with City requirements.
- Signal installation (complete) is estimated at \$672,500.
- Construction cost excludes costs for construction management.
- The cost estimates for right-of-way acquisitions are based on an anticipated cost of \$17.80 per square foot for partial takings of property. The costs presented assume that full taking of the affected properties will not be required.

Based on these assumptions, the preliminary construction cost and project cost estimates are summarized in Table 6.

Table 6: Preliminary Construction Cost Estimates for Alternatives (2022 Costs)

	Traffic Signal	Roundabout
Construction Cost	\$1,440,000	\$2,090,000
Right-of-Way Cost	\$60,000	\$210,000
Additional Engineering/Design Cost*	-	\$155,000
Owner's Rep Cost		\$50,000
Survey Work Cost	\$20,000	\$30,000
Contingency (20% of Construction Costs)	\$290,000	\$420,000
Total Construction Cost (Including Contingency)	\$1,810,000	\$2,955,000

Notes: Costs rounded to the nearest \$5,000

*Engineering/design cost is already included in the City's design-build contract. Additional design cost would be necessary for roundabout alternative. The additional design cost for the roundabout is covered under contingency Task 14 in the design-build contract.

The City of Wilsonville provided estimated costs for typical maintenance activities associated with each alternative, based on average numbers from the city budget reports. Assumed post-construction costs associated with operations and maintenance are as follows:

- All Way Stop (No Build)
 - None
- Traffic Signal:
 - Signal retiming: \$10,000 every three years
 - Lighting: \$1,000 annually
 - Signal maintenance: \$13,000 annually
- Roundabout
 - Landscaping maintenance: \$1,000 annually

CALCULATION OF SOFT COSTS

Delay costs were based on value of user time from the 2021 TTI Urban Mobility Report (Reference 14). The assumed value of time used to calculate delay costs are:

- Auto passenger delay: \$19.64 per person hour
- Truck delay: \$55.24 per truck hour

Crash cost estimates attempt to account for the economic costs (monetary impacts) of crashes including property damage, medical costs, crash response, lost wages, productivity loss, insurance administration, etc. The cost of a severe crashes is higher than that of property damage only (PDO) crash. The crash costs are based on the ODOT Highway Safety Improvement Program (HSIP) Guide and are comprehensive economic values per crash type calculated by ODOT (Reference 15). The costs used are:

- Cost per PDO crash: \$19,400
- Cost per fatal or injury crash: \$271,800

Appendix H provides details on how the cost per fatal or injury crash was developed.

ANALYSIS FINDINGS

Table 7 summarizes the estimated life-cycle costs given a design year of 2040.

Table 7. Life-Cycle Cost Analysis: Net Present Value of Costs (2025 Dollars)

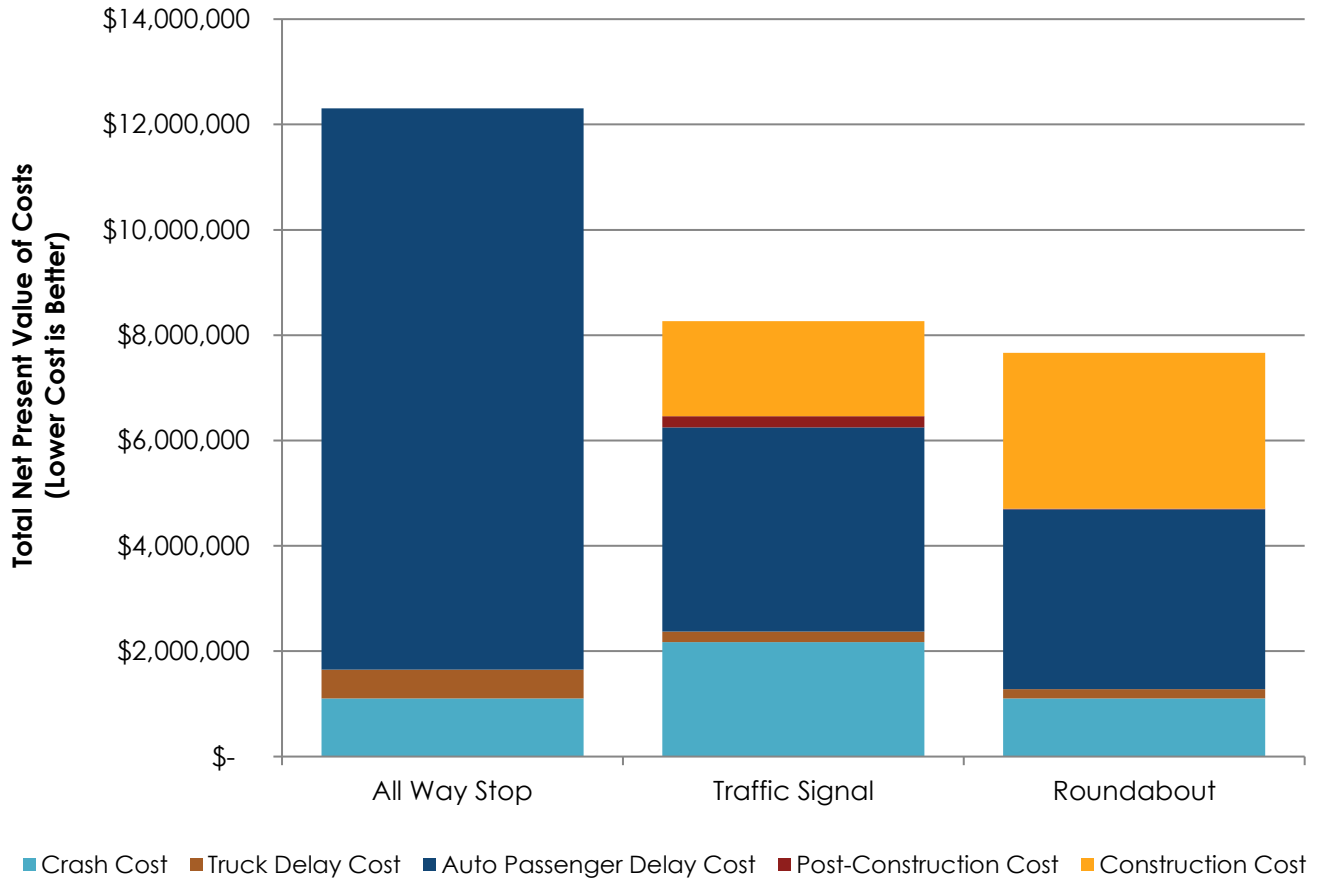
Cost Categories	No Build (AWSC)	Traffic Signal	Roundabout
Construction Cost	\$0	\$1,810,000	\$2,955,000
Post-Construction Cost (Operations & Maintenance)	\$0	\$215,000	\$10,000
Auto Passenger Delay Cost	\$10,650,000	\$3,875,000	\$3,415,000
Truck Delay Cost	\$550,000	\$200,000	\$175,000
Crash Cost	\$1,105,000	\$2,170,000	\$1,105,000
Total Cost	\$12,305,000	\$8,270,000	\$7,660,000

Note: Costs rounded to the nearest \$5,000

As shown in the table, the roundabout has the lowest life-cycle cost. Although the signalized alternative has a lower construction cost than the roundabout, it has a slightly higher total cost due to the higher

post-construction cost, vehicular delay cost, and crash cost. The no-build alternative (i.e. existing all-way stop-controlled intersection) has no construction cost or post-construction cost, but it has the highest overall cost due to the vehicular delay cost. The auto passenger delay cost is the largest contributor to the total cost for all three alternatives. Figure 7 graphs the estimated net present value of total costs.

Figure 7: Net Present Value of Total Costs



Appendix I provides the outputs for the life-cycle costs analysis.

Conclusion

The evaluations of each alternative, as described in the previous sections, are summarized in Table 8.

Table 8. Evaluation Summary

Consideration	Alt 1: Traffic Signal	Alt 2: Roundabout
Traffic Operations	Operates at a LOS B under 2040 weekday PM peak hour conditions.	Operates at a LOS B under 2040 weekday PM peak hour conditions.
Safety Performance	2.1 total crashes/year including 0.7 fatal/injury crashes per year in 2040.	1.5 total crashes/year including 0.3 fatal/injury crashes per year in 2040.
Freight Mobility	Accommodates a WB-62 design vehicle.	Designed for a WB-62 design vehicle.
Multimodal Operations	Provides bicycle lanes through intersection and sidewalks with signal-controlled crosswalks.	Includes a 10-foot shared path on all corners of the intersection, allowing cyclists the option to navigate through the roundabout either as a vehicle or as a pedestrian. Provides sidewalks and marked pedestrian crossings with pedestrian refuge in the splitter island.
Construction Feasibility	<p>Maintenance of traffic would be simpler compared to the roundabout.</p> <p>Overhead power on the south leg may need to be relocated, which could impact the schedule.</p> <p>Likely faster to construct due to minimal infrastructure, fewer phases, and little to no temporary pavement required.</p>	<p>Maintenance of traffic will be more involved since construction of the approach legs and center circle will be phased.</p> <p>Likely more certain schedule, although right-of-way needed could impact the schedule.</p> <p>Longer schedule due to multiple phases need to construct roundabout.</p>
Right-of-Way Needs	Requires approximately 3,325 SF of new right-of-way. Minor parking loss in northeast parcel. Landscape impacts on northwest and southwest parcels.	Requires approximately 11,750 SF of new right-of-way. More substantial parking loss in northeast parcel. Landscape impacts on northwest and southwest parcels.
Life-Cycle Cost Analysis	15-year life-cycle cost: \$8,270,000 (2025 dollars)	15-year life-cycle cost: \$7,660,000 (2025 dollars)

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7. ODOT. *Calibrating the Highway Safety Manual Prediction Methods for Oregon Highways, Final Report SPR 684*. 2012.
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13. Nevada DOT. *Safety/Other Roundabout Benefits*. <https://www.dot.nv.gov/safety/roadway-safety-improvements/roundabouts/safety-other-roundabout-benefits>
14. Texas A&M Transportation Institute. *2021 Urban Mobility Report*. 2021.
15. ODOT. *Highway Safety Program Guide*. 2021.

Appendix A Crash Data

CITY OF WILSONVILLE, CLACKAMAS COUNTY

Intersectional Crashes at SW Canyon Creek Rd & SW Boeckman Rd in Wilsonville, OR. Includes Crashes within 200 Ft of the intersection.
January 1, 2011 through December 31, 2020

SER#	E A / C O	DATE	FC	CITY STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH TYP	SPCL	MOVE	A S	PED	ACTN	EVENT	CAUSE
INVEST	E L M H R	DAY/TIME		FIRST STREET	DIRECT	(MEDIAN)	TRAF-	RNDBT	SURF	COLL TYP	USE	FROM	G E	LOC			
UNLOC?	D C J L K	LAT/LONG	DISTNC	INTERSECTION SEQ #	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	OWNER	TO	P#	TYPE	SVRTY	E X RES
00594	N N N N N	02/15/2015	16	BOECKMAN RD	INTER	CROSS	N	N	CLR	PED	01	NONE	0	STRGHT			
COUNTY	N	Sun 5P	0	CANYON CREEK RD	E		STOP SIGN	N	DRY	PED		PRVTE	E W		015		00
No	45 19 2.94	-122 45 27.82		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	45 F OR-Y
																OR<25	029
														01	CONV	INJC	21 M 03 000
																	034 00
04893	N N N	11/18/2015	16	BOECKMAN RD	INTER	CROSS	N	N	UNK	O-1STOP	01	NONE	0	BACK			
NONE	N	Wed 3P	0	CANYON CREEK RD	E		STOP SIGN	N	WET	BACK		PRVTE	W E		000		00
No	45 19 2.94	-122 45 27.82		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00 F UNK
																OR<25	011
											02	NONE	0	STOP			
												PRVTE	E W				011
												PSNGR CAR		01	DRVR	NONE	17 F OR-Y
																OR<25	000
																	000 000
04854	N N N	11/17/2017	16	BOECKMAN RD	INTER	CROSS	N	N	UNK	S-1STOP	01	NONE	9	STRGHT			
NO RPT	N	Fri 7P	0	CANYON CREEK RD	W		STOP SIGN	N	WET	REAR		N/A	W E		000		00
No	45 19 2.94	-122 45 27.82		1	06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00 U UNK
																	000 000
											02	NONE	9	STOP			
												N/A	W E				011
												PSNGR CAR		01	DRVR	NONE	00 U UNK
																	000 000
02871	N N N N N	06/25/2016	16	BOECKMAN RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	0	STRGHT			
COUNTY	N	Sat 6P	0	CANYON CREEK RD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	E W		015		03
No	45 19 2.94	-122 45 27.82		1	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	17 F OR-Y
																OR<25	000
														02	PSNG	INJC	19 F
																	000 000
											02	NONE	0	STRGHT			
												PRVTE	N S		000		00
												PSNGR CAR		01	DRVR	NONE	61 M OR-Y
																OR<25	021
																	000 03
02365	N N N N N	06/20/2014	16	BOECKMAN RD	INTER	3-LEG	N	N	CLR	O-1 L-TURN	01	NONE	0	STRGHT			
COUNTY	N	Fri 12P	0	CANYON CREEK RD	CN		STOP SIGN	N	DRY	TURN		PRVTE	E W		000		02
No	45 19 2.94	-122 45 27.82		1	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	35 M OR-Y
																	OR<25
										</							

em C.

CITY OF WILSONVILLE, CLACKAMAS COUNTY

Intersectional Crashes at SW Canyon Creek Rd & SW Boeckman Rd in Wilsonville, OR. Includes Crashes within 200 Ft of the intersection.

January 1, 2011 through December 31, 2020

[illegible]

Item C.

CITY OF WILSONVILLE, CLACKAMAS COUNTY Intersectional Crashes at SW Canyon Creek Rd & SW Boeckman Rd in Wilsonville, OR. Includes Crashes within 200 Ft of the intersection.
D
January 1, 2011 through December 31, 2020

SER#	P	E	A	G	S	W	DATE	FC	CITY STREET	RD CHAR	INT-TYP	INT-REL	OFF-RD	WTHR	CRASH TYP	SPEC	MOVE	A	S	PED	ACTN	EVENT	CAUSE							
INVEST	E	L	M	H	R		DAY/TIME		FIRST STREET	DIRECT	(MEDIAN)	TRAF-	RNDBT	SURF	COLL TYP	USE	FROM	G	E	LICNS										
UNLOC?	D	C	J	L	K		LAT/LONG	DISTNC	INTERSECTION SEQ #	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	OWNER	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR				
00988	N	N	N				03/15/2017	16	BOECKMAN RD	INTER	CROSS	N		N	CLD	ANGEL-OTH	01	NONE	0	STRGHT								013	03	
NO RPT				N			Wed 7A	0	CANYON CREEK RD	CN		STOP SIGN		N	WET	ANGEL		PRVTE		W	E						000	00		
No	45	19	2.94	-122	45	27.82			1	04	0			N	DAWN	INJ		PSNGR CAR				01	DRVR	INJA	22	F	OR-Y	021	000	03

ACTION CODE TRANSLATION LIST		
ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST		
ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST		
CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST		
COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST		
CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNUED FROM WRONG LANE
007	TO WRONG	TURNUED INTO WRONG LANE
008	ILLEG U	U-TURNUED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST		
EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

Item C.

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST	
CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYANCE
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OBJECT
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN OBJECT
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST		
CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
040	AUTO. FLAG	AUTOMATED FLAGGER ASSISTANCE DEVICE
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Appendix B Traffic Data

QUALITY COUNTS REPORT

Type: Volume Data
 Location: Boeckman Rd 250-700' w/o Canyon Creek Rd
 Specific Location:
 City/State: Wilsonville OR
 QCJobNo: 15502817
 Date:
 Direction: EB
 Comments:

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic
				8-Jul-21					
12:00 AM				4		4			4
1:00 AM				0		0			0
2:00 AM				3		3			3
3:00 AM				9		9			9
4:00 AM				18		18			18
5:00 AM				33		33			33
6:00 AM				92		92			92
7:00 AM				126		126			126
8:00 AM				206		206			206
9:00 AM				163		163			163
10:00 AM				152		152			152
11:00 AM				192		192			192
12:00 PM				182		182			182
1:00 PM				186		186			186
2:00 PM				203		203			203
3:00 PM				249		249			249
4:00 PM				323		323			323
5:00 PM				331		331			331
6:00 PM				245		245			245
7:00 PM				111		111			111
8:00 PM				101		101			101
9:00 PM				79		79			79
10:00 PM				44		44			44
11:00 PM				35		35			35
Day Total				3087		3087			3087
ADT				3087		3087			3087

%Weekday Average 100.00%

%Week Average 100.00% 100.00%

AM Peak 8:00 AM 8:00 AM 8:00 AM
 Volume 206 206 206

PM Peak 5:00 PM 5:00 PM 5:00 PM
 Volume 331 331 331

QUALITY COUNTS REPORT

Type: Volume Data
 Location: Boeckman Rd 250-700' w/o Canyon Creek Rd
 Specific Location:
 City/State: Wilsonville OR
 QCJobNo: 15502817
 Date:
 Direction: WB
 Comments:

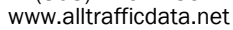
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic
				8-Jul-21					
12:00 AM				10		10			10
1:00 AM				2		2			2
2:00 AM				3		3			3
3:00 AM				4		4			4
4:00 AM				9		9			9
5:00 AM				12		12			12
6:00 AM				62		62			62
7:00 AM				128		128			128
8:00 AM				186		186			186
9:00 AM				142		142			142
10:00 AM				141		141			141
11:00 AM				187		187			187
12:00 PM				172		172			172
1:00 PM				179		179			179
2:00 PM				215		215			215
3:00 PM				270		270			270
4:00 PM				328		328			328
5:00 PM				366		366			366
6:00 PM				188		188			188
7:00 PM				125		125			125
8:00 PM				103		103			103
9:00 PM				61		61			61
10:00 PM				31		31			31
11:00 PM				18		18			18
Day Total				2942		2942			2942
ADT				2942		2942			2942

%Weekday Average 100.00%

%Week Average 100.00% 100.00%

AM Peak 11:00 AM 11:00 AM 11:00 AM
 Volume 187 187 187

PM Peak 5:00 PM 5:00 PM 5:00 PM
 Volume 366 366 366



Interval Start Time	Boeckman Rd Eastbound				Boeckman Rd Westbound				SW Canyon Creek Rd Northbound				SW Canyon Creek Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	6	17	8	0	11	31	4	0	4	5	2	0	5	9	4	106	1,142
4:05 PM	0	4	22	2	0	4	18	7	0	0	8	6	0	2	9	1	83	1,148
4:10 PM	0	5	21	3	0	3	20	4	0	1	5	5	0	3	15	7	92	1,172
4:15 PM	0	5	14	3	0	2	15	5	0	2	15	6	0	8	7	3	85	1,184
4:20 PM	0	2	28	2	0	4	14	6	0	2	11	4	0	5	15	3	96	1,201
4:25 PM	0	3	19	7	0	7	22	4	0	3	7	4	0	7	9	2	94	1,201
4:30 PM	0	3	23	3	0	8	21	4	0	2	4	5	0	7	5	9	94	1,202
4:35 PM	0	4	22	5	0	2	19	5	0	3	10	1	0	3	13	3	90	1,214
4:40 PM	0	3	19	2	0	6	12	3	0	3	8	4	0	11	14	7	92	1,215
4:45 PM	0	3	18	4	0	1	20	3	0	3	5	3	0	9	9	7	85	1,219
4:50 PM	0	8	12	4	0	5	31	6	0	2	9	5	0	12	16	3	113	1,214
4:55 PM	0	7	25	2	0	6	19	3	0	3	7	8	0	9	13	10	112	1,190
5:00 PM	0	5	22	0	0	2	12	6	0	5	9	11	0	16	15	9	112	1,165
5:05 PM	0	2	27	7	0	8	24	6	0	1	7	3	0	9	10	3	107	
5:10 PM	0	3	21	6	0	8	20	5	0	1	11	4	0	6	12	7	104	
5:15 PM	0	7	19	3	0	4	20	6	0	3	10	7	0	6	14	3	102	
5:20 PM	0	5	14	5	0	7	23	7	0	3	4	5	0	6	11	6	96	
5:25 PM	0	4	19	6	0	7	18	5	0	2	3	3	0	7	16	5	95	
5:30 PM	0	2	25	5	0	3	20	3	0	1	10	7	0	10	11	9	106	
5:35 PM	0	3	21	1	0	6	17	5	0	3	8	5	0	4	17	1	91	
5:40 PM	0	3	22	1	0	5	26	1	0	1	7	9	0	6	8	7	96	
5:45 PM	0	1	21	3	0	7	20	2	0	2	8	6	0	6	2	2	80	
5:50 PM	0	2	16	4	0	5	20	6	0	0	11	2	0	10	10	3	89	
5:55 PM	0	4	19	2	0	6	16	5	0	0	5	3	0	9	14	4	87	
Count Total	0	94	486	88	0	127	478	111	0	50	187	118	0	176	274	118	2,307	
Peak Hour	0	52	245	44	0	62	250	56	0	28	90	70	0	100	152	70	1,219	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Item C.

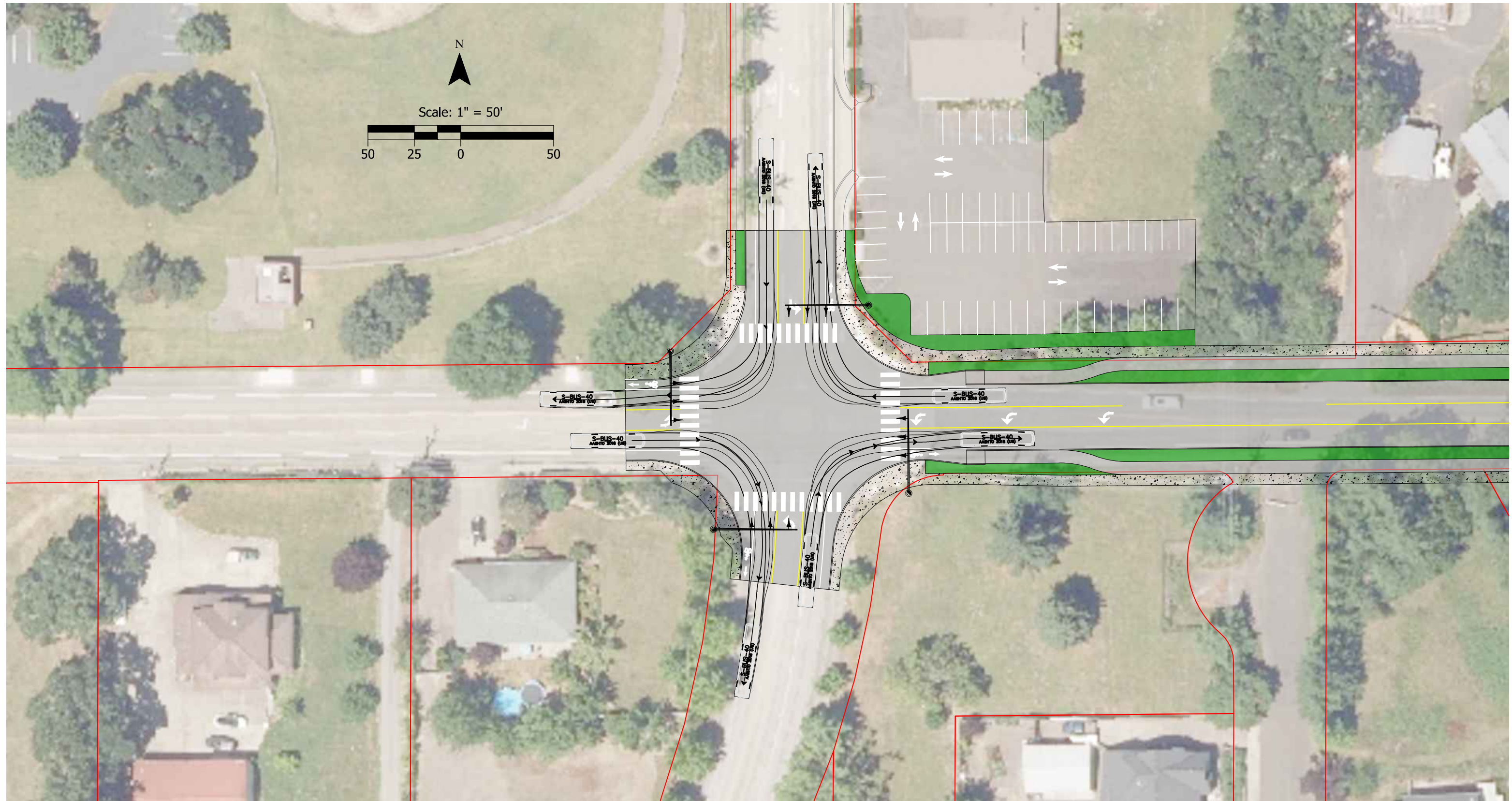
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	3	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	2	2	0	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	0	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	2	0	0	2
4:15 PM	1	1	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	1	2	2	0	5
4:20 PM	0	1	1	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	2	0	3	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	2	0	3	4:30 PM	0	0	0	0	0	4:30 PM	0	2	0	0	2
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	2	0	2
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	1	0	1	4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1
5:10 PM	1	0	1	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	1	2	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:20 PM	2	0	2	0	4	5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	0	1
5:25 PM	0	0	1	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	2	0	3	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	2	3	0	5	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	2	0	0	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	2	0	0	0	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	9	7	23	2	41	Count Total	0	0	0	2	2	Count Total	7	9	5	0	21
Peak Hour	5	3	12	1	21	Peak Hour	0	0	0	1	1	Peak Hour	4	2	1	0	7

Appendix C

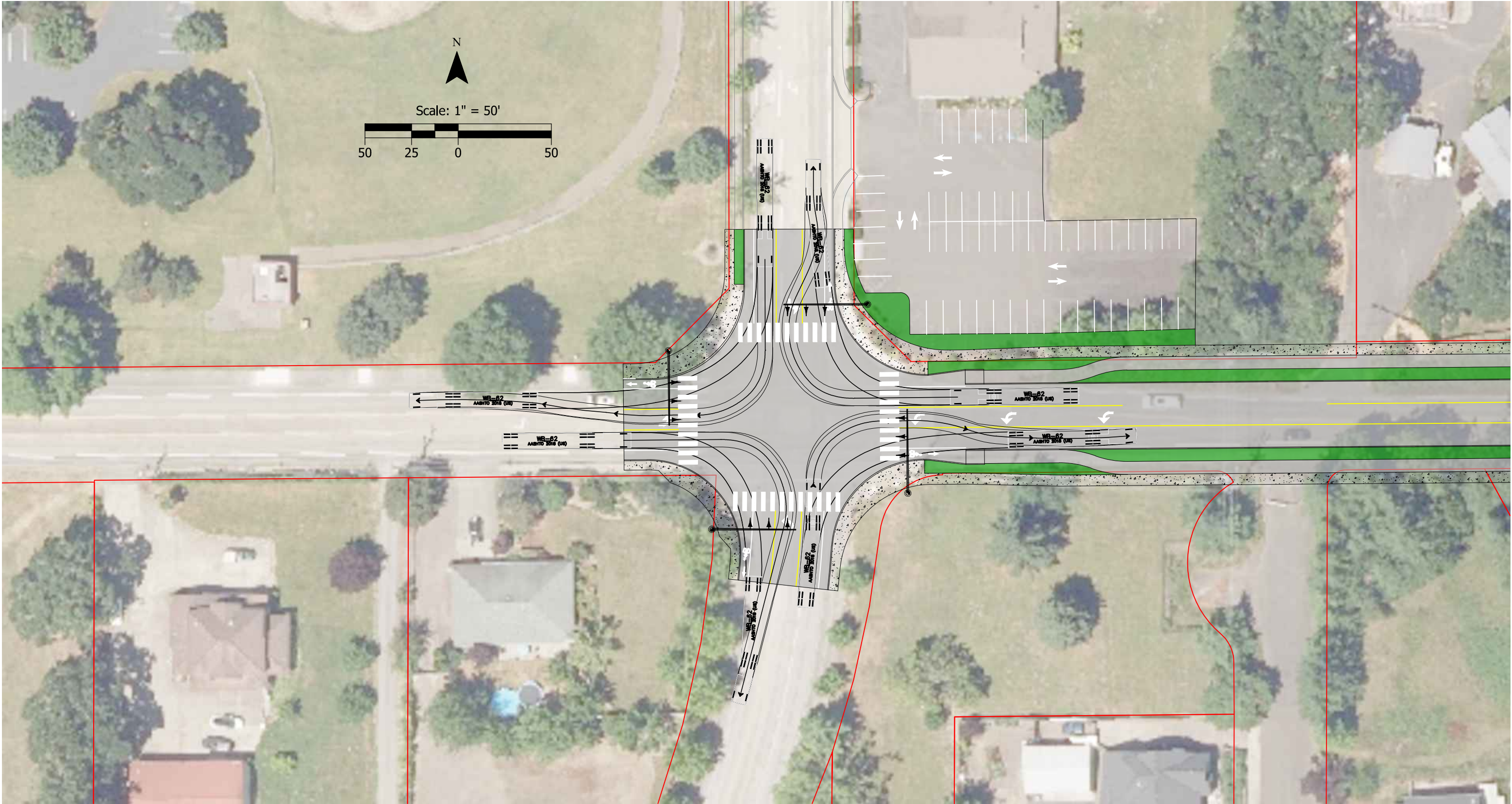
Traffic Signal Truck Turning Figures

Signal Concept Bus Turning Paths

Preliminary Design Subject to **Item C.**
Date: _____



C:\Users\kharry\appdata\local\temp\AcPublish_32048\XR-CIVIL-Signal-27376.dwg Oct 10, 2022 - 3:08pm - kharry Layout Tab: 11x17 Bus

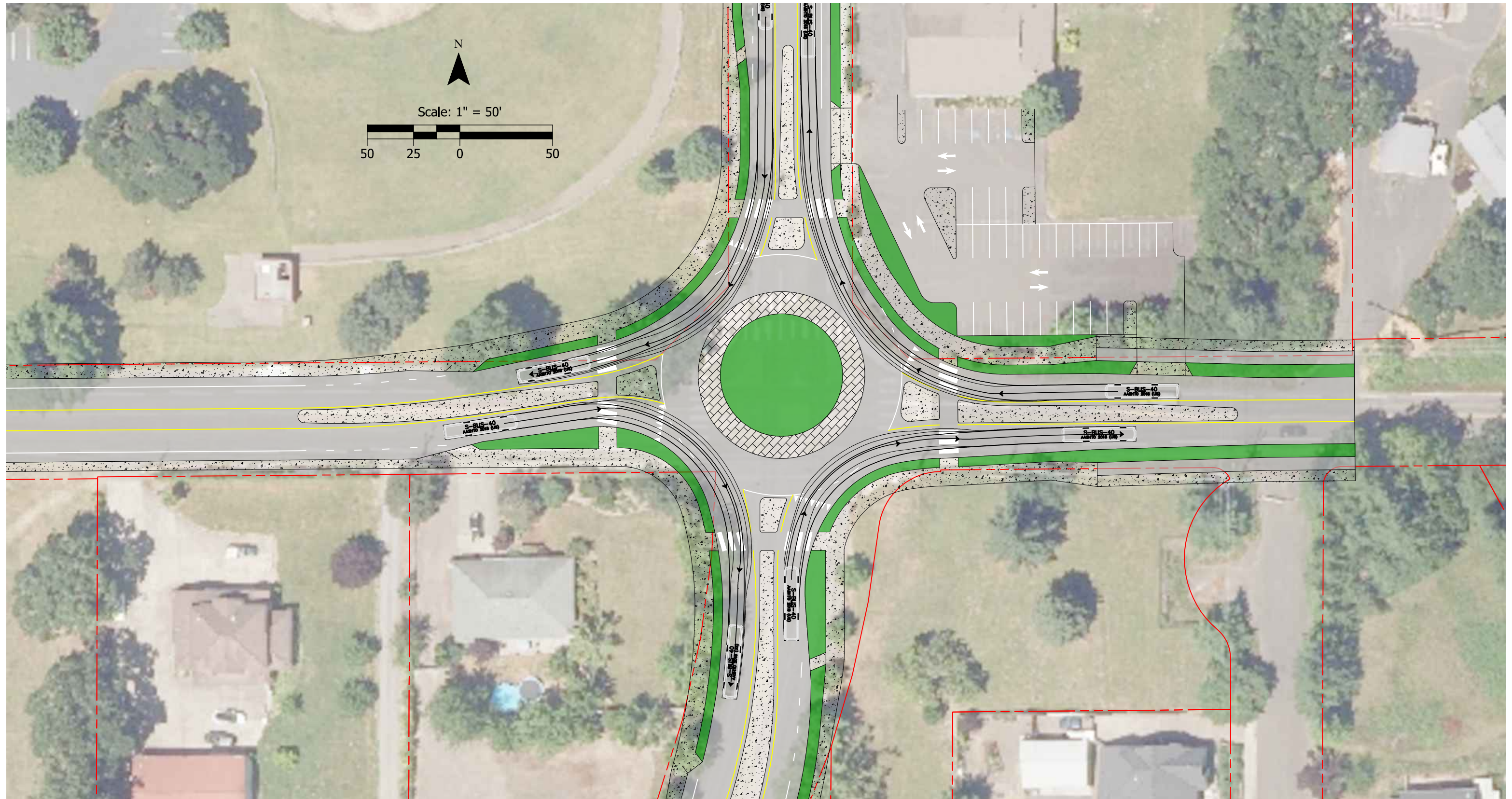


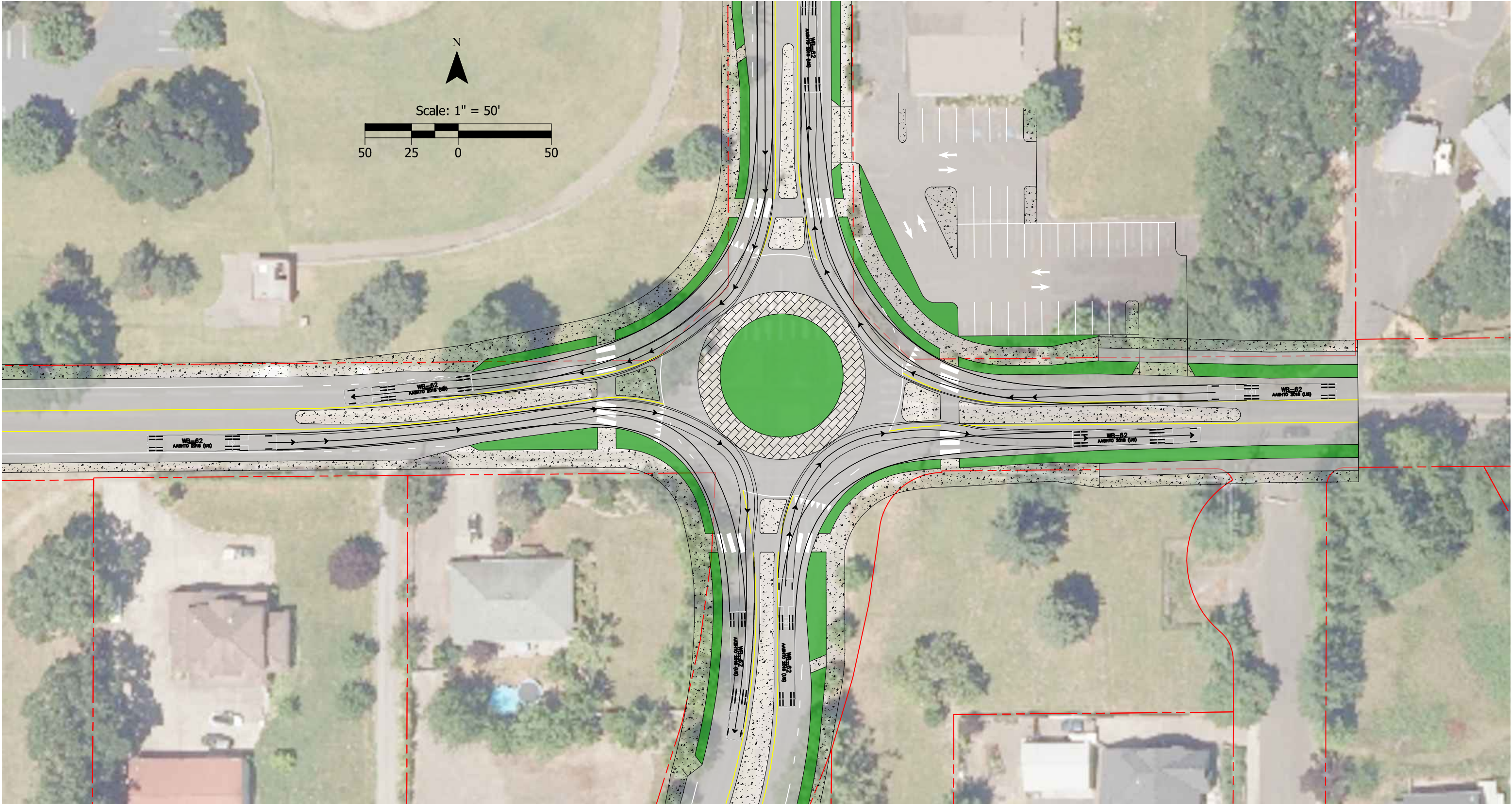
Appendix D

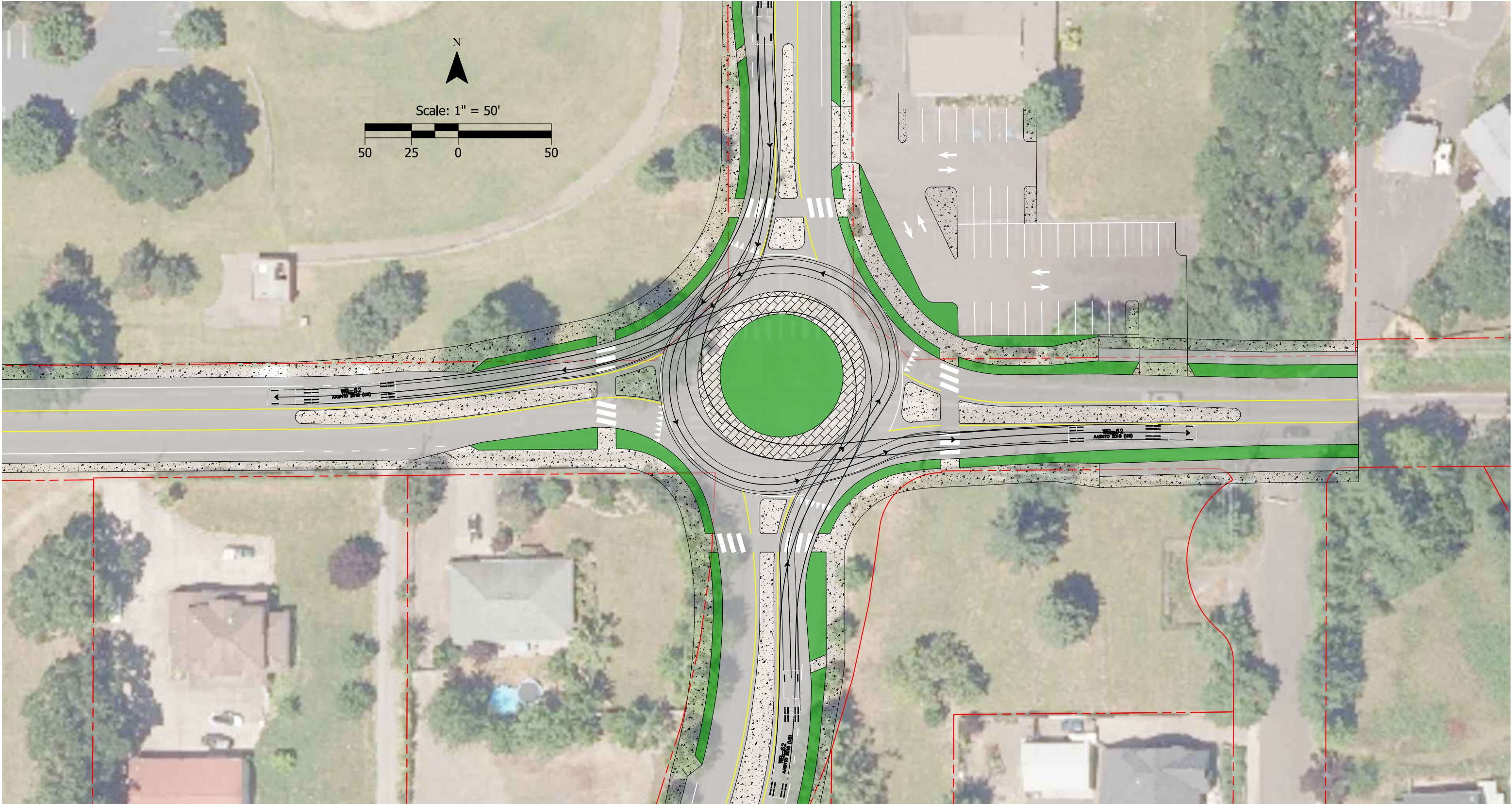
Roundabout Truck Turning Figures

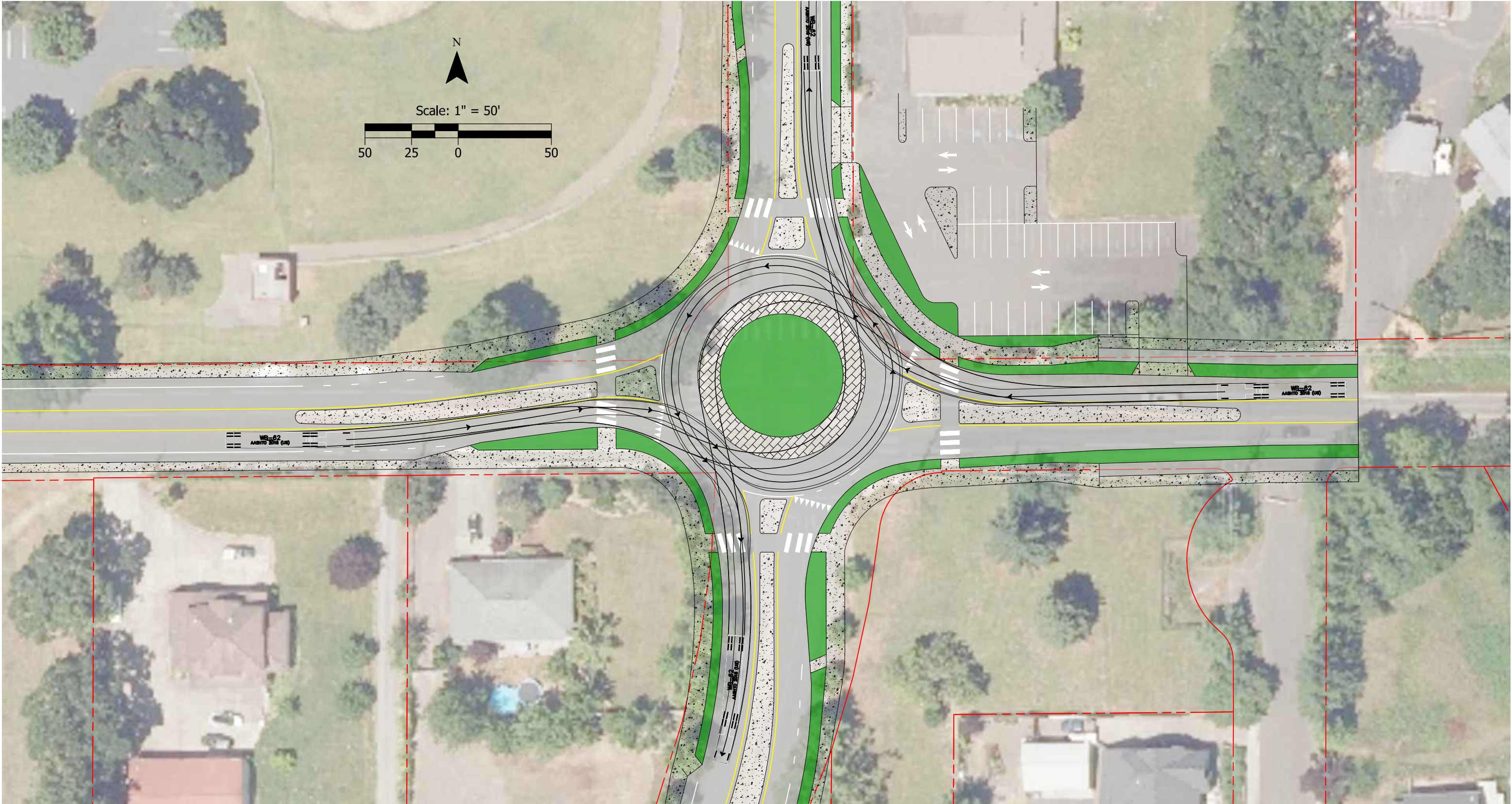
Roundabout Bus Turning Paths

Preliminary Design Subject to **Item C.**
Date _____













Appendix E

Operational Analysis Worksheets

Canyon Creek & Boeckman 2021 PM Peak, All-Way Stop**Intersection Level Of Service Report****Intersection 1: SW Canyon Creek Rd/Boeckman Rd**

