

**CITY OF MILWAUKIE
CITY COUNCIL AND TRAFFIC SAFETY AND TRANSPORTATION BOARD
JOINT WORK SESSION
MAY 25, 1999**

Mayor Tomei called the work session to order at 7:05 p.m. in the main dining room of the Milwaukie Center, 5440 SE Kellogg Creek Drive.

Those present:

City Council: Mayor Tomei and Councilors Kappa, King, Lancaster, and Marshall.

Transportation and Traffic Safety and Transportation Board (TSTB) members present: Susan Stone, Dave Aschenbrenner, Jim Schierholz, Julie Wisner, Gene Covey, and Ron Grasley.

Facilitator: Peg Caliendo

Staff: City Manager Bartlett, Assistant City Manager M. Bennett, Neighborhood Services Coordinator Gregory, Associate Engineer Shelton, and Sgt. Marthaller.

Neighborhood Traffic Management Program (NTMP) Update

Mayor Tomei said the purpose of the work session was to (1) listen to a report from the Traffic Safety and Transportation Board (TSTB) on proposed revisions to the Neighborhood Traffic Management Program (NTMP) and (2) discuss the future of traffic safety in Milwaukie.

Caliendo reviewed the agenda:

- Presentation by TSTB members Stone and Wisner;
- Council and Board discussion;
- Public comments; and
- Adjourn at 8:30 p.m.

Caliendo reviewed the groundrules:

- Everyone has the right to speak without interruption;
- Each person has a right to his/her own opinion about the topic;
- No criticism of other person's suggestions;
- Focus on issues of the meeting;
- No personal stories not directly related to the topic and current issues;
- No personal attacks; and
- Follow timeframe of agenda.

TSTB Chair Stone gave the floor to Shelton to explain the amendments to the NTMP. **Stone** had made some final adjustments to the document earlier in the day, and he provided copies. **Stone** added that the changes were mostly formatting to make the document more readable.

Councilor Kappa asked, since he had three documents, if this was something that would require additional time to review.

Stone responded that the significant changes were voted on by the Board, and **Wisner** added that staff had not accurately translated the changes in the document Council received. **Shelton** said he had missed several changes and would point them out during the discussion.

Shelton outlined the proposed revisions:

Introductory statement -- added language regarding neighborhood livability including several characteristics of livability.

Goals statement that restated Transportation System Plan Goals was eliminated and NTMP Goals added. Shelton pointed out that section e -- "*ensure that residential streets are not compromised with excessive through traffic*" -- was not included in the original staff report.

NTMP Policy

- Section (a): Word "residential" was added to section a to read "*the Neighborhood Traffic Management Program involves only residential streets*". Third sentence added: "*Residential arterials may be considered in the NTMP if approved by the City Council.*" Sentence four was amended to read "*more than 50% of the abutting properties must be zoned residential before the street or street section can be classified as residential.*" The last three sentences regarding arterial streets not being included in the NTMP, handling of excessive speed through law enforcement, and use of banner, speed watch, and SMART trailer were deleted.
- Section (b): Additional language -- "*arterial streets -- apply as required after consideration of emergency or transit needs and after consideration by the City Council*" -- had been added by the Board but inadvertently left out when staff prepared the report.

Stone said most of the changes to the NTMP had to do with livability and, the Board felt, more accurately reflected the purpose of the Program. She summarized the proposed revisions:

- Restate NTMP goals to emphasize livability
- Add language relating to arterial streets (NTMP Policy -- b.)

- State that the City should minimize through traffic on all residential streets classified as local, neighborhood, and collector streets (NTMP Policy -- d.).
- Establish objective of 85th percentile speed within 5 mph of lawful speed on all residential streets (current policy is 85th percentile/10 mph). Most of the streets on the top of the project list in Milwaukie are close to 33 mph. **Stone** discussed similar objectives in neighboring jurisdictions using 85/5.
- Eliminate traffic volume objectives of 10,000 vehicles per day for collector residential streets as established by the NTMP (NTMP objective -- d.).
- Provides for 10 points to project ranking for each mph that the 85th percentile speed is over the base speed for all streets. The recommended base speed for all streets is 5 mph over the established speed limit. This recommended revision is based on objectives adopted by other jurisdictions in the region.
- Provides for 5 points to project ranking if the street is an approved Neighborhood District Association (NDA) walking or bike route. Councilor King commented this may be a street that the City does not recognize as such but may be known to be so by the residents.
- Eliminate points to project ranking for streets that have not be paved within the last ten years or that do not have continuous sidewalks on at least one side. The Board saw the paving issue as one of maintenance rather than livability. Other jurisdiction in the region are not giving points to streets that need overlays.
- Added a petition process in NTMP Process, Phase 1 -- *Problem Identification and Action Plan Preparation*. This would require that at least 50% of the residents agree with the proposed need for the project. The City of Gresham uses the petition process to identify its traffic management projects. **Wisner** added that the citizen-generated petition indicates the level of commitment to the project. Residents would also be asked if they would support funding of an NTMP project and at what level. They would have the option of fast tracking a project with private money.
- Deleted the user support paragraph that states that the installation of traffic calming devices can be opposed by those using the street on a regular basis. Conflicts would be referred to the City Council for resolution. Livability is at risk for those living on these streets, and the intent of the NTMP is to protect it. Other jurisdictions do not have this type of user support requirement. **Wisner** added that people living on those streets have more exposure to speeding, and traffic calming actually helps the police department.

- Other proposed changes regarding the Problem Action Plan were not listed because of missed TSTB meetings. The Board feels it can complete that portion of the review for Council consideration at the end of June. Other changes included reducing project timelines, completing more than one project annually, and establishing an NTMP fund.

Stone provided a handout -- *A Special Report to Milwaukie City Council -- Neighborhood Traffic Management Program (NTMP) Proposed Policy Revisions and Comparative Studies of Traffic Calming Methods in Neighboring Regional Cities*. The first section included a summary of comments from a May 29, 1997, meeting attended by Milwaukie City Engineer Brink, Gresham City Engineer Rouse, City of Portland Traffic Engineer Mulder, and Milwaukie TSTB member Stone. Councilor Kappa also attended. **Wisner** said this summit was scheduled to get professional traffic engineers' input in order to develop a program based on regional expertise. The questions that were asked had to do with problems Milwaukie had encountered in developing its NTMP.

Stone said the NTMP was in its early stages at that point. She added that the TSTB had just been disbanded and was not an active board that was able to give a collective comment and review of the policy. Stone provided her notes from that meeting that addressed the following concerns:

- 10 mph vs. 5 mph threshold -- Rouse indicated Gresham did not have speeding thresholds and did not distinguish between local and collector streets because they are all residential. Mulder believed that volume exacerbated speeding problems.
- Assigning project ranking points based on volume. Gresham adopted Portland's criteria and give more points for higher volumes.
- Funding issues -- sidewalks or traffic calming? Rouse responded that livability was subjective, so take your cue from the neighborhood.
- Using the citizen petition process to determine which streets will have projects done with an emphasis on livability.

Wisner said the traffic engineers she had contacted in the region considered sidewalks a pedestrian enhancement rather than a traffic calming device.

Stone said speed bumps have been installed both on Home and Stanley Avenues. These streets do not have volume problems, and she believed the Program needed to emphasize those streets whose livability was suffering.

Aschenbrenner responded that Home Avenue qualified for traffic calming under the NTMP and was done in conjunction with a builder.

Stone said her point was that a street with 6,000 - 7,000 vehicles per day has a more critical livability issue than one with 1,000 cars per day.

Wisner said the proposed criteria would target high volume and high speed streets. She and Stone researched the issue in the region, and streets like Home Avenue would generally rank lower on the list.

Stone said the original NTMP addressed traffic calming issues related to the School Trip Safety Program (STSP), and livability was not really addressed. She had found that regionally that these types of programs were developed to enhance livability.

Stone referred to the report and a chart that compared regional ranking criteria.

Stone reviewed the proposed ranking chart for the City of Milwaukie NTMP based on traffic volume, speed, accident history, schools, pedestrian generators, pedestrian and bike routes, existing street conditions, and residential density.

Councilor Kappa asked if this had to do with arterials, and **Wisner** responded that arterials were handled separately based on special circumstances.

Stone stated the proposed policy took good points from the rest of the region.

Shelton said, at this time, staff had not had an opportunity to comment on the proposed changes.

Councilor King asked for clarification that these proposed revisions continued to address pedestrian safety.

Wisner said the TSTB added points for pedestrian and bike routes.

Stone added that sidewalks are considered pedestrian enhancements and not traffic calming devices that would enhance livability.

Shelton referred to staff report page five, NTMP goal b -- "*promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents on residential streets.*"

Wisner added that the proposed NTMP revisions addressed safety by slowing traffic.

Councilor Kappa recommended the TSTB look for any budget impacts to police services and identify any public safety program re-orientation.

Wisner said traffic calming results in streets that generate fewer problems for the police department.

Stone provided a copy of 1995 seminar material -- *Calming Cascadia*.

Wisner said high speed/high volume streets result in lower property values and the eventual degradation of neighborhoods.

Discussion

Wisner said the NTMP is about neighborhood livability, and it is livability that attracts people to a community. Milwaukie needs a state of the art street calming program on only a few streets that are currently compromised. These issues are addressed in other communities in the region, and she wanted people to be able to go on with their lives without fearing for their safety. She urged the City Council to think about those residents living on noisy, high volume/high speed streets. She added that, although 34th Avenue will never be as livable as it was prior to construction of the Milwaukie MarketPlace, speed humps have decreased vehicle speeds.

Public Comment

Patty Wisner, Lake Road Neighborhood District Association (NDA) co-chair, provided two letters signed by the officers supporting continuation of the TSTB. The sixteen members attending the May 20 meeting voted unanimously in favor of keeping the advisory board. The NDA was concerned about its current low attendance and potentially losing the current level of expertise provided by the Board. The letter from Teresa Bresaw also addressed consensus building and TSTB member attendance at NDA meetings.

Wisner discussed considering all streets equally and the 85/5 proposal. She as a taxpayer preferred putting her money into high volume/high speed streets and giving people a chance to bring back livability.

Councilor King discussed programs to encourage people to stay on major streets and not go into the neighborhoods.

Wisner said a traffic calming program usually results in diverting traffic to the nearest arterials.

A member of the audience asked what was right about diverting traffic to other streets. If an arterial is calmed, then drivers would go to the collector streets.

Wisner said 22-foot speed humps are designed for collectors and arterials to slow rather than divert traffic. Council would be responsible for determining if traffic calming was appropriate on arterials.

Stone pointed out there is an allowable diversion rate. The 22-foot speed hump results in less diversion than the 14-foot speed humps.

Wisner commented that there was not a lot of diversion resulting from the 22-foot speed humps on 34th Avenue, which is a collector.

Stone added that the Lake Road Multimodal Project included traffic calming such as medians and crosswalks.

Shelton said diversion routes have a lot to do with the grid pattern, and that will be taken into consideration.

The gentleman in the audience discussed street standards, and he believed that sidewalks resulted in lower vehicle speeds and enhanced livability. Narrowing streets and planting street trees are also important treatments to consider.

Stone discussed the Olsen Street project which added sidewalks and narrowed the street. There has been a 1 - 2 mph speed reduction because of the narrowing, but the sidewalks are not considered traffic calming devices. Sidewalks do not, in and of themselves, calm traffic and enhance livability.

The gentleman in the audience commented on the narrow streets in the City of Portland that slow traffic substantially.

Mrs. Covey had a general question about the impact of non-continuous sidewalks on neighborhoods.

Shelton said sidewalks are a funding issue, and projects are driven by documents such as the Transportation System Plan (TSP) and adopted Council goals.

Stone understood this work session was also to discuss the proposed ordinance to repeal the TSTB, and she hoped to begin the Board/Council dialogue.

Councilor Marshall said it had come to his attention that the manner in which the responsibility was to be transferred was poorly implemented. He proposed allowing the current TSTB to complete its outstanding review of the document. In the meantime, the City Council can consider what has already been presented and also develop a structure. The NTMP gives direction to the neighborhoods and makes certain suggestions. When the TSTB presents the document, the City Council can move forward. It would be most healthy for the current TSTB and Council to collaborate on how the responsibilities are transferred to the NDAs.

Grasley felt each TSTB meeting had been a waste of time and believed it was due to the structure. From his understanding, the TSTB has been put down, and he felt it was a waste of his time when no one listens to it. If the City Council wanted a traffic safety board, it should do a better job of incorporating it into city government. He applied for a position because he wanted to get involved. The TSTB seems to operate independently and is not valued by the City Council.

Councilor Marshall suggested that the Board continue its work on the document and complete the unfinished section. That would give the City Council time to digest what it has received and discuss the NTMP further. After the document is complete, then there will need to be final determination on implementation. He assumed there would be additional meetings to complete the document. The City Council, as policy makers, will decide how much of the Program to implement. Council will work with the TSTB and NDAs to shift the responsibility to the neighborhoods. The document, which already alludes the neighborhood role, will help restructure the system.

Stone wanted to discuss how the paradigm shift came about and was concerned about the TSTB not being valued by the City Council. She had hoped all participants would come to the meeting with an open mind and hold a meaningful discussion of the perceived problem. She was looking for clarity and consideration of all options.

Councilor Kappa was concerned that the NDAs were not prepared for the transfer of responsibility. He recommended evaluating the situation for one year and getting the NDAs involved during that time and allowing them to generate support among the membership. He felt the City also needed to address the regional TSP and its impact on Milwaukie. This will be on Metro's agenda in the next 12 to 18 months, and the City needs to be prepared to comment and make its recommendations. His thought was, if this approach is taken, to phase out the TSTB and then phase in participation at the NDA level.

Wisner said the quorum information presented was not an accurate reflection of what has taken place with the Board. There were only two meetings out of fourteen when there was not a quorum. She hoped to review the Board's accomplishments between 1993 and 1999.

Stone expressed her frustration and wanted to discuss the issues at this meeting or definitely schedule another time.

Covey understood that Councilor Marshall had instigated the proposal to repeal the TSTB and subsequently empower the NDAs to work with traffic problems. The Board has a tremendous amount of information, and he suggested a three-party approach. If the NDAs have a traffic problem, their representatives can come to the TSTB. The Board can help empower the neighborhoods and continue to act in an advisory capacity to the City Council.

Mayor Tomei suggested giving the Board thirty minutes to make its presentation.

Councilor Marshall commented he would feel frustrated if the Board took a half hour of being defensive about being disbanded. He considered it simply a transfer of responsibilities.

Wisner said the Board minutes were not included in the Council packets for several months, and that issue was addressed with Public Works. She reviewed the Board's accomplishments between 1993 - 1999: School Trip Safety Program (STSP), Neighborhood Speed Watch Program (banner program, radar gun, SMART trailer), seat belt enforcement endorsement, stop sign brochure, speed bump criteria, state-wide Alliance for Community Traffic Safety (ACTS) Oregon award, Neighborhood Traffic Management Program, furthered education, endorsed photo radar to legislature, and endorsed Milwaukie as test site for chartreuse school zone signs. She referred to a recent *Oregonian* article written by Mark Koberstein, ACTS Oregon board member, supporting local traffic safety boards. Helen Liere, ACTS Oregon executive director, also wrote a letter regarding the advantages of a traffic safety committee. NDA leadership has expressed concern that the current number of residents participating would not support the proposed level of involvement.

Stone wanted a dialogue about why the current Board structure was under question when the TSTB was doing a good job. She asked the driving force behind the proposed change when the Board already has about one member from each NDA. She felt the Board was functioning well, and problems were a result of misconceptions.

Wisner suggested reducing the number of staff members attending the meetings if cost was a question. She was concerned the City and Board would not be eligible for grant funds if the program was not supervised by a Public Works Director. She fully supported neighborhood representation, and the Board currently has one member from each NDA with the exception of Linwood and Historic Milwaukie.

Councilor Marshall referred to the list of the Board's accomplishments and said that was why he wanted to develop a higher level of neighborhood involvement on traffic safety and transportation issues. He was not looking to take something away but instead broadening neighborhood interaction on these topics. He did not see the transfer of responsibilities as a burden.

Wisner asked Councilor Marshall how he had researched and developed his thesis. What was his basis for thinking the NDAs could take on the responsibility?

Councilor Marshall said he had done no research. He explained he was the Land Use Committee Chair in the Lewelling NDA, and he saw how this type of committee could bring interest and activity to the Association. That was his research and experience and was the purpose behind his making the recommendation to empower the NDAs in the area of traffic safety.

Grasely said he had volunteered for the TSTB after attending an NDA meeting. He questioned taking apart something that was already established and dividing the responsibilities up between the neighborhoods. Grasley left the meeting.

Councilor Marshall said one of the Council's goals was to increase NDA participation and to empower them more. He felt transferring the Board's function to the NDAs would help facilitate that. When asked by Stone how he knew this transfer would work, he responded that, at this time, he could not definitely know.

Stone did not see the connection between taking this step while also establishing the goal of increasing Council support of its appointed advisory boards and commissions. The Board is intact and has good neighborhood representation. She asked Councilor Marshall how he knew this proposal would work.

Caliendo said one of the City Council's goals was to expand citizen participation in City processes.

Stone asked if it was not also a Council goal to support its boards. The Board is functioning right now, but it is unknown if the NDAs can take on the responsibilities. The NDAs clearly want the TSTB left intact because they do not have the membership to take on the tasks.

Covey said he would feel better about the proposed NDA empowerment if there were a lot of people attending the Association meetings.

Caliendo asked if the Board had documented NDA contacts and concerns.

Stone said she had talked to representatives of the Ardenwald, Lake Road, and Historic Milwaukie NDAs, some of whom were present at this meeting.

Mayor Tomei commented that dozens of Island Station residents came out as an ad hoc committee to address traffic concerns at River Road and 22nd Avenue. If people have a reason, they will get involved.

Stone agreed that people attend meetings when there are issues, but she did not believe the NDAs provided enough consistency.

Councilor King said a lot of good information had come out at this meeting, and, if the TSTB is repealed, then procedures would seriously have to be considered.

Councilor Kappa commended the Board on its work on the NTMP and believed the document should be built upon. He believed all of the appointed advisory boards should be reviewed, and the current proposal was not selective.

Wisner said the Board deals with broader issues than just certain streets. She was concerned about the City's ability to be awarded grant funds.

Aschenbrenner believed much of the issue had to do with what the Board has been doing over the past year. It has spent fourteen months on the NTMP without addressing transportation issues. What is on the Board's agenda after the NTMP is accepted? He felt Koberstein's article made some good points that the TSTB should address. He was tired of wordsmithing documents.

P. Wisner, Lake Road NDA co-chair, understood that a few Councilmembers had married themselves to the idea of incorporating traffic safety and transportation issues into the NDAs without consulting the leadership. She was surprised that Councilor Marshall was so attached to the idea because the NDAs have not grown significantly over the past year. No one is stepping forward to fill Association officer positions. The TSTB has a global knowledge that the NDAs do not. Transportation issues will not be handled by the NDAs because they do not have the expertise. She discussed the feasibility of the TSTB hearing NDA concerns and forwarding recommendations to the City Council if necessary. She was concerned about NDA members interfacing with experts and questioned the expense of providing training. She did not see an advantage in making the shift and felt it was a step backwards. She recommended dialoguing with the NDAs first.

Peter Koontz saw the groups were polarized and politics were involved. It is important to the community to separate personal issues. He understood the TSTB was doing a great job, but he also heard that the City Council wanted to streamline processes and involve the NDAs.

Ed Zumwalt, Historic Milwaukie NDA, had contact with six NDAs, and five of them are opposed to the proposal. There has been a lack of communication, and he felt the idea was simply dropped on the Associations. He recommended the Council talk to Gregory and the NDA to find out what can realistically be expected. He felt the Council was looking at getting rid of expertise and spirit for sheer politics. The TSTB is doing a great job, and it should not be repealed.

Marthaller expressed his personal opinion that the NDA would not put forth the same level of effort.

It was Council consensus that Stone and Covey continue on the TSTB until the NTMP review was complete.

The meeting adjourned at 9:30 p.m.

Pat DuVal

Pat DuVal, Recorder

**CITY OF MILWAUKIE
CITY COUNCIL AND TRAFFIC SAFETY AND TRANSPORTATION BOARD**

**JOINT WORK SESSION AGENDA
MAY 25, 1999**

MILWAUKIE CENTER

Arrowwood Room
5440 SE Kellogg Creek Drive

WORK SESSION – 7:00 p.m.

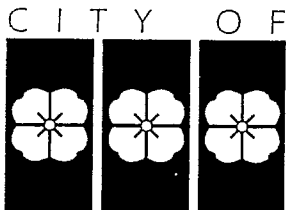
Discussion Items:

	Time	Topic	Presenter
1.	7:00 p.m.	Introductions, agenda review, and ground rules	Peg Caliendo
2.	7:15 p.m.	Neighborhood Traffic Management Plan (NTMP) Update	Traffic Safety and Transportation Board
3.	8:00 p.m.	Information Sharing	Group
4.	9:30 p.m.	Adjourn	

The Council may vote in work session on non-legislative issues.

At the end of the work session, the Council may hold an Executive Session under the authority of Oregon Revised Statutes 192.660 as needed.

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MILWAUKIE

MEMORANDUM

May 19, 1999

TO: Mayor and City Council

THRU: Dan R. Bartlett, City Manager *[Signature]*
 Martha Bennett, Assistant City Manager Community Development *[Signature]*

FROM: Jim Brink, Public Works Director

SUBJECT: Traffic Safety and Transportation Board

Action Requested: None. Information only.