Control Type:	All-way stop	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Base Volume Input [veh/h]	28	90	70	100	152	70	52	245	44	62	250	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	1.00	0.00	0.00	2.00	2.00	2.00	3.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	90	70	100	152	70	52	245	44	62	250	56
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	25	19	28	42	19	14	68	12	17	69	16
Total Analysis Volume [veh/h]	31	100	78	111	169	78	58	272	49	69	278	62
Pedestrian Volume [ped/h]	2			0			4			1		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	442	489	458	504	473	512	474	515
Degree of Utilization, x	0.07	0.36	0.24	0.49	0.12	0.63	0.15	0.66

Movement, Approach, & Intersection Results





95th-Percentile Queue Length [veh]	0.23	1.65	0.94	2.67	0.42	4.28	0.51	4.78
95th-Percentile Queue Length [ft]	5.63	41.19	23.50	66.70	10.39	106.97	12.65	119.56
Approach Delay [s/veh]	13.81		15.47		19.38		20.44	
Approach LOS	B		C		C		C	
Intersection Delay [s/veh]	17.81							
Intersection LOS	C							

Intersection Level Of Service Report

Intersection 1: SW Canyon Creek Rd/Boeckman Rd

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Base Volume Input [veh/h]	28	90	70	100	152	70	52	245	44	62	250	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	1.00	0.00	0.00	2.00	2.00	2.00	3.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	90	70	100	152	70	52	245	44	62	250	56
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	25	19	28	42	19	14	68	12	17	69	16
Total Analysis Volume [veh/h]	31	100	78	111	169	78	58	272	49	69	278	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	8	0	4	8	0	4	8	0	4	8	0
Maximum Green [s]	30	21	0	30	21	0	30	30	0	30	30	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	0.5	0.0	1.0	0.5	0.0	1.0	0.5	0.0	1.0	0.5	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	16	0	0	16	0	0	16	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.5	0.0	2.0	2.5	0.0	2.0	2.5	0.0	2.0	2.5	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	29	29	29	29	29	29	29	29
L, Total Lost Time per Cycle [s]	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	9	9	9	9	11	11	11	11
g / C, Green / Cycle	0.32	0.32	0.32	0.32	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.03	0.11	0.10	0.15	0.06	0.20	0.07	0.21
s, saturation flow rate [veh/h]	1036	1550	1103	1607	951	1639	953	1617
c, Capacity [veh/h]	391	497	442	516	386	612	400	604
d1, Uniform Delay [s]	11.18	7.67	11.02	8.02	11.38	7.19	11.11	7.32
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.44	0.29	0.69	0.18	0.70	0.20	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.36	0.25	0.48	0.15	0.52	0.17	0.56
d, Delay for Lane Group [s/veh]	11.26	8.10	11.32	8.71	11.55	7.89	11.31	8.15
Lane Group LOS	B	A	B	A	B	A	B	A
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.14	0.60	0.51	0.88	0.24	0.82	0.28	0.90
50th-Percentile Queue Length [ft/ln]	3.53	14.90	12.70	21.92	6.05	20.60	7.04	22.48
95th-Percentile Queue Length [veh/ln]	0.25	1.07	0.91	1.58	0.44	1.48	0.51	1.62
95th-Percentile Queue Length [ft/ln]	6.36	26.83	22.86	39.46	10.89	37.09	12.68	40.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.26	8.10	8.10	11.32	8.71	8.71	11.55	7.89	7.89	11.31	8.15	8.15
Movement LOS	B	A	A	B	A	A	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	8.57			9.52			8.45			8.68		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.82											
Intersection LOS	A											
Intersection V/C	0.616											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	5.74			5.74			5.74			5.74		
I_p,int, Pedestrian LOS Score for Intersection	2.127			2.138			2.244			2.402		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1431			1431			2044			2044		
d_b, Bicycle Delay [s]	1.19			1.19			0.01			0.01		
I_b,int, Bicycle LOS Score for Intersection	1.904			2.150			2.185			2.234		
Bicycle LOS	A			B			B			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Canyon Creek & Boeckman 2021 PM, Roundabout**Intersection Level Of Service Report****Intersection 1: SW Canyon Creek Rd/Boeckman Rd**





Control Type:
Analysis Method:
Analysis Period:

Roundabout
HCM 7th Edition
15 minutes

Delay (sec / veh):
Level Of Service:

7.7
A

Intersection Setup

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Base Volume Input [veh/h]	28	90	70	100	152	70	52	245	44	62	250	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	1.00	0.00	0.00	2.00	2.00	2.00	3.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	90	70	100	152	70	52	245	44	62	250	56
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	25	19	28	42	19	14	68	12	17	69	16
Total Analysis Volume [veh/h]	31	100	78	111	169	78	58	272	49	69	278	62
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	446			388			352			192		
Exiting Flow Rate [veh/h]	291			226			395			466		
Demand Flow Rate [veh/h]	28	90	70	100	152	70	52	245	44	62	250	56
Adjusted Demand Flow Rate [veh/h]	31	100	78	111	169	78	58	272	49	69	278	62

Lanes

Override Calculated Critical Headway	No			No			No			No		
User-Defined Critical Headway [s]	4.00			4.00			4.00			4.00		
Override Calculated Follow-Up Time	No			No			No			No		
User-Defined Follow-Up Time [s]	3.00			3.00			3.00			3.00		
A (intercept)	1380.00			1380.00			1380.00			1380.00		
B (coefficient)	0.00102			0.00102			0.00102			0.00102		
HV Adjustment Factor	0.99			1.00			0.98			0.97		
Entry Flow Rate [veh/h]	212			360			386			422		
Capacity of Entry and Bypass Lanes [veh/h]	876			930			964			1135		
Pedestrian Impedance	1.00			1.00			1.00			1.00		
Capacity per Entry Lane [veh/h]	864			925			948			1101		
X, volume / capacity	0.24			0.39			0.40			0.37		





Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.95	1.85	1.95	1.74
95th-Percentile Queue Length [ft]	23.69	46.16	48.66	43.51
Approach Delay [s/veh]	6.71	8.26	8.31	7.05
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.67			
Intersection LOS	A			

Canyon Creek & Boeckman 2040 PM Peak, All-Way Stop**Intersection Level Of Service Report****Intersection 1: SW Canyon Creek Rd/Boeckman Rd**

Control Type:	All-way stop	Delay (sec / veh):	40.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Base Volume Input [veh/h]	40	120	120	150	185	85	55	290	45	80	330	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	1.00	0.00	0.00	2.00	2.00	2.00	3.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	120	120	150	185	85	55	290	45	80	330	65
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	33	33	42	51	24	15	81	13	22	92	18
Total Analysis Volume [veh/h]	44	133	133	167	206	94	61	322	50	89	367	72
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	390	427	400	434	406	433	406	439
Degree of Utilization, x	0.11	0.62	0.42	0.69	0.15	0.86	0.22	1.01





Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.38	4.13	2.01	5.16	0.52	8.61	0.83	13.08
95th-Percentile Queue Length [ft]	9.46	103.25	50.22	128.95	13.09	215.20	20.65	326.93
Approach Delay [s/veh]	22.60		24.23		39.95		64.16	
Approach LOS	C		C		E		F	
Intersection Delay [s/veh]	39.99							
Intersection LOS	E							

Intersection Level Of Service Report**Intersection 1: SW Canyon Creek Rd/Boeckman Rd**

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	200.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Base Volume Input [veh/h]	40	120	120	150	185	85	55	290	45	80	330	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	1.00	0.00	0.00	2.00	2.00	2.00	3.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	120	120	150	185	85	55	290	45	80	330	65
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	33	33	42	51	24	15	81	13	22	92	18
Total Analysis Volume [veh/h]	44	133	133	167	206	94	61	322	50	89	367	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	4	8	0	4	8	0	4	8	0	4	8	0
Maximum Green [s]	30	21	0	30	21	0	30	30	0	30	30	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0	3.0	4.0	0.0
All red [s]	1.0	0.5	0.0	1.0	0.5	0.0	1.0	0.5	0.0	1.0	0.5	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	16	0	0	16	0	0	16	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.5	0.0	2.0	2.5	0.0	2.0	2.5	0.0	2.0	2.5	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	44	44	44	44	44	44	44	44
L, Total Lost Time per Cycle [s]	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
g_i, Effective Green Time [s]	17	17	17	17	18	18	18	18
g / C, Green / Cycle	0.39	0.39	0.39	0.39	0.40	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.04	0.17	0.16	0.19	0.07	0.23	0.10	0.27
s, saturation flow rate [veh/h]	987	1534	1018	1608	869	1644	909	1623
c, Capacity [veh/h]	365	597	384	626	287	664	335	655
d1, Uniform Delay [s]	14.51	9.82	16.08	9.98	17.34	10.00	15.98	10.61
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.52	0.78	0.57	0.37	0.74	0.42	1.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.45	0.44	0.48	0.21	0.56	0.27	0.67
d, Delay for Lane Group [s/veh]	14.65	10.34	16.86	10.55	17.70	10.74	16.40	11.80
Lane Group LOS	B	B	B	B	B	B	B	B
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.33	1.53	1.40	1.75	0.49	2.01	0.68	2.56
50th-Percentile Queue Length [ft/ln]	8.14	38.24	35.05	43.83	12.35	50.18	17.06	63.95
95th-Percentile Queue Length [veh/ln]	0.59	2.75	2.52	3.16	0.89	3.61	1.23	4.60
95th-Percentile Queue Length [ft/ln]	14.65	68.83	63.09	78.89	22.23	90.32	30.70	115.12

Movement, Approach, & Intersection Results

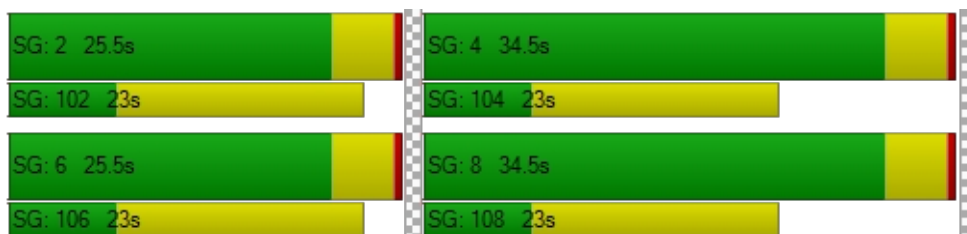
d_M, Delay for Movement [s/veh]	14.65	10.34	10.34	16.86	10.55	10.55	17.70	10.74	10.74	16.40	11.80	11.80
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	10.95			12.81			11.72			12.58		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	12.14											
Intersection LOS	B											
Intersection V/C	0.631											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	12.16			12.16			12.16			12.16		
I_p,int, Pedestrian LOS Score for Intersection	2.237			2.223			2.367			2.634		
Crosswalk LOS	B			B			B			B		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	965			965			1378			1378		
d_b, Bicycle Delay [s]	5.84			5.84			2.11			2.11		
I_b,int, Bicycle LOS Score for Intersection	2.071			2.330			2.274			2.431		
Bicycle LOS	B			B			B			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Canyon Creek & Boeckman 2040 PM, Roundabout**Intersection Level Of Service Report****Intersection 1: SW Canyon Creek Rd/Boeckman Rd**





Control Type:
Analysis Method:
Analysis Period:

Roundabout
HCM 7th Edition
15 minutes

Delay (sec / veh):
Level Of Service:

10.9
B

Intersection Setup

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SW Canyon Creek Rd			SW Canyon Creek Rd			Boeckman Road			Boeckman Rd		
Base Volume Input [veh/h]	40	120	120	150	185	85	55	290	45	80	330	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	1.00	0.00	0.00	2.00	2.00	2.00	3.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	120	120	150	185	85	55	290	45	80	330	65
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	33	33	42	51	24	15	81	13	22	92	18
Total Analysis Volume [veh/h]	44	133	133	167	206	94	61	322	50	89	367	72
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	556			513			466			242		
Exiting Flow Rate [veh/h]	350			274			516			628		
Demand Flow Rate [veh/h]	40	120	120	150	185	85	55	290	45	80	330	65
Adjusted Demand Flow Rate [veh/h]	44	133	133	167	206	94	61	322	50	89	367	72

Lanes

Overwrite Calculated Critical Headway	No			No			No			No		
User-Defined Critical Headway [s]	4.00			4.00			4.00			4.00		
Overwrite Calculated Follow-Up Time	No			No			No			No		
User-Defined Follow-Up Time [s]	3.00			3.00			3.00			3.00		
A (intercept)	1380.00			1380.00			1380.00			1380.00		
B (coefficient)	0.00102			0.00102			0.00102			0.00102		
HV Adjustment Factor	0.99			1.00			0.98			0.97		
Entry Flow Rate [veh/h]	314			470			441			545		
Capacity of Entry and Bypass Lanes [veh/h]	783			818			859			1079		
Pedestrian Impedance	1.00			1.00			1.00			1.00		
Capacity per Entry Lane [veh/h]	773			815			844			1046		
X, volume / capacity	0.40			0.57			0.51			0.50		

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A
95th-Percentile Queue Length [veh]	1.95	3.72	2.99	2.93
95th-Percentile Queue Length [ft]	48.63	92.88	74.74	73.17
Approach Delay [s/veh]	9.75	13.06	11.24	9.42
Approach LOS	A	B	B	A
Intersection Delay [s/veh]	10.91			
Intersection LOS	B			

Appendix F

Signal Warrant Worksheet



Project #: 27376
Project Name: Boeckman Rd DB
Analyst: Keisuke & Kelly
Analysis Date: 10/17/2022
File: K:\PROJECTS\27376 - BOECKMAN RD DB
 Project\Task 8. Alternatives Analysis\Analysis\Signal
 Warrant\Signal-Warrant-
Intersection: Boeckman & Canyon Creek
Scenario: 2040 PM
Data Date: N/A

Warrant Summary

Warrant	Name	Analyzed?	Met?
#1	Eight-Hour Vehicular Volume	Yes	Yes
#2	Four-Hour Vehicular volume	Yes	Yes
#3	Peak Hour	Yes	Yes
#4	Pedestrian Volume	No	-
#5	School Crossing	No	-
#6	Coordinated Signal System	No	-
#7	Crash Experience	No	-
#8	Roadway Network	No	-
#9	Intersection Near a Grade Crossing	No	-

Analysis Traffic Volumes

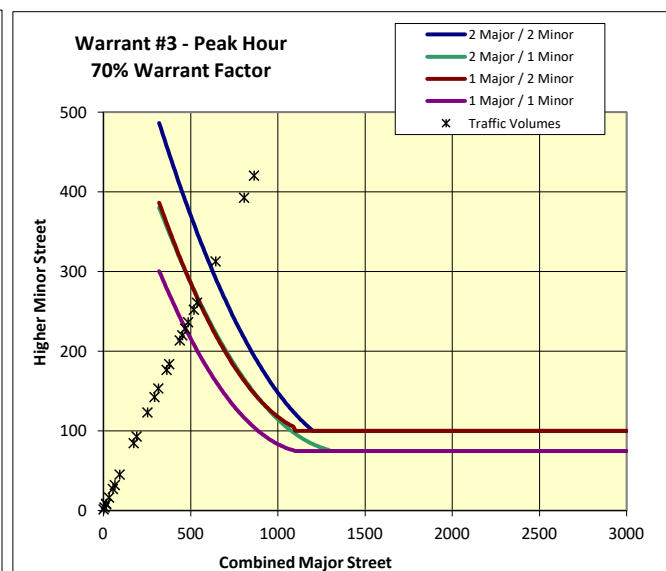
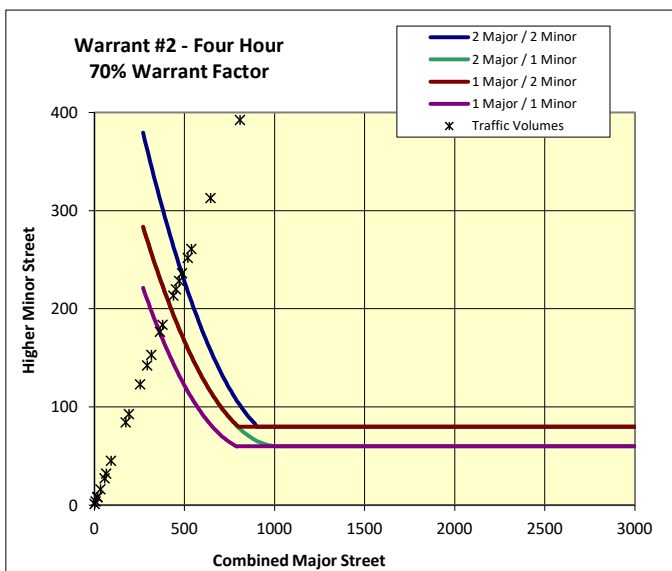
Hour	Begin	End	Major Street		Minor Street	
			EB	WB	NB	SB
5:00 PM	6:00 PM		390	475	280	420
2nd Highest Hour			364	444	262	392
3rd Highest Hour			290	354	208	313
4th Highest Hour			242	295	174	261
5th Highest Hour			234	285	168	252
6th Highest Hour			219	267	157	236
7th Highest Hour			212	258	152	228
8th Highest Hour			204	249	147	220
9th Highest Hour			198	241	142	213
10th Highest Hour			171	208	123	184
11th Highest Hour			164	200	118	177
12th Highest Hour			142	173	102	153
13th Highest Hour			132	161	95	142
14th Highest Hour			114	139	82	123
15th Highest Hour			86	105	62	93
16th Highest Hour			78	95	56	84
17th Highest Hour			42	51	30	45
18th Highest Hour			30	36	21	32
19th Highest Hour			25	31	18	27
20th Highest Hour			15	18	11	16
21st Highest Hour			8	10	6	8
22nd Highest Hour			7	9	5	8
23rd Highest Hour			3	4	2	4
24th Highest Hour			1	1	1	1

Input Parameters

Volume Adjustment Factor =	1.0
North-South Approach =	Minor
East-West Approach =	Major
Major Street Thru Lanes =	1
Minor Street Thru Lanes =	1
Speed > 40 mph?	Yes
Population < 10,000?	No
Warrant Factor	70%
Peak Hour or Daily Count?	Peak Hour
Major Street: 4th-Highest Hour / Peak Hour	62%
Major Street: 8th-Highest Hour / Peak Hour	52%
Minor Street: 4th-Highest Hour / Peak Hour	62%
Minor Street: 8th-Highest Hour / Peak Hour	52%

Warrant #1 - Eight Hour

Warrant Factor	Condition	Major Street Requirement	Minor Street Requirement	Hours That Condition Is Met	Condition for Warrant Factor Met?	Signal Warrant Met?
100%	A	500	150	5	No	No
	B	750	75	2	No	
80%	A	400	120	9	Yes	Yes
	B	600	60	3	No	
70%	A	350	105	11	Yes	Yes
	B	525	53	4	No	
56%	A	280	84	13	Yes	Yes
	B	420	42	9	Yes	



Appendix G

Conceptual Cost Estimates

TAPANI | SUNDT

IN ASSOCIATION WITH KPFF

BRCP Alternative Analysis Package 1 - #12A

10/6/2022

Bid Item	Description	Qty	Unit	Unit Price	Extended Price
Signalized Intersection					
1010	Asphalt Removal	6400	SF	\$ 1.25	\$ 8,000.00
1020	Concrete Road Removal including hauloff	16000	SF	\$ 3.00	\$ 48,000.00
1030	Curb Removal	650	LF	\$ 6.00	\$ 3,900.00
1040	Sidewalk Removal	5800	SF	\$ 1.50	\$ 8,700.00
1050	Clearing & Grubbing (Tree Removal)	1	LS	\$ 5,000.00	\$ 5,000.00
1060	Excavation Incl Haul	1800	CY	\$ 29.00	\$ 52,200.00
1065	Grading Costs for Asphalt	22362	SF	\$ 0.50	\$ 11,181.00
1070	Aggregate Base	1655	TN	\$ 35.00	\$ 57,925.00
1080	Asphalt 6"	845	TN	\$ 130.00	\$ 109,850.00
1090	Concrete Bike Path 6"	2150	SF	\$ 12.00	\$ 25,800.00
1100	Sidewalk & Ramps 4"	6050	SF	\$ 10.00	\$ 60,500.00
1110	Truncated Dome Installation	80	SF	\$ 35.00	\$ 2,800.00
1120	Curb & Gutter	780	LF	\$ 30.00	\$ 23,400.00
1130	Landscape Area	5379	SF	\$ 7.00	\$ 37,653.00
1140	Storm Piping - 12" - average 5' depth	600	LF	\$ 120.00	\$ 72,000.00
1150	Storm Catch Basin	8	EA	\$ 3,000.00	\$ 24,000.00
1160	48" Storm Manhole	4	EA	\$ 5,000.00	\$ 20,000.00
1170	Stormwater Planter LIDA	352	SF	\$ 125.00	\$ 44,000.00
1180	Signal Installation Incl Foundations	1	LS	\$ 672,500.00	\$ 672,500.00
1190	Illumination on Signal Poles	1	LS	\$ 20,300.00	\$ 20,300.00
1200	Signage/Striping	1	LS	\$ 20,000.00	\$ 20,000.00
1210	Traffic Control for Construction	800	HR	\$ 75.00	\$ 60,000.00
1220	Church Parking Lot Reconfiguration	1	LS	\$ 25,000.00	\$ 25,000.00
1230	Relocation of existing utilities due to ROW expansion	1	LS	\$ 25,000.00	\$ 25,000.00
				Subtotal	\$ 1,437,709.00
	RIGHT-OF-WAY	SF	3,325	\$ 17.80	\$ 59,185.00
	CONSTRUCTION ENGINEERING/DESIGN (Base Design Scope Task 11)				\$ -
	CONSTRUCTION SURVEY WORK			1.50%	\$ 21,565.64
	CONTINGENCY			20.00%	\$ 287,541.80
				TOTAL	\$ 1,806,001.44

ALTERNATE to Leave Ex. Conc Pavement at Intersection

1020	Concrete Road Removal including hauloff	-16000	SF	\$ 3.00	\$ (48,000.00)
1060	Excavation Incl Haul	-600	CY	\$ 29.00	\$ (17,400.00)
1065	Grading Costs for Asphalt	-16000	SF	\$ 0.50	\$ (8,000.00)
1070	Aggregate Base	-1025	TN	\$ 35.00	\$ (35,875.00)
1080	Asphalt 6"	-600	TN	\$ 130.00	\$ (78,000.00)
1140	Storm Piping - 12"	-400	LF	\$ 120.00	\$ (48,000.00)
1150	Storm Catch Basin	-6	EA	\$ 3,000.00	\$ (18,000.00)
1160	Storm Manhole	-3	EA	\$ 5,000.00	\$ (15,000.00)
1210	Traffic Control for Construction	-180	HR	\$ 75.00	\$ (13,500.00)
1990	Resurfacing Concrete Intersection	16000	SF	\$ 2.00	\$ 32,000.00
1995	Reseal Ex. Concrete Joints	16000	SF	\$ 0.75	\$ 12,000.00
					\$ (237,775.00)

ALTERNATE to treat storm from intersection

1175	Larger Storm Facility at City Property	3375	SF	\$ 40.00	\$ 135,000.00
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TAPANI | SUNDT

IN ASSOCIATION WITH KPFF

BRCF Alternative Analysis Package 1 - #12B

10/6/2022

Bid Item	Description	Qty	Unit	Unit Price	Extended Price
RAB Intersection					
2010	Asphalt Removal	6400	SF	\$ 1.25	\$ 8,000.00
2020	Concrete Road Removal including hauloff	28000	SF	\$ 3.00	\$ 84,000.00
2030	Curb Removal	1550	LF	\$ 6.00	\$ 9,300.00
2040	Sidewalk Removal	8500	SF	\$ 1.50	\$ 12,750.00
2050	Clearing & Grubbing (Tree Removal)	1	LS	\$ 20,000.00	\$ 20,000.00
2060	Excavation Incl Haul	2550	CY	\$ 29.00	\$ 73,950.00
2065	Grading Cost for Road	31184	SF	\$ 0.50	\$ 15,592.00
2070	Aggregate Base	3067	TN	\$ 35.00	\$ 107,345.00
2080	Asphalt 6"	1184	TN	\$ 130.00	\$ 153,920.00
2090	Concrete Bike Path 6"	1070	SF	\$ 12.00	\$ 12,840.00
2100	Sidewalk & Ramps 4"	31184	SF	\$ 10.00	\$ 311,840.00
2110	Truncated Dome Installation	128	SF	\$ 35.00	\$ 4,480.00
2120	Stamped/Colored Vehicle Concrete at RAB	3050	SF	\$ 30.00	\$ 91,500.00
2130	Center RAB Island Feature (Concrete?)	3341	SF	\$ 30.00	\$ 100,230.00
2135	Median Island - concrete	5670	SF	\$ 12.00	\$ 68,040.00
2140	Concrete Driveway	563	SF	\$ 15.00	\$ 8,445.00
2150	Curb & Gutter	1396	LF	\$ 30.00	\$ 41,880.00
2160	Mountable Curb	490	LF	\$ 30.00	\$ 14,700.00
2170	Standard Curb	1294	LF	\$ 30.00	\$ 38,820.00
2180	Landscape Area	10683	SF	\$ 7.00	\$ 74,781.00
2190	Storm Piping - 12" - 5' average depth	760	LF	\$ 120.00	\$ 91,200.00
2200	Storm Catch Basin	8	EA	\$ 3,000.00	\$ 24,000.00
2210	48" Storm Manhole	4	EA	\$ 5,000.00	\$ 20,000.00
2220	Stormwater Planter LIDA	1455	SF	\$ 125.00	\$ 181,875.00
2230	Illumination - 8 illuminaires	1	LS	\$ 267,500.00	\$ 267,500.00
2240	Signage/Striping	1	LS	\$ 30,000.00	\$ 30,000.00
2250	Traffic Control for Construction	1	LS	\$ 50,000.00	\$ 50,000.00
2260	Church Parking Lot Reconfiguration	1	LS	\$ 75,000.00	\$ 75,000.00
2270	Relocation of existing utilities due to ROW expansion	1	LS	\$ 100,000.00	\$ 100,000.00
Subtotal					\$ 2,091,988.00
	Owner's Rep/Consultant				\$ 50,000.00
	RIGHT-OF-WAY	SF	11,750	\$ 17.80	\$ 209,150.00
	CONSTRUCTION ENGINEERING/DESIGN (Task 14)				\$ 157,000.00
	CONSTRUCTION SURVEY WORK			1.50%	\$ 31,379.82
	CONTINGENCY			20.00%	\$ 418,397.60
TOTAL					\$ 2,957,915.42
ALTERNATE to build pond vs. planters					
2220	Stormwater Planter LIDA	-1455	SF	\$ 125.00	\$ (181,875.00)
2990	Larger Storm Facility at City Property	3375	SF	\$ 40.00	\$ 135,000.00
					\$ (46,875.00)

Appendix H

Documentation of Cost per Crash Calculation

APPENDIX H. DOCUMENTATION OF COST PER CRASH CALCULATION

The Intersection Control Evaluation (ICE) tool used for this analysis is a modified version of the Life-Cycle Cost Estimating Tool (LCCET) that was developed as part of NCHRP Project 03-110. The objective of NCHRP Project 3-110 was to develop a spreadsheet-based tool that can be used to compare the life-cycle costs of different intersection control strategies. This tool relies on a cost per crash value to calculate the safety benefit, or cost, of alternatives. The methodology uses a cost per fatal and injury crash, as well as a cost per property damage only (PDO) crash.

ODOT provides the economic value per crash in the *ODOT Highway Safety Improvement Program (HSIP) Guide* from February 2021. The costs are broken up into fatal and serious (injury A) crashes, moderate (injury B) and minor (injury C) crashes, and PDO crashes. The values are shown in Figure H-1.

Figure H.1 Comprehensive Economic Value Per Crash

Highway Type	Urban	Rural
<i>Fatal and Serious (Injury A) Injury Crashes</i>		
Interstate	\$1,150,000	\$2,330,000
Other state highways	\$1,170,000	\$1,680,000
Local Roads	\$870,000	\$1,670,000
<i>Moderate (Injury B) and Minor (Injury C) Injury Crashes</i>		
Interstate	\$69,300	\$79,200
Other state highways	\$70,600	\$81,900
Local Roads	\$72,400	\$83,900
<i>Property Damage Only (PDO) Crashes</i>		
All facilities	\$19,400	\$19,400

* Calculated using the cost (updated to 2012 dollars) and procedures shown in Appendix 4A of the Highway Safety Manual

Source: Table 3-1, ODOT HSIP Guide, February 2021

Both the LCCET and ODOT's Guide separate out PDO crashes, with an economic value of \$19,400 provided in ODOT's guide. However, fatal and injury crashes are split up differently between the LCCET tool and ODOT's Guide. Therefore, the economic values in ODOT's Guide were used to determine a value for fatal and injury crashes to use in the LCCET tool. In order to develop this value, a weighted average was calculated based on the crash history at Boeckman Road and Canyon Creek Road. Table H-1 summarizes the crash history at the intersection and calculates a comprehensive economic value for fatal and injury crashes as \$271,800.

Table H-1: Crash Summary (January 2011 – December 2020)

Crash Severity	Reported Crashes	Comprehensive Economic Value per Crash	Total Comprehensive Economic Value
Fatal	-	\$870,000	\$0 (0 x \$870,000)
Injury A	2	\$870,000	\$1,740,000 (2 x \$870,000)
Injury B	1	\$72,400	\$72,400 (1 x \$72,400)
Injury C	5	\$72,400	\$362,000 (5 x \$72,400)
Total Fatal/Injury	8	\$271,800 (\$2,174,400/8)	\$2,174,400

Although this method does not account for the change in crash severity distribution (among fatal/injury crashes) that may be associated with different alternatives, it provides a reasonable method for estimating the cost per fatal or injury crash for use in the LCCET.

Appendix I

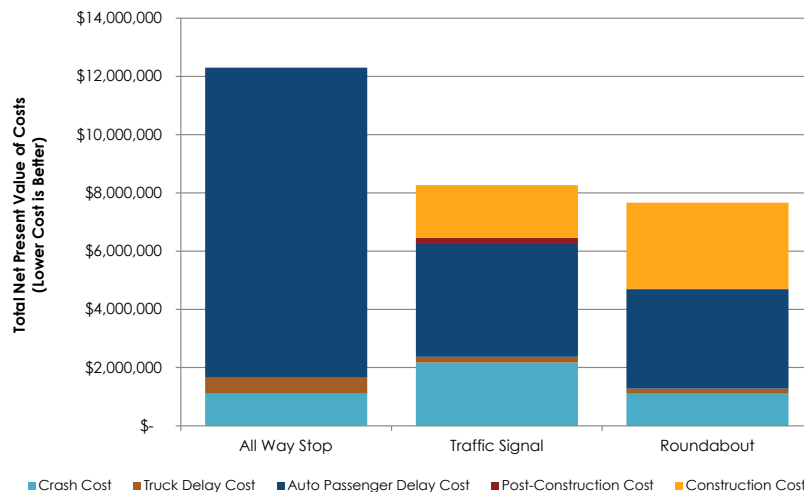
Documentation of Cost per Crash Calculation Life-Cycle Cost Analysis Outputs

Agency:	City of Wilsonville
Project Name:	Boeckman Rd PDB Project
Project Reference:	27376
Intersection:	Boeckman Rd & Canyon Creek Rd
City:	Wilsonville
State:	Oregon
Performing Department or Organization:	Kittelson
Date:	12.7.2022
Analyst:	Kelly Laustsen
Analysis Type	At-Grade Intersection

Analysis Summary

Cost Categories	Net Present Value of Costs				
	All Way Stop	Traffic Signal	Roundabout		
Construction Cost	\$ -	\$ 1,806,001	\$ 2,957,915		
Post-Construction Cost	\$ -	\$ 215,275	\$ 12,118		
Auto Passenger Delay Cost	\$ 10,651,476	\$ 3,874,670	\$ 3,413,145		
Truck Delay Cost	\$ 550,329	\$ 200,338	\$ 176,441		
Crash Cost	\$ 1,102,957	\$ 2,171,890	\$ 1,102,957		
Total cost	\$12,304,762	\$8,268,174	\$7,662,577		

Select Base Case for Benefit-Cost Comparison: (Choose from list)	All Way Stop				
Benefit Categories	Net Present Value of Benefits Relative to Base Case				
	All Way Stop	Traffic Signal	Roundabout		
Auto Passenger Delay		\$ 6,776,806	\$ 7,238,331		
Truck Delay Cost		\$ 349,991	\$ 373,888		
Crash Cost		\$ (1,068,933)	\$ -		
Net Present Value of Benefits		\$ 6,057,864	\$ 7,612,218		
Net Present Value of Costs		\$ 2,021,276	\$ 2,970,034		
Net Present Value of Improvement		\$ 4,036,587	\$ 4,642,185		
Benefit-Cost (B/C) Ratio		3.00	2.56		
Delay B/C		3.53	2.56		
Safety B/C		preferred. Benefits are less than base case and cost is greater than base	0.00		





Canyon Creek / Boeckman
Intersection Design
Boeckman Road Corridor Project

December 19, 2022
City of Wilsonville
City Council Work Session

CONSIDERATION

Item C.

Any concerns with proceeding with a Roundabout as the preferred design treatment for the Canyon Creek/Boeckman intersection?

EXISTING CONDITIONS

Item C.



INTERSECTION DESIGN

Item C.

Traffic Signal



Roundabout



OPERATIONS

Item C.

Measure	Stop Control (Existing)	Traffic Signal	Roundabout
Volume-to-Capacity	1.01	0.67	0.50
Average Delay (sec/veh)	40	12.1	10.9
Level of Service	E	B	B
Longest Vehicle Queue (ft)	225	125	100

Design Considerations

- Freight
- Emergency Services
- Schools

SAFETY

Item C.

Boeckman/Canyon Creek

- Highest Crash Intersection
- Signal Increase Crashes

Roundabout Benefits

- 30% Reduction Total Crashes
- 60% Reduction Fatal/Injury
- Slower Speeds
- Less Conflict Points
- Neighborhood Gateway



COST

Item C.

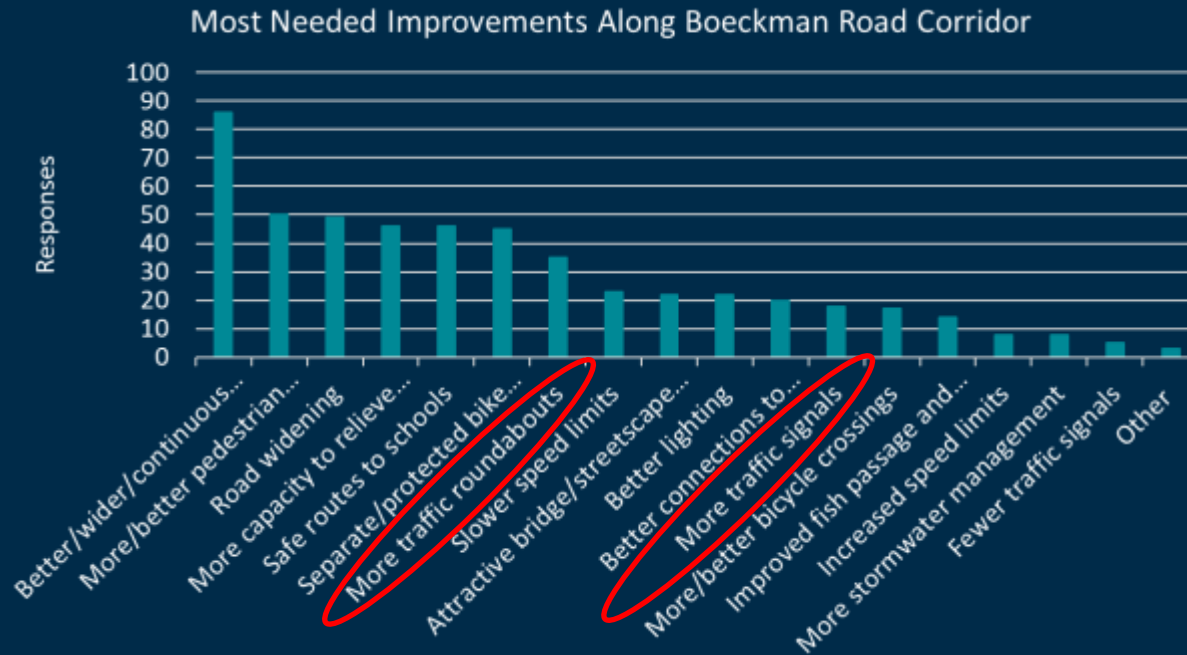
Cost Category	Stop Control (Existing)	Traffic Signal	Roundabout
Initial Construction Cost	\$0	\$1,810,000	\$2,955,000
Life Cycle Cost	\$12,305,000	\$8,270,000	\$7,660,000

- Life Cycle = Maintenance, Delay, Property Damage, Injury
- Replacement costs not included
- Roundabout Construction Funding Available

PUBLIC ENGAGEMENT

Item C.