Discussion:

1. The TSTB has had eleven (11) meetings since the board was reformed in June 1998. Of the 11, eight (8) had the required attendance for a quorum. The 4-12-99 meeting is not included because the terms of two of the members expired on March 30th leaving only four remaining members. One of the four remaining members could not attend the April meeting so it was cancelled. At that time, the two members whose terms had expired had not been reappointed or had their terms extended.
2. From the 12-7-98 meeting, the TSTB has been working on a revision to the Neighborhood Traffic Management Program. A copy of the latest version is attached. Staff has not yet provided an analysis of the changes.
3. Significant proposed revisions in NTMP
 - More emphasis given to livability in a new introductory statement.
 - Elimination of restatement of TSP goals related to Street and Pedestrian elements.
 - Addition of arterial streets (regionally significant routes) to NTMP if approved by Council.
 - A statement that the city should minimize through traffic on residential collector streets.
 - Establishes objective of 85th percentile speed within 5 mph of lawful speed for all residential streets. Currently, the objective for collector streets was an 85th percentile speed within 10 mph of lawful speed.
 - Eliminates traffic volume objectives.
 - Provides for 10 points for each MPH that the 85th percentile speed is over the base speed for all streets. The base speed for all streets is 5 mph over the lawful speed. Currently, the base speed for collector streets is 10 mph over the lawful speed.
 - Provides for 5 points if the street is an NDA approved neighborhood walking route.
 - Elimination of points for streets that have not been paved within last 10 years and for streets that do not have continuous sidewalks on at least one side. Currently, a maximum of 5 points are awarded for either of these two conditions.

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- Provides for 5 points if the street is a designated bicycle route.
- Addition of petition process that requires at least 50% of residents to agree with proposed need for NTMP.
- Addition of asking residents if they would support funding of an NTMP project and at what level.
- Deletion of "user support" paragraph in the current version that specifically states that the installation of traffic calming devices can be opposed by citizens who travel on the street on a regular basis. In the event of a conflict between residents and users, its resolution would be referred to City Council.

4. Other proposed changes not listed in NTMP

- a. Reducing the NTMP project timeline.
- b. Consider accomplishing more than one NTMP project per year.
- c. Establishing an NTMP Fund exclusively for NTMP projects so that all funds allocated to NTMP would only be spent on NTMP projects.

Traffic/TSTB/CouncilMemo5-99.doc
5-19-99

Traffic Safety Transportation Board

MEETING DATES AND ATTENDANCE

Date	Type of Session	City Officials Present	Members Present	Members Absent	Quorum ?
	Reactivated				
6/22/98	Regular Session	Carolyn Tomei Connie Ware Jim Brink Rob Shelton Terry Marthaller	David Aschenbrenner Jim Schierholz Julie Wisner Susan Stone	none	yes
7/14/98	Regular Session	Connie Ware Jim Brink Rob Shelton	David Aschenbrenner Julie Wisner Susan Stone	Jim Schierholz	no
8/10/98	Regular Session	Connie Ware Jim Brink Rob Shelton	Al Dorsey David Aschenbrenner Jim Schierholz Julie Wisner Susan Stone	none	yes
9/21/98	Regular Session	Connie Ware Jim Brink Rob Shelton	Al Dorsey David Aschenbrenner Gene Covey Jim Schierholz Julie Wisner Susan Stone	none	yes
10/19/98	Work Session (called as a work session, Stone declared a regular session)	Rob Shelton	David Aschenbrenner Gene Covey Jim Schierholz Julie Wisner Ron Grasley Susan Stone	Al Dorsey	yes (unofficial)
11/12/98	Regular Session	Connie Ware Jim Brink Rob Shelton Terry Marthaller	David Aschenbrenner Gene Covey Jim Schierholz Susan Stone	Al Dorsey (excused) Julie Wisner Ron Grasley	yes
12/7/98	Regular Session	Connie Ware Jim Brink Rob Shelton	Al Dorsey David Aschenbrenner Gene Covey Jim Schierholz Julie Wisner	Susan Stone (excused) Ron Grasley	yes

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Traffic Safety Transportation Board

MEETING DATES AND ATTENDANCE

Date	Type of Session	City Officials Present	Members Present	Members Absent	Quorum ?
1/11/99	Regular Session	Carolyn Tomei Connie Ware Jeff Marshall Jim Brink Martha Bennett Rob Shelton	Susan Stone Jim Schierholz Julie Wisner	David Aschenbrenner (excused) Gene Covey (excused) Al Dorsey Ron Grasley	no
2/8/99	Regular Session	Connie Ware Jim Brink Rob Shelton	David Aschenbrenner Jim Schierholz Julie Wisner Susan Stone	Gene Covey (excused-vacation) Ron Grasley (excused-medical) Al Dorsey	yes
3/15/99	Regular Session	Connie Ware Jim Brink Rob Shelton	David Aschenbrenner Gene Covey Jim Schierholz Julie Wisner Susan Stone	Ron Grasley (excused-medical)	yes
4/12/99	Regular Session Members were polled to see who could attend. D. Aschenbrenner stated he could not attend. Two members, S. Stone and G. Covey were no longer active because their terms had expired. Only three active members remained, resulting in no quorum.				no
5/10/99	Regular Session (S. Stone and G. Covey reinstated as members)	Jim Brink Martha Bennett Rob Shelton	David Aschenbrenner Gene Covey Jim Schierholz Julie Wisner Susan Stone	Ron Grasley (excused-medical)	yes

CITY OF MILWAUKIE**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)****Introductory Statement:**

The Neighborhood Traffic Management Program (NTMP) for residential streets represents the commitment of the City of Milwaukie to the safety and livability of our residential neighborhoods. The NTMP is a collaborative effort between the City of Milwaukie and its citizens to reduce the negative impact of traffic on neighborhoods. The NTMP provides a process for identifying and addressing problems related to speeding, excessive volume and safety on our residential streets. The City of Milwaukie places a high value on neighborhood livability. Livability can be thought of as encompassing the following characteristics:

- The ability of residents to feel safe and secure in their neighborhoods.
- The opportunity to interact socially with neighbors without distractions or threats.
- The ability to experience a sense of home and privacy.
- A sense of community and neighborhood identity.
- A balanced relationship between multiple uses and needs of a neighborhood.

Traffic management plays a vital role in promoting these characteristics. Through the NTMP, residents can evaluate the various requirements, benefits and trade-offs of projects within their own neighborhoods and can become actively involved in the decision-making process.

NTMP Goals:

- a. Protect neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
- b. Promote safe and pleasant conditions for motorists, bicyclists, pedestrians and residents on residential streets.
- c. Support the policies contained in the Transportation Systems Plan.
- d. Encourage citizen involvement in all phases of neighborhood traffic management activities regarding implementation of the NTMP.

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NTMP Policy:

a. The Neighborhood Traffic Management Program involves only residential streets. Residential streets are either a "Local" street, a "Neighborhood Route" street, or a "Collector" street as identified in the Transportation System Plan (TSP). Residential Arterials may be considered in the NTMP if approved by the City Council. More than 50% of the abutting properties must be zoned Residential before the street or street section can be classified as residential.

b. The general guidance for applying NTMP devices that involve capital improvements is as follows:

"Local" streets - apply as required with no special considerations.

"Neighborhood Route" streets - apply as required with no special considerations.

"Collector" streets - apply as required after consideration of emergency or transit needs.

"Arterial" streets - apply as required after consideration by the City Council.

c. Residential streets are valuable public spaces and, as such, should be shared equitably by all users and may be altered to allow pedestrians, bicycles, children and residents to share the space with cars safely and without conflict.

d. The city should minimize through traffic on all residential streets classified as "Local", "Neighborhood Route" and "Collector" streets.

e. The City shall provide funding for annual NTMP projects in an amount determined by the City Council. Funding for NTMP projects shall normally come from the Street Fund.

f. Make efficient use of City resources by prioritizing NTMP requests. Ranking criteria of NTMP projects shall be based on the volume, traffic speed, presence of schools, traffic accident history, condition of existing street, likelihood of pedestrians, and bicycle usage. A minimum of 30 points is required for a project to be eligible for the NTMP.

g. NTMP devices shall not be used on emergency routes if emergency vehicles cannot achieve required response times as established by the Fire Department. The Police and Fire Departments shall be consulted on all proposed NTMP projects.

h. Citizen requests concerning signage, parking, visibility obstructions, striping, and driveway access do not lend themselves to the full NTMP process and can be resolved using existing Public Works (PW) procedures.

i. The city shall use traffic management devices to achieve NTMP objectives if education and enforcement are not successful.

j. The NTMP process shall provide for 1) citizen involvement in problem identification, plan development and evaluation, 2) communication of test results and specific findings to local residents prior to the installation of permanent devices, 3) Traffic Safety and Transportation Board (TSTB) review through quarterly reports and periodic updates as required, and 4) City Council approval.

k. PW will notify all project applicants and neighborhood associations of the status of their NTMP requests at a minimum of once a year in order to keep them informed of the project status.

l. An applicant for an NTMP project shall be an eligible resident or an eligible property owner. An eligible resident shall live within the limits of a proposed NTMP project. An eligible property owner shall own property within the limits of a proposed NTMP project. The limits of an NTMP project shall be set by the City Engineer after coordination with the TSTB and the affected neighborhood association. Property ownership is pertinent when a project is funded through a Local Improvement District.

m. If a proposed NTMP project is not funded within three years, it will be reevaluated to see if it is still an eligible NTMP project. In the interim, the project will remain on the NTMP list in the priority established by its initial point calculation.

n. Prior to construction, proposed NTMP projects may be tested to the extent possible.

NTMP Objectives:

a. Achieve the following vehicle speeds: "Collector", "Neighborhood Route" and "Local" streets: the 85 percentile speed is within 5 MPH of the posted speed.

b. Reduce cut-through traffic on "Local" or Neighborhood Route" streets to no more than 10% of the Average Daily Traffic.

c. Limit truck volume on residential streets to Local Delivery Only. A truck is as defined in Section 10.04 of the Milwaukie Municipal Code.

d. Limit the traffic diversion impact on non-project "Local" streets to 260 vehicles per day and "Neighborhood" streets to 650 vehicles per day. Non-project streets are those in the vicinity of an NTMP project.

e. Meet or exceed the traffic safety requirements articulated in the current edition of Residential Street Design and Traffic Control published by the Institute of Transportation Engineers or the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration. In the event of a conflict in criteria between the previously mentioned documents or other related documents, the City Engineer shall select the standard or criteria that provides the greatest margin of safety.

f. The annual NTMP budget shall strive for three and one-half (3 1/2) percent of gas tax revenues which is approximately \$30,000 in the 1996-1997 budget. Street rehabilitation projects may also include the cost of traffic management devices.

g. Notwithstanding previous objectives, a total point count of over 30 will automatically include a project for further consideration.

Ranking of NTMP Projects

NTMP Projects need to be ranked in order to determine their priority. The methodology for determining points for each proposed NTMP project is as follows:

a. Traffic Volumes: Average Daily Traffic (ADT) divided by 250 to a maximum of 20 points. For intersections use the volume of the higher classification street. If streets are of equal classification, then use the higher volume.

b. Speed: 10 points for each MPH that the 85% speed is over the base speed. The base speed is 5 MPH over the lawful speed for residential streets. For intersections use the 85% speed of the higher classification street (i.e. local, neighborhood route, collector, arterial). If classifications are equal, then use the higher 85% speed.

c. Schools: 10 points for a street with a school crossing within a designated school zone or with a public or private school within 1000 feet of the project street.

d. Accident History: The average of the number of reported and correctable accidents per year over the past three years multiplied by 15 up to a maximum of 30.