- Open Houses – Strong Preference for Roundabout
- Emergency Services / Schools
- Property Owner Outreach



RECOMMENDATION

Item C.

Roundabout Design Recommended

- Less Delay, Longer Term Capacity
- Safer, Slower Speeds
- Lower Life Cycle Cost
- Community Preference

Any concerns with proceeding with a Roundabout as the preferred design treatment for the Canyon Creek/Boeckman intersection?

CITY COUNCIL ROLLING SCHEDULE**Board and Commission Meetings****Items known as of 12/14/22****December**

Date	Day	Time	Event	Location
12/21	Wednesday	5:00 pm	Arts, Culture and Heritage Commission - CANCELLED	Library
12/26	Monday	6:30 p.m.	DRB Panel B - CANCELLED	Council Chambers

January

Date	Day	Time	Event	Location
1/5	Thursday	7:00 p.m.	City Council Meeting	City Hall
1/9	Monday	6:30 p.m.	DRB Panel A	Council Chambers
1/10	Tuesday	6:00 p.m.	Diversity, Equity and Inclusion Committee	City Hall
1/11	Wednesday	6:00 p.m.	Planning Commission	City Hall
1/11	Wednesday	6:00 pm	Kitakata Sister City Advisory Board	Parks & Rec Admin Bldg.
1/1	Wednesday	5:00 pm	Arts, Culture and Heritage Commission	Library
1/19	Monday	7:00 p.m.	City Council Meeting	City Hall
1/23	Monday	6:30 p.m.	DRB Panel B	Council Chambers
1/25	Wednesday	6:30 p.m.	Library Board Meeting	Library

Community Events:**12/20**

Quilters, 9:00 am, Tauchman House
 Ukulele Jam, 9:00 am, Parks & Rec Admin Bldg.
 ODHS Drop-In Assistance, 10:00 am, Public Library
 Beginning Tai Chi, 3:00 pm, Community Center
 Gentle Flow Yoga, 7:15 pm, Community Center

12/21

Healthy Bones and Balance, 8:30 am, Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Community Center
 Digital Photography, 10:00 am, Community Center
 Sit and Be Fit, 11:00 am, Community Center
 Lunch at the Community Center, 12:00 pm, Community Center
 Pinochle/Cribbage, 1:00 pm, Community Center

12/22

Ladies Afternoon Out, 1:00 pm, Community Center
 Restorative Yoga, 7:15 pm, Community Center

12/23

Healthy Bones and Balance, 8:30 am, Community Center
 Advanced Healthy Bones and Balance, 9:30 am, Community Center
 Sit and Be Fit, 11:00 am, Community Center

Lunch at the Community Center, 12:00 pm, Community Center
Mexican Train Dominoes, 1:00 pm, Community Center

12/24 - 12/25 Library Closed

12/26 City Offices Closed

12/27 Quilters, 9:00 am, Tauchman House
Ukulele Jam, 9:00 am, Parks & Rec Admin Bldg.
ODHS Drop-In Assistance, 10:00 am, Public Library

12/28 Digital Photography, 10:00 am, Community Center
Sit and Be Fit, 11:00 am, Community Center
Lunch at the Community Center, 12:00 pm, Community Center
Pinochle/Cribbage, 1:00 pm, Community Center

12/29 Ladies Afternoon Out, 1:00 pm, Community Center
Restorative Yoga, 7:15 pm, Community Center

12/30 Sit and Be Fit, 11:00 am, Community Center
Lunch at the Community Center, 12:00 pm, Community Center
Mexican Train Dominoes, 1:00 pm, Community Center

12/31 Library Closed

1/3 Lehan Lectures, 5:30 pm, Wilsonville Library, Oak Room

1/14 Book Notes Concert, 2:00 pm, Wilsonville Library

1/17 Lehan Lectures, 5:30 pm, Wilsonville Library, Oak Room

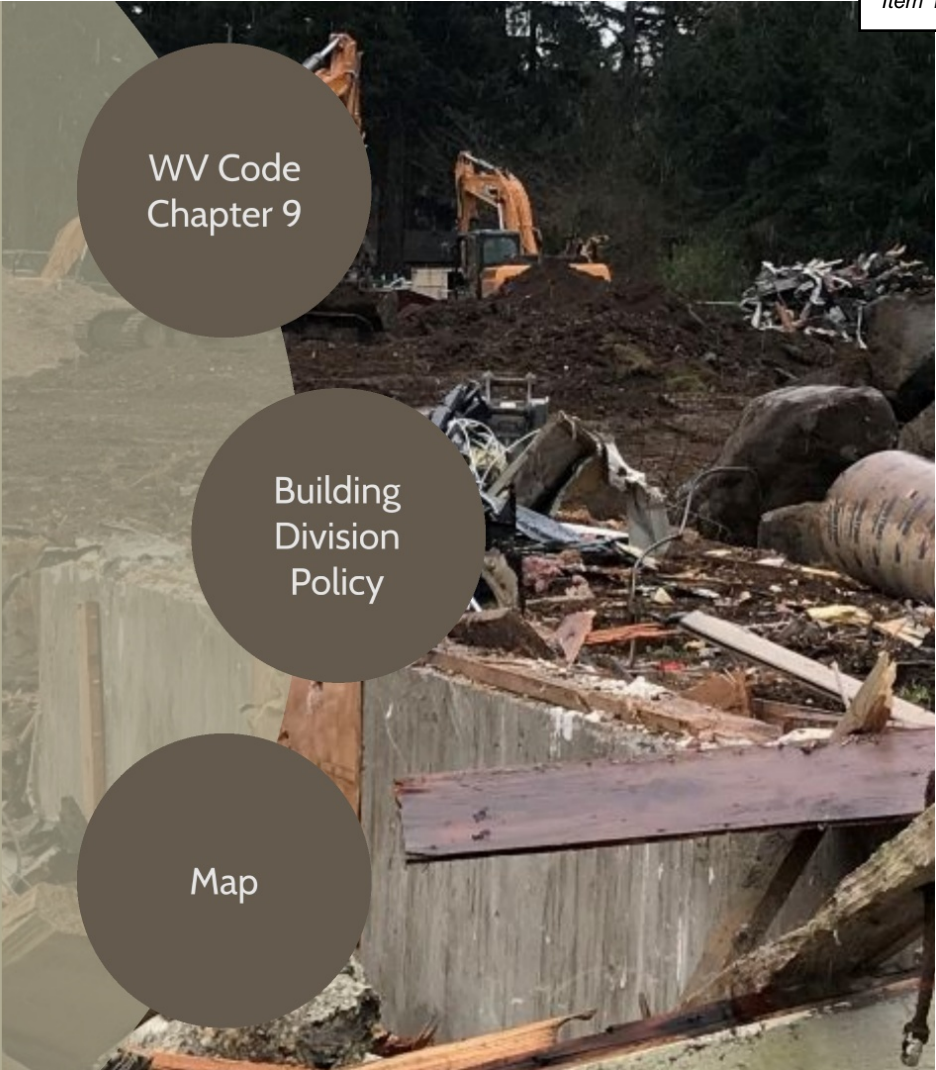
2/7 Lehan Lectures, 5:30 pm, Wilsonville Library, Oak Room

2/11 Book Notes Concert, 2:00 pm, Wilsonville Library

2/21 Lehan Lectures, 5:30 pm, Wilsonville Library, Oak Room

Pre-Demolition Map

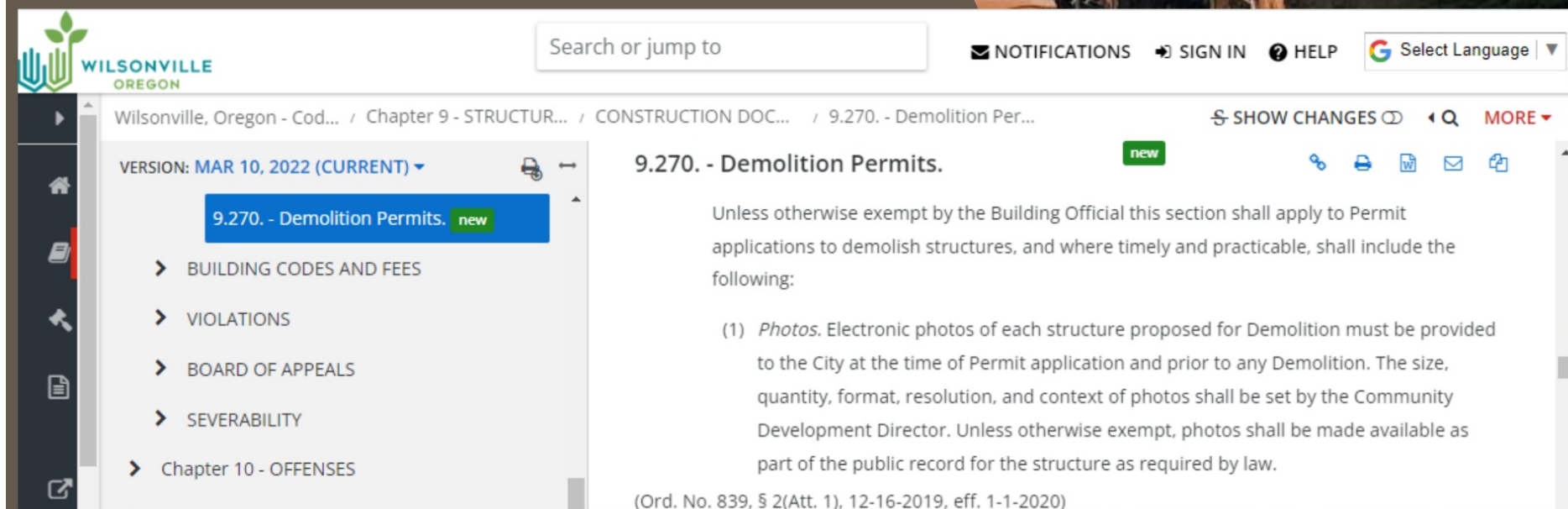




WV Code
Chapter 9

Building
Division
Policy

Map



Wilsonville, Oregon - Cod... / Chapter 9 - STRUCTUR... / CONSTRUCTION DOC... / 9.270. - Demolition Per...

VERSION: MAR 10, 2022 (CURRENT) ▼

9.270. - Demolition Permits. **new**

- BUILDING CODES AND FEES
- VIOLATIONS
- BOARD OF APPEALS
- SEVERABILITY
- Chapter 10 - OFFENSES

9.270. - Demolition Permits. **new**

Unless otherwise exempt by the Building Official this section shall apply to Permit applications to demolish structures, and where timely and practicable, shall include the following:

(1) *Photos.* Electronic photos of each structure proposed for Demolition must be provided to the City at the time of Permit application and prior to any Demolition. The size, quantity, format, resolution, and context of photos shall be set by the Community Development Director. Unless otherwise exempt, photos shall be made available as part of the public record for the structure as required by law.

(Ord. No. 839, § 2(Att. 1), 12-16-2019, eff. 1-1-2020)

Building Division Policy

BPP 123 - Demolition Permits

POLICIES & PROCEDURES



City of Wilsonville
Building Division
29799 Town Center Loop E
Wilsonville, OR 97070
503.682.4960
www.ci.wilsonville.or.us/Building

Demolition Permits

BPP 123

Adopted: November 1, 2022
Last Reviewed: Future Date
Next Review: Future Date

Summary

Outlines the process for obtaining a demolition permit for a structure.

Background

There are several important issues which must be addressed by City staff and the applicant before the issuance of a permit to demolish a structure.

The Oregon Building Codes Division (BCD) has interpreted that the scope of the statewide building code does not include the regulation of demolition activity or demolition permits per ORS 455.020. BCD has indicated that jurisdictions who administer the codes may adopt local provisions for such activities. The City of Wilsonville has chosen to do so through City Council adoption of a resolution for local adoption of the base model ICC code.

Discussion

City Council through the adoption of a resolution, has provided code backing for the local administration and enforcement of permits for structures and buildings that are intended for demolition. There are a number of code provisions that apply to demolition activities besides building codes. The procedure below outlines various topics and provides direction for staff in the issuance of demolition permits.

Additionally, there has been a request and direction by Council to obtain photos of the structures prior to demolition. The procedure below outlines the guidelines for obtaining and submitting pre-demolition photos.

Procedure

When reviewing an application for the demolition of a structure, the following procedure is to be followed:

1. Ensure that the online permit application is filled out completely.
2. Prior to any demolition, the applicant must provide in electronic format, a minimum of six (6) digital photos of sufficient resolution. The recommended size is 1024 pixels wide to ensure that they are legible when printed at 300 dpi. Photos should include a minimum of the following views:
 - a. From the street context: The entire structure from grade to the topmost point;
 - b. From each direction (N,S,E,W): The entire structure from grade to the topmost point;
 - c. The subject structure in relationship to any other structures on the site;
 - d. Unusual or other significant architectural features.

BPP 123
Page 2 of 3

Photos taken at night or where the result is an obstructed view (ex, behind trees or shrubs) are not acceptable. Photos will be uploaded to the demolition permit case prior to permit issuance. The Building Division will proof the photos for quality and if acceptable, save them into a consolidated PDF with a cover sheet. Once a PDF is created staff will transfer to Laserfiche ([Instructions here](#)). A script will be run daily in GIS. This script will look for new demolition cases in Laserfiche and if found, add the location as a new pin on the GIS map. The Demolition Permit Map located at [WilsonvilleMaps.com](#).

3. Determine if the structure is on the local or national register of historic structures. Parcels that are associated with such structures will be "tagged" in Energov. If the property is tagged as historic, the applicant should be informed that the City's historic preservation provisions relating to the demolition of a historic structures applies. The applicant will be referred to Planning staff for the necessary historic preservation permit follow-up. Once the necessary historic review has been completed, Planning staff will alert the Building Division of the outcome.
4. Determine if a tree preservation is required and if so, a separate tree preservation permit must be obtained from Planning. Tree protection fencing will be required to be installed and inspected prior to any additional work including ESC or demolition.
5. Determine if the demolition will expose 500 sq. ft. of soil surface and if so, a separate Erosion & Sediment Control (ESC) permit is required from Engineering.
6. Do not issue the demolition permit until the tree preservation permit and ESC permit have been issued where applicable.
7. If underground storage tanks (fuel oil or septic) are located on the site, inform the applicant of the procedure to follow to obtain a permit for removal or abandonment. While abandonment is not regulated by the City, inspection staff will require evidence of approvals prior to granting final approval of the demolition permit.
8. Determine if the structure has a basement. If so, discuss with the applicant how it will be filled (i.e. structural fill - a compaction certification will be required).
9. If a water meter is serving the site, it is required to be removed and service capped. A water meter removal card must be completed and sent to Utility Billing. Wells may be left on site and decommissioned with permits through the County, or be left for irrigation purposes as long as a backflow preventer is installed.
10. Obtain the number and type of plumbing fixtures, the number and type of dwelling units, and the impervious area square footage for determination of SDC credit.
11. If the tree preservation, erosion control, and land use review processes have been completed, and pre-demolition photos have been uploaded as describe above, the demolition permit may be issued. Additional permits may be required for the following:
 - Plumbing permit for capping of any City provided water and/or sewer services at the property line.

BPP 123
Page 3 of 3

12. The applicant should be informed that he/she is responsible for contacting the utility companies that provide electricity, natural gas, telephone, and T.V. cable.
13. The applicant should be informed that he/she is responsible for contacting DEQ regarding asbestos, lead abatement, or other hazardous materials abatement.
14. Determine the fees for the various permits. The demolition permit plan review and permit fees are based upon the cost (valuation) of the demolition. A building plan review and permit fee will be charged. State surcharge fees do not apply.
15. The demolition permit fee for plumbing has been established a fixture cap in the plumbing fee schedule. Each system is considered as one fixture cap. This fee is designed to cover costs associated with administering the permit, at least one inspection, and to obtain and record the number and type of plumbing fixtures demolished to ensure accurate SDC credits to the parcel.

Policy

The review and approval of demolition permits shall adhere to the process outlined above.

POLICIES & PROCEDURES



**City of Wilsonville
Building Division**
29799 Town Center Loop E
Wilsonville, OR 97070
503.682.4960
www.ci.wilsonville.or.us/Building

Demolition Permits	Adopted: November 1, 2022
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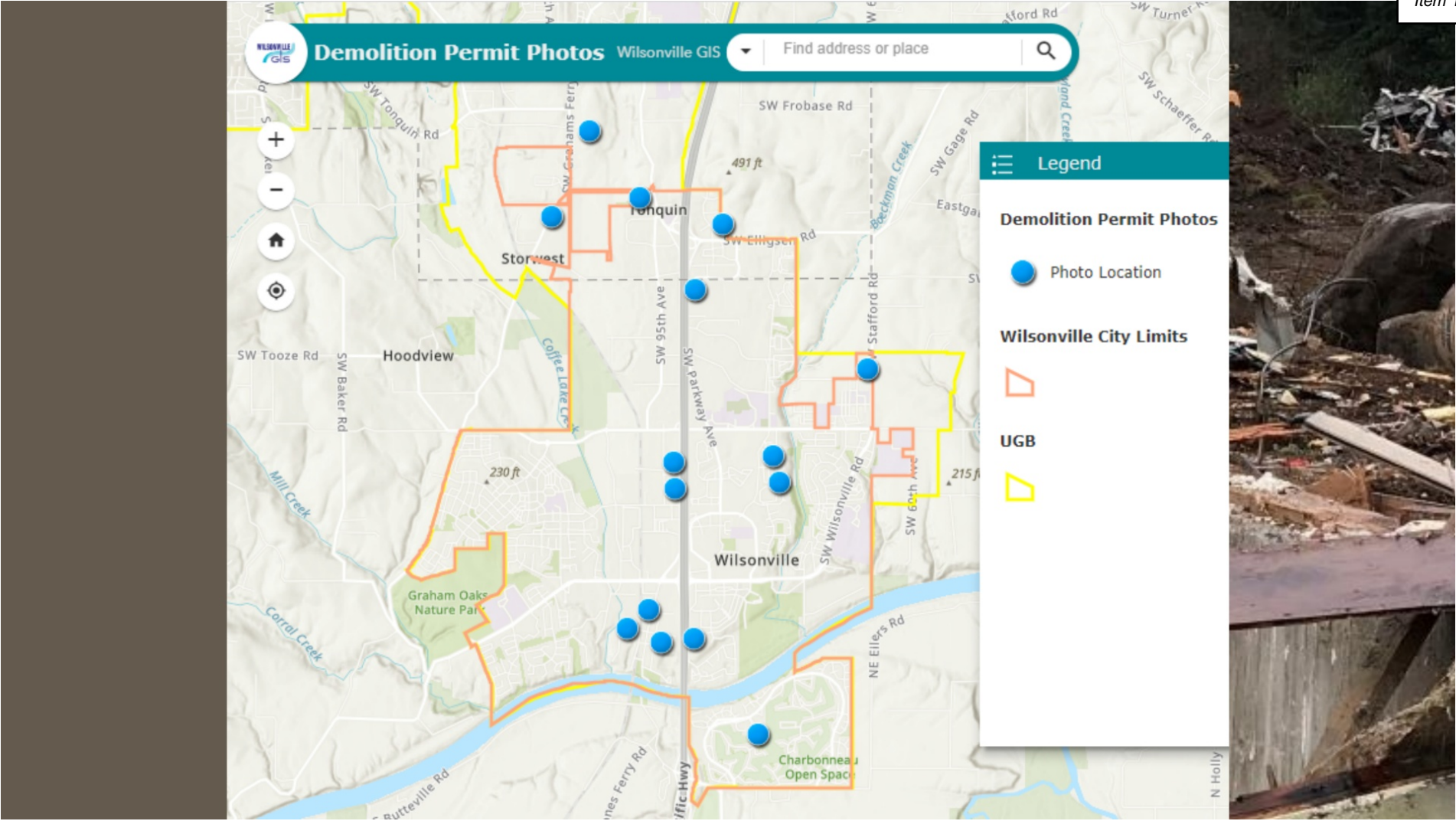
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BPP 123

Page 2 of 3

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Pre-Demolition Map





CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 19, 2022	Subject: Resolution No. 3009 Public Transportation Agency Safety Plan (PTASP) Staff Member: Eric Loomis, Transit Operations Manager Department: Transit	
Action Required <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input checked="" type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Staff recommends Council adopt the Consent Agenda.		
Recommended Language for Motion: I move to adopt the Consent Agenda.		
Project / Issue Relates To:		
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

South Metro Area Regional Transit (SMART) is required by the Federal Transit Administration (FTA) to have a Public Transportation Agency Safety Plan (PTASP) certified annually by the City Council to meet FTA guidelines and continue to receive federal funding.

EXECUTIVE SUMMARY:

The FTA requires all transit agencies to submit an approved PTASP annually. SMART partnered with Oregon Department of Transportation (ODOT) to complete a PTASP in June 2020 to fulfill FTA requirements.

Recently, the FTA required agencies to create a safety committee. SMART formed a safety committee made up of an equal number of management and union members. As required by new FTA guidelines, the committee was created by June 30, 2022 and has unanimously approved the PTASP prior to the December 31, 2022 deadline. The safety committee will continue to meet regularly to review and revise the safety plan as necessary.

EXPECTED RESULTS:

The adoption of Resolution No. 3009 will provide SMART with a guiding document to enhance safety processes and procedures. Once approved, SMART will seek certification of the plan document with ODOT to comply with FTA guidelines.

TIMELINE:

December 7, 2022	SMART Safety Committee Approval
December 7, 2022	Director Approval
December 19, 2022	City Council Approval
December 20 – 31, 2022	Certification of Compliance (ODOT)
December 31, 2022	FTA Final Acceptance Date

CURRENT YEAR BUDGET IMPACTS:

The PTASP does not have any budget impacts to SMART. The original creation of the guiding document was paid for by ODOT.

COMMUNITY INVOLVEMENT PROCESS:

N/A

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Employees and customers are SMART's most precious assets and their safety and security are among SMART's greatest responsibilities. While the elimination of unsafe conditions and the prevention of accidents in SMART's transportation system and facilities are the responsibility of each employee, they are first and foremost the responsibility of SMART's leadership team.

SMART personnel, associated contractors, and vendors are responsible for promoting and ensuring the safety and security of all customers, employees, property, and the public through specific Safety Management Systems as outlined in this Public Transportation Agency Safety Plan.

ALTERNATIVES:

The alternative to approving Resolution No. 3009 is to use alternative safety plans that may not meet the Federal Transit Administration's (FTA) Public Transportation Agency Safety Plan requirements, which may result in loss of federal funding through the FTA.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 3009
 - A. SMART Public Transportation Agency Safety Plan
 - B. SMART Safety Committee

RESOLUTION NO. 3009**A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING THE SOUTH METRO AREA REGIONAL TRANSIT (SMART) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN.**

WHEREAS, the Public Transportation Agency Safety Plan (PTASP) regulation implements a risk-based Safety Management System approach and requires recipients or subrecipients of financial assistance under FTA's Urbanized Area Formula Program (49 U.S.C. § Section 5307) and rail transit agencies to establish and certify that they have an Agency Safety Plan in place that meets statutory requirements no later than December 31, 2020, as required by 49 U.S.C. § 5329(d)(1); and

WHEREAS, South Metro Area Regional Transit (SMART) is a recipient or subrecipient of financial assistance under FTA's Urbanized Area Formula Program (49 U.S.C. § Section 5307); and

WHEREAS, small public transportation providers operating 100 or fewer vehicles in peak revenue service across all non-rail fixed route modes, may have their states draft the PTASP on their behalf; and

WHEREAS, SMART requested Oregon Department of Transportation (ODOT) assist in the development of a PTASP to ensure SMART meets all statutory requirements; and

WHEREAS, states must certify safety plans on behalf of small public transportation providers that operate 100 or fewer vehicles in peak revenue service within their states; and

WHEREAS, ODOT must certify SMART's PTASP no later than December 31, 2022; and

WHEREAS, SMART's PTASP must be approved by SMART's Safety Committee and approved and signed by the Accountable Executive, the Transit Director and;

WHEREAS, SMART's PTASP must be approved by Wilsonville City Council annually.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. The Wilsonville City Council hereby adopts the Public Transportation Agency Safety Plan, presented as Exhibit A attached hereto and incorporated herein.

Section 2. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 19th day of December, 2022, and filed with the Wilsonville City Recorder this date.

JULIE FITZGERALD, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville

EXHIBITS:

- A. SMART Public Transportation Agency Safety Plan
- B. SMART Safety Committee



2022

EXECUTIVE SUMMARY STATEMENT

South Metro Area Regional Transit (SMART) was organized with the mission of providing safe, reliable, and cost-effective transportation services to our customers. Safety and security are paramount to SMART, its employees, its vendors, its contractors, and to the customers it serves. Therefore, all SMART personnel, associated contractors, and vendors are responsible for promoting and ensuring the safety and security of all customers, employees, property, and the public through specific Safety Management Systems as outlined in this Public Transportation Agency Safety Plan.

All employees, vendors, and contractors of SMART are expected to accomplish their tasks safely, with the goal of always preventing, controlling, and minimizing undesired events, such as customer or employee injury, equipment or property damage, or degradation to system safety and security in any of the SMART transportation systems. Employees and our customers are SMART's most precious assets, and their safety and security are among SMART's greatest responsibilities. While the elimination of unsafe conditions and the prevention of accidents in SMART's transportation system and facilities are the responsibility of each employee, they are first and foremost the responsibility of SMART's leadership team. SMART's leadership team is responsible for developing programs to promote the safety and security of all employees and customers. SMART is fully committed to providing a safe and secure work environment, vehicles, systems, and facilities. The SMART leadership team will promote safety and security throughout the organization. The Transit Director, along with the management team, will be continually and directly involved in formulating, reviewing and revising safety and security policies, goals, and objectives. SMART's leadership team will provide the authority, support, and resources to establish and maintain high safety and security standards throughout the organization. To this end, the Transit Director approves the development, distribution, implementation, and administration of a comprehensive and integrated Public Transportation Agency Safety Plan.

Each SMART employee, vendor, and contractor is governed by the requirements and terms of these plans, and must conscientiously learn and follow prescribed safety and security rules and procedures. Each employee must operate safely, use equipment, tools and materials properly, and be trained in the work rules and procedures for his/her area of responsibility, including contingency plans for abnormal and emergency conditions. Each employee shall take an active part in the hazard identification and reporting process, as well as identifying and reporting suspicious packages, behavior, and other security threats. Management shall actively participate in a hazard/threat assessment and resolution process and shall receive the full cooperation and support of the Transit Director to prioritize safety and security.

The Public Transportation Agency Safety Plan is the governing document encompassing all of SMART's modes of transportation including: fixed-route, demand response, and non-revenue operations. The document identifies tasks and requirements to be applied at all levels of SMART's organization using specific Safety Management System practices.

Dwight Brashear, Director/Accountable Executive

Date

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PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

1. SYSTEM DESCRIPTION/ORGANIZATIONAL STRUCTURE

1.1 Agency Information

South Metro Area Regional Transit (SMART) is owned and operated by the City of Wilsonville and is governed by Wilsonville City Council. The department is supported by a Wilsonville payroll tax and by State and Federal grant funding, including Federal Transit Administration (FTA) Section 5307, 5310, and 5339 funding.

1.2 Accountable Executive and Chief Safety Officer

Accountable Executive: Dwight Brashear, Director

Chief Safety Officer: Eric Loomis, Operations Manager

1.3 SMART and Fleet Services Facilities

Administrative Office and Fleet Services
28879 Boberg Road
Wilsonville, OR 97070

These facilities serve as dispatching points for bus service, management offices, and vehicle maintenance.

City of Wilsonville's Fleet Services maintains all SMART vehicles, equipment, and facilities and performs routine maintenance in accordance with manufacturers' manuals, codes, standards, and established procedures. The overall philosophy is to maintain a level of readiness that will ensure safe, efficient, and reliable public transit for the City of Wilsonville.

1.3.1 Scope of Service

The current revenue service characteristics are as follows:

Monday through Friday	5:00 a.m. to 11:30 p.m.
Saturday	8:30 a.m. to 6:00 p.m.

1.3.2 Fleet

SMART operates 33 active buses as of December 2019. The number of buses in SMART's fleet is determined by the projected annual bus schedule requirements with additional spares, to account for buses in maintenance and inspection, or awaiting repair. The average age of the active bus fleet was seven (7) years as of December 2019. SMART buses are 100% accessible for the elderly and persons with disabilities.

1.3.3 SMART Safety Capabilities

- On-board video recorders and cameras
- Fire extinguishers
- Window emergency exit latches

- Fire suppression/CNG warning system
- Brake/door interlock system
- Emergency entrance and exit door releases
- Parking lots and transit center facilities with security lighting

2. PLAN DEVELOPMENT, APPROVAL, AND UPDATES

2.1 Purpose for Public Transportation Agency Safety Plan (PTASP)

The purpose of the PTASP is to set forth the requirements for identifying, evaluating, and minimizing safety risks throughout all elements of SMART including the relationships and responsibilities with city departments and other organizations and agencies which affect transit system safety. The PTASP is the blueprint for SMART's efforts in strengthening its overall safety management and its goal of continuous improvement in safety performance using Safety Management Systems (SMS) methods.

Approval by Safety Committee	Safety Committee	Date of Approval
	Approved Unanimously	December 7, 2022
Signature by the Accountable Executive	<div>_____</div> Dwight Brashear, Transit Director	Date of Signature
Approval by the Board of Directors or an Equivalent Authority	Wilsonville City Council	
Wilsonville City Council and Mayor	<div>_____</div> Julie Fitzgerald, Mayor	Date of Signature
Certification of Compliance	Oregon Department of Transportation	Date of Certification
	<div>_____</div> Representative	<div>_____</div> Signature

2.2 Annual Review

The PTASP is reviewed annually to:

- Evaluate all safety tasks for appropriateness as SMART improves and expands;
- Refine and improve the current task descriptions and activities;
- Identify new tasks which may be required as SMART expands; and
- Identify the organization(s) responsible for accomplishing the newly-added safety-related tasks.

2.3 Control and Update Procedures

The PTASP analysis, review, revision, and publication process is the responsibility of the Chief Safety Officer (CSO). The Transit Director is responsible for the control and update of the PTASP. Input for these annual reviews is solicited from all SMART managers, the Assistant City Manager, City Manager, the agency safety committee, and other regulatory agencies. SMART will evaluate the Plan in October of each year.

2.3.1 Safety Committee

The safety committee will be convened by a joint labor-management process which will consist of an equal number of management representatives and frontline employee representatives, selected by the labor organization representing the plurality of the frontline workforce employed by the City of Wilsonville.

The safety committee, followed by city council will approve the agency safety plan and any updates to the agency safety plan annually.

In general, the committee will meet monthly, but at least quarterly. Committee members will serve two-year terms to maintain a stable process in reviewing safety data, creating performance targets, and plan approval.

The safety committee will be made up of eight members. Four representatives will be from the City and four representatives, who meet the criteria above, will be chosen by SEIU.

The safety committee will have responsibilities in identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's risk assessment. The committee will identify mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended. The committee will also identify safety deficiencies for purposes of continuous improvement.

The safety committee will establish performance targets for the risk reduction program to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database (NTD). Based on NTD data, the committee will work to reduce vehicular and pedestrian accidents involving buses that includes measures to reduce visibility impairments for bus operators that contribute to accidents, including retrofits to buses in revenue service and specifications for future procurements that reduce visibility impairments. The committee will also work to mitigate assaults on transit workers, including the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators when a risk analysis performed by the safety committee determines that such barriers or other measures would reduce assaults on transit workers and injuries to transit workers.

2.4 Implementation

The Transit Director has specific responsibilities for the management, oversight, and delegation of: system safety, hazard management, occupational safety and health, accident and incident investigation, oversight of construction safety, safety and security certification, environmental management, safety training, and for monitoring the effectiveness (internal safety review) of the implementation of the PTASP.

The Transit Director has delegated CSO with the day-to-day operational leadership of the department and responsibility for establishing and implementing policies, procedures, and programs to ensure that SMART is effectively implementing its responsibilities under the PTASP. The Transit Director has delegated the CSO to collaboratively implement employee safety, industrial safety, and occupational safety training aspects of the PTASP. The Transit Director has delegated to the CSO the responsibility of overseeing all related aspects of the PTASP including the bus operations, bus maintenance, and safety programs for pedestrians and bicyclists.

3. SAFETY PERFORMANCE TARGETS

Annual Safety Performance Targets <i>Based on the safety performance measures established under the National Public Transportation Safety Plan.</i> <i>Based on FY 2021 NTD Report Period</i>							
Mode of Service	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety Events (total)	Safety Events (per 100k VRM)	System Reliability (failures/ 100k VRM)
FIXED ROUTE/DEVIATED FIXED ROUTE	0	0	0	0	14	2.4	4.4
DEMAND RESPONSE/ ADA PARATRANSIT	0	0	0	0	3	5.8	11.7

Safety Performance Target Coordination		
Coordination with the State and Metropolitan Planning Organization (MPO) in the selection of State and MPO safety performance targets.		
SMART coordinates with Oregon Department of Transportation (ODOT) and Metro, Portland's MPO, to establish and maintain safety performance targets.		
Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	ODOT	January 2023
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Metro	January 2023

4. SAFETY MANAGEMENT POLICY STATEMENT

South Metro Area Regional Transit (SMART) is committed to providing safe, secure, clean, reliable, and efficient transportation services to its patrons. This policy statement serves to express management's commitment to and involvement in providing and maintaining a safe and secure transit system using Safety Management Systems (SMS) as its foundation. In the interest of safety and security, SMART has developed and adopted this Public Transit Agency Safety Plan (PTASP and also referred to as 'the Plan'). The Plan is intended to document all policies, functions, responsibilities, etc., of the agency necessary to achieve a high degree of system safety and applies to all areas of the transportation system, including procurement, administration, operations, maintenance, etc.

SMART management is responsible for maintaining a coordinated safety system in order to identify and prevent unsafe acts and conditions that present a potential danger or threat to public safety. Management has responsibility for maintaining and implementing the Plan and complying with the policies, procedures, and standards included in this document. All departments, personnel, and contract service operators are charged with the responsibility of adhering to this Plan. Any violation of safety and security practices is subject to appropriate administrative action. Management is ultimately responsible for enforcing the Plan, ensuring resources are available to sustain the Plan and maintaining a safe and secure system.

The goals of the Plan are to ensure the safety and security of SMART customers, employees, first responders to incidents, the public, equipment, and infrastructure throughout the life of the system.

Plan objectives are to define safety-related activities, management controls, and to plan and establish a process for monitoring and ensuring safety in accordance with SMART's Mission Statement and values.

The purpose of these goals and objectives is to minimize the exposure of the public, personnel, and SMART property to hazards and unsafe conditions; and to ensure that no single point of failure of a system or equipment results in an unsafe condition. These goals and objectives are reflected in the planning, design, construction, operation, and maintenance of the system. The goals and objectives are accomplished through the performance of the following functions:

- Safety, fire protection, and emergency management considerations are incorporated into all design and specification development and design reviews for the system;
- Hazards associated with SMART's system are identified, assessed, and then eliminated or minimized to attain an acceptable level of risk;
- A safety culture is instilled throughout SMART that emphasizes preventive measures over corrective measures to eliminate unsafe conditions;
- All managers, supervisors, and employees comply with Federal and State OSHA Standards, local codes, and environmental regulations.

Dwight Brashear, Accountable Executive

Date

4.1 Policy Communication

4.1.1 Safety Policy Communication

This PTASP is updated on an annual basis, but modifications may happen at any time during the year. If a change is made to the Plan, SMART notifies all staff through daily communication methods, posted memos, and daily posted notifications. Depending on the significance of the change, immediate training may take place or incorporated into the annual training curriculum.

4.1.2 State and MPO Communication

SMART annually shares safety performance targets with the local Metropolitan Planning Organization, Portland Metro Council, and Oregon Department of Transportation to assist with their planning activities. SMART makes every effort to coordinate with these two agencies to the extent possible.

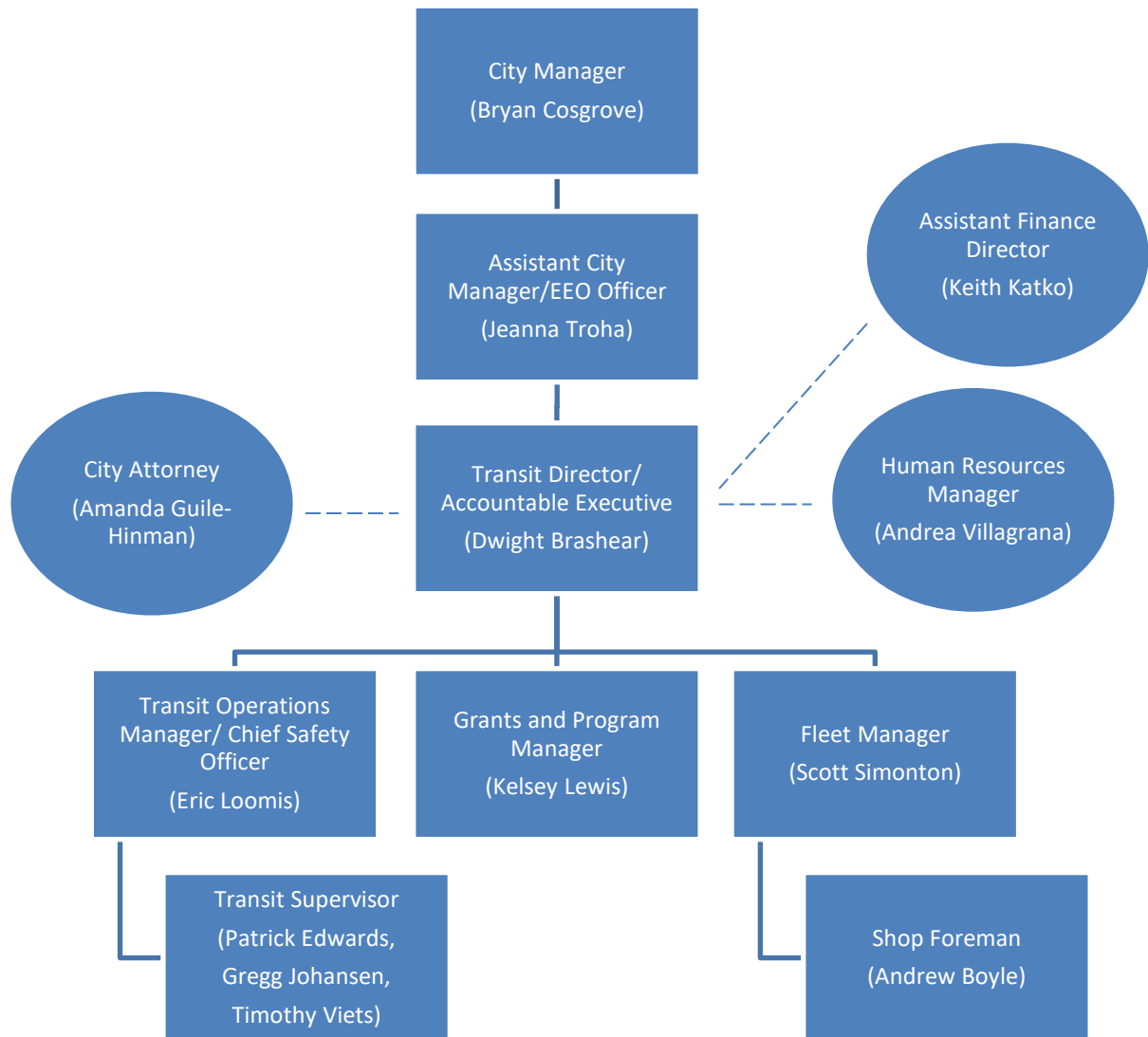
Safety and Security of the Oregon Public Transportation Plan (OPTP) aligns with the key components of the Federal Transit Administration's Safety Management System (SMS) principles in the Public Transportation Safety Action Plans. Goal 6 of the OPTP and SMS principles extend safety and security beyond vehicles and stations and include transit personnel, riders and the surrounding community. Safety is a basic expectation of all public transportation users and providers. Both the OPTP Goal 6 policies and strategies and the SMS principles encourage greater safety of the public transportation system through a range of strategies that proactively address design factors, personnel training, use of safety technologies, accident investigation and emergency management planning. The OPTP Goal 6 policies and strategies and SMS principles are scalable and effective across a broad range of organizations and applications. The goal of the OPTP and SMS is to ensure the agency has an inclusive and effective process to direct resources to optimally manage safety.