A "reported" accident is one that is reported to the City of Milwaukie Police Department. A "correctable" accident is one wherein a physical change to the street or conditions adjacent to the street, or the addition of or change to a traffic control device may improve traffic safety.

e. Pedestrian Usage: 5 points if parks, multi-family housing, elderly housing, or facility whose primary function is to serve the handicapped is located within 300 feet of the project street. 5 points if the street is an approved Neighborhood Walking Route as determined by the NDA or the City,

f. Existing Street Conditions: 5 points if there are vertical or horizontal alignment restrictions.

g. Bicycle Usage: 5 points if the street is a designated bike route.

NTMP Funding

Funding for approved NTMP projects shall come from the Street Fund up to the amount approved by City Council in the current year budget. Because NTMP funding is limited, citizens may decide to accelerate the priority of a particular project by petitioning to pay all or part of the costs of an NTMP project.

a. Eligible property owners may share the cost of an NTMP project with the City on a 50%/50% basis. A cost share between the City and eligible property owners would require the formation of a Local Improvement District (LID) and processing the LID in accordance with the Milwaukie Municipal Code. Contributions from other than eligible property owners (renters for example) are encouraged; however, they must be received prior to the passage of an assessment ordinance for the subject project.

b. Property owners and residents may pay 100% of the costs of an NTMP project. The City must receive the full amount of the contractor's bid price before the project can begin.

c. Property owner funding approval:

(1) If an LID, then owners of more than one-third of the property to be assessed must respond favorably as established by Municipal Code.

(2) If paid 100% by property owners or residents, more than 50% of eligible property owners and residents must respond favorably.

NTMP Process

The NTMP is a four phase process that is used to respond to a citizen's concern involving volume, speed, or safety on a residential street. The resolution of the concern may require one or more phases. Phase 1 identifies the traffic problem and determines an action plan for resolving the problem; Phase 2 focuses on neighborhood speed watch; Phase 3 focuses on law enforcement; and Phase 4 focuses on capital improvements. Phases 2 and 3 may occur separately and more than once; however, they must be accomplished before a proposed NTMP project shall qualify for capital improvement funding.

Phase 1 - Problem Identification and Action Plan Preparation

Problem Identification

a. When a citizen reports a traffic complaint, the citizen will be asked to complete a Citizen Request or Traffic Control Device Request Form. All requests are forwarded to the City Engineer for evaluation and reviewed by the T.S.T.B.

b. When the complaint involves speeding traffic, Public Works will contact the Milwaukie Police Department regarding the use of the SMART trailer and/or surveillance.

c. If the citizen is requesting that traffic calming measures be considered, the citizen will be given the NTMP packet containing a letter explaining that there is a petition process that requires greater than 50% of project street resident support before Public Works will proceed with evaluating the street for a possible NTMP project. The packet also includes brochures that describe the NTMP and Neighborhood Speed Watch Program as well as a prepared petition form that the residents have the option of using. The petition describes the problem, identifies the street section, asks for agreement or disagreement, and asks if the affected property owners would be willing to help fund the project and at what level.*

d. Once petition signatures have been gathered and submitted to Public Works, the process for evaluating the street to verify the problem and determine the most appropriate solution will begin.

e. When the evaluation process has been completed, Public Works will notify the citizen of the results.

- (1) If the street qualifies for the NTMP, it will be added to the "Ranking Results for Street List."
- (2) If the street does not qualify for the NTMP, Public Works will notify the citizen as to why the street did not qualify.
- (3) If the citizen is not in agreement with the results, they may challenge the decisions of Public Works and the Traffic Safety and Transportation Board through an appeal process with the City Council.

f. Each project street will be ranked using the NTMP criteria. A number will be assigned based on the highest total points achieved using the ranking criteria guidelines. This number reflects the priority of the project to be done. The highest ranking receives the highest priority.

g. Data collected during the evaluation process will be used for three years.

h. If the City Engineer determines that a complaint is an immediate and serious safety problem, then the problem may be addressed separately from the NTMP.

*Lighter shaded font indicates language included by staff per direction from T.S.T.B. but not formally reviewed and approved by T.S.T.B.

Problem Action Plan

a. PW staff coordinates a meeting with the affected Neighborhood Association. The purpose of the meeting is to provide an overview of the NTMP and explain the four (4) phase approach to reaching NTMP objectives; describe the problem and the applicable NTMP objective; give everyone the results of the survey; provide information collected by staff on traffic and street conditions; provide a proposed Action Plan; obtain feedback from the neighborhood about related problems, issues and concerns; and recruit leaders and members that would be willing to work with PW staff toward the NTMP objective.

b. PW staff coordinates follow-up meetings with the affected Neighborhood Association and/or working Group as necessary to agree on an Action Plan and to implement the plan. The Action Plan lists the proposed solutions by Phase and addresses the various responsibilities for implementing and evaluating the recommended solutions.

Phase 2 (Resident Participation)

a. This phase of the NTMP requires neighborhood leadership and participation in attempting to resolve the traffic problem. The focus is on the Speed Watch Program, the SMART Trailer, and the Banner Program. The details of each of these programs are provided in Appendix A (Neighborhood Traffic Management Brochure). The PW staff will provide training and equipment to neighborhood volunteers to enable them to collect traffic data and complete the necessary forms.

b. This phase may occur at any time in the life of a proposed project and may occur more than once.

Phase 3 (Enhanced Law Enforcement and Signage)

a. Phase 3 focuses on enhanced law enforcement and signage.

b. If the problem is chronic and not resolvable through resident involvement, the City Engineer will ask the Police Department for an enhanced enforcement effort within the limits of the problem area. This enhanced enforcement effort lasts for the amount of time necessary to show that speeding will not be tolerated. Normally, enforcement activity begins at a high level and tapers off as public awareness increases. More than one enforcement period may be necessary.

c. Signage solutions involve street signs or street striping and are normally undertaken in concert with law enforcement if existing signage is determined to be inadequate. Solutions may involve modification of existing signage or the installation of new signage. PW staff will coordinate the implementation of signage.

d. When the Police Department indicates that continued enhanced enforcement is no longer justifiable, PW staff, in coordination with the Police Department, will evaluate the need to proceed to Phase 4. If, in the judgment of the City Engineer and the Chief of Police the problem will reoccur, the City Engineer may recommend proceeding to Phase 4. Factors influencing the decision include past problems that are similar in nature, the opinion of the Police Department concerning the long term effectiveness of enhanced enforcement, risk of not making an improvement, and the recommendation of the applicable Neighborhood Association and the TSTB.

Phase 4 (Capital Improvements)

a. If education and enhanced law enforcement do not achieve the desired objective, then PW staff proceeds to a capital improvement project (CIP) solution. CIP solutions are reserved for speeding, volume and intersection safety problems that cannot be resolved through education and enforcement. This type of solution requires the greatest amount of public resources and the most time to implement. It may also involve funding participation by the benefiting neighborhood via a Local Improvement District or some other funding mechanism.

b. A matrix of applicable NTMP capital improvement projects is at Appendix B (Typical NTMP Devices). PW staff will recommend a project(s) based on its likelihood of achieving the NTMP objective and cost.

c. In some circumstances, a CIP solution will be proceeded by a test using temporary devices for a period of 3 - 6 months. A permanent solution will not be undertaken if the test does not obtain the desired results. The neighborhood will be notified of the test. If the City Engineer finds that an unforeseen hazard exists, the test may be revised or removed. If testing of NTMP devices is not possible, then the City Engineer can recommend permanent construction based on positive citizen support. Following the test, PW will evaluate how well the NTMP device performed in terms of previously defined problems and objectives. The evaluation includes the project street and streets potentially affected by diverting traffic, and is based on, but not limited to, before-and-after speeds, volumes, and impacts on emergency vehicles. If the evaluation criteria is not met to the satisfaction of the City Engineer, the project may be modified and additional testing conducted. The final test results are reviewed with the neighborhood, City staff, and the TSTB. The City Engineer shall not forward a CIP project to Council for approval if the test results show that an NTMP device is unsafe or if the project violates city policies (NTMP, TSP and Land Use/Development).

d. Local Support: More than 50% of eligible residents must support an NTMP project before it can be forwarded to Council for CIP approval. Confirmation of sufficient support may require a separate vote.

e. A CIP solution requires review and approval by the City Council.

f. Final design and construction is administered by PW and is generally completed within 12 months of City Council approval.

g. PW will monitor NTMP devices and conduct a follow-up evaluation within one (1) year of the installation to assess the effectiveness of the project. The evaluation will normally include traffic speed, volume, and accidents as well as a survey of local residents to get their input regarding the effectiveness of the project. Additional assessments may be made if directed by the City Engineer.

h. NTMP Removal: At least 75% of eligible residents must support a request to remove an existing NTMP project before PW will forward such a request to City Council for final resolution. Removal of a NTMP project will be at the expense of eligible residents unless otherwise specified by Council.

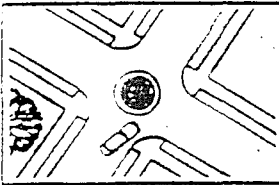
i. PW Streets is responsible for maintenance of NTMP devices.

TYPICAL TIME LINE

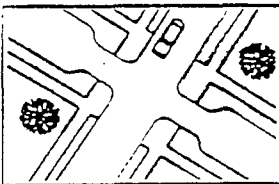
PHASE	STEP	DESCRIPTION	TIME (weeks)
1	1	Problem Identification	2
	2	Problem Confirmation	8
	3	Problem Action Plan	
		-Definition of problem, objectives, and proposed solution(s)	12
		- Initial Meeting with Neighborhood	4
		- Follow-Up Meeting(s) with Neighborhood	Varies
2		Resident Participation	8
3		Enhanced Law Enforcement/Signage	Varies
4		Capital Improvements	
		- Preliminary Design	4
		-Citizen Funding (if required)	Varies
		- Council Approval	2
		- Final Design	4
		- Prepare Bid Documents	4
		- Bid Project(s)	2
		- Award Project(s)	2
		- Construct Project(s)	12
		- Monitoring/Follow-up	12

Traffic Management Devices:

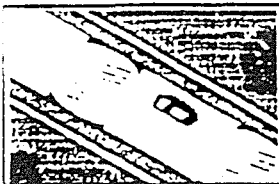
(Physical devices which change street characteristics and traffic patterns.)



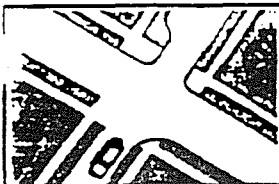
Traffic Circles are raised landscaped islands placed in the center of an intersection. Their primary purpose is to reduce speed and separate intersection conflicts. Circles are especially effective in a series and may reduce through-traffic.



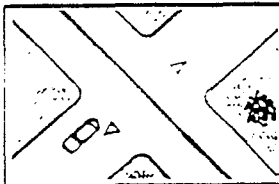
Curb Extensions narrow the street by widening the sidewalk or the landscaped parking strip. These devices make pedestrian crossings easier. They also narrow the pavement and provide a visual cue to motorists that they are on a non-arterial route.