4.1.3 Employee Safety Reporting Program

As written throughout this Plan, SMART requires all employees to notify their supervisor of any hazard or safety condition they observe and deem to be a threat to staff, customers, or the general public. Each observation is considered credible unless through assessment and investigation it is found not to be a risk. Employees are encouraged to report unsafe conditions to their immediate supervisor but also may report directly to the CSO.

SMART ensures all employees protection from retaliation by superiors as a result of a safety observation or hazard identification.

4.1.4 Organizational Chart



4.2 Staffing

4.2.1 Transit Director/Accountable Executive

Dwight Brashear

The Transit Director plans, coordinates, directs, and supervises public transportation system operations and fleet maintenance. Responsibilities include long-range planning and goal-setting within the department; implementation of department strategies and Transit Master Plan; and recommending and implementing SMART policies. The Transit Director manages the budgetary aspects of the Transit department.

4.2.2 Transit Operations Manager/Chief Safety Officer (CSO)

Eric Loomis

The Transit Operations Manager leads daily operations of bus services. The Transit Operations Manager is designated as the CSO and ensures SMS oversight. All transit drivers, dispatchers, and supervisors report to this position. The Operations Manager is responsible for developing and implementing an ongoing training program. Other responsibilities include the development and implementation of new routes and services, maintaining departmental records, and administering approved projects.

4.2.3 Grants and Programs Manager

Kelsey Lewis

The Grants and Programs Manager is responsible for the daily activities associated with SMART's active transportation programs. The Grants and Programs Manager is responsible for ensuring the Transportation Demand Management (TDM) program is administered efficiently and effectively. Other responsibilities include developing and administering measurable programs to diverse target audiences, implementing public information campaigns, and submitting grants and statistical reporting. Grant administration includes oversight of Federal and State formula and discretionary funding.

4.2.4 Fleet Services Manager

Scott Simonton

The Fleet Services Manager leads and supervises the operation of the Fleet Services Division. The Fleet Services Division is responsible for the maintenance and repair of the city's inventory of vehicles and equipment, fuel management, and the acquisition and disposal of vehicles/equipment. The Fleet Services Manager schedules and coordinates the city's preventive maintenance program, maintains records and reports on equipment, and develops strategies related to the operation of the division's goals, personnel allocation, budget, and operations.

5. HAZARD IDENTIFICATION/RESOLUTION PROCESS

The Hazard Identification/Resolution Process is perhaps the heart of the PTASP.

5.1 Hazard Identification

The management of identified hazards is a vital component of the SMART PTASP. Accidents and incidents are prevented by proactively identifying hazards, assessing the associated risk, developing appropriate mitigating measures, and tracking implementation of the corrective action to closure. SMART identifies hazards via several different internal and external sources and categorizes each identified hazard accordingly to the severity and likelihood of the hazard.

The PTASP applies to all SMART employees and obligates everyone to be constantly vigilant for identifying hazards. It covers all aspects of SMART's facilities, systems,

equipment, vehicles, right-of-way, and work environments. SMART defines a hazard as a condition or set of conditions, internal or external to the system or system operation, which, when activated could cause injury or death or damage to or loss of equipment or property. An unacceptable hazard is a condition that may endanger human life or property or result in major system loss. This condition must be mitigated.

5.2 Hazard Management Process

The Hazard Management Process:

- Defines SMART's approach to hazard management and the implementation of an integrated system-wide hazard resolution process;
- Specifies the sources of and the mechanisms to support the ongoing identification of hazards;
- Defines the process by which identified hazards will be evaluated and prioritized for elimination or control; and
- Identifies the mechanism used to track and resolve the identified hazard(s).

5.3 Hazard Identification

Identification of hazards is the responsibility of all departments and individual employees; continuous management of hazards is the key to an effective PTASP. Hazards that are identified are analyzed by the CSO in collaboration with the Transit Director, Fleet Services Manager, and other city departments that the hazard might be relevant to for severity, frequency, and cost feasibility of remedial action required to eliminate, reduce, or control the hazard.

Hazards can be identified through a number of sources:

- System inspections, reviews, regulatory inspections, and observations
- Accidents and incidents investigations
- System reliability and failure reports
- City safety inspections
- Ride checks and proficiency checks
- Customer complaints
- Employee safety concerns or issues reported to management

5.4 Hazard Analysis

SMART uses two methods for orderly identification of hazards: inductive and deductive analysis.

The inductive hazard identification process consists of an analysis of system components to identify their respective failure modes and the effects they will have on the total system. This process assumes the failure of single elements or events and, through analysis, determines the potential consequential effects on the system or subsystem.

The deductive hazard identification process (post-accident/incident) involves defining an undesired effect (e.g., collision, fire) and then deducing the possible conditions or system component faults that are necessary to cause the undesired effect.

5.5 Hazard Categorization

Hazard severity is a subjective determination of the worst case that could be anticipated to result from human error, design inadequacies, component failure, or malfunction. The categories of hazards based on the MIL-STD-882-C are as follows:

Category 1, Catastrophic – operating conditions are such that human error, design deficiencies, element, subsystem or component failure, or procedural deficiencies may cause death or major system loss and require immediate termination of the unsafe activity or operation.

Category 2, Critical – operating conditions are such that human error, subsystem or component failure or procedural deficiencies may cause severe injury, severe occupational illness, or major system damage and require immediate corrective action.

Category 3, Marginal – operating conditions are such that they may result in minor injury, occupational illness, or system damage and are such that human error, subsystem, or component failures can be counteracted or controlled.

Category 4, Negligible – operating conditions are such that human error, subsystem or component failure, or procedural deficiencies will result in less than minor injury, occupational illness, or system damage. The categorization of hazards is consistent with risk-based criteria for severity; it reflects the principle that not all hazards pose an equal amount of risk to personal safety.

5.6 Hazard Probability

Hazard Probability is defined as the probability that a specific hazard will occur during the planned life expectancy of the system element, subsystem, or component. It can be described subjectively in potential occurrences per unit of time, events, population, items, or activity, ranked as follows:

A (Frequent)	Likely to occur frequently (individual); continuously experienced (fleet/inventory)
B (Probable)	Will occur several times in life of an item; will occur frequently in fleet/inventory
C (Occasional)	Likely to occur sometime in the life of an item; will occur several times in fleet/inventory
D (Remote)	Unlikely but possible to occur in life of an item; unlikely but can be expected to occur in fleet/inventory

E (Improbable)

So unlikely, it can be assumed occurrence may not be experienced; unlikely to occur, but possible in fleet

Frequency of Occurrence	Hazard Categories			
	Catastrophic 1	Critical 2	Marginal 3	Negligible 4
A - Frequent	1A	2A	3A	4A
B - Probable	1B	2B	3B	4B
C - Occasional	1C	2C	3C	4C
D - Remote	1D	2D	3D	4D
E- Improbable	1E	2E	3E	4E

1A, 1B, 1C, 2A, 2B
3A



Unacceptable

1D, 2C, 2D, 3B, 3C



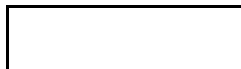
Undesirable with management decision required

1E, 2E, 3D, 3E, 4A,
4B



Acceptable with review by management

4C, 4D, 4E



Acceptable without review

Unacceptable: The hazard must be mitigated in the most expedient manner possible before normal service may resume. Interim corrective action may be required to mitigate the hazard to an acceptable level while the permanent resolution is in development.

Undesirable with management decision required: A hazard at this level of risk must be mitigated by the Transit Director.

Acceptable with review by management: The CSO must determine if the hazard is adequately controlled or mitigated as is and report his/her assessment to the Transit Director.

Acceptable without review: The hazard will be reviewed by the CSO but does not require further mitigation or control.

The Risk Assessment Process is used to prioritize hazardous conditions and focus available resources on the most serious hazards requiring resolution.

5.7 Hazard Resolution

Resolution of hazards will utilize the results of the risk assessment process. The objectives of the hazard resolution process are to:

1. Identify areas where hazard resolution requires a change in the system design, installation of safety devices, or development of special procedures;
2. Verify that hazards involving interfaces between two or more systems have been resolved; and
3. Verify that the resolution of a hazard in one system does not create a new hazard in another system.

SMART will use the following methodologies to assure that PTASP objectives are implemented throughout design, construction, and procurement; and operations and hazards are eliminated or controlled:

1. Design out or design to minimize hazard severity. To the extent permitted by cost and practicality, identified hazards will be eliminated or controlled by the design of equipment, systems, and facilities.
2. Hazards that cannot reasonably be eliminated or controlled through design will be controlled to the extent practicable to an acceptable level through the use of fixed, automatic, or other protective safety design features or devices. Provision will be made for periodic functional checks of safety devices and training for employees to ensure that PTASP objectives are met.
3. When design and safety devices cannot reasonably nor effectively eliminate or control an identified hazard, safety warning devices will be used (to the extent practicable) to alert persons to the hazard.
4. Where it is impossible to reasonably eliminate or adequately control a hazard through design or the use of safety and warning devices, procedures and training will be used to control the hazard. Precautionary notation will be standardized and safety-critical issues will require training and certification of personnel.

5.8 Hazard Resolution Management and Tracking

Resolution of identified hazards will be monitored and managed by the CSO, in collaboration with the responsible department, and approved by the Transit Director. The Operational Hazard Reporting Form and Hazard Tracking Matrix will be used for tracking identified hazards and the hazard resolution process. See Appendix A and B. This process allows the CSO to follow-up on mitigation strategies to determine if an alternative strategy would be more effective.

6. SAFETY ASSURANCE: ACCIDENT/INCIDENT REPORTING & INVESTIGATION

SMART has a training program to promote safety and, to the extent possible, avoid accidents and incidents. In the event of an accident or incident, SMART has policies and procedures in place to handle any situation effectively and efficiently.

6.1 Procedures

Immediately following an accident/incident the situation is to be reported to the appropriate immediate supervisor. All accidents and incidents are investigated. The degree of formality during the process of accident/incident investigation is directly dependent upon its severity in accordance with the Operations Policies and Procedures Manual. Supervisors investigate all bus accidents and will conduct and record them according to the procedures.

Basic information about the reportable accident/incident must be transmitted verbally and/or via email to the Transit Operations Manager. If necessary, everyone involved in the incident/accident will complete the proper post-accident/incident forms to be submitted to the Accident Review Board and other entities. If required, the Accident Review Board will receive all pertinent information from the accident and determine type of accident (preventable/non-preventable), conduct a root cause analysis and recommend retraining exercises.

7. FACILITIES INSPECTIONS (Includes Systems Equipment & Rolling Stock)

Safety Inspections of SMART facilities occur quarterly by the City's Safety Committee using a safety checklist to detect and correct unsafe conditions and deteriorating equipment conditions to ensure the safety for employees, public safety, and to ensure compliance with regulations.

Buses are inspected on a daily basis by operators to identify defective safety equipment. Bus operators perform pre-trip and post-trip inspections and submit forms to report defective safety equipment at the conclusion of their shifts and buses are not returned to service until such items are repaired.

Transit facilities are inspected regularly by City Public Works Department in compliance with FTA guidelines.

Bus stops are inspected regularly by Fleet Services to ensure equipment condition, accessibility for pedestrians, and cleanliness.

8. MAINTENANCE REVIEWS/INSPECTIONS (All Systems & Facilities)

Section 1 describes the major equipment and facilities of the system along with the department responsible for performing facility and equipment maintenance. Each responsible department maintains its maintenance and inspection manuals for each facility and all equipment. Preventive Maintenance Inspections (PMs) for vehicles are performed in accordance with manufacturer requirements by Fleet Services. Checklists are used to perform the PMs to ensure thorough and consistent inspections.

8.1 Resolution of Review/Inspection Findings

Serious hazardous conditions that are identified during the above inspections are immediately corrected and the conditions are documented in accordance with the SMART's procedures and practices. In the event a hazard cannot be immediately corrected, it shall be reported to the CSO and is managed and resolved in accordance with Section 5.2, Hazard Management Process. The CSO then tracks the resolution to closure including evaluating effectiveness of mitigation strategy.

9. RULES/PROCEDURES REVIEW

Standard operating procedures and safety rules, which are incorporated into the SMART Operations Employee Manual and Operations Policies and Procedures Manual, provide for safe operations of SMART vehicles off and on SMART property. SMART's policies and procedures establish processes for development, revision, maintenance, management, and enforcement of SMART's operations. The Transit Supervisors review this process to ensure consistency and the integrity of the policies and procedures modification process. These revisions are made on an as-needed basis and reviewed annually. The Operations Manager is charged with ensuring policies and procedures are developed, written, communicated, and consistently followed. SMART's Operations Policies and Procedures Manual is reviewed annually and revised as necessary. Procedures can be implemented with review of the Transit Operations Manager and/or the Transit Director.

9.1 Process for Ensuring Rules Compliance

Operators are tested on their knowledge of the Operations Employee Manual and Operations Policies and Procedures Manual during initial training and annual trainings.

- Policy/Procedure Prioritization – evaluate which activities pose greatest risk of injury, service disruption, or customer dissatisfaction.
- Roles and Responsibilities – identify who shall be responsible for each specific situation.

Safety training is completed by new employees and annually for all employees. All employee training includes classroom and field certification.

Supervisors are required to ensure that employees perform their assigned duties in compliance with all policies and procedures. Tailored training is assigned to employees who

are not in compliance with policies and procedures. Disciplinary procedures consistent with union contracts may be used to enforce compliance with established rules and procedures.

Documentation is required from management to maintain accurate compliance records. Records shall be kept both on observations and on action taken to correct observed deficiencies.

10. SAFETY PROMOTION: TRAINING AND CERTIFICATION REVIEW

Instruction in safe methods of operation and safety procedures is included in manuals, handbooks, and other documentation developed for the training and certification of operations and maintenance personnel. Training systems have been developed by each department, which include in-house classroom training, on-the-job training, and testing. Each department is responsible for establishing safety training requirements specific to personnel job descriptions and tasks. The City maintains central records of safety training for all employees. Management reviews training records annually to ensure that the required trainings and certifications are being completed by employees and are up-to-date.

10.1 New Employee Orientation

All new employees and all employees who receive a promotion must attend mandatory safety training (depending on job assignment) including: City Handbook, Operations Employee Manual, Operations Policies and Procedures Manual, Bloodborne Pathogens training, and other department-specific hazard and safety trainings. All employees receive PTASP training, which includes hazard management and basic hazard communication.

10.2 Hazardous Materials/Hazard Communication Training

All maintenance and support personnel who are required to use chemicals and hazardous or toxic substances are trained in the safe use of such substances. Employees who move to new positions are provided training in the use of any new chemicals that they may be assigned to use by the Fleet Manager.

10.4 Safety Related Operations and Maintenance Training

All new bus operators are provided training, which includes traffic regulations, rules, procedures, and field training. Bus operators must obtain a commercial driver license (CDL). Supervisors perform ride-checks to assess knowledge of bus operations, regulations, procedures, and pre-trip inspections. Operations employees attend a quarterly safety meeting to review and train on focused safety topics.

Fleet employees are required to attend a monthly safety training to review industry best practices. This interactive training uses video and other training materials to test an employee's knowledge of that month's safety topic.

10.5 Safety Rules and Procedures Training

Employees are trained to perform in accordance with the safety rules and procedures applicable to their department. The rules and procedures for each department are established by the appropriate manager and coordinated with the CSO. Violations of rules, regulations, and/or procedures may result in disciplinary action (coaching, retraining, reprimands, suspensions, or dismissal) in accordance with the rule books, policies, and the union contract.

10.6 Emergency Preparedness Training

Employees are provided training in: System Security, SOPs regarding hazardous materials, bomb threats and unknown substance response incidents, and emergency preparedness for employees as part of New Employee Orientation, technical training, and ongoing training programs.

11. EMERGENCY MANAGEMENT

11.1 Responsibilities for Emergency Management

SMART focuses on the preparedness, response, recovery, and mitigation of incidents and safety events that impact SMART transit operations. Effective emergency management minimizes impacts to transit operations.

Emergency preparedness comes in many forms: providing transit fire/life safety and emergency management training to SMART employees, revising emergency plans, ensuring policies and procedures work in concert with emergency management practices, frequent public outreach, presentations to SMART employees, equipment testing and maintenance, and community involvement.

11.2 Emergency Plans and Procedures

City management is responsible for the development and management of emergency plans that are included in policies and procedures and given out during new employee training.

Bus emergencies, which endanger life, health, property, or revenue service, require response in accordance with SMART policy. Modifications to existing policies and procedures, or new policies and procedures can be developed, distributed for review, requesting concurrence and approval from all parties involved. The new or modified policy or procedure is incorporated into the SMART Operations Policies and Procedures Manual or Employee Handbook and given to all employees.

12. SYSTEM MODIFICATION REVIEW/APPROVAL PROCESS

Safety assurance of new systems, equipment, and vehicles begins with the basic design and in the development of specifications to ensure that safety requirements and standards are incorporated. Consideration is given to such items as system interfaces, human factors,

environmental conditions, isolation of energy sources, materials compatibility, use and long-term storage of critical materials, emergency response capability, including emergency egress and rescue paths, fire sources and measures for protection, equipment layout, lighting requirements, and maintenance requirements. The individual(s) responsible for reviewing the system modification depends on the type of new system or equipment being implemented and could consist of, but is not limited to: Transit Operations Manager, Fleet Services Manager, Transit Director, Community Development Department, and contractors. The Transit Director will be a part of the final approval process with those involved in the system modification.

13. SAFETY DATA ACQUISITION/ANALYSIS

The following are sources of data that SMART utilizes to collect data and identify hazards for entry into the Hazard Management Process:

- Reports and observations from operators and other field personnel
- Information, experiences, and ideas from operators, maintenance, and management
- Observations of facilities and operations hazards by administrative personnel
- Results from emergency response to accidents and incidents
- Formal hazard analyses using the inductive process
- Inspections of facilities and equipment to identify and document safety, environmental, and industrial hygiene hazards on a proactive basis
- The Fleet Services Manager oversees preventive maintenance and performs periodic inspections and reviews in accordance with established procedures described in Section 8
- Safety-related comments received by dispatchers and supervisors from the customers and the general public are forwarded to the CSO for evaluation and follow-up action
- The CSO generally develops the required reports to provide safety management information to the rest of the department

13.1 Access to Data - Reports Prepared by CSO or City Safety Committee

The City and/or SMART produces and distributes the following reports to communicate safety information to all levels of the organization:

Internally-Distributed Reports

- Bus Accidents
- Reports of employee injuries
- Safety Performance Reports
- Hazard Management Log

14. INTERDEPARTMENTAL/INTERAGENCY COORDINATION

All safety-sensitive issues that pertain to operators are reported to transit supervisors. Transit supervisors will assess the severity of each issue and determine what actions to

follow. When appropriate, transit supervisors will communicate with the Transit Operations Manager/CSO, Transit Director, Human Resources Manager, and other departments and agencies associated with the situation.

All safety-sensitive issues that pertain to maintenance are reported to the Fleet Services Manager, who will communicate with the appropriate departments and agencies as needed.

SMART will keep an ongoing close relationship with City of Wilsonville Police Department and Clackamas County Sheriff's Department understanding that safety is a priority at SMART and that coordination of the departments creates a safer community with quicker response time. SMART periodically involves the Police Department and Fire District at All Staff meetings to train employees in safety and security awareness.

15. HAZARDOUS MATERIALS PROGRAMS

SMART is responsible for developing procedures that ensure compliance with the standards by all SMART employees. The chemical, hazardous material, and Safety Data Sheet (SDS) review process is incorporated into the SMART's training manuals for relevant employees. Access to the approved SDS is available in Fleet Services.

16. DRUG AND ALCOHOL ABUSE PROGRAMS

The SMART Human Resources department is responsible for administering a Substance Abuse Testing Program in accordance with 49 CFR Part 40 and 49 CFR Part 655. The Human Resources department monitors the program and ensures that employees in safety-sensitive positions who are returning to work from the Employee Assistance Program (EAP) have been medically certified to do so. The major goal of the Substance Abuse Policy is to ensure a safe operating environment for the public and employees. A major purpose of the EAP is to refer employees to the appropriate medical and/or rehabilitation treatment and counseling. The objective is to help them resolve their substance abuse problems and return to their full productive job capacity.

17. CONTRACTOR SAFETY COORDINATION

All contractors who perform work on, or interface with the operating systems are required by contract to ensure that supervisors and assigned employees attend safety training.

Each contract also requires compliance with applicable Federal and State OSHA regulations. Contractors must submit to the City of Wilsonville and/or SMART required safety training certifications and documentation of course completion that are pertinent to the work to be performed under the contract. The City of Wilsonville reviews the certifications and documentation for validity and to ensure currency of the training.

18. ALTERNATIVE FUELS & SAFETY

SMART's fleet operates on diesel, gasoline, compressed natural gas (CNG), and electricity. The fleet is composed of the following fuel types: Diesel, 21.25%; compressed natural gas (CNG) 21.25%; Clean Diesel 12.5%; Diesel Hybrid, 6%; Battery Electric 6%; and gasoline 33%.

SMART will maintain and conduct safety training for relevant employees in regards to the use and maintenance of all vehicles and facilities for the different fuel types.

19. OPERATING ENVIRONMENT AND PASSENGER FACILITY MANAGEMENT

SMART strives to provide convenient, safe, and reliable transportation services to its customers. Operators only let passenger alight at dedicated stop locations in normal driving situations.

Fleet Services and Public Works are in charge of maintaining bus stops and passenger facilities owned by SMART.

19.1 Current Bus Stops

Each stop is assessed for needed amenities and accessibility. Stops that lack street lighting will be prioritized for receiving lighting. Stops that do not meet ADA requirements, such as proper curb cuts, will be prioritized to become compliant. At high passenger volume stops, shelters and benches are considered if they are currently lacking and are prioritized based on need.

19.2 Future Bus Stops

Elements that are considered prior to locating future bus stops include:

- On-street vs. dedicated stop locations
- Transferability between other bus routes and other modes of transportation
- Passenger security
- Type of amenities (seating, design, lighting, etc.)
- Information kiosks, poles, signs, etc.
- Standards for improvements and upgrades at stops
- ADA related items (curb cuts, access)
- Routine maintenance (graffiti removal, cleaning)
- Curbing (trash removal, storm water drainage)
- Area lighting
- Traffic engineering/ergonomics for bus stop placement
- On-site security provisions

20. SECURITY

SMART has incorporated security into the design of its facilities. Cameras are used for surveillance in some areas. Fleet Services and the SMART management offices are attached to the yard where buses are parked and maintained. The yard is enclosed with chain link fence and is only entered using a key FOB or through the SMART offices.

Employees are trained to understand their role in security, which is outlined in the Transit Operator Handbook. All employees are trained on how to identify hazards and what steps to take for a given situation. Training sessions are continually conducted to help refresh employees on system security and how to minimize threats and vulnerabilities.

21. INTERNAL SAFETY REVIEW PROCESS

The CSO, in collaboration with the management team, is responsible for monitoring the effectiveness of the implementation of the PTASP.

21.1 Scope of Activities

All SMART safety activities and programs are subject to planned, periodic, and regularly scheduled safety review throughout the life of each system. The safety and security review procedures and checklists evaluate the effectiveness of the implementation of requirements of the PTASP.

SMART will perform comprehensive and continuous internal safety review of its operations at least once every three years. Over a three-year period, all requirements of the PTASP must be reviewed at least once. The three-year schedule shall be reviewed and updated as necessary annually by the first of October. A copy of the schedule shall be given to each department for review.

Safety reviews will be scheduled by the CSO and conducted by the department manager.

Each internal safety review will be conducted in accordance with a set of safety review checklists prepared by the department manager before the safety review is begun. The checklists will also be developed in accordance with the PTASP and this procedure.

21.2 Safety Review Reporting

The department managers will provide the safety review checklists and any additional reports to the CSO and the Transit Director.

The internal safety review process is intended to be complete and comprehensive. The CSO is responsible for ensuring that all requirements of the PTASP are reviewed in each three-year cycle and each element is comprehensively evaluated.

In addition to SMART's approved PTASP, the department managers shall use Standard Operating Procedures (SOPs), other pertinent documents, and the principles of system safety and security as a basis for preparing a set of safety checklists before beginning the on-site review. Some typical examples of these procedures and other pertinent documents reviewed during the safety reviews include:

- System operating rule book (SMART Operations Employee Manual and Operations Policies and Procedures Manual);
- Training curricula and materials;
- System design criteria and project engineering procedures for extensions and modifications;
- Records and documentation of safety related events, tasks, processes, procedures, activities and policies;
- Previous internal and external safety and security review reports;
- Corrective action plans; and
- All other documentation needed to verify safety-related activities, programs and policies.

Appendix A

Operational Hazard Analysis (OHA)

OPERATING HAZARD ANALYSIS						
System:		Prepared by:			Date:	
Subsystem:		Reviewed by:			Date:	
OHA No:		Approved by:			Date:	
General Description		Hazard Cause/Effect		Hazard Assessment Matrix	Corrective Action	
Task Description	Hazard Description	Potential Cause	Effect on Personnel/Subsystem/System		Possible Controlling Measures and Remarks	Resolution

Hazard Tracking Matrix							
No.	Description	Date Identified	Source (Origin of Hazard)	Assessment Results	Recommendations (Proposed Resolution)	Status (Resolution verification)	Date Closed

SMART Safety Committee

Representatives of frontline transit workers employed by the City of Wilsonville will be selected by SEIU to the extent the frontline workforce is represented by labor organizations

The safety committee of a recipient shall have, at a minimum, responsibility for

- identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment;
- identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and
- identifying safety deficiencies for purposes of continuous improvement.

The safety committee will approve the agency safety plan annually before final approval from city council.

The safety committee will, in general, meet once monthly, but at least once quarterly.

Committee members will serve two-year terms to maintain a stable process in reviewing safety data, creating performance targets, and plan approval.

The safety committee will be made up of eight members. Four representatives will be from the City and four representatives, who meet the criteria above, will be chosen by SEIU.

City Representatives

Scott Simonton, Fleet Manager

Tim Viets, Transit Supervisor

Andrea Villagrana, Human Resource Manager

Eric Loomis, Operations Manager, CSO

SEIU Representatives

Karen Kovalik, Transit Driver

Jeanette Patton, Transit Driver

Naylene Frunk, Transit Driver

Vince Espinoza, Transit Driver

RESOLUTION NO. 3014**A RESOLUTION ADOPTING THE CANVASS OF VOTES OF THE NOVEMBER 8, 2022
GENERAL ELECTION.**

WHEREAS, at the General Election held on November 8, 2022, the electorate of the City of Wilsonville cast ballots for two City Councilor positions; and

WHEREAS, the terms for the City Council positions are four-year terms; and

WHEREAS, the General Election of the registered voters of Clackamas and Washington Counties was conducted by mail; and

WHEREAS, the County Clerks of Clackamas and Washington Counties, respectively, are by statute, in charge of conducting all elections, and both counties have filed an abstract of the tally of votes cast at the election, which tally for Clackamas County and Washington County was duly received by the City Recorder on December 6, 2022, copies of which are attached hereto and incorporated by reference.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. That the City Council of the City of Wilsonville does hereby adopt the votes of the November 8, 2022, General Election as follows, listed in the same order as the County provided:

FOR THE POSITIONS OF CITY COUNCIL

Clackamas County:	Precinct 201	Precinct 202	Precinct 203	Precinct 204	Totals
Caroline Berry	1,863	1,940	1,172	1,110	6,085
Katie Dunwell	1,677	1,831	1,022	1,073	5,603
Write-In (W)	23	35	14	35	107
Write-In 1 (W)	7	9	3	7	26
Write-In 2 (W)	0	0	0	1	1
Under Votes	3,472	3,885	2,003	2,100	11,460
Over Votes	0	0	0	0	0
Totals	7,042	7,700	4,214	4,326	23,282

Washington County:	Precinct 432
Caroline Berry	144
Katie Dunwell	98
Write-In	5
Under Votes	223
Over Votes	0
Totals	470

TOTAL VOTES CAST IN BOTH COUNTIES

Caroline Berry	6,229
Katie Dunwell	5,701

2. Based upon the adopted canvass of votes, the City Council affirms that:
 - a. **Caroline Berry** and **Katie Dunwell** have been elected to the position of City Councilor for four-year terms beginning January 1, 2023.
3. The City Recorder shall file the Certificates of Election in accordance with the above.
4. This Resolution shall be effective upon its adoption.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting this 19th day of December, 2022, and filed with the Wilsonville City Recorder this date.

Julie Fitzgerald, Mayor

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville

ATTACHMENTS:

1. Certificate of Election

A. Abstract of Vote – Clackamas and Washington Counties

Attachment 1

City of Wilsonville
Certificate of the November 8, 2022
General Election Results

State of Oregon)
)
Counties of Clackamas)
And Washington)
)
City of Wilsonville)

I, Kimberly Veliz, do hereby certify that I am the City Recorder and the Election Official for the City of Wilsonville, Clackamas and Washington Counties, Oregon, and I state:

1. A regular election was held November 8, 2022 for the electorate of the City of Wilsonville to cast ballots for the position for two City Councilor positions.
2. The November 8, 2022 General Election was conducted by mail by the Clackamas and Washington County Elections Division.
3. The County Clerks of Clackamas and Washington Counties, who by statute, are in charge of conducting all elections, have tallied the votes cast for this election and delivered to the City a final copy of the Abstract of Votes, a copy of which is attached as Exhibit A, and incorporated herein.

I hereby certify the results of the November 8, 2022 General Election voted upon by the qualified voters of the City of Wilsonville as follows:

Attachment 1

- a. That **Caroline Berry** is elected to the office of City Councilor, for a four-year term commencing January 1, 2023.
- b. That **Katie Dunwell** is elected to the office of City Councilor, for a four-year term commencing January 1, 2023.

Dated this 19th day of December 2022.

Kimberly Veliz, City Recorder

Canvass Results	
Official	
Run Time	11:42 AM
Run Date	12/05/2022

Clackamas County

November 8, 2022 General Election

11/8/2022

Page 112

Official Results	
Registered Voters	
216733 of 313875 = 69.05%	
Precincts Reporting	
86 of 86 = 100.00%	

City of Wilsonville, Councilor - Vote for two

Precinct	Caroline Berry	Katie Dunwell	Write-in (W)	Write-in 1 (W)	Write-in 2 (W)	Cast Votes	Undervotes	Overvotes	Miscellaneous Write-ins	Vote by Mail Ballots Cast	Total Ballots Cast	Registered Voters	Turnout Percentage
201	1,863	1,677	23	7	0	3,570	3,472	0	0	3,521	3,521	4,912	71.68%
202	1,940	1,831	35	9	0	3,815	3,885	0	0	3,850	3,850	6,119	62.92%
203	1,172	1,022	14	3	0	2,211	2,003	0	0	2,107	2,107	2,488	84.69%
204	1,110	1,073	35	7	1	2,226	2,100	0	0	2,163	2,163	3,286	65.82%
Totals	6,085	5,603	107	26	1	11,822	11,460	0	0	11,641	11,641	16,805	69.27%



**CERTIFIED COPY OF THE ORIGINAL
SHERRY HALL, COUNTY CLERK**

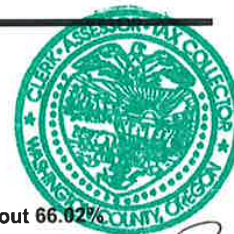
BY: Sherry Hall

Ballots Cast per Contest - Accumulative Summary
Washington County November 8 2022 General Election
All Precincts, All Districts, All Counter Groups, All Scan Stations, All Contests, All Boxes
Official Election Results

Page: 10 of 13
2022-12-05
09:02:00

Total Ballots Cast: 257479, Registered Voters: 387173, Overall Turnout: 66.50%

Choice	Votes	Vote %
Write-in	154	2.38%
Total	6476	100.00%
Overvotes	0	
Undervotes	4053	



Paul R...

City of Tualatin, Council Member, Position 3 (Vote for 1)

10529 ballots (0 over voted ballots, 0 overvotes, 4044 undervotes), 15949 registered voters, turnout 66.02%

Bridget Brooks	6291	97.01%
Write-in	194	2.99%
Total	6485	100.00%
Overvotes	0	
Undervotes	4044	

City of Tualatin, Council Member, Position 5 (Vote for 1)

10529 ballots (1 over voted ballots, 1 overvotes, 1821 undervotes), 15949 registered voters, turnout 66.02%

Octavio Gonzalez	4314	49.55%
Kelly Horsford	4347	49.93%
Write-in	46	0.53%
Total	8707	100.00%
Overvotes	1	
Undervotes	1821	

City of Wilsonville, Councilor (Vote for 2)

235 ballots (0 over voted ballots, 0 overvotes, 223 undervotes), 407 registered voters, turnout 57.74%

Caroline Berry	144	58.30%
Katie Dunwell	98	39.68%
Write-in	5	2.02%
Write-in	0	0.00%
Total	247	100.00%
Overvotes	0	
Undervotes	223	

West Multnomah Soil and Water Conservation Dist, Dir Pos 2 (Vote for 1)

351 ballots (0 over voted ballots, 0 overvotes, 153 undervotes), 481 registered voters, turnout 72.97%

Shawn S Looney	197	99.49%
Write-in	1	0.51%
Total	198	100.00%
Overvotes	0	
Undervotes	153	

West Multnomah Soil and Water Conservation Dist, Dir Zone 4 (Vote for 1)

351 ballots (0 over voted ballots, 0 overvotes, 152 undervotes), 481 registered voters, turnout 72.97%

Brian W Lightcap	198	99.50%
Write-in	1	0.50%
Total	199	100.00%
Overvotes	0	
Undervotes	152	

West Multnomah Soil and Water Conservation Dist, Dir Zone 5 (Vote for 1)

351 ballots (0 over voted ballots, 0 overvotes, 157 undervotes), 481 registered voters, turnout 72.97%

Terri Preeg Riggsby	193	99.48%
Write-in	1	0.52%
Total	194	100.00%
Overvotes	0	
Undervotes	157	

Tualatin Soil and Water Conservation District, Dir Pos 2 (Vote for 1)

257128 ballots (0 over voted ballots, 0 overvotes, 102244 undervotes), 386692 registered voters, turnout 66.49%

Dean P Moberg	152359	98.37%
Write-in	2525	1.63%

Ballots Cast per Contest with Precincts
 Washington County November 8, 2022 General Election
 All Precincts, All Districts, All Counter Groups, All ScanStations, All Contests, All Boxes
 Official Election Results

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 2022-12-05
 09:06:46

Total Ballots Cast: 257479, Registered Voters: 387173, Overall Turnout: 66.50%

City of Wilsonville, Councilor (Vote for 2)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Caroline Berry	Katie Dunwell	Write-in	Write-in
Precinct 432	235	407	247	144 58.30%	98 39.68%	5 2.02%	0 0.00%
Total	235	407	247	144 58.30%	98 39.68%	5 2.02%	0 0.00%



Ballots Cast per Contest with Precincts
Washington County November 8, 2022 General Election
All Precincts, All Districts, All Counter Groups, All ScanStations, All Contests, All Boxes
Official Election Results

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2022-12-05

09:06:46

Total Ballots Cast: 257479, Registered Voters: 387173, Overall Turnout: 66.50%

City of Wilsonville, Councilor (Vote for 2)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Over Votes	Under Votes
Precinct 432	235	407	247	0	223
Total	235	407	247	0	223



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 19, 2022		Subject: Resolution No. 3026 Authorizing The City Manager To Execute A Renewal of Goods And Services Agreement With Optibus, Inc. To Provide Planning And Scheduling Software Service For South Metro Area Regional Transit (SMART). Staff Member: Eric Loomis, Transit Operations Manager Department: Transit	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input checked="" type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Staff recommends Council adopt the Consent Agenda.			
Recommended Language for Motion: I move to adopt the Consent Agenda.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

South Metro Area Regional Transit (SMART) is seeking to renew the planning and scheduling software contract with Optibus, Inc. to continue efficient route planning and vehicle and driver scheduling.

EXECUTIVE SUMMARY:

SMART originally entered into a goods and services contract with Optibus, Inc. on October 15, 2020. That contract has expired and it would benefit SMART to renew the contract to continue gaining efficiencies in route planning, scheduling and rostering

Optibus, Inc. provides SMART staff with software tools for route planning, bus schedules, vehicle and crew scheduling and rostering. The software allows SMART staff to create new routes or modify existing routes. It allows staff to view ridership reports by transit stop and improve service based on key performance indicators. The planning module also allows for demographic overlays to understand how different groups will be impacted by routing decisions.

The Vehicle and Crew Scheduling module provides optimizations with multiple scenarios for staff to determine efficiencies and quality control. The Rostering module gives SMART staff the ability to build a roster quickly – which was proven highly effective during the COVID-19 pandemic. The rostering module also has the ability to regulate and minimize overtime inefficiencies.

Creating routes and schedules in Optibus directly benefits customers as well. Routes, schedules, and rosters created in Optibus are directly linked to SMART's on-board software, allowing the public to view next bus arrivals through mysmartbus.com and SMART's mobile app.

EXPECTED RESULTS:

The adoption of Resolution No. 3026 will continue the customers' enhanced experience in live bus tracking and real-time schedule information. Efficiencies will continue to be monitored and gained by staff through evaluating key performance measures and reducing crew overtime.

TIMELINE:

If adopted, Resolution No. 3026 will allow the renewal of Goods and Services contract until it expires on October 31, 2025.

CURRENT YEAR BUDGET IMPACTS:

Initial setup of integrating SMART's data into Optibus, Inc. software with one year of operations was included in a federal grant with a 20% local match of \$19,120. After the first year, SMART has been able to use federal funding intermittently for the scheduling software. SMART has budgeted for the continued use of the software Optibus, Inc. provides using federal funding for the current year (fiscal year 2022-23) of the contract. SMART will continue to pursue federal and other funding sources to minimize the local impact.

COMMUNITY INVOLVEMENT PROCESS:

The 2017 Transit Master Plan (TMP) provided significant community feedback with a strong desire for SMART to invest in technology to provide convenient and efficient transportation for customers. The TMP also recommends electronic e-readers at high visibility locations, which integrate with Optibus, Inc.'s general transit feed specification routing and schedules. The Programs Enhancement Strategy (PES), Appendix G to the TMP, was added in 2018, which included additional public involvement. The PES speaks specifically to technology investments

and is what led SMART staff to seek out planning and scheduling software.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Opitbus, Inc.'s planning and scheduling software continues to be a part of SMART's technological upgrades to benefit customers by providing ease of use and providing flexibility to change routes swiftly where a need is identified.

ALTERNATIVES:

The alternative to approving Resolution No. 3026 is to use past manual tools such as Microsoft Excel to create routes and schedules. Although it is still a reliable method, it is very time consuming for staff and may not give customers the desired outcomes of real-time bus schedules or efficient route building.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 3026
 - A. Contract No. 210021 – Renewal of Goods and Services Contract

RESOLUTION NO. 3026**A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING SOUTH METRO AREA REGIONAL TRANSIT (SMART) TO A RENEWAL OF GOODS AND SERVICES CONTRACT WITH OPTIBUS, INC.**

WHEREAS, the 2017 Transit Master Plan, adopted by City Council, directed South Metro Area Regional Transit to invest in technology to provide convenient and efficient transportation for customers; and

WHEREAS, South Metro Area Regional Transit has a need for scheduling and planning software technology to provide efficient service; and

WHEREAS, South Metro Area Regional Transit entered into Goods and Services Contract 210020 with Optibus, Inc. on October 15, 2022 that expired July 19, 2022; and

WHEREAS, SMART staff was satisfied with the service Optibus, Inc. provided throughout the contract period with a desire to continue utilizing the scheduling and planning software through a renewed contact.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1. Based on the above recitals incorporated herein, the City Council does hereby approve and authorize South Metro Area Regional Transit to renew Goods and Services Contract No. 210021 with Optibus, Inc. presented in Exhibit A

Section 2. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting there of this 19th day of December 2022, and filed with the Wilsonville City Recorder this date.

JULIE FITZGERALD, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville

EXHIBIT:

A. Contract No. 210021 – Renewal of Goods and Services Contract

CITY OF WILSONVILLE RENEWAL OF GOODS AND SERVICES CONTRACT

Optibus Software Purchase

This Renewal of Goods and Services Contract (“Renewal”) is effective as of July 19, 2022 (“Effective Date”), by and between the **City of Wilsonville**, a municipal corporation of the State of Oregon (“City”), and **Optibus, Inc.**, a Delaware corporation (“Contractor”), upon the terms and conditions set forth below.

RECITALS

WHEREAS, the City entered into a Goods and Services Contract (“Contract”) with Contractor on October 15, 2020, relating to the Optibus Software Purchase Project (“Project”); and

WHEREAS, the parties unintentionally allowed the Contract to expire on July 19, 2022; and

WHEREAS, Contractor represents that Contractor continues to be qualified to perform the Services described in the Contract, on the basis of specialized experience and technical expertise; and

WHEREAS, Contractor is prepared to continue providing such Services as the City does hereinafter require;

NOW, THEREFORE, in consideration of these mutual promises and the terms and conditions set forth herein, the parties agree as follows:

AGREEMENT

The Contract is renewed, as follows:

Section 1. Term

The Term of this Renewal shall be from July 19, 2022 until all Services required to be performed under the Contract are completed and accepted, or no later than October 31, 2025, whichever occurs first.

Section 2. Additional Services To Be Provided

Contractor will continue to perform the Services, as more particularly described in **Exhibit A** of the Contract, pursuant to all original terms of the Contract, except as modified herein.

Section 3. Time for Completion of Additional Services

The Additional Services provided by Contractor pursuant to this Renewal shall be completed by no later than October 31, 2025.

Section 4. Compensation

The City agrees to pay Contractor on a time and materials basis, guaranteed not to exceed NINETY-EIGHT THOUSAND ELEVEN DOLLARS AND FORTY-FOUR CENTS (\$98,011.44), for performance of the Additional Services ("Additional Contract Amount") which, when totaled with the original Contract Sum, equals a total not-to-exceed amount of ONE HUNDRED NINETY-THREE THOUSAND SIX HUNDRED FOURTEEN DOLLARS AND FORTY-FOUR CENTS (\$193,614.44) for the performance of the Services and Additional Services ("Total Contract Sum"). Contractor's current Rate Schedule is attached hereto as **Exhibit B**, and incorporated herein by reference.

Section 5. All Other Terms

All of the other terms and conditions of the original Contract shall remain in full force and effect, as therein written. Unless otherwise defined herein, the defined terms of the Contract shall apply to this Renewal.

The Contractor and the City hereby agree to all provisions of this Renewal.

CONTRACTOR:


OPTIBUS, INC.

By: _____

Print Name: _____

As Its: _____

EIN/Tax I.D. No. 37-1870405

DocuSigned by:

 989FBEF581B9477...

Amos Haggiag

Director

CITY:

CITY OF WILSONVILLE

By: _____

Print Name: _____

As Its: _____

APPROVED AS TO FORM:

 Ryan Adams, Assistant City Attorney
 City of Wilsonville, Oregon

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EXHIBIT B

Mutiple Year (+3)

Product	Vehicles	Duration (Months)	Start Date	Net Fee Per Vehicle	Total Net Fee
Optibus Planning + Scheduling + Rostering	30	36	15-Oct- 22	\$87.27	\$94,251.60
Optibus Ev Scheduling	4	36	15-Oct- 22	\$26.11	\$3,759.84
Total Net Fee					\$98,011.44



CITY COUNCIL MINUTES

December 05, 2022 at 7:00 PM

Wilsonville City Hall & Remote Video Conferencing

CALL TO ORDER

1. Roll Call
2. Pledge of Allegiance

A regular meeting of the Wilsonville City Council was held at the Wilsonville City Hall beginning at 7:00 p.m. on Monday, December 5, 2022. The Mayor called the meeting to order at 7:01 p.m., followed by roll call and the Pledge of Allegiance.

PRESENT:

Mayor Fitzgerald
Council President Akervall
Councilor Linville

EXCUSED:

Councilor Lehan
Councilor West

STAFF PRESENT:

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney
Dan Carlson, Building Official
Jeanna Troha, Assistant City Manager
Zoe Mombert, Assistant to the City Manager
Bill Evans, Communications & Marketing Manager
Miranda Bateschell, Planning Director
Dan Pauly, Planning Manager

3. Motion to approve the following order of the agenda.

Motion: Moved to approve the following order of agenda.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

MAYOR'S BUSINESS

4. Wilsonville Wildcats Week Proclamation

The Mayor read a proclamation declaring December 5, 2022 to December 9, 2022 as Wilsonville Wildcats Week in Wilsonville.

Head Coach Alex Boehm was invited to say a few words about the team. Coach Boehm thanked the Council and the community for their support. He understood the team was being honored because of their amazing performance in the State Championship game, which led to the teams win. However, Coach Boehm communicated that the team was so much greater than that one game. He added that over the season, the team overcame adversity, demonstrated trust, grit, and resilience.

Proclamations were presented to team members and photos taken.

The following players were present:

Jasmine Brown	Camryn Schaan	Shea Moomaw	Addie Arakelian
Brooklyn Bybee	Avery Underhill	Hannah Aldrich	Tegan Waters
Elena Piazza	Kenley Whittaker	Taylor Smith	Natalie Kendig
Alexis Mcilmoil	Kate Giese	Grace Wilson	Campbell Lawler
Caroline de la Motte	Resse Holsey	Kiah Fee	Sammie Baker

Players unable to attend included:

Maddie Downie	Cassie Wedin	Ashlyn Ring
---------------	--------------	-------------

Coaching staff recognized included:

Head Coach Alex Boehm	Assistant Coach Tammy Sue Bradley
Assistant Coach CJ Koll	Assistant Coach Andreas Hodges Assistant Coach Jake Smeraglio

5. Boards/Commission Appointments/Reappointments

Budget Committee – Reappointment

Reappointment of Synthea Russell to the Budget Committee for a term beginning 1/1/2023 to 12/31/2025.

Motion: Moved to ratify the reappointment of Synthea Russell to the Budget Committee for a term beginning 1/1/2023 to 12/31/2025.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

Development Review Board A – Reappointments

Reappointment of Rachelle Barrett and Jean Svadlenka to the Development Review Board A for a term beginning 1/1/2023 to 12/31/2024.

Motion: Moved to ratify the reappointment of Rachelle Barrett and Jean Svadlenka to the Development Review Board A for a term beginning 1/1/2023 to 12/31/2024.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

Development Review Board – Appointments

Appointment of Jordan Herron, Yara Alatawy, John Hildum, and Rob Candrian to the Development Review Board for a term beginning 1/1/2023 to 12/31/2024.

Motion: Moved to ratify the appointment of Jordan Herron, Yara Alatawy, John Hildum, and Rob Candrian to the Development Review Board for a term beginning 1/1/2023 to 12/31/2024.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

Kitakata Sister City Advisory Board – Reappointments

Reappointment of Seiji Shiratori and Ashleigh Sumerlin to the Kitakata Sister City Advisory Board for a term beginning 1/1/2023 to 12/31/2025.

Motion: Moved to ratify the reappointment of Seiji Shiratori and Ashleigh Sumerlin to the Kitakata Sister City Advisory Board for a term beginning 1/1/2023 to 12/31/2025.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

Kitakata Sister City Advisory Board – Appointments

Appointment of Yuki Puram and John Bohlen to the Kitakata Sister City Advisory Board for a term beginning 1/1/2023 to 12/31/2025.

Motion: Moved to ratify the appointment of Yuki Puram and John Bohlen to the Kitakata Sister City Advisory Board for a term beginning 1/1/2023 to 12/31/2025.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

Parks & Recreation Advisory Board – Appointment

Appointment of Keith Gary to the Parks & Recreation Advisory Board for a term beginning 1/1/2023 to 12/31/2026.

Motion: Moved to ratify the appointment of Keith Gary to the Parks & Recreation Advisory Board for a term beginning 1/1/2023 to 12/31/2026.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

Planning Commission – Appointment

Appointment of Nicole Hendrix to the Planning Commission for a term beginning 1/1/2023 to 12/31/2026.

Motion: Moved to ratify the appointment of Nicole Hendrix to the Planning Commission for a term beginning 1/1/2023 to 12/31/2026.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

Wilsonville-Metro Community Enhancement Committee – Appointment

Appointment of Maripat Hensel to the Wilsonville-Metro Community Enhancement Committee for a term beginning 1/1/2023 to 6/30/2024.

Motion: Moved to ratify the appointment of Maripat Hensel to the Wilsonville-Metro Community Enhancement Committee for a term beginning 1/1/2023 to 6/30/2024.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

6. Upcoming Meetings

The Mayor then reported on the following:

Department of Aviation Request for Special Land-use Rules at Aurora State Airport

- Last week, City of Aurora Mayor Asher and the Mayor collaborated on a joint letter from the Cities of Aurora and Wilsonville to the Land Conservation and Development Commission (LCDC).
- The letter supported the Department of Land Conservation and Development's (DLCD) decision to decline a request by the Oregon Department of Aviation to make special land-use rules for the Aurora State Airport, instead of creating special-interest exemptions to Oregon land-use law.
- The intent of the letter was to ask that the Aviation Department to comply with state law.
- The letter was well received and the Mayor understood from the DLCD that they have a full plate and do not intend to take that up at this time.

The Mayor announced a number of upcoming meetings and events including:

ODOT Public Comment Period on Highway Tolling Issues

- The Oregon Department of Transportation opened up a 50-day public comment period on the Regional Mobility Pricing Project, which is about the highway tolling issues.
- This is the proposed program to toll I-5 and I-205 in the Portland metro area to generate construction revenue and manage traffic congestion.
- The Mayor explained that on the City's website there was a shortcut to the comment portal.
- Public comment may be submitted until January 6, 2023.

COMMUNICATIONS

There was none.

CITIZEN INPUT AND COMMUNITY ANNOUNCEMENTS

This is an opportunity for visitors to address the City Council on items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Staff and the City Council will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter. Please limit your comments to three minutes.

There was none.

COUNCILOR COMMENTS, LIAISON REPORTS AND MEETING ANNOUNCEMENTS

7. Council President Akervall

The Council President shared she attended the Tree Lighting Ceremony. She then thanked attendees, performers and staff for their participation.

It was announced that a delegation of high school students from Kitakata, Japan was visiting this week.

The Mayor then explained she and Council President Akervall attended a welcome dinner for the students and their chaperones. In addition, earlier that morning there was a breakfast for students at City Hall, where students presented on Kitakata. The City also received a letter from the Mayor of Kitakata, recognizing the almost 35 years of the joint exchange program with the City of Wilsonville. Moreover, the rabbit at the dais was a gift from Kitakata as starting January 2023 was the year of the rabbit.

Council President Akervall asked those that come across the students, teachers, and chaperones to give them a special welcome.

The Council President then mentioned the Parks and Recreation Department was doing an activity over the next two weeks called the Hunt for the Holiday Symbols. The hidden holiday symbols would represent the different winter holidays. The audience was told Parks and Recreation staff would be releasing clues for the hunt over their social media accounts.

8. Councilor Lehan - Excused

9. Councilor West – Excused

10. Councilor Linville

Councilor Linville reported she had not heard anything yet from the governor in terms of her appointment to the Opioid Settlement Board.

Prior to the next City Council meeting Councilor Linville planned to attend the Clackamas County Coordinating Committee (C4) Metro Subcommittee.

Councilor Linville reminded the audience that the Parks and Recreation Department was conducting the City's Ninth Annual Toy Drive. Residents could drop off new, unwrapped toys at the Parks and Recreation Administration building in Town Center Park until December 9, 2022. All toys collected would be distributed to local individuals and families in need.

In addition, the Parks and Recreation Department was sponsoring the "Fill a Stocking for a Senior Citizen." The stockings are intended for older residents who are enrolled in the Community Center's Home Delivered Meal Program. Stockings can include small games, puzzles, ornaments, personal care items, greeting cards, stamps; gift cards to local grocery stores; coffee, tea, cocoa, or snacks. Filled stockings are to be dropped at the Parks and Recreation Administration building until December 9, 2022.

In closing, the Mayor reminded that the next City Council meeting was scheduled for December 19, 2022.

CONSENT AGENDA

The City Attorney read the title of the consent agenda into the record.

11. Minutes of the November 21, 2022 City Council Meeting.

Motion: Moved to approve the consent agenda as read.

Motion made by Councilor Linville, Seconded by Council President Akervall.

Voting Yea:
Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

NEW BUSINESS

12. Resolution No. 3015

A Resolution Of The City Of Wilsonville Adopting The Structural Specialty Code And The Mechanical Specialty Code And Repealing All Prior Resolutions That Previously Adopted A Structural Specialty Code Or Mechanical Specialty Code.

The City Attorney read the title of Resolution No. 3015 into the record.

It was recalled that Council heard a presentation on Resolution No. 3015 during the Work Session held prior to the City Council meeting.

Motion: Moved to approve Resolution No. 3015.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

CONTINUING BUSINESS

There was none.

PUBLIC HEARING

Staff presenting on Ordinance No. 870 were delayed. Therefore, Ordinance No. 871 was moved up in the order of the agenda.

13. Ordinance No. 871

An Ordinance Of The City Of Wilsonville Amending The Comprehensive Plan Text And Areas Of Special Concern Map To Adopt Airport Good-Nighbor Policies And Designate The Aurora State Airport And Surrounding Properties As An Area Of Special Concern.

The City Attorney read the title of Ordinance No. 871 into the record on first reading.

The Mayor read the public hearing script and called to order the public hearing at 7:40 p.m.

Miranda Bateschell, Planning Director and Chris Green of Harper Houf Peterson Righellis, Inc. (HHPR) provided the staff report and PowerPoint, which has been made a part of the record.

The Mayor invited public testimony, seeing none the Mayor closed the public hearing on Ordinance No. 871 at 7:53 p.m.

Motion: Moved to adopt Ordinance No. 871 on first reading.

Motion made by Councilor Linville, Seconded by Council President Akervall.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

14. **Ordinance No. 870**

An Ordinance Of The City Of Wilsonville Adopting The Frog Pond East And South Master Plan And Related Comprehensive Plan Text And Map Amendments.

The City Attorney read the title of Ordinance No. 870 into the record on first reading.

The Mayor read the public hearing script and called to order the public hearing at 7:56 p.m.

Dan Pauly, Planning Manager and Joe Dills of MIG, Inc. provided the staff report and PowerPoint, which has been made a part of the record.

Council asked clarifying questions.

The Mayor invited public testimony, seeing none the Mayor closed the public hearing on Ordinance No. 870 at 8:15 p.m.

Motion: Moved to adopt Ordinance No. 870 on first reading.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Discussion ensued.

Restated Motion: Moved to adopt Ordinance No. 870 on first reading, with the additions of Exhibits D and G and details shared during staff presentation.

Appended to the minutes is the memorandum edits to the Frog Pond East and South Master Plan from Planning Commission and City Council Hearings.

Motion made by Council President Akervall, Seconded by Councilor Linville.

Voting Yea:

Mayor Fitzgerald, Council President Akervall, Councilor Linville

Vote: Motion carried 3-0.

CITY MANAGER'S BUSINESS

The City Manager complimented the Parks and Recreation Department on the amazing Tree Lighting Event. He further added the event gets better every year. Moreover, he was most impressed with the number of groups that Erica Behler, Recreation Coordinator had included in the event. The groups included various schools and a variety of ages.

LEGAL BUSINESS

There was none.

ADJOURN

The Mayor adjourned the meeting at 8:21 p.m.

Respectfully submitted,

Kimberly Veliz, City Recorder

ATTEST:

Julie Fitzgerald, Mayor



Edits to the Frog Pond East and South Master Plan from Planning Commission and City Council Hearings

The following is a consolidated list of outstanding edits to the Frog Pond East and South Master Plan Document directed by the City Council adoption. The list includes edits noted in Exhibits D and G (Correction Memos) and the added change noted during the presentation on December 5. These will be incorporated into a final published version of the Master Plan Document, scheduled to be completed by early January.

Within beginning pages of the Master Plan Report, add an acknowledgements page

The acknowledge page will follow the format of Frog Pond West and include the names of: the City Council, the Planning Commission, participating City staff, and consultants.

Page 2 or 4 in Chapter 1, add call-out box describing what "Master Planning" is and is not.

On Page 2 or 4, depending on formatting of other text, include a call out box with the following language:

Master Planning identifies the types and locations of the homes, parks, open spaces, streets, trails and neighborhood amenities to be built over the next 10-20 years. Master Plans also identify implementing policies and regulatory strategies, along with water, sewer, stormwater, and transportation infrastructure needs and funding sources.

While Master Planning identifies the general types and locations of homes, parks, etc. it is not an approval for construction of such uses. Following Master Planning, the City develops a variety of detailed standards and rules that development must follow to remain consistent with the Master Plan. Final City approval of what to build comes as property owners request annexation into the City and the City reviews proposed subdivisions and building permits against these implementing standards and rules. Some variation from specific illustrations in the Master Plan may occur as detailed development plans are approved, while still remaining substantially consistent with the Master Plan and with the implementing standards and rules.

Pages 9-10, Typographical and Clarifying Edits to Engagement Summary Table (Table 1)

In the “Impact on Master Plan” response to “Concerns about increased traffic” replace the word “as ” in first sentence with “at” and add to the phrase “level of service” the words “and safety”. The updated sentence will read:

The Master Plan provides improvements to ensure the area functions at City’s standards for traffic level of service and safety.

In the “Impact on Master Plan” response to “A successful commercial area, a place of gathering” add the word “and” prior to “convenient services.”

Replace the words “and will get more so” after “Transit access is important” with “and will continue to gain in importance” to be more clear of the intention of the statement.

Move header “Phase 2-Summer” to top of Page 10.

In the “Impact on Master Plan” response to “Participants really like Wilsonville’s parks . . .” add an additional sentence at the end that reads as follows:

The Master Plan also integrates small green spaces in each subdistrict, trails in the BPA easement area, and an overall trail system that is interconnected with the regional trail network.

Page 17 of the Master Plan Report, Clarify Legend on Regional Context Map:

The current legend could cause confusion between Frog Pond West and undesignated rural land. The legend will be edited as follows:

- Add differentiating color clearly calling out Frog Pond West
- Include "undesignated rural land" as a separate item in the legend

Page 19, Update “60th Trail” label on map.

Replace “60th Trail” label with “60th Sidewalk” on map to be clearer about planned nature of the pedestrian facility.

Page 32, Spell out LCG on first reference

At beginning of last paragraph of page 32 replace “LCG” with “Leland Consulting Group (LCG)”. The remaining references to LCG remain the same.

Page 62, Discretionary review of development in specific urban design contexts.

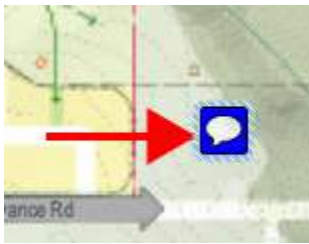
Remove the reference to discretionary review in relation to edges of mapped urban form as there may be both clear and objective and discretionary standards adopted related to this topic, as will be determined in the upcoming code writing process.

The updated second paragraph under the “Form Based Design and Transect” subsection will read:

To support a seamless “feathering out” and context specific design, the implementing code will include criteria for specific urban design contexts, including but not limited to: transitions between mapped urban design forms, adjacency to the main street commercial, and adjacency to Stafford Road.

Page 81, Local street termination update per City Engineer.

On the Street and Block Demonstration Plan, on the very east edge of Frog Pond East just north of Advance Road have illustrated local street continue directly east.



Page 84, Updates to Active Transportation Plan map.

Update SW 63rd Avenue south of SW Advance Road to accurately show the built condition of unprotected bike lanes. This section of SW 63rd Avenue was built to urban standards as part of the Meridian Creek Middle School project.

Show a connection from bike lane at the north end of 60th to the broader off-street trail network centered on the BPA Easement area.



Pages 86-87, Footnotes regarding emergency access added to Figure 21 and 22, Stafford and Advance Road cross section diagrams.

The following footnotes will be added to both cross sections reflecting City Engineer recommendations regarding emergency vehicle access following discussion with TVF&R.

1. The median curb shall be set back from the travel lane striping to provide a travel lane minimum clear width of 12 feet curb face to curb face. Travel lanes will be striped at 11 feet in width as shown on the street cross sections.
2. A clear space of no less than 19 feet shall be provided for at least 50% of the length of the roadway to provide space for motor vehicles to pull to the side and allow emergency vehicles to pass. This will likely result in center landscape medians being limited to 50% the length of a roadway.

On Pages 86-90 of the Master Plan Report, Total Cross-Section Width:

Calculate and add accurate total anticipated right-of-way width for all presented cross sections.

Pages 93, Delete list of Main Street recommended trees.

The Master Plan has veered away from providing a specific list of trees as this changes over time. The City has particularly learned this as the City staff worked through the response to the February 2021 ice storm and has dealt with trees responding to novel weather patterns and pests. A list inadvertently was left under the main street. Most of these trees are not on the City's current approved tree list. To be consistent the list will be deleted in its whole beginning with the sentence that begins "Example street trees" through the words "(Acer griseum)".

Page 107, Edit text to clarify that public ownership of the Grange building is subject to future funding.

Add a sentence to implementation measure 5 regarding the Frog Pond Grange in order to clarify the uncertainty of future funding. Added sentence will read as follows:

Any future public ownership or use of the Grange building is dependent on future funding not yet identified.

Page 107-108, Add south side of SW Advance Road to areas for special design.

References to SW Advance Road in Implementation Measure 9 all refer only to the north side of SW Advance Road. Per the Planning Commission motion to adopt Resolution No. LP22-0002 on November 16, the references are changed to be inclusive of residential development on the south side of SW Advance Road.

In the final paragraph of Page 107 and the first sentence of “b.” on Page 108 the reference is changed from “north side of SW Advance Road” to simply “SW Advance Road”. The final sentence of “b.” continues to reference the “north side” as the statement about facing the park only applies to the north side of the road.

Page 108, Add implementation measure regarding side-yard usability.

Add an implementation measure that provides direction on usability of smaller side yards.

11. Standards that ensure private yard spaces, particularly for closely spaced detached homes, are of a size and design that are usable, accessible, and practical to maintain.

Appendix F, Page 13 (Table 2) and Page 18 (Figure 18)

Per direction of the City Engineer this table and figure need to be updated for stormwater pipe sizes to reflect a 25-year rather than a 100-year peak flow to match City standards.

Appendix I, Transportation Analysis, finalization of document as follows:

Throughout Transportation Analysis remove “Draft” Watermark

On Page 19, under Roadway Projects, edit the descriptions to read as follows for Stafford and Advance Roads:

- Widen Stafford Road to a three-lane cross section (two travel lanes with a center turn lane). Include curb, gutter, sidewalks, landscape strips, and bicycle facilities on both sides. The final cross-section will be determined by the City Engineer. Additionally, plan setbacks to accommodate potential future road widening.
- Widen Advance Road to a three-lane cross section (two travel lanes with a center turn lane). Include curb, gutter, sidewalks, landscape strips, and

bicycle facilities on both sides. The final cross-section will be determined by the City Engineer.

General, throughout the document:

Revise non-substantive formatting, semantics and graphics to correct errors and improve readability as needed.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 19, 2022		Subject: Ordinance No. 870 – 2nd Reading Frog Pond East and South Master Plan	
		Staff Member: Daniel Pauly, Planning Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: December 5, 2022 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: December 5, 2022 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: December 19, 2022 <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments: Planning Commission adopted Resolution No. LP22-0002 on November 16, 2022 recommending approval to City Council.	
Staff Recommendation: Staff recommends Council adopt Ordinance No. 870 on second reading.			
Recommended Language for Motion: I move to adopt Ordinance No. 870 on second reading.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Expand home ownership	<input checked="" type="checkbox"/> Adopted Master Plan(s): Frog Pond Area Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

Adoption of the Frog Pond East and South Master Plan.

EXECUTIVE SUMMARY:

Following designation of an area included in the Frog Pond East and South Master Plan as an urban reserve in 2010, the City adopted the Frog Pond Area Plan in 2015 to set the stage for additional planning and eventual development to meet identified housing needs. Besides the urban reserve area, the Frog Pond Area Plan also established a vision for growth for undeveloped land already within the City's Urban Growth Boundary (UGB) now known as Frog Pond West. In 2017, a Master Plan and implementing zoning code was adopted for Frog Pond West. The Master Plan provided the necessary regulatory framework for the residential neighborhood currently under development north of Boeckman Road and west of Stafford Road.

In 2018, Metro expanded the UGB to include the urban reserve land known as Frog Pond East and South. As part of Metro Ordinance 18-1427 adopting the UGB expansion, it required Wilsonville to complete master planning to make the area development ready, from a regulatory standpoint, by December 2022. Similar to past master planning efforts, such as Villebois and Frog Pond West, this master planning effort identified the types and locations of the homes, other land uses, parks, open spaces, streets, trails, neighborhood amenities, and infrastructure to be built over the next 10-20 years.

The Frog Pond East and South Master Plan has a number of similarities to prior master plans such as Villebois and carries forward and builds on the vision of prior Frog Pond planning work.

Vision concepts carried forward from prior Frog Pond planning work include:

- Creating great neighborhoods that are a connected part of Wilsonville.
- Cohesive design where individual private developments and public realm improvements fit seamlessly together into a coordinated whole.
- Walkable and active streets.
- A variety of housing.
- Provision of extensive walking and biking routes and quality parks, open spaces, and natural areas.
- Quality development and community design that is an attractive and valued addition to the City.
- Easy access to nature, parks and open spaces for all neighborhood residents.

The Frog Pond East and South Master Plan also has a number of approaches different from past master-planning efforts, including the prior Frog Pond Planning efforts. Key differences include:

- Bringing in additional community voices not historically well-represented in planning processes.
- Implementation of strategies from 2020 Equitable Housing Strategic Plan including additional housing variety and integration of less expensive housing options.
- Wide allowance of middle housing based on recently adopted State law and new local regulations adopted in 2021 with the Middle Housing in Wilsonville Project.

- Related to the housing aspects above, land use mapping primarily based on built form rather than number of allowed residential units per a given land area as has been often done in past planning efforts.

Since the Council's last work session in November, the project team has continued to refine the Master Plan document, including responding to and incorporating comments from City Council. The following are highlights of specific changes pursuant to Council's recent comments.

- Added a call-out box in Chapter 1 of the Master Plan describing what "Master Planning" is as follows:

Master Planning identifies the types and locations of the homes, parks, open spaces, streets, trails and neighborhood amenities to be built over the next 10-20 years. Master Plans also identify implementing policies and regulatory strategies, along with water, sewer, stormwater, and transportation infrastructure needs and funding sources.
- Added sentence to implementation language regarding Frog Pond Grange in order to clarify uncertainty of future funding. Added sentence reads as follows:

Any future public ownership or use of the Grange building is dependent on future funding not yet identified.
- Added an implementation measure that provides direction on creating development code standards on usability of smaller side yards. Added language reads as follows:

Standards that ensure private yard spaces, particularly for closely spaced detached homes, are of a size and design that are usable, accessible, and practical to maintain.

The requested action to adopt the Master Plan document by City Council, is an important milestone in an effort the City began more than a year ago. It helps establish the policies and plans to realize the cities vision for Frog Pond East and South and provide more housing options. The project team will continue to work with the Planning Commission and City Council over the coming months on implementation steps including Development Code updates and infrastructure financing.

EXPECTED RESULTS:

Adoption of Ordinance No. 870.

TIMELINE:

This is a major completion milestone for a long running project. However, the project will continue with review of development code language and infrastructure financing extending into the first half of 2023.

CURRENT YEAR BUDGET IMPACTS:

The project is funded by a combination of a \$350,000 Metro grant, an \$81,000 Oregon Department of Land Conservation and Development (DLCD) grant, and matching City funds in the form of staff time. \$311,000 is budgeted in FY 22/23 to complete the project.

COMMUNITY INVOLVEMENT PROCESS:

The project has a community engagement plan which laid out a robust public engagement program that included meaningful and impactful involvement of people who identify with historically marginalized communities. Information on the engagement can be found in Chapter 1 of the Master Plan as well as Appendix A.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Furthering of the City's Equitable Housing Strategic Plan and Council's goal of affordable home ownership, while creating Wilsonville next great neighborhoods.

ALTERNATIVES:

The City Council can adopt Ordinance No. 870, adopt with modifications to the Master Plan, or continue the hearing to direct further changes to the Plan.

CITY MANAGER COMMENTS:

N/A

ATTACHMENTS:

1. Ordinance No. 870
 - A. [Frog Pond East and South Master Plan \(dated November 9, 2022\)](#)
 - B. [Frog Pond East and South Master Plan Appendices \(dated November 9, 2022\)](#)
 - C. [Frog Pond East and South Master Plan Compliance Findings \(dated November 9, 2022\)](#)
 - D. Memorandum with additional edits to the Frog Pond East and South Master Plan amended by and recommended for adoption by Planning Commission (dated November 16, 2022)
 - E. Adopted Planning Commission Resolution No. LP22-0002
 - F. [Frog Pond East and South Master Plan Record \(electronic only\)](#)
 - G. Memorandum with additional edits to Frog Pond East and South Master Plan and Appendices, Ordinance No. 870 (dated December 5, 2022)
 - H. Memorandum edits to the Frog Pond East and South Master Plan from Planning Commission and City Council Hearings

ORDINANCE NO. 870**AN ORDINANCE OF THE CITY OF WILSONVILLE ADOPTING THE FROG POND EAST AND SOUTH MASTER PLAN AND RELATED COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS.**

WHEREAS, The City adopted the Frog Pond Area Plan in 2015 setting a vision for urban growth on the East side of Wilsonville; and

WHEREAS, at the time a portion of the land covered by the Area Plan was within the Urban Growth Boundary (UGB); and

WHEREAS, in 2017 the City adopted the Frog Pond West Master Plan for this area within the UGB; and

WHEREAS, both the Frog Pond Area Plan and Frog Pond West Master Plan set a foundation for future master planning of the remainder of the land covered by the Area Plan not yet in the UGB; and

WHEREAS, in 2018 Metro, through Ordinance 18-1427 expanded the UGB to include the remainder of the area covered by the Area Plan; and

WHEREAS, a condition of approval of the 2018 UGB expansion was that the City adopt a Master Plan for the area added to the UGB within four years; and

WHEREAS, the area added to the UGB in 2018 became known as Frog Pond East and South; and

WHEREAS, the City desires to adopt a Master Plan for Frog Pond East and South within the four years conditioned; and

WHEREAS, the Master Plan provides the guiding principles and policies for future land uses, public realm development, and provision of necessary infrastructure, among other related elements; and

WHEREAS, like many communities Wilsonville needs more housing, including for households that cannot afford to rent or buy many of the housing options available in Wilsonville today; and

WHEREAS, the Equitable Housing Strategic Plan adopted by the City in 2020 included specific implementation steps related to housing and Frog Pond East and South; and

WHEREAS, in 2021 the Middle Housing in Wilsonville Project adopted a number of new policies related to how housing and the number of allowed units of housing are calculated; and

WHEREAS, the City Council's current goals include a goal focused on exploring ways to provide more affordable home ownership opportunities; and

WHEREAS, the City performed an Affordable Housing Analysis as part of the Master Planning effort to determine need and strategies to address the needs; and

WHEREAS, a condition of Metro's UGB expansion and City policy directed finding ways to incorporate more Accessory Dwelling Units (ADUs) into the fabric of the future neighborhoods; and

WHEREAS, a condition of Metro's UGB expansion, State statute and rules related to the 2019 House Bill 2001 and implementing local policies adopted with the Middle Housing in Wilsonville Project require Middle Housing, as defined by the State and in Wilsonville's Development Code, be widely allowed in the future neighborhoods; and

WHEREAS, the Frog Pond East and South Master Plan provides the opportunity for development a wide variety of housing meeting a variety of needs; and

WHEREAS, the City desires the design of the new neighborhoods to complement and connect to existing nearby neighborhoods and the City as a whole; and

WHEREAS, the City desires safe, functional, and comfortable transportation options for a variety of modes of travel; and

WHEREAS, the City performed public engagement including six focus groups, three surveys, and eight other public events to gather a variety of input, including from individuals not historically well represented in planning processes; and

WHEREAS, the City Council and the Planning Commission held ten public work sessions each regarding the Frog Pond East and South Master Plan providing ample input to guide the development of the plan along with the public; and

WHEREAS, interested parties have been afforded the opportunity to participate and inform the development of the Master Plan and review it in draft form; and

WHEREAS, required notice of a public hearing has been provided to affected property owners, nearby properties, and interested parties, as well as published in the *Wilsonville Spokesman*, posted on the City's website, and posted in a variety of public areas in City buildings, all in accordance with the public hearing and notice procedures that are set forth in Sections 4.012, and 4.198 of the Wilsonville Code; and

WHEREAS, the Planning Commission held a public hearing on November 16, 2022 to review the proposed Master Plan and Comprehensive Plan text and map amendments; and

WHEREAS, the Commission afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested

parties and in adopting Planning Commission Resolution No. LP22-0002, recommended adoption of the proposed Master Plan and Comprehensive Plan text and map amendments to City Council; and

WHEREAS, the City Council held a public hearing on December 5, 2022 to consider the Planning Commission's recommendation and otherwise review the proposed Master Plan and Comprehensive Plan text and map amendments; and

WHEREAS, the City Council afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the City Council duly considered the Planning Commission's recommendation and other available information, including the staff recommendation and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

- Section 1. The City Council does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and Attachments, as presented at the December 5, 2022, public hearing, including the findings and recommendations contained therein.
- Section 2. The Frog Pond East and South Master Plan is hereby added as a supporting document of the City of Wilsonville Comprehensive Plan and has the full force and effect of the Comprehensive Plan.
- Section 3. The official City of Wilsonville Comprehensive Plan Map hereby amended to designate the Master Plan area as Residential Neighborhood or Commercial as shown on Page 105 of the Master Plan.
- Section 4. The text of the City of Wilsonville Comprehensive Plan is hereby amended as stated on Pages 107-108 of the Master Plan.
- Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council at a regular meeting thereof this 5th day of December, 2022, and scheduled the second reading on December 19, 2022 commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the ____ day of December, 2022, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this _____ day of December, 2022

JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville

EXHIBITS:

- A. [Frog Pond East and South Master Plan \(dated November 9, 2022\)](#)
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Memorandum

From: Daniel Pauly AICP, Planning Manager
To: Planning Commission
Date: November 16, 2022
RE: Additional Edits to Frog Pond East and South Master Plan (As Amended by Planning Commission Motion November 16)

The following are additional typographical and clarifying edits recommended by staff after additional review of the draft Frog Pond East and South Master Plan document. These edits, if recommended by the Planning Commission, will be part of the recommendation to City Council and incorporated into the draft going forward to City Council. For each edit, the page reference in the Master Plan is provided followed by an explanation of the edit and, as applicable, text to be revised.

Page 2 or 4 in Chapter 1, add call-out box describing what “Master Planning” is.

At the request of City Council, where formatting allows on Page 2 or 4, include a call out box with the following language:

Master Planning identifies the types and locations of the homes, parks, open spaces, streets, trails and neighborhood amenities to be built over the next 10-20 years. Master Plans also identify implementing policies and regulatory strategies, along with water, sewer, stormwater, and transportation infrastructure needs and funding sources.

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Replace the words “and will get more so” after “Transit access is important” with “and will continue to gain in importance” to be more clear of the intention of the statement.

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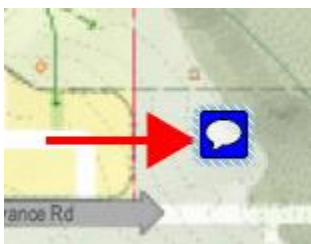
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The following footnotes will be added to both cross sections reflecting City Engineer recommendations regarding emergency vehicle access following discussion with TVF&R.

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the side and allow emergency vehicles to pass. This will likely result in center landscape medians being limited to 50% the length of a roadway.

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The Master Plan has veered away from providing a specific list of trees as this changes over time. The City has particularly learned this as the City staff worked through the response to the February 2021 ice storm and has dealt with trees responding to novel weather patterns and pests. A list inadvertently was left under the main street. Most of these trees are not on the City's current approved tree list. To be consistent the list will be deleted in its whole beginning with the sentence that begins "Example street trees" through the words "(Acer griseum)".

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Appendix F, Page 13 (Table 2) and Page 18 (Figure 18)

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General, throughout the document:

Revise non-substantive formatting, semantics and graphics to correct errors and improve readability as needed.

**PLANNING COMMISSION
RESOLUTION NO. LP22-0002**

**A RESOLUTION OF THE CITY OF WILSONVILLE PLANNING COMMISSION
RECOMMENDING ADOPTION OF THE FROG POND EAST AND SOUTH MASTER PLAN AND
RELATED COMPREHENSIVE PLAN TEXT AND MAP AMENDMENTS TO THE WILSONVILLE CITY
COUNCIL.**

WHEREAS, The City adopted the Frog Pond Area Plan in 2015 setting a vision for urban growth on the East side of Wilsonville; and

WHEREAS, at the time a portion of the land covered by the Area Plan was within the Urban Growth Boundary (UGB); and

WHEREAS, in 2017 the City adopted the Frog Pond West Master Plan for this area within the UGB; and

WHEREAS, both the Frog Pond Area Plan and Frog Pond West Master Plan set a foundation for future master planning of the remainder of the land covered by the Area Plan not yet in the UGB; and

WHEREAS, in 2018 Metro, through Ordinance 18-1427 expanded the UGB to include the remainder of the area covered by the Area Plan; and

WHEREAS, a condition of approval of the 2018 UGB expansion was that the City adopt a Master Plan for the area added to the UGB within four years;

WHEREAS, the area added to the UGB in 2018 became known as Frog Pond East and South; and

WHEREAS, the City desires to adopt a Master Plan for Frog Pond East and South within the four years conditioned; and

WHEREAS, the Master Plan provides the guiding principles and policies for future land uses, public realm development, and provision of necessary infrastructure, among other related elements; and

WHEREAS, like many communities Wilsonville needs more housing, including for households that cannot afford to rent or buy many of the housing options available in Wilsonville today; and

WHEREAS, the Equitable Housing Strategic Plan adopted by the City in 2020 included specific implementation steps related to housing and Frog Pond East and South; and

WHEREAS, in 2021 the Middle Housing in Wilsonville Project adopted a number of new policies related to how housing and the number of allowed units of housing are calculated; and

WHEREAS, the City Council's current goals include a goal focused on exploring ways to provide more affordable home ownership opportunities; and

WHEREAS, the City performed an Affordable Housing Analysis as part of the Master Planning effort to determine need and strategies to address the needs; and

WHEREAS, a condition of Metro's UGB expansion and City policy directed finding ways to incorporate more Accessory Dwelling Units (ADUs) into the fabric of the future neighborhoods; and

WHEREAS, a condition of Metro's UGB expansion, State statute and rules related to the 2019 House Bill 2001 and implementing local policies adopted with the Middle Housing in Wilsonville Project require Middle Housing, as defined by the State and in Wilsonville's Development Code, be widely allowed in the future neighborhoods; and

WHEREAS, the Frog Pond East and South Master Plan provides the opportunity for development a wide variety of housing meeting a variety of needs; and

WHEREAS, the City desires the design of the new neighborhoods to complement and connect to existing nearby neighborhoods and the City as a whole; and

WHEREAS, the City desires safe, functional, and comfortable transportation options for a variety of modes of travel; and

WHEREAS, the City performed public engagement including six focus groups, three surveys, and eight other public events to gather a variety of input, including from individuals not historically well represented in planning processes; and

WHEREAS, the Planning Commission held ten public work sessions regarding the Frog Pond East and South Master Plan providing ample input to guide the development of the plan along with City Council and the public; and

WHEREAS, interested parties have been afforded the opportunity to participate and inform the development of the Master Plan and review it in draft form; and

WHEREAS, required notice of a public hearing has been provided to affected property owners, nearby properties, and interested parties, as well as published in the *Wilsonville Spokesman*, posted on the City's website, and posted in a variety of public areas in City buildings, all in accordance with the public hearing and notice procedures that are set forth in Sections 4.012, and 4.198 of the Wilsonville Code; and

WHEREAS, the Planning Commission held a public hearing on November 16, 2022 meeting to review the proposed Master Plan and Comprehensive Plan text and map amendments; and

WHEREAS, the Commission afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, THE CITY OF WILSONVILLE PLANNING COMMISSION RESOLVES AS FOLLOWS:

Section 1. The Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and Attachments, as presented at the November 16, 2022, public hearing, including the findings and recommendations contained therein.

Section 2. The Planning Commission does hereby recommend that the Wilsonville City Council adopt the Frog Pond East and South Master Plan and proposed amendments to the Wilsonville Comprehensive Plan Text and Map.

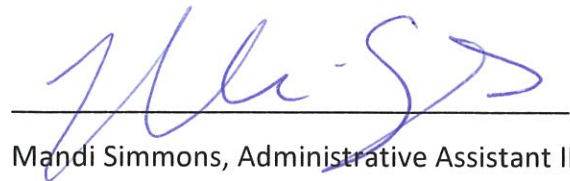
Section 3. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 16th day of November, 2022, and filed with the Planning Administrative Assistant on this date.