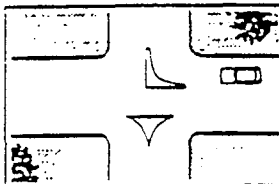
Speed Humps reduce speeds on residential streets by requiring vehicles to slow to residential speed limits as the driver approaches the "hump". These devices are from 14 to 22 feet in length and approximately 3 inches high. The newer "hump" design is unlike the older "speed bump" design in that it allows vehicles to travel near the legal speeds on residential streets.



Diagonal and Semi-Diverter limit access to a street from one direction by placing a barrier diagonally across an intersection, separating the legs of an intersection or by blocking half the street. They are effective in reducing volume and allow more freedom of circulation within the neighborhood than cul-de-sacs. Both diagonal diverters and semi-diverters can be designed and installed to allow emergency vehicle access.



Median Barriers are used on arterials to prevent through-traffic or control turns onto neighborhood street from arterials. Medians may also be used within a neighborhood to prevent non-local traffic movement through a street. Medians may be used effectively in combination with forced turn channelization and turn prohibitions.



Forced Turn Channelization allows traffic entering or exiting a neighborhood street to move in one direction only. This discourages a potential or existing through-traffic pattern.

(above art provided courtesy of the City of Portland, Bureau of Traffic Management).

Parking Revisions can modify traffic conditions by: either removing parking to facilitate turns and visibility or revising parking to slow traffic movement or add spaces, i.e. angle parking on one way street.

Parking Bays with wider parking strips can be used to narrow street pavement or lanes, and enhance street tree planting areas with longer curb extensions.

Pavement Modification can be used to emphasize heavily-used pedestrian crossings or neighborhood entries. Thresholds, different paving surfaces, or raised pavement surfaces, are often used in combination with curb extensions.

Lane Demarcations such as striping, buttons, or curbing can be used to better define or separate travel lanes, bicycle lanes, parking lanes, pedestrian lanes, etc. Generally, narrower travel lanes slow traffic slightly, but can raise other safety or operational problems.

Traffic Control Devices:

(Standard regulatory and advisory controls, such as signage and signals.)

The Federal Highway Administration has established guidelines, criteria or warrants that must be met to install each device. These guidelines apply to all streets in Gresham.

Stop Signs are devices used to assign right-of-way at an intersection. Stop signs should not be installed, and are not effective, in diverting traffic or reducing speeding. They are installed at uncontrolled intersections with accident problems, visibility restrictions (such as buildings or topography); and/or where volumes are high enough that the normal right-of-way rule is unduly hazardous. Variations include two-way stops and all-way stops. Each variation has certain guidelines that dictate its use.

Signal Modifications can discourage or prohibit non-local movement on neighborhood streets (local or collector) to or from arterials. Generally, the longer the signal wait times between side streets and arterials, (e.g. double cycles, etc.), the less non-local traffic will short-cut through a side street.

Turn Prohibitions are used on arterials to prevent non-local traffic from using neighborhood streets (e.g. no left turn). These prohibitions may be in effect all day or just at weekday peak hours.

Signage Changes may be informational, (e.g. flashing school crossing signs, neighborhood entry signs), directional (e.g. "Arterial Route" signs), or regulatory (e.g. "No Trucks" signs).

Speed Limits are established by the State Speed Control Board, based on engineering criteria, local land use character, and existing speeds. Without physical changes to a street, a lower speed limit will not actually reduce speeds.

Rumble Strips are raised buttons placed on a street to warn of a hazard or cue drivers to another traffic control device; they may slightly decrease speed, but raise bicycle safety and maintenance concerns.

One Way Streets, where practical, may be used to discourage non-local traffic movements on neighborhood streets.

Clear Vision Areas are visibility zones at intersections and driveways. These areas are sometimes obstructed by fences, brush, shrubs, parked cars, etc., which the City can legally require to be removed or modified.

Other Techniques

Neighborhood Speed Watch is a method for neighbors to actually monitor and warn neighborhood speeders, using a City-loaned radar gun. Petitions for setting up a Neighborhood Speed Watch are available from the Gresham Engineering Division, Transportation Program.

Crosswalks at heavily used pedestrian or school crossings can be enhanced by visibility improvements, striping, warning signage, and by reducing the crosswalk distance.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

People driving too fast on neighborhood streets is a problem that most neighborhoods are experiencing. To address this concern, the City of Milwaukie offers a **Neighborhood Traffic Management Program**. This program is a partnership between neighbors and the City to preserve the safety of our neighborhood streets. By working together, we can send the message that speeding will not be tolerated in Milwaukie.

The Neighborhood Traffic Management Program (NTMP) is designed to provide a consistent strategy for evaluating citizen requests for assistance to slow traffic. The program has two primary goals: 1) improve the neighborhood safety by slowing traffic on residential streets, 2) involve citizens in all phases of the project.

The intent of the program is to use **EDUCATION, ENFORCEMENT, and ENGINEERING** to solve the problem in the most timely and least expensive manner possible. Following each phase, the city will evaluate the success of the program and determine if further action is required. Education and enforcement must be conducted before engineering will be initiated.

All NTMP requests will be ranked. Ranking will depend on the presence of schools, vehicle speeds and volume, accident history, emergency response routing, street conditions, and the level of pedestrian and bike traffic. The purpose of the ranking is to prioritize NTMP requests so as to focus on the most severe safety problem first. Requests with less than the minimum points are not eligible for the program.

HOW DOES THE PROGRAM WORK?

Phase 1: Contact Your City

If you have a traffic concern, contact the Public Works Department at 786-7600. You will be asked for a complete description of the problem, the location, and so forth.

Public Works staff will investigate your concern, visit the site, and when possible, talk with other residents, if possible.

Phase 1: EDUCATION

NEIGHBORHOOD MEETINGS

In response to neighborhood concerns, one or more meetings will be scheduled with the Neighborhood District Association to explain the NTMP, discuss specific traffic issues, identify specific goals and objectives, and discuss progress and critical tasks.

Education is important because most local traffic problems are caused by people who live within the neighborhood. The neighborhood will be asked to take the lead to educate drivers.

SLOW DOWN BANNER

The City owns two street banners which encourage drivers to "Give us a brake: SLOW DOWN!" These banners help build driver awareness about the need to observe neighborhood speed limits.

Each banner is normally hung in one location for up to three weeks before being moved. The banner can only be hung where there are utility poles across the street from each other which are tall enough to allow a minimum clearance of 18 feet between the banner and the street surface. Currently, there are about six locations in the city meeting these requirements. The City rotates the banners between sites from April through November. They are not hung during winter due to inclement weather.

NEIGHBORHOOD SPEED WATCH

Neighborhood Speed Watch gets neighbors directly involved in reducing traffic speeds. The city will provide the training and equipment. You provide the volunteers! If you organize a minimum of two adults, City staff will train you to operate a radar gun and record vehicle speeds and license plate numbers. Once supplied with the list of speeders, the Police Department will send a courtesy letter to each person, encouraging them to SLOW DOWN.

SMART (Speed Monitoring Active Radar Trailer)

The SMART trailer is a self-contained system with a radar unit and display screen that is placed at roadside and focused at on-coming traffic. As cars pass, the screen displays vehicle speed.

You are also encouraged to serve as an example by driving the speed limit yourself. Talk to your neighbors about community standards and the importance of maintaining safe speeds in neighborhoods.

Phase 2: ENHANCED LAW ENFORCEMENT

Driving faster than the lawful speed is not neighborly behavior. The Milwaukie Police Department is prepared to help you control speeders.

If education efforts do not resolve traffic speeding problems in your neighborhood, the Public Works will contact the Police Department to request enhanced enforcement in the area. Police will increase visibility and traffic patrols to demonstrate that speeding will not be tolerated in Milwaukie. Violators will be ticketed. The fine for a speeding ticket in Milwaukie can currently range from \$110 to \$400 depending on speed above the posted speed.

Phase 4: Engineering Solutions

Improving traffic signs in the area may be a relatively inexpensive and effective solution. The City Public Works Department will analyze existing streets signs, and the probable effectiveness of new signs or street striping.

After enhanced enforcement, the public works staff will again evaluate the success in achieving the goals and objectives. If the problem has been resolved, there is no need to move forward.

If the problem persists, engineering solutions will be pursued. Examples of engineering solutions may include speed humps, traffic circles, or curb extensions. Other options may be explored.

The advantage of these solutions is that they are permanent. The disadvantage is they can take more time and money to implement. Additionally, homeowners may be asked to share the cost of improvements through a Local Improvement District.

Any permanent solution must go through the budget process, be reviewed by the Traffic Safety and Transportation Board, and approved by the City Council. The solution must be consistent with overall city policy, including the Transportation System Plan.

Please note: It is also possible to request the banner, speed watch and SMART trailers independent of the Neighborhood Traffic Management Program. Just give us a call at the numbers below.

SLOW DOWN Banner	786-7608
Neighborhood Speed Watch	786-7608
SMART Trailer	786-7415

RESOLUTION NO. 20-1997

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE OREGON DECLARING THE INTENT TO INITIATE A NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP), EVALUATE THE RESULTS OF THE PROGRAM AT SIX MONTH INTERVALS FOR A PERIOD OF UP TO TWO YEARS, AND MAKE NECESSARY CHANGES TO THE PROGRAM PRIOR TO JUNE 30, 1999.

WHEREAS, the City Council intends to respond to the requests from various Neighborhood Associations to improve traffic safety in residential areas by establishing a city Neighborhood Traffic Management Program.

WHEREAS, the Department of Public Works has received twenty five (25) traffic calming requests from citizens in the City of Milwaukie.

WHEREAS, the draft Transportation Systems Plan recommends the development and adoption of Neighborhood Traffic Management Program criteria and design standards.

WHEREAS, a Neighborhood Traffic Management Program requires cooperation among city staff, Neighborhood Associations, and the Traffic Safety and Transportation Board.

WHEREAS, the purpose of the attached Neighborhood Traffic Management Program document is to establish policies, goals, objectives, ranking criteria, and process for working with Neighborhood Associations and citizens to resolve residential traffic safety issues.

WHEREAS, the City Council accepts the attached NTMP document as the basis for resolving residential traffic safety issues.

WHEREAS, the City Council anticipates that the program may need to be modified as the program matures and intends to review NTMP policies, goals, objectives, ranking criteria, process, and progress on a six (6) month basis.

WHEREAS, the City Council intends to quickly proceed with evaluating and ranking the existing traffic calming requests and, if appropriate, initiate capital improvement projects in accordance with the NTMP ranking and the FY97-98 budget.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Milwaukie that:

The City Council by this resolution declares its intention to initiate a Neighborhood Traffic Management Program (NTMP), evaluate the results of the program at six month intervals for a period of up to two years, and make necessary changes to the program prior to June 30, 1999.

Introduced and adopted by the City Council on June 3, 1997.

RECEIVED

JUN 05 1997

PUBLIC WORKS

CITY OF MILWAUKIE
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)

Transportation System Plan Goals (restated from draft TSP):

Streets

- 1. Provide an accessible transportation (streets) system that links different modes to destinations within the city and to regional destinations using the regional transportation network.
- 2. Provide a safe, well-maintained, cost effective and convenient transportation (streets) system.