PLANNING COMMISSION CHAIR HEBERLEIN

ATTEST:


Mandi Simmons, Administrative Assistant III

SUMMARY OF VOTES:

Ronald Heberlein, Chair *Yes*
Jennifer Willard, Vice-Chair *Absent*
Olive Gallagher *Yes*
Andrew Karr *Yes*
Kamran Mesbah *Yes*
Breanne Tusinski *Yes*
Aaron Woods *Absent*

EXHIBITS:

A. Staff Report and Attachments

LP22-0002
Frog Pond East and South Master Plan
Planning Commission Public Hearing Record Index
FINAL (November 16, 2022)

PLANNING COMMISSION AND CITY COUNCIL MEETINGS

November 16, 2022 - Planning Commission Public Hearing
Resolution LP22-0002
Staff Report and Attachments
Presentation
Affidavit of Notice of Hearing

November 7, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

October 19, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

October 17, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

October 3, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

September 28, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

September 14, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

September 8, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

August 10, 2022 - Planning Commission Work Session

LP22-0002
Frog Pond East and South Master Plan
Planning Commission Public Hearing Record Index
FINAL (November 16, 2022)

Staff Report and Attachments
Presentation
Minutes Excerpt

July 18, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

July 13, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

June 20, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

June 8, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

May 2, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

April 13, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

March 7, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

February 9, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

LP22-0002
Frog Pond East and South Master Plan
Planning Commission Public Hearing Record Index
FINAL (November 16, 2022)

January 20, 2022 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

December 8, 2022 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

October 18, 2021 - City Council Work Session
Staff Report and Attachments
Presentation
Action Minutes

October 13, 2021 - Planning Commission Work Session
Staff Report and Attachments
Presentation
Minutes Excerpt

LP22-0002
Frog Pond East and South Master Plan
Planning Commission Public Hearing Record Index
FINAL (November 16, 2022)

PUBLIC ENGAGEMENT

Focus Groups: Renter Focus Group (May 11th/13th, 2022), First-Time Homebuyer (May 25th/26th, 2022) & Spanish Public Realm (September 17, 2022)

Surveys: Housing Survey (English & Spanish), Public Design Survey (English & Spanish)

Workshops: Community Design Workshop (May 12, 2022)

Events: Popsicles in the Park (August 9, 2022) & City Block Party (August 25, 2022)

Boones ferry Messenger: May 2022, August 2022, October 2022

Online Community Conversation: January 18, 2022

Property Owner Meeting: 9/23

COMMENTS/ARTICLES

Nancy Davis Email: June 24, 2022

Doris Wehler Emails: February 9, March 7, & June 20, 2022

Mimi Doukas Email with Letter and revised draft map: September 29 & October 14, 2022

Brobert Survey Input: October 5, 2022

MissyCC Survey Input: October 5, 2022

Clackamas County Engineering: November 30, 2022

Metro: November 14, 2022

The Frog Pond East and South Master Plan (LP22-0002)
Record can be found at the following link:

<https://www.ci.wilsonville.or.us/FrogPondPlanRecordFinal>



Memorandum

From: Daniel Pauly AICP, Planning Manager
To: City Council
Date: December 5, 2022
RE: Additional Edits to Frog Pond East and South Master Plan and Appendices, Ordinance No. 870

The following are additional typographical and clarifying edits recommended by project team after additional review of the draft Frog Pond East and South Master Plan document. These edits are in addition to the list of edits, Exhibit D, adopted by the Planning Commission as part of their recommendation. These edits do not substantially impact content and intent of the Master Plan as recommended for adoption by the Planning Commission. For each edit, the page reference in the Master Plan is provided followed by an explanation of the edit and, as applicable, text to be revised. This document will be Exhibit G to Ordinance No. 870.

Within beginning pages of the Master Plan Report, add an acknowledgements page

The acknowledge page will follow the format of Frog Pond West and include the names of: the City Council, the Planning Commission, participating City staff, and consultants.

Page 17 of the Master Plan Report, Clarify Legend on Regional Context Map:

The current legend could cause confusion between Frog Pond West and undesignated rural land. The legend will be edited as follows:

- Add differentiating color clearly calling out Frog Pond West
- Include "undesignated rural land" as a separate item in the legend

On Pages 86-90 of the Master Plan Report, Total Cross-Section Width:

Calculate and add accurate total anticipated right-of-way width for all presented cross sections.

Appendix I, Transportation Analysis, finalization of document as follows:

Throughout Transportation Analysis remove “Draft” Watermark

On Page 19, under Roadway Projects, edit the descriptions to read as follows for Stafford and Advance Roads:

- Widen Stafford Road to a three-lane cross section (two travel lanes with a center turn lane). Include curb, gutter, sidewalks, landscape strips, and bicycle facilities on both sides. The final cross-section will be determined by the City Engineer. Additionally, plan setbacks to accommodate potential future road widening.
- Widen Advance Road to a three-lane cross section (two travel lanes with a center turn lane). Include curb, gutter, sidewalks, landscape strips, and bicycle facilities on both sides. The final cross-section will be determined by the City Engineer.



EAST & SOUTH MASTER PLAN

Edits to the Frog Pond East and South Master Plan from Planning Commission and City Council Hearings

The following is a consolidated list of outstanding edits to the Frog Pond East and South Master Plan Document directed by the City Council adoption. The list includes edits noted in Exhibits D and G (Correction Memos) and the added change noted during the presentation on December 5. These will be incorporated into a final published version of the Master Plan Document, scheduled to be completed by early January.

Within beginning pages of the Master Plan Report, add an acknowledgements page

The acknowledge page will follow the format of Frog Pond West and include the names of: the City Council, the Planning Commission, participating City staff, and consultants.

Page 2 or 4 in Chapter 1, add call-out box describing what “Master Planning” is and is not.

On Page 2 or 4, depending on formatting of other text, include a call out box with the following language:

Master Planning identifies the types and locations of the homes, parks, open spaces, streets, trails and neighborhood amenities to be built over the next 10-20 years. Master Plans also identify implementing policies and regulatory strategies, along with water, sewer, stormwater, and transportation infrastructure needs and funding sources.

While Master Planning identifies the general types and locations of homes, parks, etc. it is not an approval for construction of such uses. Following Master Planning, the City develops a variety of detailed standards and rules that development must follow to remain consistent with the Master Plan. Final City approval of what to build comes as property owners request annexation into the City and the City reviews proposed subdivisions and building permits against these implementing standards and rules. Some variation from specific illustrations in the Master Plan may occur as detailed development plans are approved, while still remaining substantially consistent with the Master Plan and with the implementing standards and rules.

Pages 9-10, Typographical and Clarifying Edits to Engagement Summary Table (Table 1)

In the “Impact on Master Plan” response to “Concerns about increased traffic” replace the word “as ” in first sentence with “at” and add to the phrase “level of service” the words “and safety”. The updated sentence will read:

The Master Plan provides improvements to ensure the area functions at City’s standards for traffic level of service and safety.

In the “Impact on Master Plan” response to “A successful commercial area, a place of gathering” add the word “and” prior to “convenient services.”

Replace the words “and will get more so” after “Transit access is important” with “and will continue to gain in importance” to be more clear of the intention of the statement.

Move header “Phase 2-Summer” to top of Page 10.

In the “Impact on Master Plan” response to “Participants really like Wilsonville’s parks . . .” add an additional sentence at the end that reads as follows:

The Master Plan also integrates small green spaces in each subdistrict, trails in the BPA easement area, and an overall trail system that is interconnected with the regional trail network.

Page 17 of the Master Plan Report, Clarify Legend on Regional Context Map:

The current legend could cause confusion between Frog Pond West and undesignated rural land. The legend will be edited as follows:

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- Include "undesignated rural land" as a separate item in the legend

Page 19, Update “60th Trail” label on map.

Replace “60th Trail” label with “60th Sidewalk” on map to be clearer about planned nature of the pedestrian facility.

Page 32, Spell out LCG on first reference

At beginning of last paragraph of page 32 replace “LCG” with “Leland Consulting Group (LCG)”. The remaining references to LCG remain the same.

Page 62, Discretionary review of development in specific urban design contexts.

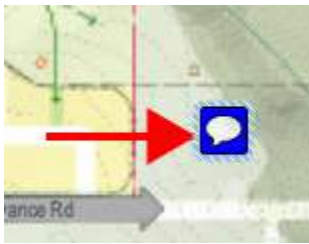
Remove the reference to discretionary review in relation to edges of mapped urban form as there may be both clear and objective and discretionary standards adopted related to this topic, as will be determined in the upcoming code writing process.

The updated second paragraph under the “Form Based Design and Transect” subsection will read:

To support a seamless “feathering out” and context specific design, the implementing code will include criteria for specific urban design contexts, including but not limited to: transitions between mapped urban design forms, adjacency to the main street commercial, and adjacency to Stafford Road.

Page 81, Local street termination update per City Engineer.

On the Street and Block Demonstration Plan, on the very east edge of Frog Pond East just north of Advance Road have illustrated local street continue directly east.



Page 84, Updates to Active Transportation Plan map.

Update SW 63rd Avenue south of SW Advance Road to accurately show the built condition of unprotected bike lanes. This section of SW 63rd Avenue was built to urban standards as part of the Meridian Creek Middle School project.

Show a connection from bike lane at the north end of 60th to the broader off-street trail network centered on the BPA Easement area.



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General, throughout the document:

Revise non-substantive formatting, semantics and graphics to correct errors and improve readability as needed.



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 19, 2022		Subject: Ordinance No. 871 – 2nd Reading Airport Good-Neighbor Policies	
		Staff Member: Miranda Bateschell, Planning Director	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: December 5, 2022 <input checked="" type="checkbox"/> Ordinance 1 st Reading Date: December 5, 2022 <input checked="" type="checkbox"/> Ordinance 2 nd Reading Date: December 19, 2022 <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable	
		Comments: The Wilsonville Planning Commission unanimously adopted Resolution No. LP22-0003 recommending adoption of the Comprehensive Plan amendments to adopt Area of Special Concern O and related Airport Good-Neighbor Policies.	
Staff Recommendation: Staff recommends Council adopt Ordinance No. 871 on second reading.			
Recommended Language for Motion: I move to adopt Ordinance No. 871 on second reading.			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s): Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The project team will present the proposed airport good-neighbor policies and seek Council adoption to add Area of Special Concern O to the Wilsonville Comprehensive Plan.

EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau. The Airport's current operations and planned future growth have both positive and negative impacts to residents and businesses in the City. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, State law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to both the City and County.

Beginning in 2009, as part of a previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

Federal and state law require protecting aviation operation from intrusion of incompatible uses, and the City's existing zoning and transportation policies comply with limiting physical hazards to air navigation in the area surrounding the Aurora Airport. However, policies have not been adopted to address potential impacts of existing Airport operations and potential growth to public infrastructure and services, natural and environmental systems, and local residents and businesses.

This Comprehensive Plan update project aims to: acknowledge the positive and negative impacts of the Airport's current operations to Wilsonville residents and businesses; identify the prospective impacts of potential growth and intensification of use at the Aurora Airport and through-the-fence properties; and establish policy objectives that both articulate these effects on the City of Wilsonville and also provide direction to the City on how to advocate for the continued benefits of the existing operations as well as the proper mitigation for the negative impacts of aviation activity and development.

The airport good-neighbor policies will be adopted in the form of a new, geographically defined Area of Special Concern in Section F of the Comprehensive Plan. Areas of Special Concern are intended to "include specific language describing special considerations that must be addressed in development of these areas." The special considerations guide the City when planning for or

reviewing development in these Areas. Potential development in these Areas could affect the immediate vicinity, places in Wilsonville connected to the Area of Special Concern through geography or travel routes, or the Wilsonville community as a whole, depending on what is proposed.

The Aurora Airport affects the community but is located outside of the City. Planning and development proposed in that Area may impact the City of Wilsonville in several ways but is outside the City's direct control and entitlement process, making it suitable to be designated as an Area of Special Concern. The articulation of special considerations through Area of Special Concern O in the Comprehensive Plan, will guide the City's participation in planning efforts led by other agencies and the City's review of development proposals in the Area, giving the City an opportunity to advocate for those considerations to be appropriately addressed. As such, the boundary is focused on the Airport and vicinity, and the language addresses the land use related impacts to the entire City of growth, development, and intensification of use in the Area.

The final draft of the proposed amendments to the City's Comprehensive Plan (Exhibit A to the Ordinance), incorporate feedback from the community, key stakeholders, the Planning Commission and City Council from over the past year. On November 16, 2022, the Planning Commission adopted Resolution No. LP22-0003 recommending adoption to the City Council of the Comprehensive Plan amendments for Area of Special Concern O and related Airport Good-Neighbor Policies. LP22-0003 and associated record and findings of fact are attached as Exhibit B to the Ordinance.

EXPECTED RESULTS:

City Council action to adopt Ordinance 871 and Wilsonville Comprehensive Plan Area of Special Concern O. This will memorialize City policies to address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

The public hearing is scheduled with the City Council on December 5, 2022, with second reading scheduled for December 19, 2022.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 covered by the Community Development general professional services fund for FY 2021-22 and carried over into FY 22-23.

COMMUNITY INVOLVEMENT PROCESS:

Community outreach for the project included surveys, interviews, and open houses, and was conducted primarily online and remotely due to the COVID-19 pandemic. A Community Engagement Summary is included in Exhibit B as part of the Planning Commission Record. Work sessions with the Planning Commission and Council were also advertised and open to the public. The team received input from the Planning Commission and Council on key stakeholders to engage during this process.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Council can adopt, adopt with modifications, or deny the proposed amendments. If more time is needed to consider the proposed amendments, the Council may also continue the hearing to a date certain.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Ordinance No. 871
 - A. Wilsonville Comprehensive Plan Area of Special Concern O Text and Map
 - B. Resolution No. LP22-0003 Planning Commission Record

Ordinance No. 871**An Ordinance Of The City Of Wilsonville Amending The Comprehensive Plan Text And Areas Of Special Concern Map To Adopt Airport Good-Neighbor Policies And Designate The Aurora State Airport And Surrounding Properties As An Area Of Special Concern.**

WHEREAS, the Aurora Airport is located in Marion County only 1.6 miles south of the Wilsonville City Limits and the airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau; and

WHEREAS, State law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues; and

WHEREAS, the City's Urban Growth Management Agreement with Clackamas County has included reference to the Airport as an area of interest to the City and County since 1991; and

WHEREAS, as part of a previous airport master planning process beginning in 2009, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport, and both entities were included on the Planning Advisory Committee; and

WHEREAS, a similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft; and

WHEREAS, the Airport's current operations and planned future growth have both positive and negative impacts to residents and businesses in the City of Wilsonville; and

WHEREAS, since the City is an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in State law; and

WHEREAS, the City's Comprehensive Plan includes Section F, Areas of Special Concern, intended to "include specific language describing special considerations that must be addressed in development of these areas," which guides the City when participating in planning efforts and development review in these Areas, where development of them could impact the City; and

WHEREAS, the Aurora Airport is outside the City limits but affects the Wilsonville community, and planning and development proposed at and near the Airport requires special

consideration for its potential impacts to the City of Wilsonville, making it suitable to be designated as an Area of Special Concern; and

WHEREAS, from October 2021 to November 2022, the Wilsonville Planning Commission and City Council each held three work sessions, two online public open houses were held, a survey and stakeholder interviews conducted to gather public input; and

WHEREAS, that process captured the impacts of existing Airport operations, and potential impacts from Airport-related development in the vicinity of the Airport, to public infrastructure and services, natural and environmental systems, and health and well-being of local residents and businesses; and

WHEREAS, the articulation of these special considerations through Area of Special Concern O in the Comprehensive Plan, will guide the City's participation in planning efforts led by other agencies and the City's review of development proposals in the Area, giving the City an opportunity to advocate for those considerations to be appropriately addressed; and

WHEREAS, the Area of Special Concern O boundary is focused on the Airport and vicinity, and the language addresses the land use related impacts to the entire City from the Airport operations, growth, development, and intensification of use in the Area; and

WHEREAS, the Planning Commission of the City has the authority to review and make recommendations to the City Council regarding legislative changes to the Comprehensive Plan pursuant to Sections 2.322 and 4.032 of the Wilsonville Code ("WC"); and

WHEREAS, the Planning Director submitted a Staff Report and Findings, in accordance with the public hearing and notice procedures that are set forth in WC Sections 4.008, 4.012, 4.015, and 4.198; and

WHEREAS, following the timely mailing, posting, and publication in the Wilsonville Spokesman, Canby Herald, and Woodburn Independent, of the required notice, the Planning Commission conducted a public hearing on November 16, 2022, to review the proposed Comprehensive Plan Amendments, and to gather additional testimony and evidence regarding the proposed Amendments, and thereafter deliberated and voted unanimously to approve Resolution No. LP22-0003 recommending adoption to the City Council; and

WHEREAS, a copy of the record of the aforementioned Planning Commission action and recommendation is marked Exhibit B, attached and incorporated herein; and

WHEREAS, following the Planning Commission public hearing, the Wilsonville Planning Director forwarded the recommended Comprehensive Plan Amendments to the City Council, along with a staff report and attachments, in accordance with the public hearing and notice procedures that are set forth in WC Sections 4.008, 4.011, 4.012, and 4.198; and

WHEREAS, the City Council, after Public Hearing Notices were mailed and posted in three locations throughout the City and on the City website, held a public hearing on December 5, 2022, to review the proposed Airport Good Neighbor Policies and Wilsonville Comprehensive Plan Text and Areas of Special Concern Map Amendments, and to gather additional testimony and evidence regarding the proposal; and

WHEREAS, the City Council has afforded all interested parties an opportunity to be heard on this subject and has entered all available evidence and testimony into the public record of their proceeding; and

WHEREAS, the City Council has duly considered the subject, including the Planning Commission recommendations and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, THE CITY OF WILSONVILLE ORDAINS AS FOLLOWS:

- Section 1. Findings. The above-recited findings are adopted and incorporated by reference herein as findings and conclusions of Resolution No. LP22-0003 (Exhibit B). The City Council further finds and concludes that the adoption of the proposed Wilsonville Comprehensive Plan Text and Areas of Special Concern Map Amendments are necessary to help protect the public health, safety, and welfare of the municipality.
- Section 2. Determination. Based on such findings, the City Council hereby adopts the Wilsonville Comprehensive Plan Text and Areas of Special Concern Map Amendments to adopt the Airport Good-Neighbor Policies as Area of Special Concern O, attached hereto and marked as Exhibit A, incorporated

by reference as if fully set forth herein. The City Recorder is hereby directed to prepare final Wilsonville Comprehensive Plan formatting to make sure such style and conforming changes match the format and style of the Comprehensive Plan.

Section 3. Effective Date. This Ordinance shall be declared to be in full force and effect thirty (30) days from the date of final passage and approval.

SUBMITTED by the Wilsonville City Council at a regular meeting thereof this 5th day of December, 2022, and scheduled the second reading on December 19, 2022 commencing at the hour of 7:00 p.m. at the Wilsonville City Hall, 29799 SW Town Center Loop East, Wilsonville, Oregon.

Kimberly Veliz, City Recorder

ENACTED by the City Council on the ____ day of ____, 2022, by the following votes:

Yes: _____ No: _____

Kimberly Veliz, City Recorder

DATED and signed by the Mayor this _____ day of ____, 2022

JULIE FITZGERALD MAYOR

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville

EXHIBITS:

- A. Wilsonville Comprehensive Plan Area of Special Concern O Text and Map
- B. Resolution No. LP22-0003 Planning Commission Record

Wilsonville Comprehensive Plan Area of Special Concern O

AREA O

This Area is focused on the Aurora State Airport and adjacent properties. Aurora State Airport is a Category II, Urban General Aviation Airport operated by Oregon Department of Aviation and located approximately 1.6 miles south of Wilsonville city limits. The Airport is within Marion County, but it extends northward to the shared boundary with Clackamas County. Arndt Road serves as the northern boundary, Boones Ferry Road NE is the western boundary, and Area O extends south and east to include the Aurora State Airport and adjacent parcels. The boundary of Area O encompasses the Aurora State Airport property, adjacent properties with through-the-fence access, and adjacent rural properties that form a buffer around developed areas near the Airport.

The City of Wilsonville and Aurora State Airport are separated by a portion of a larger agricultural district known as the French Prairie. Although the Airport is outside of the City of Wilsonville's boundaries, the runway at the Aurora State Airport is oriented in a north-south direction and aircraft taking off and landing fly over Wilsonville bringing noise and air pollution. Existing environmental and infrastructure issues at and in the vicinity of the Aurora State Airport have the potential to negatively impact the City of Wilsonville. These issues could worsen due to development and intensification of use in Area O. The Interstate 5 Freeway, State Route 551, and other major roadways in the vicinity connect to the transportation system within the City of Wilsonville. Sewage treatment via septic systems for large industrial scale development and stormwater runoff in and around the airport can negatively impact the Willamette River watershed, in turn effecting water quality, natural habitat, and recreational opportunities for the surrounding communities.

The existing federal and state framework of regulations, policies, and guidance specific to airport compatibility planning focuses primarily on protecting airports and aviation operations from intrusion of incompatible uses, rather than limiting or mitigating the impacts of aviation on nearby communities. These aviation policies include limiting physical hazards to air navigation in the area surrounding the Aurora Airport, but do not address potential impacts of existing operations and potential growth to public and private infrastructure and services, natural and environmental systems, and local residents. The designation of Area O provides policy direction for the City when reviewing proposed development and participating in planning efforts in the Area. Area-specific objectives both recognize the Aurora Airport's role in the state transportation system and local economy and identify the impacts to Wilsonville of airport expansion and intensification of use in Area O.

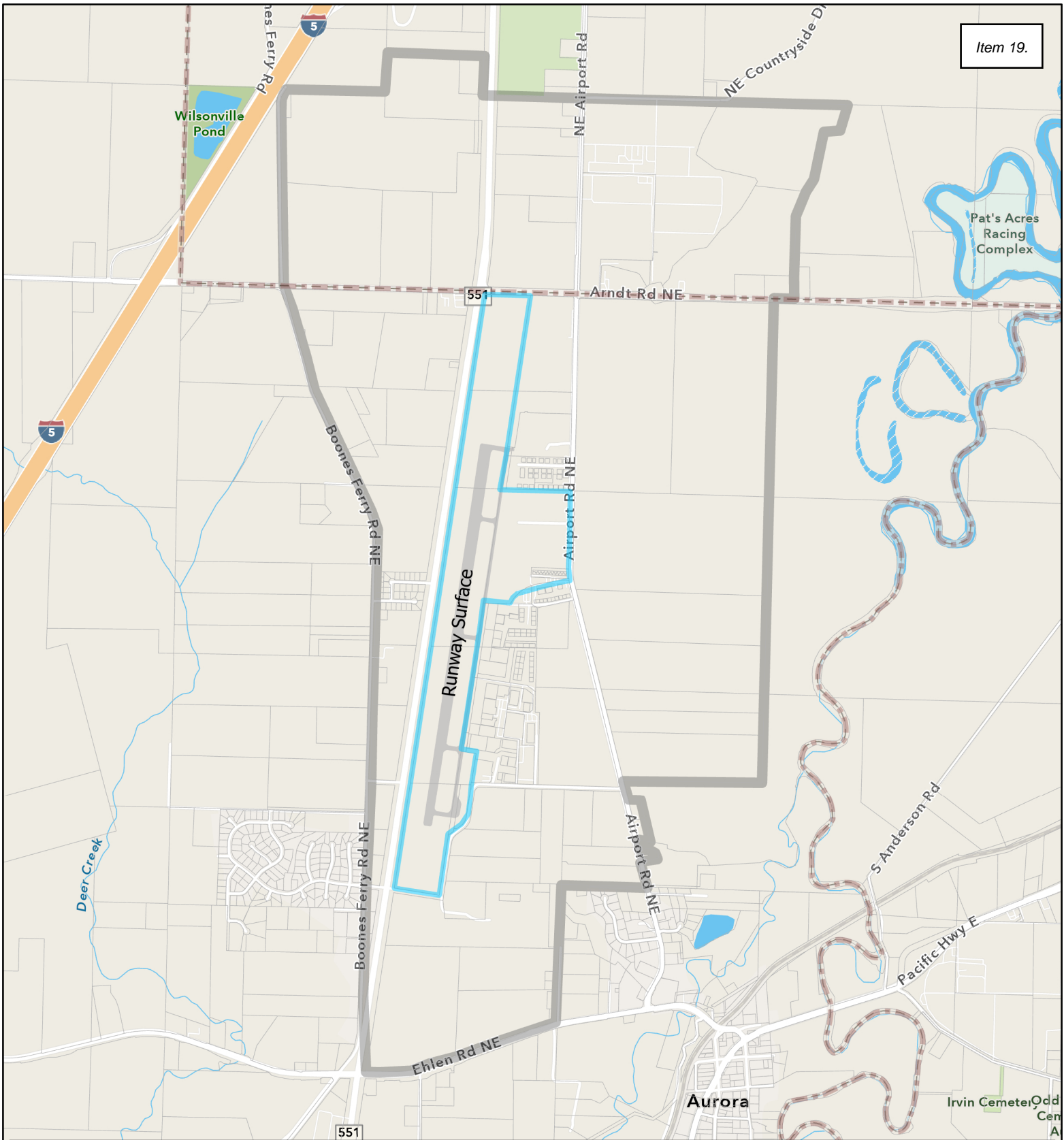
The City has identified a range of potential impacts from aviation operations at Aurora State Airport and development on the airport property and surrounding lands, including:

- Noise and air pollution from flight patterns over Wilsonville, particularly in residential areas, that negatively impact quality of life.
- Water pollution in the vicinity of, and to, the Willamette River, which the City of Wilsonville relies on as its primary source of water. The Willamette River is also an important environmental and recreational resource for the region and is designated and protected as part of the Willamette River Greenway by Statewide Planning Goal 15.

- Loss of high-quality farmland. The fertile agricultural land of French Prairie has been designated by the United States Department of Agriculture (USDA) as “Prime Farmland” due to having the best combination of high-quality soils, growing season, and moisture supply. These high-quality agricultural lands surround the Aurora State Airport and “through the fence” properties (adjacent lands which gain access to the Airport and operate aviation services and businesses) and are designated Rural Reserve, by Clackamas County and zoned Exclusive Farm Use (EFU) by Marion County, consistent with existing policies adopted by the State of Oregon and Metro region. The City acknowledges and supports the Airport’s contribution to various sectors of the local economy, and also recognizes agricultural activity in French Prairie is exceptional and contributes substantially to the State’s and Wilsonville’s economy. French Prairie is a distinctive place in Oregon and some businesses locate in the City to have close proximity and access to these farm goods. Preservation of high-quality farmland in the French Prairie and its designation as a Rural Reserve continues to be a City priority.
- Negative impacts to the development of industrial and employment land in Wilsonville. The Metro Urban Growth Management Functional Plan designates several locations within the Wilsonville Urban Growth Boundary as Regionally Significant Industrial Areas, Industrial Areas, or other Employment Lands. The City of Wilsonville and other public agencies have adopted standards to preserve these areas for the purpose of meeting regional employment need and set aside resources to provide infrastructure supporting their development. Potential development of industrial or other employment uses in “through-the-fence” areas or other parcels adjacent to the Airport, conflicts with regional and state policy in directing industrial growth towards designated employment lands within urban areas, including Wilsonville.
- Surface transportation access and adequate levels of service, or in the case of ODOT facilities adequate volume to capacity (v/c) ratios, in the City of Wilsonville, Area O, and routes connecting across the French Prairie. The Aurora State Airport is a component of the State’s transportation system and provides economic benefits to Wilsonville residents and businesses by providing nearby access to general aviation and helicopter facilities. Surface transportation facilities, including I-5, Highway 551, Arndt Road, Airport Road, and Boones Ferry Road all connect to and impact the effective function of the transportation system in Wilsonville, and provide access between Wilsonville and French Prairie, the Aurora Airport, and Willamette Valley to the south. These transportation routes are designed to cross rural areas and could be negatively impacted by increased development intensity on rural land in the vicinity of the Airport.
- Resiliency and capacity for emergency response. The Airport provides an operational base for emergency service providers and could support the resilience of the region in the event of a natural disaster or other emergency. Changes to the configuration of the Airport, type of operations housed there, or development and intensification of use in Area O, could lead to impacts that may diminish the overall benefits provided by the Airport.

Objectives

- 1) Engage as an Affected Jurisdiction in Aurora State Airport master planning or other processes to review future development plans and policy for the Airport and through-the-fence properties. Advocate for operational and development policies for the Airport that include adequate provision of infrastructure, protection of environmental systems, and noise control measures.
- 2) Evaluate and respond to proposals for changes to the type and intensity of aviation activities at the Aurora State Airport to minimize noise and pollution impacts to residents, businesses, and environmental or public resources in the Wilsonville Urban Growth Boundary.
- 3) Maintain ongoing coordination with applicable agencies and organizations, including Oregon Department of Aviation, Oregon Department of Environmental Quality, Airport operators and aviation stakeholders to reduce the impacts of aviation on noise-sensitive areas like residential districts and environmental resource areas such as the Willamette River. Support a Federal Aviation Regulation Part 150 study to develop Noise Exposure Maps defining the existing and future noise exposure boundaries surrounding the Airport.
- 4) Evaluate and respond to public and private development and infrastructure projects in Area O to ensure that rural development patterns and agricultural activities are protected, supporting regional food security, the agricultural economy, and protection of environmental resources, consistent with policies adopted by the State of Oregon, Metro Region Rural Reserves, and County Exclusive Farm Use zoning.
- 5) Ensure that development within Area O maintains rural development patterns and includes appropriate, concurrent upgrades to public and private infrastructure and services to prevent negative impacts to the water, sewer, stormwater, and transportation systems serving Wilsonville and surrounding areas.
- 6) Advocate to maintain the general aviation designation and existing services at Aurora State Airport, as an air transportation resource supporting Wilsonville-based businesses, as a hub in emergency management plans, and as an operational base for emergency service providers. Evaluate and respond to development proposals proposing to increase development intensity in Area O that could hinder safe, convenient, and efficient access to the Airport.



The City of Wilsonville, Oregon
Clackamas and Washington Counties



Area of Special Concern

- Aurora State Airport
- Area of Special Concern
- County Boundary



11/8/2022

0 Miles 0

313

LP22-0003
Airport Good-Neighbor Policies
Planning Commission Public Hearing Record Index
FINAL (November 16, 2022)

PLANNING COMMISSION AND CITY COUNCIL MEETINGS

November 16, 2022 - Planning Commission Public Hearing

Resolution LP22-0003

Staff Report and Attachments

Presentation

Affidavit of Notice of Hearing

September 19, 2022 - City Council Work Session

Staff Report and Attachments

Presentation

Action Minutes

September 14, 2022 - Planning Commission Work Session

Staff Report and Attachments

Presentation

Minutes Excerpt

May 2, 2022 - City Council Work Session

Staff Report and Attachments

Presentation

Action Minutes

April 13, 2022 - Planning Commission Work Session

Staff Report and Attachments

Presentation

Minutes Excerpt

December 6, 2021 - City Council Work Session

Staff Report and Attachments

Presentation

Action Minutes

November 10, 2021 - Planning Commission Work Session

Staff Report and Attachments

No Presentation

Minutes Excerpt

PUBLIC ENGAGEMENT

Community Engagement Summary

- Public Online Survey: February 13 - March 14, 2022
- Online Community Conversations: March 9 & 10, 2022
- Boones Ferry Messenger – March 2022 Excerpt

Comments/Articles

- None received

The Airport Good-Neighbor Policies (LP22-0003) Record can be found at the following link:

https://www.ci.wilsonville.or.us/sites/default/files/fileattachments/residents/page/122571/airport_record_final.pdf



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: December 19, 2022		Subject: Resolution No. 3016 Supplemental Budget Adjustment	
		Staff Member: Katherine Smith, Assistant Finance Director	
		Department: Finance	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Staff recommends Council adopts Resolution No. 3016.			
Recommended Language for Motion: I move to adopt Resolution No. 3016.			
Project / Issue Relates To:			
<input type="checkbox"/> Council Goals/Priorities:	<input type="checkbox"/> Adopted Master Plan(s):	<input checked="" type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

A supplemental budget resolution for fiscal year 2022-23.

EXECUTIVE SUMMARY:

Oregon's Local Budget Law allows the Council to amend the adopted budget for an occurrence or condition that was not known at the time the budget was adopted. A special hearing must be held to discuss and adopt the supplemental budget. The governing body holds the public hearing as the budget committee is not required to be involved. Public notice of the hearing must be published 5 to 30 days before the hearing. The governing body enacts a resolution to adopt the supplemental budget after the hearing.

This supplemental budget includes the following unforeseen price increases and new requests:

1. Vehicle purchase price increase: Facilities and Parks Maintenance Vehicles – \$24,000
2. Outreach Librarian: increase of full time equivalent (FTE) from 0.60 to 1.0 – \$8,000
3. Wastewater Treatment Plant:
 - a. Replacement of the insulated, heavy duty, large roll up door on the dewater and drying building - \$50,000
 - b. Supervisory Control and Data Acquisition - Human Machine Interface (SCADA HMI) Software Upgrade - \$48,302
5. Capital Improvement Projects:
 - a. Moreys/Rivergreen Wetland Mitigation (CIP 7051) - \$4,400
 - b. Signal Improvements (CIP 4118) – Replacing failing vehicle detection equipment at both Montebello/Wilsonville and High School/Wilsonville intersections - \$30,000
 - c. Wastewater Treatment Plant Master Plan (CIP 2104) – Additional population growth analysis as authorized by City Council, Resolution No. 3011 – \$66,400
 - d. Library Furniture (CIP 8098): Balance of project carried forward from prior year - \$12,905

EXPECTED RESULTS:

The supplemental budget adjustment adopted by the Council at regularly scheduled meeting.

TIMELINE:

As required by Local Budget Law, a notice for the public hearing was published in the Wilsonville Spokesman on December 14, 2022. The adoption of the Supplemental Budget Adjustment is required prior to the end of the fiscal year, June 30, 2023.

CURRENT YEAR BUDGET IMPACTS:

See detail outlined in Attachment A.

COMMUNITY INVOLVEMENT PROCESS:

The public hearing will be held on December 19, 2022 as a part of the adoption process.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

The amended budget provides for the delivery of services and construction of capital projects throughout the community.

ALTERNATIVES:

Not approving the attached supplemental budget could result in overspending current budget appropriations. The City is required to disclose all excess of expenditures over appropriations in the Annual Comprehensive Financial Report (ACFR).

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Resolution No. 3016
 - A. Need, Purpose and Amount: Detail by Fund & Category
2. Notice of Supplemental Budget Hearing

RESOLUTION NO. 3016**A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING A SUPPLEMENTAL BUDGET ADJUSTMENT FOR FISCAL YEAR 2022-23.**

WHEREAS, the City adopted a budget and appropriated funds for fiscal year 2022-23 by Resolution No. 3016; and

WHEREAS, certain expenditures are expected to exceed the original adopted budget in some of the City's funds and budgetary transfers are necessary within these funds to provide adequate appropriation levels to expend the unforeseen costs; and

WHEREAS, ORS 294.463 provides that a city may adjust appropriations within appropriation categories provided the enabling resolution states the need for the adjustment, purpose of the expenditure and corresponding amount of appropriation; and,

WHEREAS, all transfers from contingencies within the fiscal year to date that exceed fifteen percent (15%) of the fund's total appropriations are included in the supplemental budget adjustment request; and,

WHEREAS, all expenditure transfers within the fiscal year to date in aggregate exceed ten percent (10%) of the fund's total expenditures are included in the supplemental budget adjustment request; and,

WHEREAS, consistent with local budget law and based upon the foregoing, the staff report in this matter and public hearing input, the public interest is served in the proposed supplemental budget adjustment,

WHEREAS, to facilitate clarification of the adjustments in this resolution, Attachment A to this resolution provides a summary by fund of the appropriation categories affected by the proposed transfer of budget appropriation and the purpose of the expenditure.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

The City amends and adjusts the estimated revenues and appropriations within the funds and categories delineated and set forth in Attachment A, attached hereto and incorporated by reference herein as if fully set forth.

This resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 19th day of December, 2022, and filed with the Wilsonville City Recorder this date.

JULIE FITZGERALD, MAYOR

ATTEST:

Kimberly Veliz, City Recorder

SUMMARY OF VOTES:

Mayor Fitzgerald

Council President Akervall

Councilor Lehan

Councilor West

Councilor Linville

ATTACHMENT:

A. Need, Purpose and Amount: Detail by Fund & Category

ATTACHMENT A

NEED, PURPOSE AND AMOUNT: DETAIL BY FUND & CATEGORY

	Current Appropriations	Change in Appropriations	Amended Appropriations
110-General Fund			
Resources			
Taxes	\$ 13,243,000	\$ -	\$ 13,243,000
Licenses and permits	202,850	-	202,850
Intergovernmental	5,407,399	-	5,407,399
Charges for services	426,984	-	426,984
Other Revenues	143,900	-	143,900
Fines and forfeitures	230,000	-	230,000
Investment Revenue	87,000	-	87,000
Proceeds of interfund loan	4,515,100	-	4,515,100
Transfers in	4,123,361	1,550	4,124,911
Fund balances - beginning	15,860,222	-	15,860,222
Total Resources	<u>\$ 44,239,816</u>	<u>\$ 1,550</u>	<u>\$ 44,241,366</u>
Requirements			
Administration	\$ 1,974,107	\$ -	\$ 1,974,107
Finance	1,680,891	-	1,680,891
Information Technology/GIS	1,510,015	-	1,510,015
Legal	764,512	-	764,512
Human Resources and Risk Manager	1,120,240	-	1,120,240
Public Works Administration	965,392	-	965,392
Facilities	1,735,291	6,000	1,741,291
Parks Maintenance	2,190,389	26,000	2,216,389
Parks & Recreation	1,796,521	-	1,796,521
Library	2,342,130	8,000	2,350,130
Law/Code Enforcement	5,980,194	-	5,980,194
Municipal Court	247,210	-	247,210
Debt Service	408,250	-	408,250
Transfers to Other Funds	10,645,282	12,905	10,658,187
Contingency	7,579,392	(51,355)	7,528,037
Unappropriated	3,300,000	-	3,300,000
Total Requirements	<u>\$ 44,239,816</u>	<u>\$ 1,550</u>	<u>\$ 44,241,366</u>

Resource increases are due to overhead from CIP changes. Expense increase in FTE for Library Outreach, unanticipated vehicle purchase price increases in Facilities & Parks Maintenance, and roll over 8098 expense.

231-Community Development Fund

Item 20.

Resources

Licenses and permits	\$	711,389	\$	-	\$	711,389
Intergovernmental		339,500		-		339,500
Charges for services		913,369		-		913,369
Investment Revenue		13,500		-		13,500
Transfers in		2,651,503		25,000		2,676,503
Fund balances - beginning		2,602,618		-		2,602,618
Total Resources	\$	7,231,879	\$	25,000	\$	7,256,879

Requirements

C.D. Administration	\$	633,692	\$	-	\$	633,692
Engineering		2,409,506		-		2,409,506
Planning		1,350,440		-		1,350,440
Transfers to Other Funds		805,368		-		805,368
Contingency		1,186,873		25,000		1,211,873
<i>Unappropriated</i>		846,000		-		846,000
Total Requirements	\$	7,231,879	\$	25,000	\$	7,256,879

Resource increases are due to overhead from CIP changes.

240-Road Operating Fund**Resources**

Intergovernmental	\$	2,051,500	\$	-	\$	2,051,500
Investment Revenue		18,700		-		18,700
Fund balances - beginning		7,727,089		-		7,727,089
Total Resources	\$	9,797,289	\$	-	\$	9,797,289

Requirements

Road Operations	\$	1,074,982	\$	-	\$	1,074,982
Debt Service		359,000		-		359,000
Transfers to Other Funds		6,248,965		30,000		6,278,965
Contingency		1,922,842		(30,000)		1,892,842
<i>Unappropriated</i>		191,500		-		191,500
Total Requirements	\$	9,797,289	\$	-	\$	9,797,289

Requirement increase to fund Signal Improvement CIP 4118

520-Sewer Operating Fund**Requirements**

Wastewater Collections	\$	1,430,304	\$	-	\$	1,430,304
Wastewater Treatment Plant		3,154,530		98,302		3,252,832
Debt Service		2,881,000		-		2,881,000
Transfers to Other Funds		9,273,781		-		9,273,781
Contingency		9,792,583		(98,302)		9,694,281
<i>Unappropriated</i>		847,000		-		847,000
Total Requirements	\$	27,379,198	\$	-	\$	27,379,198

Requirement increase to fund Wastewater Treatment Plant equipment including building repair/replacement and an software upgrade.

570-Stormwater Fund**Requirements**

Stormwater Maintenance	\$	1,218,102	\$	-	\$	1,218,102
Debt Service		839,000		-		839,000
Transfers to Other Funds		6,043,755		4,400		6,048,155
Contingency		4,644,495		(4,400)		4,640,095
<i>Unappropriated</i>		221,000		-		221,000
Total Requirements	\$	12,966,352	\$	-	\$	12,966,352

Requirement increase for the following project: Moreys/Rivergreen Wetland Mitigation (7051)

610-Fleet Service Fund**Requirements**

Fleet	\$	1,895,000	\$	(8,000)	\$	1,887,000
Transfers to Other Funds		2,400		-		2,400
Contingency		843,098		8,000		851,098
Total Requirements	\$	2,740,498	\$	-	\$	2,740,498

Requirement increase, with funding through Contingency are for increased vehicle acquisition costs.

525-Sewer Capital Projects Fund**Requirements**

Capital Projects	\$	6,795,308	\$	(26,400)	\$	6,768,908
Transfers to Other Funds		456,148		26,400		482,548
Contingency		286,110		-		286,110
Total Requirements	\$	7,537,566	\$	-	\$	7,537,566

Resource increase is from capital improvement project changes. Requirement adjustments are for the following projects: an increase to the Wastewater Treatment Plant Master Plan (2104), with a partial decrease to Boeckman Creek Interceptor (2107) for offsetting costs.

345-Road Capital Projects Fund**Resources**

Intergovernmental	\$	903,930	\$	-	\$	903,930
Investment Revenue		8,100		-		8,100
Transfers in		23,859,221		30,000		23,889,221
Fund balances - beginning		2,101,406		-		2,101,406
Total Resources	\$	26,872,657	\$	30,000	\$	26,902,657

Requirements

Capital Projects	\$	25,274,715	\$	30,000	\$	25,304,715
Transfers to Other Funds		982,923		-		982,923
Contingency		615,019		-		615,019
Total Requirements	\$	26,872,657	\$	30,000	\$	26,902,657

Requirement increase for Signal Improvement CIP 4118 with Transfer in from Road Operating Fund

575-Stormwater Capital Projects Fund

Item 20.

Resources

Investment Revenue	\$	700	\$	-	\$	700
Transfers in		2,073,043		4,400		2,077,443
Fund balances - beginning		136,800		-		136,800
Total Resources	\$	2,210,543	\$	4,400	\$	2,214,943

Requirements

Capital Projects	\$	1,743,935	\$	4,250	\$	1,748,185
Transfers to Other Funds		293,458		150		293,608
Contingency		173,150		-		173,150
Total Requirements	\$	2,210,543	\$	4,400	\$	2,214,943

Requirement increase for CIP 7051 with Transfer in from Stormwater Operating Fund

335-Facilities Capital Projects Fund**Resources**

Investment Revenue	\$	1,100	\$	-	\$	1,100
Transfers in		21,025,753		12,905		21,038,658
Fund balances - beginning		6,921,557		-		6,921,557
Total Resources	\$	27,948,410	\$	12,905	\$	27,961,315

Requirements

Capital Projects	\$	19,469,580	\$	12,905	\$	19,482,485
Transfers to Other Funds		106,291		-		106,291
Contingency		8,372,539		-		8,372,539
Total Requirements	\$	27,948,410	\$	12,905	\$	27,961,315

Requirment increase to fund Library Furniture CIP 8098

From The Director's Office

Greetings!

I want to wish everybody a wonderful holiday season filled with love, laughter, family, friends and fun. I have so much to be thankful for including a wonderful job with supportive leadership, a deeply talented and passionate team around me, and an amazing family. I feel very fortunate.

We are excited to share that Becky White was recently announced as the recipient of the Oregon Building Officials Association (OBOA) 2022 Permit Technician of the Year! This statewide honor is in recognition of Becky's hard work and dedication to providing exceptional customer service, which she is known for. Her hard work collaborating with our internal team to successfully implement EnerGov, our new on-line permitting software, in a time of significant community growth resulted in a smooth transition for our customer base.



Pictured from left to right: Dan Carlson, Building Official; Becky White, Permit Technician II; Melissa Gitt, Woodburn Building Official

In the last two years, the services in the Building Division have undergone a fundamental paradigm shift to completely paperless permitting services including permit applications, online payments, plan reviews, and inspections. The learning curve and amount of work required to move from one permitting software package to a new one is truly impressive. While this was a massive team effort that included key staff from each division in Community Development (additional shout outs go to Shelley White and Candi Garrett in Community Development) Becky was the driving force on implementation for the Building Division.

It has been an extremely busy and challenging year for our entire Community Development team that was further compounded with shortages in staffing. Even in the midst of this intense workload, Becky continued to serve the community with pride and stepped up in numerous ways always with a positive can-do attitude. This recognition is well deserved, I am very proud of Becky and her work.

Please join me in congratulating Becky on this significant achievement and recognition!

Respectfully submitted,

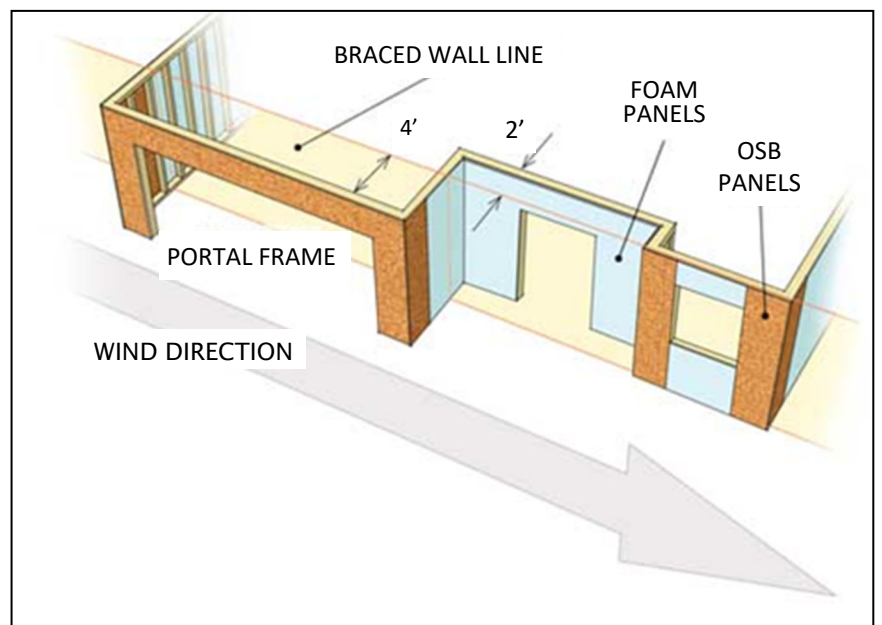
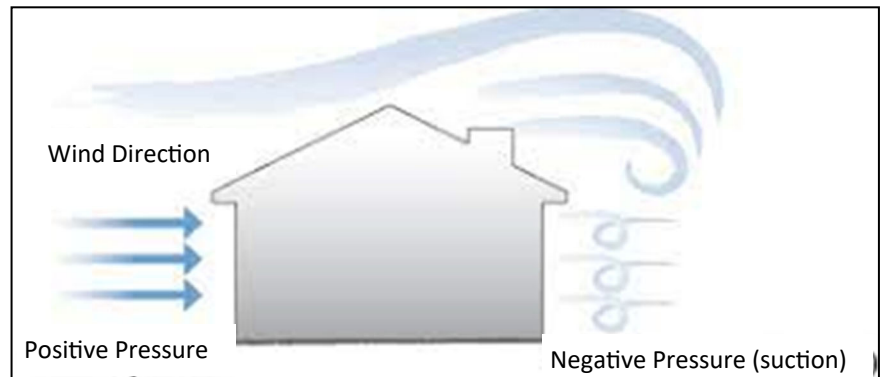
Chris Neamtzu, AICP

Community Development Director

Building Division

Whatcha Lookin' At - Braced Walls

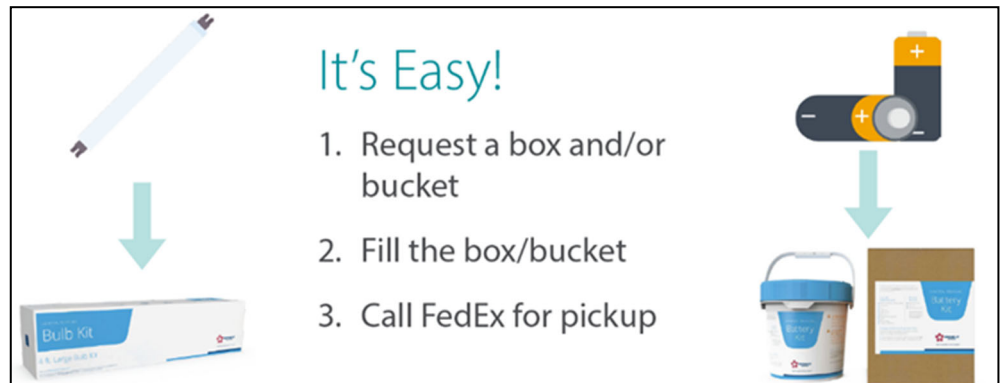
Braced walls are segments of walls in a house that resist lateral loads applied to a structure. Wall bracing is one of the most important elements to a house. Wind and seismic events can put a lot of stress on a house and braced walls are calculated to resist these natural events. There are many ways to create a braced wall using the building code, also known as the prescriptive method, to build a house. Most commonly used is continuously sheathed wood structural panels, which can be as small as 16 inches. This method will be recognizable if you look at a new subdivision being built. Braced walls can be confused with shear walls, which are an engineered way of creating the resistance to lateral loads while also using metal brackets called hold-downs. When you think the big bad wolf has come to blow your house down, take comfort knowing that the braced wall paneling around your home has a calculated strength to withstand high wind loads and seismic forces.



Economic Development Division

Business Recycling Program, In Partnership With Republic Services

Earlier this year, Economic Development Manager (EDM), Matt Lorenzen, rebooted a previously established program that had been put on hold during the pandemic. The business recycling program offers businesses the opportunity to recycle fluorescent tube light bulbs as well as batteries of multiple varieties free of charge. EDM publicized the program through the Local Business Newsletter and through direct outreach.



15 different businesses, large and small, took advantage of the program. 62 bulb boxes and 34 battery buckets were distributed.

Businesses will fill the boxes with old bulbs, and buckets with batteries, until full, then call FedEx for a free pickup, at which point the materials will be delivered to Republic Services for proper disposal and/or recycling. With only a handful of boxes and buckets remaining in the inventory, the program has come to a successful close.

EDM as Ombudsman

ESS Inc. is a local company with headquarters, manufacturing, and R&D facilities located in Wilsonville at the former Xerox campus. Their product is a long-duration, high capacity battery facility that can collect and store surplus green energy (wind, solar, etc.) for later use "when the sun is not shining or the wind is not blowing."

They have been growing rapidly and hiring to support that growth. They applied with the City to expand their parking area to accommodate more employees and to modify a loading dock, adding a ramp and thereby making the dock into an at-grade bay door for internal transfer of materials.

When ESS's contractors and divisions within Community Development had come to an impasse regarding the application of certain public works standards at the proposed bay door, EDM was able to act as facilitator to broker conversation and identify solutions. The ESS application will now be heard before the Development Review Board in January 2023.



Economic Development Division

Local Business Newsletter

The November 2022 Local Business Newsletter was emailed out on the 17th of the month. It was sent to 664 recipients. Of those, 661 were delivered successfully, and 272 recipients opened the email. The newsletter featured information about the upcoming Willamette Water Supply Project and SMART's new vanpool program. There was also information and links to assist businesses in claiming and controlling their Google Business Profile. Finally, the October state and county economic forecasts were provided.

The newsletter can be viewed here:

<https://bit.ly/oct-22-ednewsletter>

Urban Renewal Strategic Plan

EDM presented the Urban Renewal Strategic Plan (URSP) to Council during their normal business meeting on November 21, 2022. They had been briefed about the plan and its development previously during work session on October 17, 2022. The Council unanimously approved the URSP and adopted the enacting resolutions, as both a City Council and Board of the Urban Renewal Agency.

The URSP was developed with input from the Urban Renewal Task Force, an ad hoc committee of the City, appointed by the City manager and convened on an as-needed basis.

The URSP makes recommendations for each of the City's four existing Urban Renewal areas, and further recommends the City begin to explore the feasibility of new uses of urban renewal in the Town Center area, Basalt Creek Industrial Area, and for affordable housing.

The adopted URSP can be found on the City website, [here](#).

The screenshot shows a presentation slide from a Wilsonville City Council Meeting. The slide is titled "Recommendations" and lists three bullet points: "Town Center" (with a sub-bullet "Proceed to Feasibility Analysis"), "Housing Affordability", and "Basalt Creek". To the right of the text is a vertical aerial photograph of a city street with buildings and trees. In the bottom right corner, there is a small inset video feed showing a man in a suit speaking at a podium. The slide has a green logo at the bottom center, consisting of two stylized hands holding a plant. The bottom of the slide features a dark blue banner with the text "New Business: Resolution No. 3012", "Wilsonville City Council Meeting", and "November 21, 2022".

Recommendations

- Town Center
 - Proceed to Feasibility Analysis
- Housing Affordability
- Basalt Creek

New Business: Resolution No. 3012
Wilsonville City Council Meeting
November 21, 2022

Engineering Division, Capital Projects

2022 Street Maintenance

This project includes Curb Ramp Replacement (4014/4118) and Annual Pedestrian Improvements (4717). Both project designs are complete. The Invitation to Bid was advertised on November 16, 2022. Bids are due December 14, 2022. Construction is anticipated to be completed in Spring 2023.

- Curb ramps and signal improvements will be constructed at the intersection of Wilsonville Road/Boones Ferry Road and at Wilsonville Road/Rose Lane. These improvements will be made ahead of the 2023 Street Maintenance projects at the same location to comply with ADA requirements..
- The pedestrian improvements include seven street crossings on French Prairie Road in Charbonneau. These improvements will include new or updated signing and striping to enhance the safety and visibility of pedestrians.

2023 Street Maintenance (4014)

This project involves the design and construction of the pavement rehabilitation on Wilsonville Road, Boeckman Road and Parkway Avenue. The Request for Proposals (RFP) was advertised on November 2, 2022. Proposals are due on December 6, 2022. Final design is anticipated in March 2023, with construction commencing shortly thereafter.

5th Street/Kinsman Road Extension (1139/2099/4196)

This project involves the design and construction of the extension of 5th Street and Kinsman Road between Boones Ferry Road and Wilsonville Road, including water, sewer, storm, franchise utility extension, and installation of a portion of the Ice Age Tonquin Trail. Roadway construction of the Kinsman Road extension to Wilsonville Road continues. The new Kinsman Road bridge over Coffee Creek (pictured) is nearing completion. Utility work on Boones Ferry Road is expected to resume in December. The construction completion date has been updated to account for utility conflicts on Boones Ferry Road and work will now continue through May 2023.



Engineering Division, Capital Projects

Boberg Diversion Structure Replacement (2100)

This project replaces the outdated Boberg Road wastewater diversion structure to improve wastewater collection system functionality and ensures available capacity for upstream development in the Coffee Creek and Basalt Creek areas into the future. Contractor bonding and legal problems resulted in contract termination. This project will be rebid soon.

Boeckman Creek Interceptor (2107)

This project will upsize the existing Boeckman Creek Interceptor sewer collection pipeline in order to support the development of the Frog Pond area. A regional trail will be installed as a part of the maintenance path from Boeckman Road to Memorial Park. The kickoff meeting was held on October 31, 2022. Field investigations (survey, natural resources, cultural resources, and geotechnical) began late November/early December 2022 and will continue through February 2023. These investigations will guide the design team in alternatives analysis and decision making for the trail and sewer alignments. Right of Entry permits are currently underway. Public outreach efforts have begun, and an article will be included in the December 2022 Boones Ferry Messenger

Boeckman Road Corridor Project (4212/4206/4205/2102/7065)

This project involves the design and construction of the Boeckman Dip Bridge, Boeckman Road Improvements (Canyon Creek Road – Stafford Road), Canyon Creek Traffic Signal, and Boeckman Road Sanitary Sewer projects. The Tapani-Sundt Joint Venture is pushing to get the design of the project and advancing time-critical components. Right of Entry Permits are complete, and survey and other field work is nearly complete. Road cross sections have been established and design is underway. A three-span bridge has been selected for this project. Additionally, several guaranteed maximum price packages are identified and scheduled to meet the project deadlines. The temporary signal at SW 65th and SW Stafford is 90% designed and components will be selected in the coming month. Other long lead items and contractor are being worked through to avoid impacts to the schedule. The first guaranteed maximum price (GMP) is scheduled in late January or early February, depending on project timing.

Charbonneau Consolidated Plan (1500/2500/4500/7500)

Design for utility (water, wastewater, storm water, and street) improvements on Edgewater Lane and Village Greens Circle has begun. Survey and utility inspection was completed in September. The findings of these inspections will determine the scope of repairs and upgrades needed. Geotechnical drilling is scheduled for December to provide information for the street reconstruction design. To promote efficiencies in the design and construction, the consultant and City project manager will create one design package for construction in 2024.

Charbonneau Lift Station (2106)

This project involves replacing the Charbonneau wastewater lift station with a submersible lift station and replacing the force main from the station to the I-5 bridge. The design contract was awarded to Murraysmith in December 2021, and preliminary design was completed in July 2022. Final design is scheduled for completion in July 2023, with construction anticipated for completion in September 2024.

Coffee Creek Interceptor Phase II (2108)

This project involves the system capacity analysis of the existing Coffee Creek Interceptor to determine how much development can occur in Coffee Creek prior to upsizing the sanitary sewer main. The analysis will be delivered utilizing the City's on-call roster of consultants.

Engineering Division, Capital Projects

I-5 Pedestrian Bridge (4202)

This project involves the design and preparation of construction documents for a pedestrian and bicycle bridge over I-5 from Town Center Loop West to Boones Ferry/Barber Street. The design team is incorporating PGE utility undergrounding plans into the construction drawings. Design work is wrapping up until construction funding is identified.

Priority 1B Water Distribution Improvements (1148)

This project involves the design and construction of water main replacements in three areas: Jackson Way, Evergreen Court, and Barber Street. These improvements will improve system capacity and eliminate fire flow restrictions. Design work is underway with plans nearing completion. The Invitation to Bid is anticipated to be advertised in early January 2023.

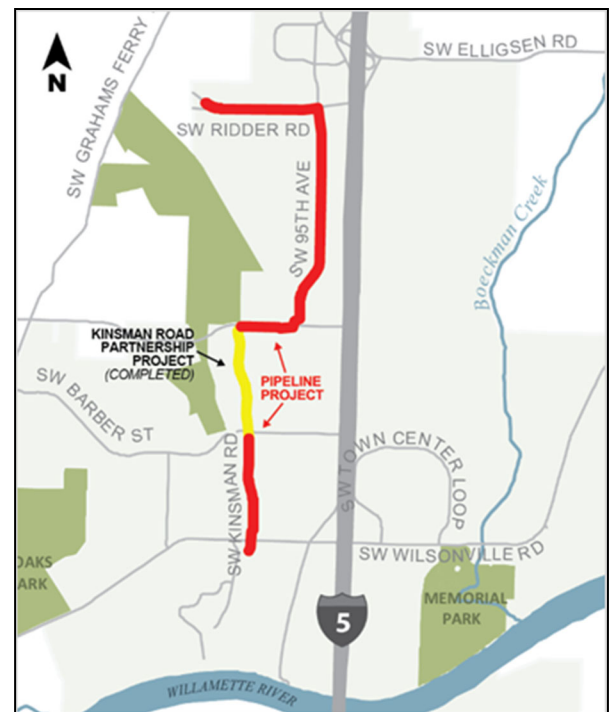
2023 Priority 1B Water Projects (1148)

This project involves the design and construction of water mains in two areas: Wilsonville Summit/Canyon Creek Apartments and the Sundial Apartments. These improvements will improve system capacity and eliminate fire flow restrictions. Preliminary design is underway. The design for this project will be delivered utilizing the City's on-call roster of consultants.

WWSP Coordination (1127)

Ongoing coordination efforts continue with the Willamette Water Supply Program (WWSP). Here are the updates on major elements within Wilsonville:

- **Phase 1, Wilsonville Road (PLM_1.1)** Arrowhead Creek Lane to Wilsonville Road—**COMPLETE**
- **Phase 2, Garden Acres Road to 124th (PLM_1.2)** Ridder Road to Day Road—**COMPLETE**
- **Phase 3, Wilsonville Road to Garden Acres Road (PLM_1.3)** The WWSP's last section of transmission pipeline to be constructed in the City of Wilsonville began in fall 2022, with completion in 2024. It will connect the remaining portion of the pipeline through Wilsonville and has an alignment along Kinsman Road, Boeckman Road, 95th Avenue, and Ridder Road (see image). The Engineering Division is currently in the process of reviewing final plans. Proposals for an inspection services consultant were received in mid-October. This consultant will perform inspection of all City-owned public improvements throughout the project work.



WWTP Master Plan (2104)

This project will evaluate capacity of Wastewater Treatment Plant (WWTP) processes to accommodate projected growth and regulatory changes. A prioritized capital improvement plan and budget will be developed. The engineering contract was awarded in May 2020, and the project is anticipated to be completed in April 2023. The Master Plan findings are scheduled to be presented to the Planning Commission and City Council in early 2023.

Westside Level B Reservoir (1149)

This new reservoir is proposed in the adopted water master plan; on property purchased in 2010 near Tooze Road and Baker Road. A Request for Proposals for engineering design and construction services was issued in early October. Proposals were received in November.

Engineering Division, Private Development

Residential Construction Activities

Canyon Creek South Phase 3

Work on this 5-lot subdivision has stopped until revised plans have been approved by the City. The Project Engineer has proposed modifications to the infrastructure plans to accommodate middle-housing. Erosion control measures have been installed to protect the site from erosion until construction activities commence again.

Frog Pond West

The Frog Pond West Master Planned area continues to see active construction. The contractor for the Frog Pond Ridge subdivision is working on punch list items of the infrastructure and housing construction has started. Construction at the Frog Pond Estates, Frog Pond Vista, and Frog Pond Oaks subdivisions will commence in the spring when weather is more favorable for construction. Frog Pond Crossing subdivision, located north of Frog Pond Lane and west of Stafford Road has installed erosion control measures and is working on site grading and installation of a retaining wall.



Frog Pond West

Villebois Clermont

The subdivision plat for Villebois Clermont has been recorded and home construction has commenced. Construction on Regional Parks 5 and 6 is underway, including the construction of new tennis courts and the extension of the Tonquin Trail. The contractor continues to work on final infrastructure punch list items.



Villebois Clermont

Commercial/Industrial Construction Activities

Black Creek Industrial

Nestled between Garden Acres and Grahams Ferry Roads, this project will include frontage improvements along Garden Acres and Grahams Ferry Roads and construction of a new supporting street. Onsite grading continues. The foundation slab has been poured and the contractor is working on onsite utilities.



Black Creek Industrial

Natural Resources Division

Bee City USA Webinar and Jefferson Public Radio Interview

On November 15, Kerry Rappold gave a presentation for a Bee City USA webinar. The webinar was titled: "Turning Lemons into Lemonade – the Story of Wilsonville, OR." During the webinar, he covered everything Wilsonville has done since the bee kill incident in 2013. The topics included the bee kill, advocacy and legislation, Bee Stewards program, Bee City USA, and integrated pest management.

Earlier that morning, Kerry gave an interview, along with Sharon Selvaggio from the Xerces Society, on Jefferson Public Radio (JPR) to discuss the webinar and Wilsonville's role in pollinator conservation. JPR is owned and operated by Southern Oregon University in Ashland, Oregon and reaches over 1 million potential listeners in a 60,000-square-mile area of Southern Oregon and Northern California.

The radio interview and webinar are available via the links below:

<https://www.ijpr.org/show/the-jefferson-exchange/2022-11-14/tue-8-30-how-one-oregon-city-rebounded-from-bee-disaster-to-bee-friendly>

<https://beecityusa.org/webinars-and-videos/> (it's under "Reducing Pesticide Use in Your Community")

<https://myemail.constantcontact.com/Tomorrow--Practitioners-Talk-About-IPM.html?oid=1102968923571&aid=FjBGNVINpe8> (invite to the webinar)



Planning Division, Current

Administrative Land Use Decisions Issued

- 2 Type A Tree Permits
- 6 Type B Tree Permits
- 1 Type C Tree Permit
- 1 Class 1 Administrative Review
- 1 Class 2 Administrative Review
- 1 Class 1 Sign Permit

Construction Permit Review, Development Inspections, and Project Management

In November, Planning staff worked with developers and contractors to ensure construction of the following projects are consistent with Development Review Board and City Council approvals:

- Clermont Subdivision (Villebois Phase 5 North)
- New gas station and convenience store on Boones Ferry Road
- New industrial warehouse building between Garden Acres Road and Grahams Ferry Road in Coffee Creek Industrial Area
- Parkway Woods industrial campus
- Residential subdivisions in Frog Pond West
- Wilsonville High School expansion/performing arts center

Development Review Board (DRB)

DRB Panel A met on November 14. The board held a public hearing for and unanimously approved a Stage 2 Final Plan Modification and Site Design Review for site improvements to upgrade the south lot (area of the existing gravel building pad) for inventory storage of the Mercedes-Benz dealership at 25029 SW Parkway Avenue.

DRB Panel B did not meet in November .

DRB Projects Under Review

During November, Planning staff actively worked on the following major projects in preparation for potential public hearings before the Development Review Board:

- Industrial development on Day Road
- Marina modifications and parking addition in Charbonneau
- New industrial building at Boeckman and Kinsman Roads
- New industrial building on Garden Acres Road
- New industrial building at ParkWorks
- Parking addition for industrial manufacturer



Rendering of Proposed Industrial Building on Garden Acres Road

Planning Division, Long Range

Aurora Airport

Aurora Airport Good-Neighbor Policies

This Comprehensive Plan update project aims to identify the potential positive and negative impacts of the Airport's current operations and planned future growth for Wilsonville residents and businesses, and to adopt Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between the Aurora Airport and City of Wilsonville. During November, the project team presented the Comprehensive Plan Policies at a Planning Commission Public Hearing. The Planning Commission unanimously recommended City Council to adopt the Plan Policies on December 5 at the City Council Public Hearing.

Aurora Airport Master Plan PAC Meeting #4

On November 15, 2022 Oregon Department of Aviation (ODAV) held PAC meeting #4 to go over the comments provided by the Federal Aviation Administration (FAA) on Chapters 1-3 of the draft master plan. The FAA had three different divisions within their organization review and provide comments on the draft plan, FAA Seattle Office, FAA Mountain West Regional Office and FAA Washington DC headquarters, which was noted as being unusual. The comments were lengthy and very detailed. The two-hour PAC meeting was focused entirely on Century West Engineering staff responding to each of the FAA comments and how Chapters 1-3 would be modified based on the FAA comments. The meeting was the equivalent of a master class on aviation master planning with a deep dive on many complex issues.

The next steps are approval of the aviation forecast by FAA, preparation of an updated schedule, completion of Chapter 4 – Facility Regulations, as well as the Modification of Standards and Runway Protection Zone analysis. The next meeting is planned for first quarter of 2023.

Frog Pond East and South Master Plan

In November, this Master Plan was presented at a Planning Commission Public Hearing. With minor revisions, the Planning Commission unanimously recommended City Council to adopt the Master Plan on December 5 at the City Council Public Hearing.



**FROG POND
EAST & SOUTH
MASTER PLAN**

Planning Commission

The Planning Commission held two Public Hearings at the November 16 meeting. The first was the Aurora Airport Good-Neighbor Policies. The second was the Frog Pond East and South Master Plan. The Planning Commission unanimously recommended both to City Council for adoption in December at the City Council Public Hearing.

Transit-Oriented Development at the Wilsonville Transit Center

The Equitable Housing Strategic Plan identifies exploration of Transit-Oriented Development (TOD) at the Wilsonville Transit Center as a near-term implementation action. During November, the City continued due diligence on the three development teams that submitted responses to the Request for Proposals (RFP) in July. Once complete, a preferred development partner will be selected.

General project information is available on the project website:

<https://ci.wilsonville.or.us/planning/page/wilsonville-transit-center-tod>

Planning Division, Long Range



WILSONVILLE TOWN CENTER PLAN

Wilsonville Town Center Plan

Infrastructure Funding Plan and Urban Renewal Analysis

The Town Center Plan identifies an Infrastructure Funding Plan and Urban Renewal Analysis as two important economic development strategies to support Plan implementation. The goal of this work is to determine how infrastructure investments in Town Center will be funded and assess if Urban Renewal is a desirable tool to use. In developing this plan, the project team updated cost estimates for the planned infrastructure projects and confirmed long-term development assumptions for Town Center. The team also prepared for a public hearing on November 21 for City Council adoption of the Town Center Infrastructure Funding Plan, which includes future consideration of four main tools—Urban Renewal, System Development Charge updates, a stormwater utility fee surcharge, and City bond or debt issuance—to fund Town Center's planned infrastructure improvements. Work to begin implementation of the Funding Plan's tools will begin in 2023.



NOVEMBER MONTHLY REPORT

FINANCE—The department where everyone counts

- In the spirit of Thanksgiving, as we reflect back over this last year thus far, our hearts are filled with gratitude and thankfulness for all you do. Happy Holidays from our families to yours.
- **Utility Billing:** In November, we hit a record high for delinquencies, at 1,223. A normal month averages 300 past due notices mailed out. We still continued the delinquency process with the mindset and knowledge that somehow these customers must have missed prior communication of the changes in software and customer portal, and action needed. In response, on the November 22, we sent out warning calls which we now record in-house, versus a robotic voice. By the end of the month, we were down to 400 customers still past due. We skipped shut offs and instead sent out another automated call and a detailed email to those customers that had an email address on file. We now have 46% of our customers registered on the new online portal. Auto-pay enrollment also increased from 1,500 accounts to 2,316.
- **Banking Administration:** Upon review of our current account set-up(s), we've elected to convert the City's general operating account from a "Fully Analyzed" to a "Public Funds Interest Checking" account, thus allowing the City to more fully realize the full potential of an interest bearing checking account.
- **Budget Supplemental:** Coming soon, on December 19, Budget Supplemental #2. This will be a small budget supplemental, comprised mainly of small budgetary increase requirements to account for rising costs.
- **Municipal Court:** Effective February 7, 2023, the Wilsonville Municipal Court will be adjusting our arraignment time from 5:00pm to 2:00pm. The court schedule will be as follows:
 - 2:00pm—Arraignments
 - 3:30pm—Attorney Trials (if needed)
 - 4:00pm—5:00pm—Deputy Trials
 - Our court schedule will remain the first and third Tuesday's of each month and be held at City Hall. With excellent customer service always at the forefront of our mind, by making these adjustments to our court schedule, we look forward also to being more in line with what other courts are doing.
- **Attached Financials:** Finance continues to monitor all departments for on-going budget compliance. A couple items of note:
 - Fiscal year end close (for fiscal year 2022) is now nearly complete. Just a few remaining items to button up in response to our annual financial audit. Thank you so much to Dillon Jenkins, our Senior Accountant, for his work on this!

City of Wilsonville - Fund Summaries
Reporting Month: Nov FY 2023



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
110 - General Fund				
Taxes	\$ 13,243,000	\$ 5,825,415	\$ 7,417,585	44%
Intergovernmental	5,407,399	4,888,051	519,348	90%
Licenses and permits	202,850	127,462	75,388	63%
Charges for services	426,984	171,339	255,645	40%
Fines and forfeitures	230,000	84,111	145,889	37%
Investment revenue	87,000	30,149	56,852	35%
Other revenues	4,143,900	62,522	4,081,378	2%
Transfers in	4,638,461	1,422,935	3,215,526	31%
TOTAL REVENUES	\$ 28,379,594	\$ 12,611,983	\$ 15,767,611	44%
Personnel services	\$ 11,091,674	\$ 3,785,990	\$ 7,305,684	34%
Materials and services	15,033,218	2,732,203	12,301,015	18%
Capital outlay	182,000	-	182,000	0%
Debt service	408,250	-	408,250	0%
Transfers out	6,645,282	590,824	6,054,458	9%
TOTAL EXPENDITURES	\$ 33,360,424	\$ 7,109,017	\$ 26,251,407	21%
610 - Fleet Fund				
Charges for services	\$ 1,640,860	\$ 683,680	\$ 957,180	42%
Investment revenue	6,800	1,580	5,220	23%
TOTAL REVENUES	\$ 1,647,660	\$ 685,260	\$ 962,400	42%
Personnel services	\$ 970,860	\$ 292,166	\$ 678,694	30%
Materials and services	789,340	236,381	552,959	30%
Capital outlay	134,800	65,843	68,957	49%
Transfers out	2,400	1,000	1,400	42%
TOTAL EXPENDITURES	\$ 1,897,400	\$ 595,390	\$ 1,302,010	31%
230 - Building Inspection Fund				
Licenses and permits	\$ 1,442,750	\$ 599,426	\$ 843,324	42%
Charges for services	8,190	3,413	4,778	42%
Investment revenue	14,000	4,116	9,884	29%
Transfers in	46,532	19,385	27,147	42%
TOTAL REVENUES	\$ 1,511,472	\$ 626,339	\$ 885,133	41%
Personnel services	\$ 1,116,250	\$ 328,998	\$ 787,252	29%
Materials and services	228,181	94,076	134,105	41%
Transfers out	391,215	141,396	249,819	36%
TOTAL EXPENDITURES	\$ 1,735,646	\$ 564,469	\$ 1,171,177	33%
231 - Community Development Fund				
Intergovernmental	\$ 339,500	\$ 14,800	\$ 324,700	4%
Licenses and permits	715,389	557,531	157,858	78%
Charges for services	909,369	252,398	656,971	28%
Investment revenue	13,500	3,166	10,334	23%
Other revenues	-	195,840	(195,840)	-
Transfers in	2,651,503	681,394	1,970,109	26%
TOTAL REVENUES	\$ 4,629,261	\$ 1,705,129	\$ 2,924,132	37%
Personnel services	\$ 3,578,090	\$ 1,242,303	\$ 2,335,787	35%
Materials and services	815,548	197,916	617,632	24%
Transfers out	805,368	449,805	355,563	56%
TOTAL EXPENDITURES	\$ 5,199,006	\$ 1,890,025	\$ 3,308,981	36%
240 - Road Operating Fund				
Intergovernmental	\$ 2,051,500	\$ 273,788	\$ 1,777,712	13%
Investment revenue	18,700	9,905	8,795	53%
TOTAL REVENUES	\$ 2,070,200	\$ 284,447	\$ 1,785,753	14%
Personnel services	\$ 440,310	\$ 114,111	\$ 326,199	26%
Materials and services	529,672	232,275	297,397	44%
Capital outlay	105,000	-	105,000	0%
Debt service	359,000	33,715	325,285	9%
Transfers out	6,248,965	118,824	6,130,141	2%
TOTAL EXPENDITURES	\$ 7,682,947	\$ 498,925	\$ 7,184,022	6%

	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
241 - Road Maintenance Fund				
Charges for services	\$ 2,192,850	\$ 986,010	\$ 1,206,840	45%
Investment revenue	19,760	3,383	16,377	17%
TOTAL REVENUES	\$ 2,212,610	\$ 989,393	\$ 1,223,217	45%
Transfers out	\$ 1,203,613	\$ 242,179	\$ 961,434	20%
TOTAL EXPENDITURES	\$ 1,203,613	\$ 242,179	\$ 961,434	20%
260 - Transit Fund				
Taxes	\$ 5,600,000	\$ 2,924,176	\$ 2,675,824	52%
Intergovernmental	4,604,416	2,920,061	1,684,355	63%
Charges for services	29,000	20,253	8,747	70%
Fines and forfeitures	5,000	3,020	1,980	60%
Investment revenue	58,000	10,558	47,442	18%
Other revenues	16,800	-	16,800	0%
TOTAL REVENUES	\$ 10,313,216	\$ 5,878,067	\$ 4,435,149	57%
Personnel services	\$ 4,897,540	\$ 1,460,959	\$ 3,436,581	30%
Materials and services	2,795,317	967,581	1,827,736	35%
Capital outlay	1,276,000	12,236	1,263,764	1%
Transfers out	1,757,565	256,730	1,500,835	15%
TOTAL EXPENDITURES	\$ 10,726,422	\$ 2,697,506	\$ 8,028,916	25%
510 - Water Operating Fund				
Charges for services	\$ 9,992,600	\$ 6,005,789	\$ 3,986,811	60%
Fines and forfeitures	-	4,784	(4,784)	-
Investment revenue	108,000	31,225	76,775	29%
Other revenues	30,000	11,317	18,683	38%
TOTAL REVENUES	\$ 10,130,600	\$ 6,053,115	\$ 4,077,485	60%
Personnel services	\$ 667,000	\$ 180,429	\$ 486,571	27%
Materials and services	4,906,612	1,572,939	3,333,673	32%
Capital outlay	1,071,225	61,119	1,010,106	6%
Debt service	372,000	35,068	336,932	9%
Transfers out	15,271,407	445,819	14,825,588	3%
TOTAL EXPENDITURES	\$ 22,288,244	\$ 2,295,374	\$ 19,992,870	10%
520 - Sewer Operating Fund				
Charges for services	\$ 8,434,450	\$ 3,486,431	\$ 4,948,019	41%
Investment revenue	84,700	22,870	61,830	27%
Other revenues	31,500	11,923	19,577	38%
Transfers in	600,000	600,000	-	100%
TOTAL REVENUES	\$ 9,150,650	\$ 4,121,224	\$ 5,029,426	45%
Personnel services	\$ 440,600	\$ 164,710	\$ 275,890	37%
Materials and services	3,803,134	1,190,977	2,612,157	31%
Capital outlay	341,100	221,910	119,190	65%
Debt service	2,881,000	23,871	2,857,129	1%
Transfers out	9,273,781	373,675	8,900,106	4%
TOTAL EXPENDITURES	\$ 16,739,615	\$ 1,975,144	\$ 14,764,471	12%
550 - Street Lighting Fund				
Charges for services	\$ 547,965	\$ 232,853	\$ 315,112	42%
Investment revenue	1,900	1,865	35	98%
TOTAL REVENUES	\$ 549,865	\$ 234,718	\$ 315,147	43%
Materials and services	\$ 401,500	\$ 90,968	\$ 310,532	23%
Transfers out	1,045,000	630,809	414,191	60%
TOTAL EXPENDITURES	\$ 1,446,500	\$ 721,776	\$ 724,724	50%
570 - Stormwater Operating Fund				
Charges for services	\$ 3,609,538	\$ 1,469,012	\$ 2,140,526	41%
Investment revenue	25,900	11,685	14,215	45%
TOTAL REVENUES	\$ 3,635,438	\$ 1,480,697	\$ 2,154,741	41%
Personnel services	\$ 292,810	\$ 88,466	\$ 204,344	30%
Materials and services	818,292	166,964	651,328	20%
Capital outlay	107,000	113,606	(6,606)	106%
Debt service	839,000	30,393	808,607	4%
Transfers out	6,043,755	287,917	5,755,838	5%
TOTAL EXPENDITURES	\$ 8,100,857	\$ 687,344	\$ 7,413,513	8%

City of Wilsonville - SDC Fund Summaries
Reporting Month: Nov FY 2023



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
336 - Frog Pond Development				
Licenses and permits	\$ 1,951,354	\$ 212,337	\$ 1,739,017	11%
Investment revenue	1,100	3,970	(2,870)	361%
TOTAL REVENUES	\$ 1,952,454	\$ 216,307	\$ 1,736,147	11%
Materials and services	\$ 34,790	\$ -	\$ 34,790	0%
Transfers out	5,322,274	114,427	5,207,847	2%
TOTAL EXPENDITURES	\$ 5,357,064	\$ 114,427	\$ 5,242,637	2%
348 - Washington County TDT				
Washington County TDT	\$ -	\$ 715,006	\$ (715,006)	-
Investment revenue	1,800	1,121	679	62%
TOTAL REVENUES	\$ 1,800	\$ 716,127	\$ (714,327)	39785%
346 - Roads SDC				
System Development Charges	\$ 3,960,000	\$ 1,056,768	\$ 2,903,233	27%
Investment revenue	40,300	11,707	28,593	29%
TOTAL REVENUES	\$ 4,000,300	\$ 1,068,475	\$ 2,931,825	27%
Materials and services	\$ 41,470	\$ -	\$ 41,470	0%
Transfers out	12,790,020	130,916	12,659,104	1%
TOTAL EXPENDITURES	\$ 12,831,490	\$ 130,916	\$ 12,700,574	1%
396 - Parks SDC				
System Development Charges	\$ 373,000	\$ 152,894	\$ 220,106	41%
Investment revenue	12,200	4,051	8,149	33%
TOTAL REVENUES	\$ 385,200	\$ 156,945	\$ 228,255	41%
Materials and services	\$ 16,890	\$ -	\$ 16,890	0%
Transfers out	2,743,712	574,680	2,169,032	21%
TOTAL EXPENDITURES	\$ 2,760,602	\$ 574,680	\$ 2,185,922	21%
516 - Water SDC				
System Development Charges	\$ 1,429,000	\$ 1,270,604	\$ 158,396	89%
Investment revenue	21,700	18,006	3,694	83%
TOTAL REVENUES	\$ 1,450,700	\$ 1,288,610	\$ 162,090	89%
Materials and services	\$ 25,940	\$ -	\$ 25,940	0%
Debt service	453,000	87,018	365,982	19%
Transfers out	11,925,558	431,353	11,494,205	4%
TOTAL EXPENDITURES	\$ 12,404,498	\$ 518,371	\$ 11,886,127	4%
526 - Sewer SDC				
System Development Charges	\$ 290,000	\$ 434,467	\$ (144,467)	150%
Investment revenue	3,700	2,215	1,485	60%
TOTAL REVENUES	\$ 293,700	\$ 436,682	\$ (142,982)	149%
Materials and services	\$ 22,050	\$ -	\$ 22,050	0%
Transfers out	1,737,739	839,488	898,251	48%
TOTAL EXPENDITURES	\$ 1,759,789	\$ 839,488	\$ 920,301	48%
576 - Stormwater SDC				
System Development Charges	\$ 990,000	\$ 455,244	\$ 534,756	46%
Investment revenue	14,300	3,936	10,364	28%
TOTAL REVENUES	\$ 1,004,300	\$ 459,180	\$ 545,120	46%
Materials and services	\$ 5,750	\$ -	\$ 5,750	0%
Transfers out	541,017	15,247	525,770	3%
TOTAL EXPENDITURES	\$ 546,767	\$ 15,247	\$ 531,520	3%

City of Wilsonville - URA Fund Summaries
Reporting Month: Nov FY 2023



	Current Year Budget	Year to Date Activity	Remaining Balance	% Used
800 - Year 2000 Program Income				
Investment revenue	\$ 8,200	\$ 1,162	\$ 7,038	14%
Other revenues	-	5,312	(5,312)	-
TOTAL REVENUES	\$ 8,200	\$ 6,474	\$ 1,726	79%
Materials and services	\$ 5,000	\$ 4,245	\$ 755	85%
Transfers out	919,094	-	919,094	0%
TOTAL EXPENDITURES	\$ 924,094	\$ 4,245	\$ 919,849	0%
805 - Year 2000 Capital Projects				
Investment revenue	\$ 88,570	\$ 18,527	\$ 70,043	21%
Loan proceeds	4,000,000	-	4,000,000	0%
TOTAL REVENUES	\$ 4,088,570	\$ 18,527	\$ 4,070,043	0%
Materials and services	\$ 467,000	\$ 153,478	\$ 313,522	33%
Capital outlay	17,898,558	2,190,270	15,708,288	12%
TOTAL EXPENDITURES	\$ 18,365,558	\$ 2,343,748	\$ 16,021,810	13%
807 - Year 2000 Debt Service				
Taxes	\$ 3,544,880	\$ 1,903,632	\$ 1,641,248	54%
Investment revenue	999	7,925	(6,926)	793%
TOTAL REVENUES	\$ 3,545,879	\$ 1,911,558	\$ 1,634,321	54%
Debt service	\$ 8,294,525	\$ 4,020,998	\$ 4,273,527	48%
TOTAL EXPENDITURES	\$ 8,294,525	\$ 4,020,998	\$ 4,273,527	48%
810 - Westside Program Income				
Investment revenue	\$ 750	\$ 168	\$ 582	22%
TOTAL REVENUES	\$ 750	\$ 168	\$ 582	22%
815 - Westside Capital Projects				
Investment revenue	\$ 44,502	\$ 7,843	\$ 36,659	18%
TOTAL REVENUES	\$ 44,502	\$ 7,843	\$ 36,659	18%
Materials and services	\$ 280,336	\$ 57,238	\$ 223,099	20%
Capital outlay	710,000	-	710,000	0%
TOTAL EXPENDITURES	\$ 990,336	\$ 57,238	\$ 933,099	6%
817 - Westside Debt Service				
Taxes	\$ 5,084,500	\$ 2,687,046	\$ 2,397,454	53%
Investment revenue	36,000	6,652	29,348	18%
TOTAL REVENUES	\$ 5,120,500	\$ 2,693,698	\$ 2,426,802	53%
Debt service	\$ 6,039,075	\$ -	\$ 6,039,075	0%
TOTAL EXPENDITURES	\$ 6,039,075	\$ -	\$ 6,039,075	0%
825 - Coffee Creek Capital Projects				
Investment revenue	\$ 1,500	\$ 342	\$ 1,158	23%
TOTAL REVENUES	\$ 1,500	\$ 342	\$ 1,158	23%
Materials and services	\$ 149,290	\$ 64,540	\$ 84,750	43%
TOTAL EXPENDITURES	\$ 149,290	\$ 64,540	\$ 84,750	43%
827 - Coffee Creek Debt Service				
Taxes	\$ 385,200	\$ 130,513	\$ 254,687	34%
Investment revenue	1,000	133	867	13%
TOTAL REVENUES	\$ 386,200	\$ 130,646	\$ 255,554	34%
Debt service	\$ 279,500	\$ -	\$ 279,500	0%
TOTAL EXPENDITURES	\$ 279,500	\$ -	\$ 279,500	0%

From the Director

The library in November bustled with energy as everyone began preparing for the holidays. In Youth Services, weekly Family Storytime and Toddler & Baby Time continued up to a week-long Thanksgiving break. During the break, staff set out craft supplies and instructions for children to create houses and snow people for decorating our Children's Room bulletin boards. The bulletin boards now feature the children's houses and snow people as part of the winter-themed decorations. For teens, the library offered drop-in teen events where teens could hang out and watch movies and play games.