Pedestrian

- 1. Provide a continuous city-wide network of safe and convenient walkways that is integrated with other transportation modes.
- 2. Maintain existing and future pedestrian facilities to encourage use.
- 3. Increase the use of walking for all travel purposes.
- 4. Reduce the number of pedestrian related accidents by increasing the safety and security of pedestrians.

NTMP Policy:

a. The Neighborhood Traffic Management Program involves only residential streets. Residential streets are either a "Local" street, a "Neighborhood Route" street, or a "Collector" street as identified in the Transportation System Plan (TSP); however, a "Collector" street or street section must have more than 50% of the abutting properties zoned Residential before the street or street section can be classified as residential. "Arterial" streets are not included in the NTMP: Excessive speed on arterial streets shall be handled through law enforcement. The Banner, Speed Watch, and SMART Trailer programs can also be used.

b. The general guidance for applying NTMP devices that involve capital improvements is as follows:

"Local" streets - apply as required with no special considerations.

"Neighborhood Route" streets - apply as required with no special considerations.

"Collector" streets - apply as required after consideration of emergency or transit needs.

c. Residential streets are valuable public spaces and, as such, should be shared equitably by all users and may be altered to allow pedestrians, bicycles, children and residents to share the space with cars safely and without conflict.

d. The city should minimize through traffic on streets classified as "Local" streets and "Neighborhood Route" streets.

e. The City shall provide funding for annual NTMP projects in an amount determined by the City Council. Funding for NTMP projects shall normally come from the Street Fund.

f. Make efficient use of City resources by prioritizing NTMP requests. Ranking criteria of NTMP projects shall be based on the presence of schools, traffic speed, traffic volume, accident history, condition of existing street, and likelihood of pedestrians. A minimum of 30 points is required for a project to be eligible for the NTMP.

g. NTMP devices shall not be used on emergency routes if emergency vehicles cannot achieve required response times as established by the Fire Department. The Police and Fire Departments shall be consulted on all proposed NTMP projects.

h. Citizen requests concerning signage, parking, visibility obstructions, striping, and driveway access do not lend themselves to the full NTMP process and can be resolved using existing Public Works (PW) procedures.

i. The city shall use traffic management devices to achieve NTMP objectives if education and enforcement are not successful. The City Engineer shall direct the installation of traffic control devices in compliance with the Milwaukie Municipal Code.

j. The NTMP process shall provide for 1) citizen involvement in problem identification, plan development and evaluation, 2) communication of test results and specific findings to local residents prior to the installation of permanent devices, 3) Traffic Safety and Transportation Board (TSTB) review, and 4) City Council approval.

k. PW will notify all project applicants and neighborhood associations of the status of their NTMP requests at a minimum of once a year.

m. An applicant for an NTMP project shall be an eligible resident or an eligible property owner. An eligible resident shall live within the limits of a proposed NTMP project. An eligible property owner shall own property within the limits of a proposed NTMP project. The limits of an NTMP project shall be set by the City Engineer after coordination with the TSTB and the affected neighborhood association. Property ownership is pertinent when a project is funded through a Local Improvement District.

n. If a proposed NTMP project is not funded within three years, it will be reevaluated to see if it is still an eligible NTMP project. In the interim, the project will remain on the NTMP list in the priority established by its initial point calculation.

o. Prior to construction, proposed NTMP projects shall be tested to the extent possible.

NTMP Goal:

a. Protect neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.

b. Encourage citizen involvement in all phases of neighborhood traffic management activities.

c. Support the policies contained in the Transportation Systems Plan "to ensure that neighborhood and local streets serve local traffic in a safe manner".

NTMP Objectives:

a. Achieve the following vehicle speeds:

(1) "Collector" streets: the 85 percentile speed is within 10 MPH of the posted speed. If the "Collector" street is not improved with curb and sidewalk, then the 85 percentile speed is within 5 MPH of the posted speed.

(2) "Neighborhood Route" and "Local" streets: the 85 percentile speed is within 5 MPH of the posted speed.

b. Reduce cut-through traffic on "Local" or Neighborhood Route" streets to no more than 10% of the Average Daily Traffic.

c. Limit truck volume on residential streets to Local Delivery Only. A truck is as defined in Section 10.04 of the Milwaukie Municipal Code.

d. Maintain traffic volume on "Collector" residential streets at no more than the upper limit established in the TSP (currently 10,000 vehicles per day).

e. Maintain traffic volume on "Neighborhood" and "Local" streets at no more than the upper limit established in the TSP (currently 5000 vehicles per day and 2000 vehicles per day respectively).

f. Limit the volume impact on non-project "Local" streets to 260 vehicles per day and "Neighborhood" streets to 650 vehicles per day subject to the maximum volumes in "e" above. Non-project streets are those in the vicinity of an NTMP project.

g. Meet or exceed the traffic safety requirements articulated in the current edition of Residential Street Design and Traffic Control published by the Institute of Transportation Engineers or the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration. In the event of a conflict in criteria between the previously mentioned documents or other related documents, the City Engineer shall select the standard or criteria that provides the greatest margin of safety.

h. The annual NTMP budget shall strive for three and one-half (3 1/2) percent of gas tax revenues which is approximately \$30,000 in the 1996-1997 budget. Street rehabilitation projects may also include the cost of traffic management devices.

I. Notwithstanding previous objectives, a total point count of over 30 will automatically include a project for further consideration.

Ranking of NTMP Projects

NTMP Projects need to be ranked in order to determine their order of importance within the City and to allocate available funding. The methodology for determining points for each proposed NTMP project is as follows:

- a. Schools:
 - 10 points for public or private school within 500 feet of the project street.
 - 5 points for public or private school within 500-1000 feet of the project street.
- b. Speed: 10 points for each MPH that the 85% speed is over the base speed. The base speed is 10 MPH over the posted speed for collector streets and 5 MPH over the lawful speed for "Local" or "Neighborhood Route" streets. For intersections use the 85% speed of the higher classification street. If classifications are equal, then use the higher 85% speed.
- c. Traffic Volumes: Average Daily Traffic (ADT) divided by 250 to a maximum of 20 points. For intersections use the volume of the higher classification street. If streets are of equal classification, then use the higher volume.
- d. Accident History: The average of the number of reported and correctable accidents per year over the past three years multiplied by 15 up to a maximum of 30.

A "reported" accident is one that is reported to the City of Milwaukie Police Department. A "correctable" accident is one wherein a physical change to the street or conditions adjacent to the street, or the addition of or change to a traffic control device may improve traffic safety.

e. Existing Street Conditions: 5 points if 1) there are vertical or horizontal alignment restrictions, or 2) the street has not been paved within the last ten (10) years, or 3) the street does not have continuous sidewalks on at least one side.

f. Pedestrian Usage: 5 points if parks, multi-family housing, elderly housing, or facility whose primary function is to serve the handicapped is located within 300 feet of the project street.

NTMP Funding: Funding for approved NTMP projects shall come from the Street Fund up to the amount approved by City Council in the current year budget. Because NTMP funding is limited, citizens may decide to accelerate the priority of a particular project by petitioning to pay all or part of the costs of an NTMP project.

a. Eligible property owners may share the cost of an NTMP project with the City on a 50%/50% basis. A cost share between the City and eligible property owners would require the formation of a Local Improvement District (LID) and processing the LID in accordance with the Milwaukie Municipal Code. Contributions from other than eligible property owners (renters for example) are encouraged; however, they must be received prior to the passage of an assessment ordinance for the subject project.

b. Property owners and residents may pay 100% of the costs of an NTMP project. The City must receive the full amount of the contractor's bid price before the project can begin.

c. Property owner funding approval:

(1) If an LID, then owners of more than one-third of the property to be assessed must respond favorably.

(2) If paid 100% by property owners or residents, then 50% of eligible property owners and residents must respond favorably.

NTMP Process

The NTMP is a four phase process that is used to respond to a citizen's concern involving speed, volume, or safety on a residential street. The resolution of the concern may require one or more phases. Phase 1 identifies the traffic problem and determines an action plan for resolving the problem; Phase 2 focuses on neighborhood speed watch; Phase 3 focuses on law enforcement; and Phase 4 focuses on capital improvements. Phases 2 and 3 may occur separately and more than once; however, they must be accomplished before a proposed NTMP project shall qualify for capital improvement funding.

Phase 1 - Problem Identification and Action Plan Preparation

Problem Identification

a. When a citizen calls or visits Public Works with a perceived traffic problem, Public Works (PW) staff takes the information down on a Citizen Request Form or a Traffic Control Device Request Form. All requests are forwarded to the City Engineer for evaluation and further investigation. PW staff visits the site to verify basic information about the perceived traffic problem and, if necessary, provides additional, clarifying details. Staff attempts to observe the problem first hand and, if possible, talks to residents about the complaint.

b. If PW staff verifies the problem and determines the problem to be minor in nature, then PW staff takes appropriate action and notifies the citizen of the action taken or to be taken. A minor problem is one that involves repair or replacement of existing signage or striping, a parking issue, or a problem that, in the judgment of the City Engineer, does not require going through the full NTMP process.

c. If PW staff verifies the problem and determines that the problem meets the minimum NTMP requirements, then PW staff notifies the citizen that the problem has been added to the City's NTMP list for further evaluation and sends the citizen an information package on the City's NTMP. The package includes a brochure that describes the NTMP, a short summary of NTMP options, and a list of names and phone numbers of applicable staff members for further information. PW staff also assigns a project number and proceeds to Step 2.

d. If PW staff determines that the perceived traffic problem does not meet NTMP minimum requirements, then PW staff notifies the applicant of why the problem does not currently qualify for NTMP consideration and explains the applicant's further options. Further options include asking the TSTB to review the applicant's request and to support adding the applicant's project to the NTMP list. If the TSTB determines that it is appropriate to add the applicant's project to the NTMP list, then PW proceeds per para c above.

e. PW staff ranks each proposed project according to NTMP criteria after sufficient data is collected. Normally each project is rated once and retains its point total for three (3) years.. After three (3) years the proposed project is either dropped from the NTMP list or rerated if requested by the applicant. All new projects are rated at the beginning of the calendar year so that the City's NTMP list is set no later than July 1. The proposed project with the highest ranking receives the highest priority. If the proposed project does not meet the minimum point criteria, then the applicant is notified per paragraph d above.

f. If the City Engineer determines that a complaint is an immediate and serious safety problem, then the problem may be addressed separately from the NTMP.

Property Owner Support

a. PW staff mails a survey form to eligible property owners and residents and requests their input. An alternative to a mailed survey form is a door-to-door survey conducted by the applicant. The purpose of the survey is to confirm sufficient local support for an NTMP solution before staff resources are used to develop proposed solutions. The survey describes the problem, asks for agreement or disagreement, and asks to what degree the respondent would support various NTMP options. "Sufficient local support" means that more than 50% of the eligible residents and property owners agree with the problem as stated on the survey form.

b. Prior to the distribution of a survey form, the limits of a proposed project shall be set. Project limits are established on a case by case basis and are needed to determine eligible residents and property owners. The limits of an NTMP project shall be set by the City Engineer after coordination with the TSTB and the affected neighborhood association.

c. The process proceeds to Step 3 if the results of the survey validate eligible resident and property owner concern or if, in the judgment of the City Engineer, the concern involves a validated safety issue. The complaint is concluded if the results of the survey do not validate resident and property owner concern. If the project does not have "sufficient local support", then PW notifies the applicant that the proposed project has been dropped from the NTMP list.