November saw the end of two popular classes: Beginning Spanish and Card Making. Beginning English class, taught by an ESL instructor from Goodwill Industries, continued to see more new students. The Book Notes concert featured Sean Gaskell performing the traditional West Africa kora, a stringed instrument that combines the features of the lute and harp. First Friday Films showed "Where the Crawdads Sing", and Walking Book Club discussed non-fiction books on their walk through Memorial Park.

In preparation for new signage, a number of collections have moved within the library. The Spanish, Russian, Japanese, and Oversize collections are now located in a more prominent location by the Circulation Desk, and now have comfortable seating for people to use while browsing the books. The audiobooks and learning courses on CD and DVD have moved to be closer to the DVD/Blu-Ray film collection.

Library Services Manager Sarah Roller is leading the creation of a Seed Library. The Seed Library will be a place where library patrons can select from the various seed varieties and grow them in their own gardens. We hope to have the Seed Library ready to go in time for spring.

The library has gotten into the (literary) holiday spirit with our *Chronicles of Narnia* display in the main section of the library. Come see what roles Mr. Dog and Big Bear are playing this year! Also in the holiday spirit, the library will have a Winter Break Scavenger Hunt and Winter Take and Make Kits available in December.

-Shasta Sasser, Library Director



Parks and Recreation Report | November 2022

Director's Report

This month we were excited to welcome a new teammate, Arts & Culture Program Coordinator Erika Valentine. Erika came to us from San Ramon, CA where she spent the past eight years bridging the gap between creatives and local government. We are excited to have someone with Erika's background and expertise to help shape the future of arts and culture here in Wilsonville.

The month of November provides a great opportunity to reflect on the year and give thanks. About 100 residents gathered to show their gratitude to veterans at the Veteran's Day Commemoration held at the Oregon Korean War Memorial in Town Center Park on November 11. The event was organized by the Korean War Veterans Association, The Korean War Memorial Foundation of Oregon, and the City of Wilsonville.

The Parks and Recreation team was recognized at this year's Oregon Recreation and Park Association's (ORPA) annual conference held in Sunriver, Oregon with *The Design and Construction Award (Small Project)* for our Nature Play Project. (The Nature Play Project was partially funded by the Wilsonville—Metro Community Enhancement grant.) The small project category is for any project up to \$2 million dollars, which makes the fact that we were all in for \$80,000 on the Nature Play project that much more impressive. The Parks team spent the balance of November wrangling leaves and putting up holiday lights in preparation for The Community Tree Lighting held on December 1. When they were not receiving awards or working on leaves and lights they were busy renovating the amphitheater area in front of the Stein-Boozier Barn. When completed, this area will have more usable, flat space for events and activities.

Park construction continued in Villebois with noticeable progress in Tivoli, Oulanka, and Cavallo. Pathways, overlooks, and playgrounds have all been installed. Remaining items include shelters, playground surfacing, finish landscaping, and site amenities. Construction in these parks is expected to wrap up sometime in spring 2023.

Happy holidays!

~Kris Ammerman

Recreation Updates

Toy Drive and Senior Stocking Collection—Ongoing

The annual Wilsonville Toy Drive began on Tuesday, November 1 and runs through Friday, December 9. Donations of new, unwrapped toys are being accepted in the Wilsonville Parks and Rec Admin office on weekdays between 8:00 am and 5:00 pm. Toys will be distributed to families in need via Clackamas County Compassion in Action and The Wilsonville Family Empowerment Center this holiday season. During this same time period, the Parks and Rec Department also invites community member to donate and fill stockings for seniors enrolled in the Community Center's Home Delivered Meal Program.

Letters to Santa—Ongoing

The Letters to Santa program is back again this year. Community members are invited to write a letter to Santa and drop them in the red mailbox at the Parks and Rec Admin office. Community members whose letters are dropped off by December 16 and who include their return mailing address will receive a handwritten letter from Santa.

Mini Hoopers Basketball

The Mini Hoopers Basketball program for first and second graders continues this month. In total, there are 52 second grade boys, 39 first grade boys, and 36 first and second grade girls participating in this Parks and Recreation managed league. This program utilizes local school gyms and volunteer coaches.



Community Center Updates

Life 101 Lecture Series

The Community Center's Life 101 Lecture series continued with November's presentations including: *Take the Right Steps, Scams and Fraud*, and *Ways to Keep Diabetic Feet Healthy*. These free, educational sessions were each offered once and provided by local businesses, community members, and our friends at the Clackamas County Sheriff's Office!

The Center's meal program continues to be a valuable asset to the Community with November seeing 468 meals served at in person lunch and 1,440 going out to home bound seniors. A Thanksgiving holiday meal was served on Friday, November 18 at the Community Center to 60 seniors at the in person lunch.

Wilsonville Community Seniors Inc.

The board held their November 12 BINGO fundraiser, which was a success in selling out all 44 available spots.

Korean War Memorial Foundation of Oregon (KWMFO) The City partnered with the Korean War Memorial Foundation of Oregon to host a Veterans Day ceremony on Friday, November 11 in Town Center Park. The Interpretative Center Design Committee met with Formations to further flush out design and text elements of the Interpretative Center which is now slated to be completed in spring/summer 2023.

Board Highlights

Parks and Recreation Advisory Board

The Parks and Recreation Advisory Board's next regularly scheduled meeting is on Thursday, January 13, 2023.

Kitakata Sister City Advisory Board

The Kitakata Sister City Advisory Board prepared for a delegation of high school students and teachers from Wilsonville's sister city of Kitakata, Japan that are coming in December.

Arts, Culture, and Heritage Commission Board

The Arts, Culture, and Heritage Commission (ACHC) held a regular meeting on Wednesday, November 16. At that meeting, the ACHC members met the new Arts and Culture Program Coordinator, Erika Valentine, who joined the Parks and Recreation team on November 14.

Upcoming Events

Holiday Toy Drive & Stockings for Seniors Drop Off: Tues. Nov. 1—Fri. Dec. 9 | Parks and Rec Admin Office

Kitakata Sister City Visit: Dec. 3—10

Winter/Spring Registration Opens: Dec. 12

Letters to Santa: Nov. 28—Dec. 16 | Parks and Rec Admin Office

Hunt for the Holiday Symbols: Dec. 5—19 | Wilsonville City Parks



Parks Team Updates

Stein-Boozier Barn Gathering Space

The Parks team has been working to bring forward a project to improve the community gathering space in front of the Stein-Boozier Barn. This project was originally identified in the Memorial Park Master Plan and all work is being completed in house. The team is looking to have the project finished by the end of December.



New soil added outside of the Stein-Boozier Barn.



Expanding the gathering space outside of the barn.

ORPA Presentations

Parks teammates Roger Moeller and Chris Delk were selected to give hour long presentations at the annual Oregon Recreation and Parks (ORPA) Conference in early November. One presentation was on the City's recovery and progress around the ice storm while the other presentation was about the Murase Pollinator Garden. Chris and Roger did a great job showcasing the innovative and resourceful work of the Wilsonville community in their presentations.



Chris Delk presenting at the ORPA conference.



Roger Moeller highlighting damage caused by the ice storm.

Parks Team Project Updates

Tivoli and Oulanka (Regional Park 7/8)—Phase 2

Projected Completion—Early 2023

- Playground and shelter installation is ongoing
- Landscaping is being installed



Landscape installation in Tivoli.



Oulanka shelter site.

Troadero and Cavallo (Regional Parks 5/6)

Projected Completion—Early 2023

- Ice Age Tonquin Trail is being installed
- Tennis Court fence is currently being installed



Section of the Ice Age Tonquin Trail.



Tennis court fence installation.



City of Wilsonville Police

November 2022



CAR ON FIRE

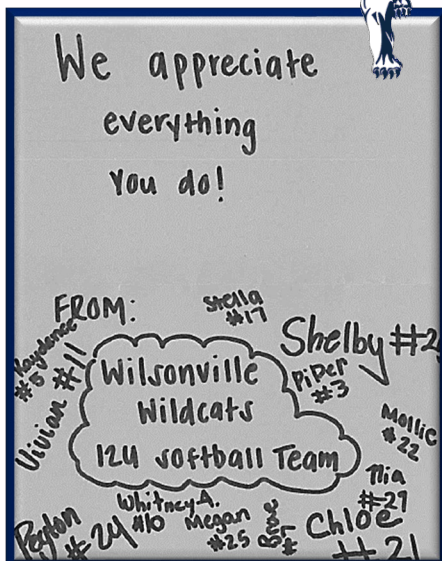
At approximately 1:30 a.m. on Sunday, October 30, Wilsonville Police responded to a single vehicle crash on I5 Southbound, just south of the Wilsonville Rd on-ramp.

The driver of a dark colored Kia SUV swerved off the highway, into a guardrail. Although the vehicle caught fire, its occupants made it out safely. Sergeant N. Adler, along with deputies N. Banfi and A. Landstrom, rendered aid to the driver and her passenger until Oregon State Police could respond. Tualatin Valley Fire & Rescue arrived with Wilsonville Police, and quickly extinguished the flames.



FEELING THE LOVE

A big **THANK YOU** to Wilsonville High School's Softball Team! They treated us to an incredible gift basket that included everything from sanitizer, office supplies, hand warmers, hydration, snacks, and gift cards.

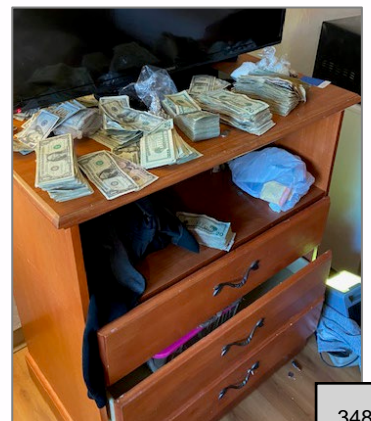


SUSPICIOUS CIRCUMSTANCES TURNED "DRUG BUST"

Wilsonville Police responded to suspicious activity at a north Wilsonville hotel early the morning of Thursday, November 17. On arrival, deputies encountered a strong chemical smell emanating from a second-floor room. As soon as the room's occupants became aware of our presence, they fled through a window.

Our investigation included search warrants that yielded the recovery of several pounds of heroin, cocaine, methamphetamine, fentanyl powder, and nearly 20,000 suspected fentanyl pills. In addition to the drugs, \$22,487 in US Currency, drug distribution materials, a firearm, vehicle, and identification for one of the suspects were seized.

This case, 22-026020, has been referred to the Clackamas County District Attorney's Office, and an arrest warrant issued.





City of Wilsonville

Call Activity

12,899

Total Calls

YEAR-TO-DATE 2022

High Priority • 1,405

Medium Priority • 8,610

Low Priority • 2,884

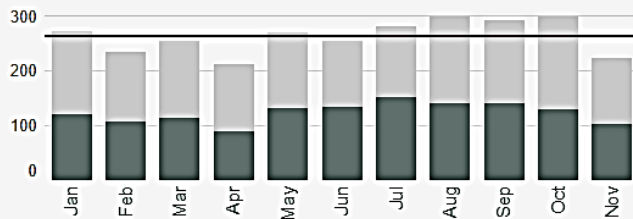
Public-Initiated • 6,778

Deputy-Initiated • 5,045

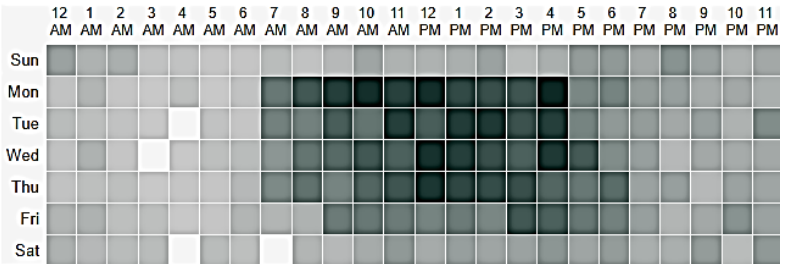
Call Activity by Month & Year

*Use filters at top to filter by month/year

2022



Call Activity by Day of Week & Hour of Day



This dashboard is maintained by CCSO's Strategic Analysis Unit.
Data Source: Clackamas County Communication's Computer Aided Dispatch (CAD) software.
Updated: 12/5/2022 7:47:13 PM (UTC).

NOVEMBER 2022

Alarm	Alarm	611
Assist	Assist Public	591
	Assist Fire/Medical	142
	Assist Other Agency	130
	Missing Person	46
	Warrant	39
	Assist Law Enforcement	19
	Marine Assist/Rescue	2
Civil	Civil	578
	Behavioral Health	162
Crime	Theft	546
	Harassment/Menacing	299
	Domestic Violence	278
	Trespass	212
	Fraud	181
	Stolen Vehicle	154
	Criminal Mischief	141
	Hit & Run	136
	Assault/Abuse	96
	Burglary	83
	Vice	61
	Sex Offense	46
	Violation of Restraining Order	45
	Robbery	13
	Escape/Pursuit	9
	Littering	8

Disorder	Suspicious Activity	1,470
	Welfare Check	582
	Parking Disorder	346
	Subject Contact	225
	Premise Check	152
	Juvenile Disorder	135
	Extra Patrol	113
	Animal Disorder	110
	Unwanted Person	106
	Disturbance	97
	Noise Disorder	97
	Recovered Stolen Vehicle	54
	Shots Fired	35
	Prowler	13
	Fireworks	12
	Ordinance Disorder	10
	Marine Patrol	7
Follow-Up	Follow-Up	952
Other	Other	681
Traffic	Traffic Stop	2,404
	Traffic Disorder	273
	Traffic Crash	238
	Hazard	102
	DUII	57

[Dashboards](#) | [Clackamas County](#)

From The Director's Office:

The Public Works Complex construction has been underway for the past couple of months. The site has been cleared, mass excavation completed and rock has been spread over the work areas. Underground water, electrical, data and sewer lines for Building A have been installed. The foundation footings, shown in the foreground of the aerial below, outline the location of Building A. In the middle-right of the photo, next to the red truck, is the retaining wall between the upper public parking lot and lower work yard. Next steps will be to pour the concrete flooring and install the tilt up outside walls.



Best Regards,

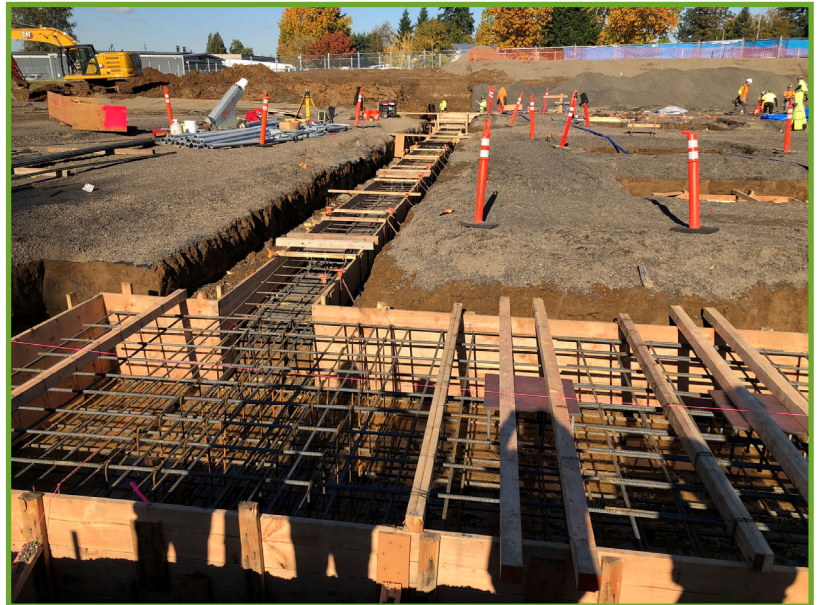
Delora Kerber, Public Works Director

Public Works Complex



Site has been graded and rock placed over the work areas.

Excavation and form placement for the footing of Building A which will house administration offices, crew rooms, break room, conference rooms and locker rooms.



Form of the retaining wall between the public parking area on the upper level and the work yard on the lower level.

Utilities—Water

Water Main Repair in Charbonneau

The crew responded to a water main break in Charbonneau at the intersection of French Prairie Road and Miley Road. The leak was reported at 8:15AM and the crew was able to quickly address the issue by 10:30AM. The repair was performed while maintaining positive water pressure and did not cause an interruption in water service. The break occurred in a planter strip which made excavating down to the pipe relatively easy.



The break on the 8-inch ductile iron pipe was a “crown break” which means the crack in the pipe went partially around the top of the pipe. Staff used a repair band which is reinforced metal band that clamps around the pipe to create a seal.



Crown break in main



Repair band installed

Utilities—Wastewater

Sewer line CCTV work in Charbonneau

The City's closed circuit television (CCTV) program is underway starting in the Charbonneau district, which has some of the older infrastructure and the most likely to have high priority repairs.

Prior to performing CCTV, staff clean the sewer lines with the jetting truck to prepare the pipes. Video inspections give us a better understanding of the sanitary system's status and helps pinpoint potential problems, such as root intrusions, that can be addressed with preventative maintenance. Inspections will also identify defects in the lines which can then be scheduled for repairs or future replacement.



Operating the CCTV system

Grahams Ferry Road Manhole Repair

The Wastewater team performed above ground work raising a sunken manhole lid on Grahams Ferry Rd. The repair required chipping out the asphalt, installing a manhole lid riser and then patching the road around the lid with new asphalt. This eliminated the depression in the road, providing a smoother driving surface for vehicle traffic.



Chipping out the manhole



Before



After

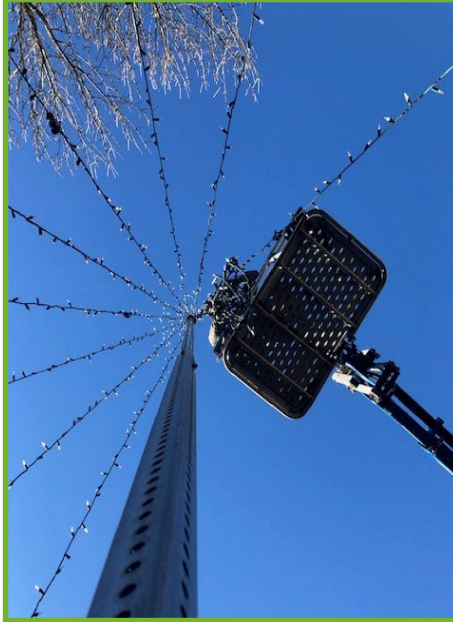
Roads & Stormwater

Making Things Merry & Bright

The winter holiday season is an exciting time for Public Works, especially for the Roads Maintenance crew. Adding festive flair to Wilsonville Road involves gearing up in a safety harness and accessing high places in the lift. Staff swapped out the seasonal banners, strung up holiday light 'trees' in the medians, and started preparing the Leyland Cypress tree at Boones Ferry Road.



Hanging winter banners



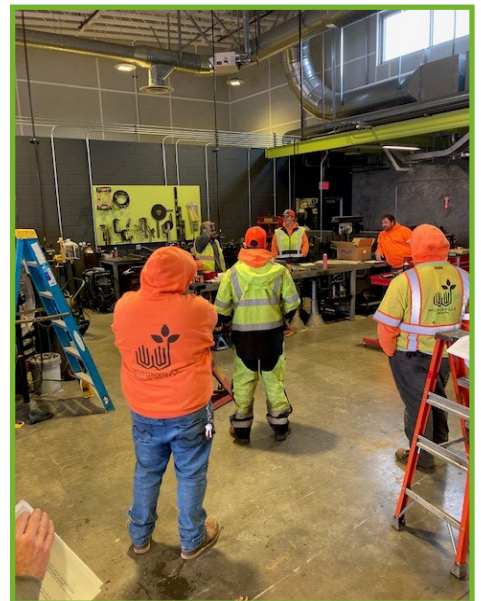
Making a holiday light "tree"



Trimming up the cypress

Winter Weather Preparedness

All Public Work and Parks Maintenance staff received training to prepare them for upcoming winter weather response. Staff readied snow and ice equipment, and reviewed best practices for maintenance and safety protocols.



Roads & Stormwater cont.

Leaf Drop Days 2022

Public Works hosted the first of two Leaf Drop Days at City Hall on November 12. Braving the rainy weather, residents took advantage of the free leaf disposal opportunity. Monetary donations benefitting Wilsonville Community Sharing were encouraged in lieu of a disposal fee. For the first time ever, a second leaf drop event is scheduled for December 3 due to the uncharacteristically late fall season.

Removing leaves and other yard debris from the street prevents clogs in the stormwater system. We are grateful for our residents who put in the extra effort, improving roadway safety, preventing flooding and protecting our waterways!



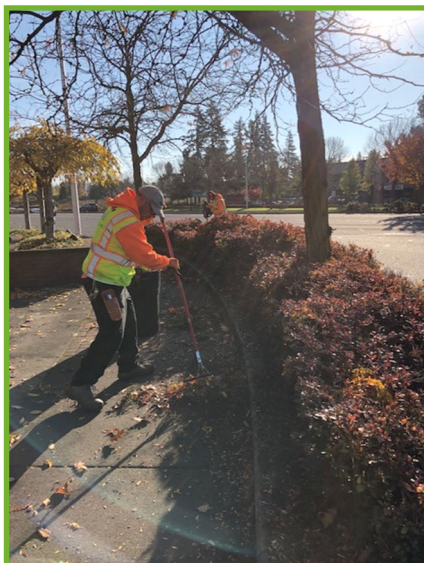
Drop box ready to be filled!



Leaf accumulation causing flooding

Fall Roadway Maintenance

Our crews continued trimming along the Boeckman Corridor and repaired potholes. As the days become more wet and dark, please keep an eye out for Public Works staff work in the field.



Clean up after trimming



Pothole repair

Facilities

Leaf Removal & Holiday Decorations

'Tis the season for holiday decorations and leaf removal! Our crew devoted lots of hours to removing fallen leaves from City landscapes. Staff used backpack blowers, rakes and a high-powered vacuum to collect the leaves into the truck bed box for disposal. Most of the leaves have finally dropped so they can turn their attention to other landscaping tasks and decorating for the winter holiday season.



Staff are pulling out the decorations from storage and getting them set up at City facilities. Several of the exterior decorations, such as the large wreaths, require accessing rooftops and tying into a safety harness while installing them. Facilities also assisted with the holiday tree in the lobby at City Hall—no winter holiday job is too small!



Facilities cont.

Fulfilling Work Requests

Facilities had a wide range of work requests this month, including relocating shelving at the Library, putting finishing touches on the City Hall remodel, and completing additional shoring to the roof structure of the Kiva Building.



Shoring up at the Kiva building



Finished support at the Kiva



Trevor moving library shelves



Andrew fulfilling a work request

SMART

SOUTH METRO AREA  REGIONAL TRANSIT

November 2022 Report

Coca Cola, McDonald's, Home Depot, Harley Davidson. What's in a brand? What's in an image? What separates the wheat from the chaff? Who remembers Polaroid, Blockbuster, Toys R Us, and Tower Records? All examples of brands now extinct because they failed to innovate, which serves as the chaff. Wheat, on the other hand, is represented by quality, character, value, integrity, durability, relevance, nimbleness. Much like companies, a city must protect its brand. A city must continuously innovate to avoid going the way of the buggy whip.

I am thankful to be a part of the City of Wilsonville; a selfless city that has become the envy of the region; a city whose approach to municipal governance is best in class.

Happy Thanksgiving ~

Dwight Brashear
Transit Director



358

Fleet Services – Scott Simonton Fleet Services Manager

We continue to deal with a variety of supply chain delays, but perhaps none more pronounced than the difficulty in purchasing new vehicles.

On the transit side, industry sources estimate a shortage of shuttle bus chassis that will not recover to normal levels until at least the 2025 model year. We are currently awaiting three small buses, which we were fortunate to procure, although their delivery has been delayed by several months. We expect to receive them in March 2023.

City Fleet vehicles have become an issue as well. Manufacturers have now announced “Fleet customer allocations”. This is based on the size of the customer’s fleet. The formula they are using looks at the average number of vehicles purchased each year for the past five years. That average number is divided in half, resulting in the number of vehicles allotted to that customer. This means that for the 2023 model year, we will be unable to procure

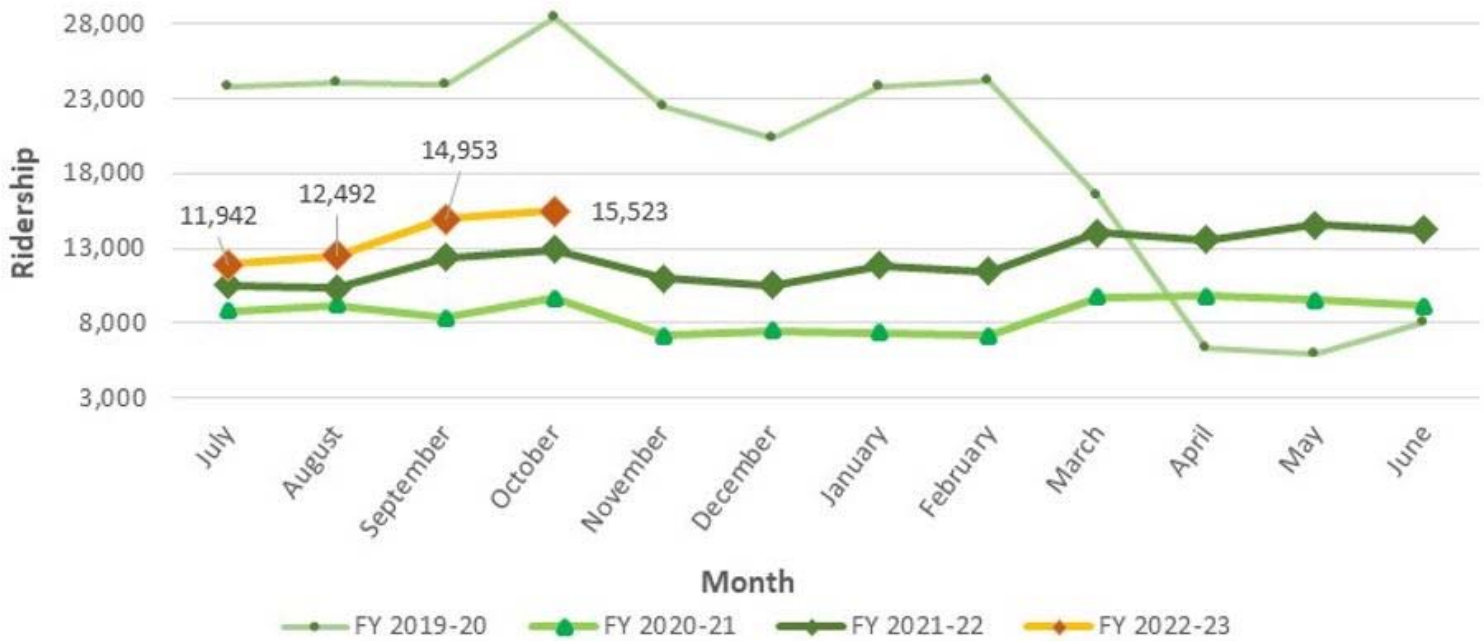
the needed number of vehicles through traditional means.

While we are working on alternative procurement procedures (while still adhering to public purchasing law), this could very well result in some level of budget carryover to next fiscal year, due to delivery timing.

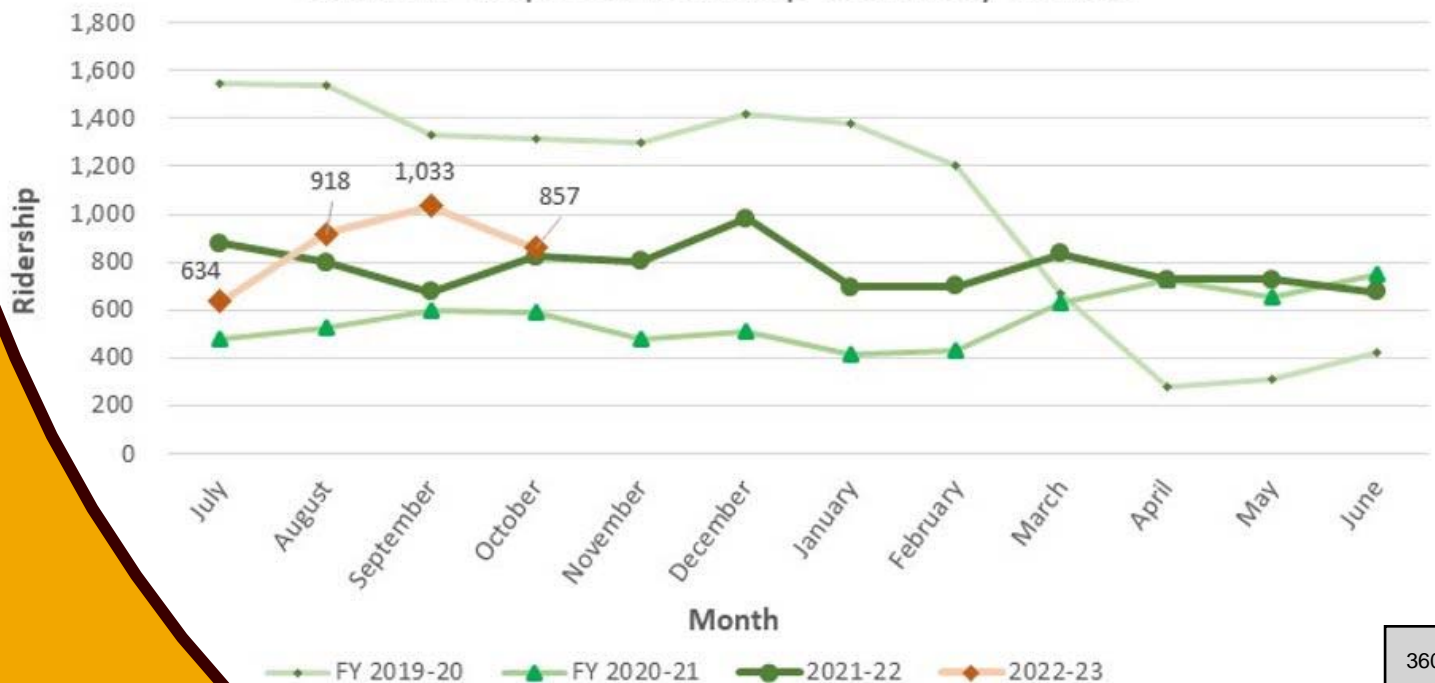


Operations - **Eric Loomis** Operations Manager

Fixed Route Ridership Trends by Month



Demand Response Ridership Trends by Month



Grants & Program Manager - Kelsey Lewis



In November, I participated in a weeklong virtual training about Title VI in public transit. For those less familiar with Roman numerals and references to law, that is Title 6 of the Civil Rights Act of 1964, which holds that *no person is excluded from participation in, or denied the benefits of its service on the basis of race, color or national origin*. This training could have been a dry listing of legal definitions and obligations, but I found it actually to be a refreshingly open and practical discussion with

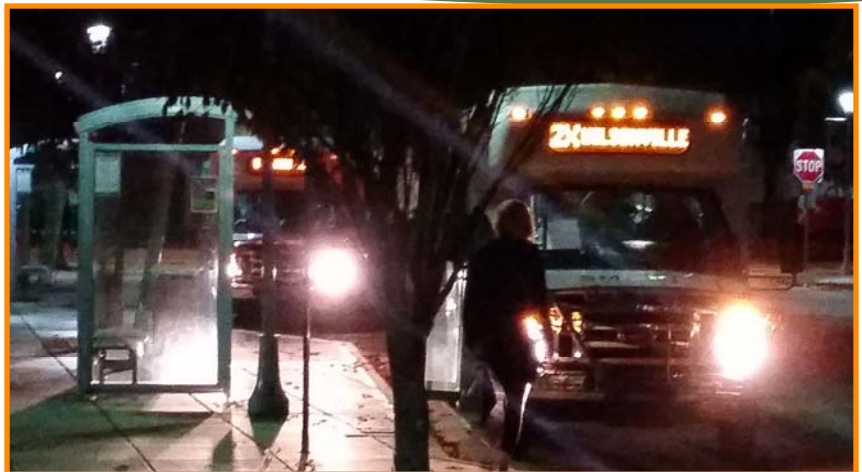
transit professionals across the United States about how to provide meaningful public engagement and improve our access to transit for all the different folks who live in our communities.

We had some great conversation about the current resources available now for providing services in languages other than English, and how to ask what people need in ways that they can best answer. We will be thinking about this as we prepare for possible service changes out of the Transit Master Plan. Our current Title VI program (report) is [available on the website](#), and we will be updating it in 2023.

Transportation Options - Michelle Marston Program Coordinator

Each fall season when the clocks are set back an hour and our community begins traveling more during dark and dusk hours SMART launches its Be Seen. Be SMART campaign.

We encourage our passengers to add reflective materials, items, and or lights to there travel wear. Including a reflective /safety light to your wardrobe is essential for visibility during low-light hours. A bright safety strobe is key for passengers to signal drivers that they are waiting at bus stops. In some low lit areas passengers simply slip into the shadows.



SMART passenger almost invisible in the dark



SMART safety table at Wilsonville Transit Center

Transportation Options - **Patty Tiburcio** Mobility Technician

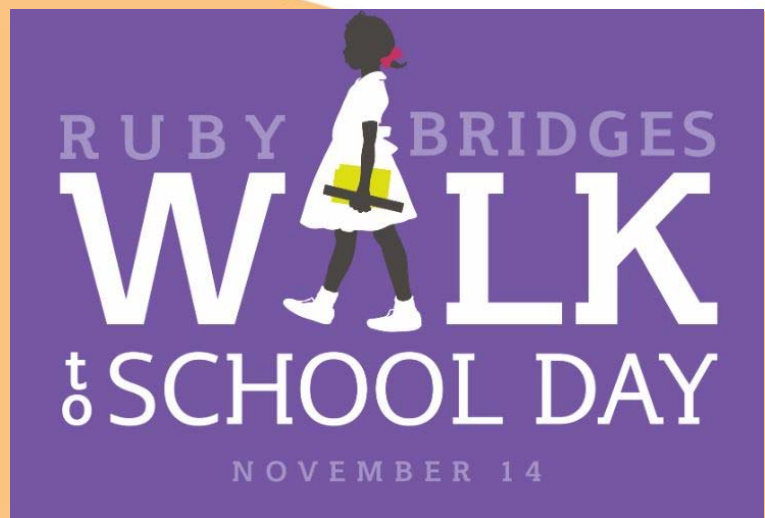


In November, SMART supported local schools with Ruby Bridges Walk to School Day (RBWSD). On November 14, 1960, six-year-old Ruby walked to her first day at an all-white elementary school in Louisiana, marking an important milestone toward integration. RBWSD is the perfect opportunity to teach children about the civil rights movement and make connections to today's collective efforts for change.

Meridian Creek Middle School had a great student turnout with its first-ever RBWSD. Before the start of the school day, Bridges' actions. students, staff, and the Assistant Superintendent of Middle Schools, Dr. Soisson, gathered near Boeckman Primary and walked to Meridian Creek.

Lowrie Primary held an all-day event where individual classes walked around the exterior of the school and entered through the front doors. City Council members and local police joined some classes. As a sign of unity, students were encouraged to wear purple such as purple bracelets.

The West Linn-Wilsonville School District created a [two-minute video](#) of the symbolic walks commemorating



https://youtu.be/f3HE_LRGQg0

November also included Meridian Creek Middle School's Multilingual Night. SMART staff was present to share safety information and to encourage parents and students to add reflective materials such as lights to help make them visible while walking or using transit at night.



Patty T. Shown tabling at Meridian Creek Middle School