Problem Action Plan

a. PW staff, in conjunction with the city Neighborhood Coordinator, coordinates a meeting with the affected Neighborhood Association. The purpose of the meeting is to provide an overview of the NTMP and explain the four (4) phase approach to reaching NTMP objectives; describe the problem and the applicable NTMP objective; give everyone the results of the survey; provide information collected by staff on traffic and street conditions; provide a proposed Action Plan; obtain feedback from the neighborhood about related problems, issues and concerns; and recruit leaders and members that would be willing to work with PW staff toward the NTMP objective.

b. PW staff coordinates follow-up meetings with the affected Neighborhood Association and/or working Group as necessary to agree on an Action Plan and to implement the plan. The Action Plan lists the proposed solutions by Phase and addresses the various responsibilities for implementing and evaluating the recommended solutions.

Phase 2 (Resident Participation)

a. This phase of the NTMP requires neighborhood leadership and participation in attempting to resolve the traffic problem. The focus is on the Speed Watch Program, the

SMART Trailer, and the Banner Program. The details of each of these programs are provided in Appendix A (Neighborhood Traffic Management Brochure). The PW or Police staff will provide training and equipment to neighborhood volunteers to enable them to collect traffic data and complete the necessary forms.

b. This phase may occur at any time in the life of a proposed project and may occur more than once.

Phase 3 (Enhanced Law Enforcement and Signage)

a. Phase 3 focuses on enhanced law enforcement and signage.

b. If the problem is chronic and not resolvable through resident involvement, the City Engineer will ask the Police Department for an enhanced enforcement effort within the limits of the problem area. This enhanced enforcement effort lasts for the amount of time necessary to show that speeding will not be tolerated. Normally, enforcement activity begins at a high level and tapers off as public awareness increases. More than one enforcement period may be necessary.

c. Signage solutions involve street signs or street striping and are normally undertaken in concert with law enforcement if existing signage is determined to be inadequate. Solutions may involve modification of existing signage or the installation of new signage. PW staff will coordinate the implementation of signage.

d. When the Police Department indicates that continued enhanced enforcement is no longer justifiable, PW staff, in coordination with the Police Department, will evaluate the need to proceed to Phase 4. If, in the judgment of the City Engineer and the Chief of Police the problem will reoccur, the City Engineer may recommend proceeding to Phase 4. Factors influencing the decision include past problems that are similar in nature, the opinion of the Police Department concerning the long term effectiveness of enhanced enforcement, risk of not making an improvement, and the recommendation of the applicable Neighborhood Association and the TSTB.

Phase 4 (Capital Improvements)

a. If education and enhanced law enforcement do not achieve the desired objective, then PW staff proceeds to a capital improvement project (CIP) solution. CIP solutions are reserved for speeding, volume and intersection safety problems that cannot be resolved through education and enforcement. This type of solution requires the greatest amount of public resources and the most time to implement. It may also involve funding participation by the benefiting neighborhood via a Local Improvement District or some other funding mechanism.

b. A matrix of applicable NTMP capital improvement projects is at Appendix B (Typical NTMP Devices). PW staff will recommend a project(s) based on its likelihood of achieving the NTMP objective and cost.

c. Whenever possible, a CIP solution will be preceded by a test using temporary devices for a period of 3 - 6 months. A permanent solution will not be undertaken if the test does not obtain the desired results. The local neighborhood will be notified of the test. If the City Engineer finds that an unforeseen hazard exists, the test may be revised or removed. If testing of NTMP devices is not possible, then the City Engineer can recommend permanent construction based on positive citizen support. Following the test, PW will evaluate how well the NTMP device performed in terms of previously defined problems and objectives. The evaluation includes the project street and streets affected by the project, and is based on before-and-after speeds and volumes, impacts on emergency vehicles, and other evaluation criteria established in Phase 1. If the evaluation criteria is not met to the satisfaction of the City Engineer, the project may be modified and additional testing conducted. The final test results are reviewed with the neighborhood, City staff, and the TSTB. The City Engineer shall not forward a CIP project to Council for approval if the test results show that an NTMP device is unsafe or if the project violates city policies (NTMP, TSP and Land Use/Development).

d. Local Support: At least 50% of eligible residents must support an NTMP project before it can be forwarded to Council for CIP approval. Confirmation of sufficient support may require a separate vote.

e. User Support: If there is substantial opposition to the use of an NTMP device by other than eligible residents (for example, those who travel the project street on a regular basis) that cannot be resolved, then the City Engineer shall refer the project to the City Council for final decision.

f. A CIP solution requires review and approval by the City Council.

g. Final design and construction is administered by PW and is generally completed within 12 months of City Council approval.

h. PW will monitor NTMP devices and conduct a follow-up evaluation within one (1) year of the installation to assess the effectiveness of the project. The evaluation will normally include traffic speed, volume, and accidents as well as a survey of local residents to get their input regarding the effectiveness of the project. Additional assessments may be made if directed by the City Engineer.

i. NTMP Removal: At least 75% of eligible residents must support a request to remove an existing NTMP project before PW will forward such a request to City Council for final resolution. Removal of a NTMP project will be at the expense of eligible residents unless otherwise specified by Council.

j. PW Streets is responsible for maintenance of NTMP devices less landscaping which will be contracted.

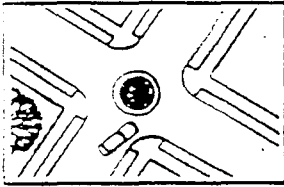
TYPICAL TIME LINE

PHASE	STEP	DESCRIPTION	TIME (weeks)
1	1	Problem Identification	2
	2	Problem Confirmation	8
	3	Problem Action Plan	
		-Definition of problem, objectives, and proposed solution(s)	12
		- Initial Meeting with Neighborhood	4
		- Follow-Up Meeting(s) with Neighborhood	Varies
2		Resident Participation	8
3		Enhanced Law Enforcement/Signage	Varies
4		Capital Improvements	
		- Preliminary Design	4
		-Citizen Funding (if required)	Varies
		- Council Approval	2
		- Final Design	4
		- Prepare Bid Documents	4
		- Bid Project(s)	2
		- Award Project(s)	2
		- Construct Project(s)	12
		- Monitoring/Follow-up	12

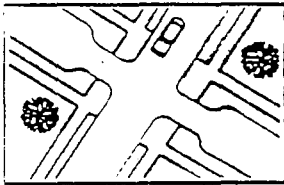
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Traffic Management Devices:

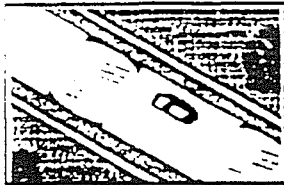
(Physical devices which change street characteristics and traffic patterns.)



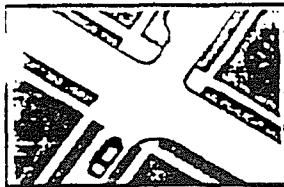
Traffic Circles are raised landscaped islands placed in the center of an intersection. Their primary purpose is to reduce speed and separate intersection conflicts. Circles are especially effective in a series and may reduce through-traffic.



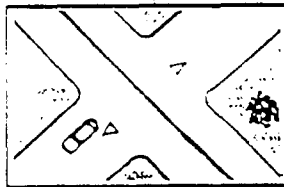
Curb Extensions narrow the street by widening the sidewalk or the landscaped parking strip. These devices make pedestrian crossings easier. They also narrow the pavement and provide a visual cue to motorists that they are on a non-arterial route.



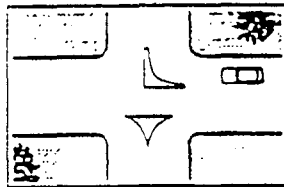
Speed Humps reduce speeds on residential streets by requiring vehicles to slow to residential speed limits as the driver approaches the "hump". These devices are from 14 to 22 feet in length and approximately 3 inches high. The newer "hump" design is unlike the older "speed bump" design in that it allows vehicles to travel near the legal speeds on residential streets.



Diagonal and Semi-Diverters limit access to a street from one direction by placing a barrier diagonally across an intersection, separating the legs of an intersection or by blocking half the street. They are effective in reducing volume and allow more freedom of circulation within the neighborhood than cul-de-sacs. Both diagonal diverters and semi-diverters can be designed and installed to allow emergency vehicle access.



Median Barriers are used on arterials to prevent through-traffic or control turns onto neighborhood street from arterials. Medians may also be used within a neighborhood to prevent non-local traffic movement through a street. Medians may be used effectively in combination with forced turn channelization and turn prohibitions.



Forced Turn Channelization allows traffic entering or exiting a neighborhood street to move in one direction only. This discourages a potential or existing through-traffic pattern.

(above art provided courtesy of the City of Portland, Bureau of Traffic Management).

Parking Revisions can modify traffic conditions by: either removing parking to facilitate turns and visibility or revising parking to slow traffic movement or add spaces, i.e. angle parking on one way street.

Parking Bays with wider parking strips can be used to narrow street pavement or lanes, and enhance street tree planting areas with longer curb extensions.

Pavement Modification can be used to emphasize heavily-used pedestrian crossings or neighborhood entries. Thresholds, different paving surfaces, or raised pavement surfaces, are often used in combination with curb extensions.

Lane Demarcations such as striping, buttons, or curbing can be used to better define or separate travel lanes, bicycle lanes, parking lanes, pedestrian lanes, etc. Generally, narrower travel lanes slow traffic slightly, but can raise other safety or operational problems.

Traffic Control Devices:

(Standard regulatory and advisory controls, such as signage and signals.)

The Federal Highway Administration has established guidelines, criteria or warrants that must be met to install each device. These guidelines apply to all streets in Gresham.

Stop Signs are devices used to assign right-of-way at an intersection. Stop signs should not be installed, and are not effective, in diverting traffic or reducing speeding. They are installed at uncontrolled intersections with accident problems, visibility restrictions (such as buildings or topography); and/or where volumes are high enough that the normal right-of-way rule is unduly hazardous. Variations include two-way stops and all-way stops. Each variation has certain guidelines that dictate its use.

Signal Modifications can discourage or prohibit non-local movement on neighborhood streets (local or collector) to or from arterials. Generally, the longer the signal wait times between side streets and arterials, (e.g. double cycles, etc.), the less non-local traffic will short-cut through a side street.

Turn Prohibitions are used on arterials to prevent non-local traffic from using neighborhood streets (e.g. no left turn). These prohibitions may be in effect all day or just at weekday peak hours.

Signage Changes may be informational, (e.g. flashing school crossing signs, neighborhood entry signs), directional (e.g. "Arterial Route" signs), or regulatory (e.g. "No Trucks" signs).

Speed Limits are established by the State Speed Control Board, based on engineering criteria, local land use character, and existing speeds. Without physical changes to a street, a lower speed limit will not actually reduce speeds.

Rumble Strips are raised buttons placed on a street to warn of a hazard or cue drivers to another traffic control device; they may slightly decrease speed, but raise bicycle safety and maintenance concerns.

One Way Streets, where practical, may be used to discourage non-local traffic movements on neighborhood streets.

Clear Vision Areas are visibility zones at intersections and driveways. These areas are sometimes obstructed by fences, brush, shrubs, parked cars, etc., which the City can legally require to be removed or modified.

Other Techniques

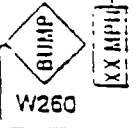
Neighborhood Speed Watch is a method for neighbors to actually monitor and warn neighborhood speeders, using a City-loaned radar gun. Petitions for setting up a Neighborhood Speed Watch are available from the Gresham Engineering Division, Transportation Program.

Crosswalks at heavily used pedestrian or school crossings can be enhanced by visibility improvements, striping, warning signage, and by reducing the crosswalk distance.

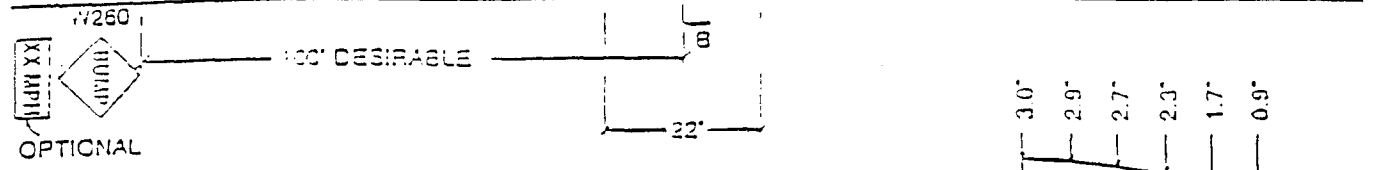
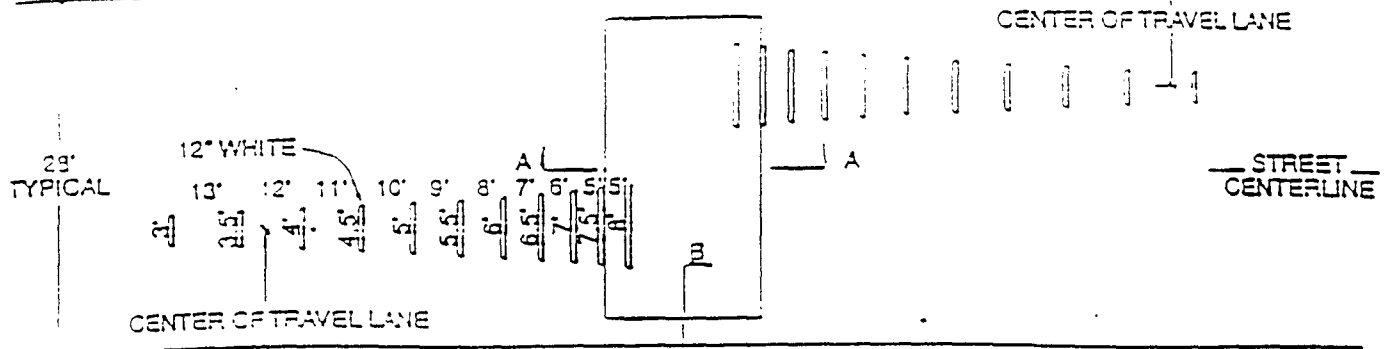


SPEED BUMP
(TYPICAL)

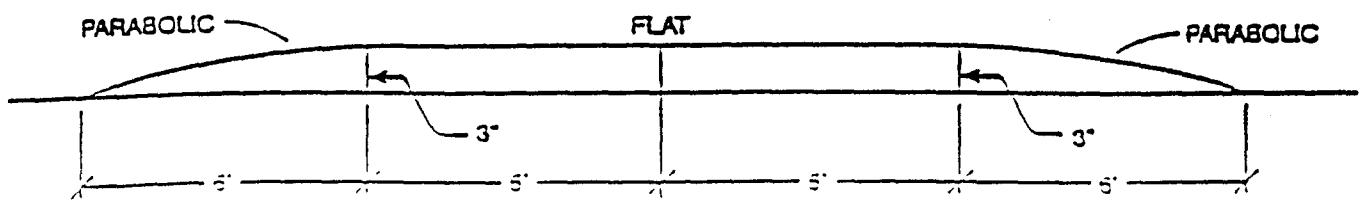
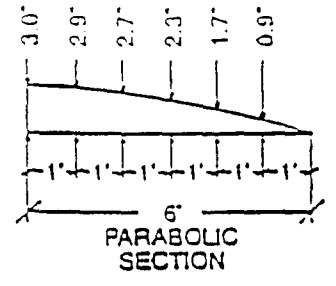
OPTIONAL



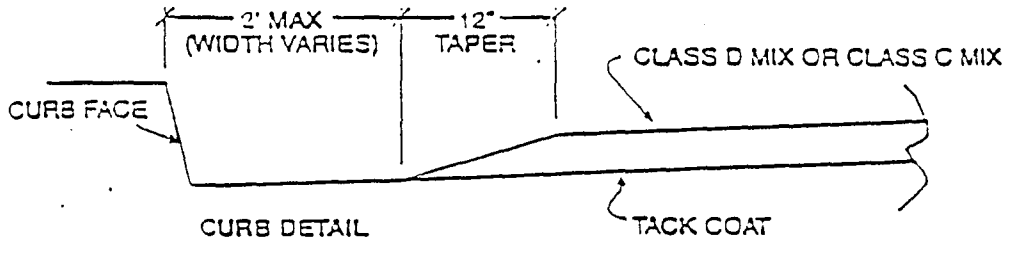
100' DESIRABLE



Section A-A



Section B-B



CITY OF MILWAUKIE, OREGON - PUBLIC WORKS DEPT.

22 FOOT SPEED HUMP

DRAWING NO.

NO.	REVISIONS	DATE	BY

APPROVED _____ CITY ENGINEER _____ DATE _____

MILWAUKIE

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

People driving too fast on neighborhood streets is a problem that most neighborhoods are experiencing. To address this concern, the City of Milwaukie offers a **Neighborhood Traffic Management Program**. This program is a partnership between neighbors and the City to preserve the safety of our neighborhood streets. By working together, we can send the message that speeding will not be tolerated in Milwaukie.

The Neighborhood Traffic Management Program (NTMP) is designed to provide a consistent strategy for evaluating citizen requests for assistance to slow traffic. The program has two primary goals: 1) improve the neighborhood safety by slowing traffic on residential streets, 2) involve citizens in all phases of the project.

The intent of the program is to use **EDUCATION, ENFORCEMENT, and ENGINEERING** to solve the problem in the most timely and least expensive manner possible. Remember that every dollar devoted to a traffic management device is one less dollar that can be used for street rehabilitation such as repaving. Following each phase, the city will evaluate the success of the program and determine if further action is required. Education and enforcement must be conducted before engineering will be initiated.

All NTMP requests will be ranked. Ranking will depend on the presence of schools, vehicle speeds and volume, accident history, emergency response routing, street conditions, and the level of pedestrian traffic. The purpose of the ranking is to prioritize NTMP requests so as to focus on the most severe safety problem first. Requests with less than the minimum points are not eligible for the program.

HOW DOES THE PROGRAM WORK?

Phase 1: Contact Your City

If you have a traffic concern, contact the Public Works Department at 786-7600. You will be asked for a complete description of the problem, the location, and so forth.

Public Works staff will investigate your concern, visit the site, and when possible, talk with other residents, if possible.

Phase 1: EDUCATION

NEIGHBORHOOD MEETINGS

In response to neighborhood concerns, one or more meetings will be scheduled with the Neighborhood District Association to explain the NTMP, discuss specific traffic issues, identify specific goals and objectives, and discuss progress and critical tasks.

Education is important because most local traffic problems are caused by people who live within the neighborhood. The neighborhood will be asked to take the lead to educate drivers.

SLOW DOWN BANNER

The City owns two street banners which encourage drivers to "Give us a brake: SLOW DOWN!" These banners help build driver awareness about the need to observe neighborhood speed limits.

Each banner is normally hung in one location for up to three weeks before being moved. The banner can only be hung where there are utility poles across the street from each other which are tall enough to allow a minimum clearance of 18 feet between the banner and the street surface. Currently, there are about 20 locations in the city meeting these requirements. The City rotates the banners between sites from April through November. They are not hung during winter due to inclement weather.

For a copy of the schedule, call Public Works at 786-7600, or dial up the city's interactive video bulletin board on cable channel 12. (659-6639) It features the current schedule on menu number _____.

NEIGHBORHOOD SPEED WATCH

Neighborhood Speed Watch gets neighbors directly involved in reducing traffic speeds. The city will provide the training and equipment. You provide the volunteers! If you organize a minimum of two adults, City staff will train you to operate a radar gun and record vehicle speeds and license plate numbers. Once supplied with the list of speeders, the Police Department will send a courtesy letter to each person, encouraging them to SLOW DOWN.

SMART (Speed Monitoring Active Radar Trailer)

The SMART trailer is a self-contained system with a radar unit and display screen that is placed at roadside and focused at on-coming traffic. As cars pass, the screen displays vehicle speed.

You are also encouraged to serve as an example by driving the speed limit yourself. Talk to your neighbors about community standards and the importance of maintaining safe speeds in neighborhoods.

Phase 2: ENHANCED LAW ENFORCEMENT

Driving faster than the lawful speed is not neighborly behavior. The Milwaukie Police Department is prepared to help you control speeders.

If education efforts do not resolve traffic speeding problems in your neighborhood, the Public Works will contact the Police Department to request enhanced enforcement in the area. Police will increase visibility and traffic patrols to demonstrate that speeding will not be tolerated in

Milwaukie. Violators will be ticketed. The fine for a speeding ticket in Milwaukie can currently range from \$110 to \$400 depending on speed above the posted speed.

Phase 4: Engineering Solutions

Improving traffic signs in the area may be a relatively inexpensive and effective solution. The City Public Works Department will analyze existing streets signs, and the probable effectiveness of new signs or street striping.

After enhanced enforcement, the public works staff will again evaluate the success in achieving the goals and objectives. If the problem has been resolved, there is no need to move forward.

If the problem persists, engineering solutions will be pursued. Examples of engineering solutions may include speed humps, traffic circles, or curb extensions. Other options may be explored.

The advantage of these solutions is that they are permanent. The disadvantage is they can take more time and money to implement. Additionally, homeowners may be asked to share the cost of improvements through a Local Improvement District.

Any permanent solution must go through the budget process, be reviewed by the Traffic Safety and Transportation Board, and approved by the City Council. The solution must be consistent with overall city policy, including the Transportation System Plan.

Please note: It is also possible to request the banner, speed watch and SMART trailers independent of the Neighborhood Traffic Management Program. Just give us a call at the numbers below.

SLOW DOWN Banner	786-7508
Neighborhood Speed Watch	786-7608
SMART Trailer	786-7415