

RESOLUTION NO. 83-2010

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING A REVISED THREE YEAR PILOT OF THE WALK SAFELY MILWAUKIE PROGRAM TO IMPROVE PEDESTRIAN SAFETY AND LIVIBILITY IN MILWAUKIE NEIGHBORHOODS.

WHEREAS, the City Council adopted Resolution 65-2010 establishing the Walk Safely Milwaukie Program to improve livability, support pedestrian safety and raise the level of "walkability" of Milwaukie; and

WHEREAS, City's Transportation System Plan (TSP) describes both the magnitude of the problem and the community's desire to make their streets more walkable; and

WHEREAS, a Walk Safely Milwaukie Program will empower neighborhoods to identify and implement projects to make walking in Milwaukie a safer, more comfortable, and commonplace experience; and

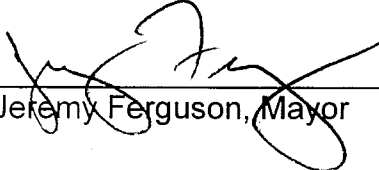
WHEREAS, some adjustments to the program have been requested by the City's Public Safety Advisory Committee; and

WHEREAS, adjustments have been made to the program to respond to the Public Safety Advisory Committee's concerns and to designate City Council the final decision maker on project allocations;

NOW, THEREFORE, BE IT RESOLVED that the City adopt a revised three-year pilot of the Walk Safely Milwaukie Program, the program attached hereto as Exhibit A.

Introduced and adopted by the City Council on November 16, 2010.

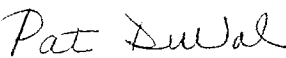
This resolution is effective on 11/16/10.



Jeremy Ferguson, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Schrader Ramis PC

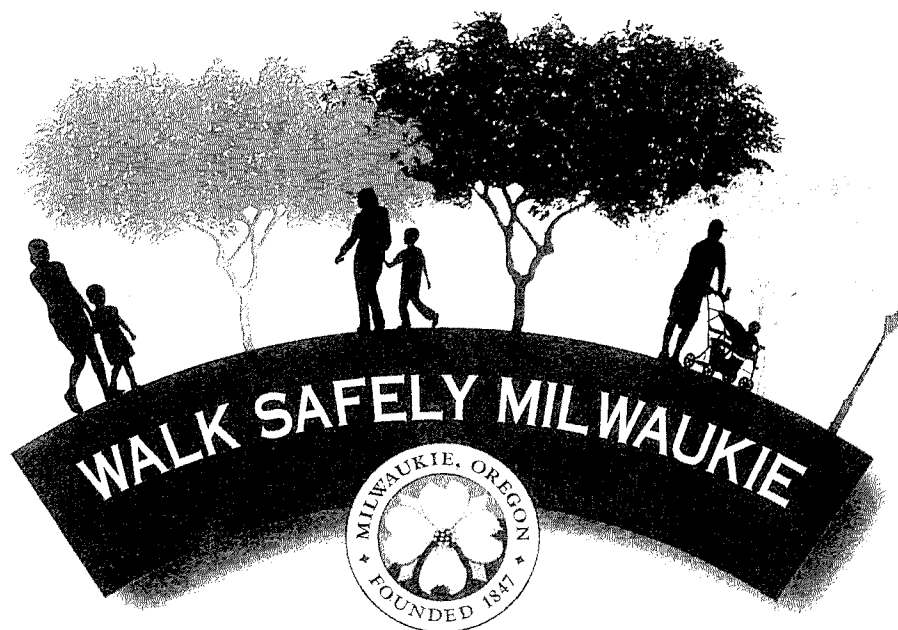


Pat DuVal, City Recorder



City Attorney

EXHIBIT A



PROGRAM

November 2010

JANUARY 22, 2010

DRAFT

Walk Safely Milwaukie Program

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Mission Statement

The Walk Safely Milwaukie Program (WSMP) empowers Milwaukie's neighborhoods to identify and implement local projects and other citizen-led activities to make walking in Milwaukie a more comfortable and commonplace experience.

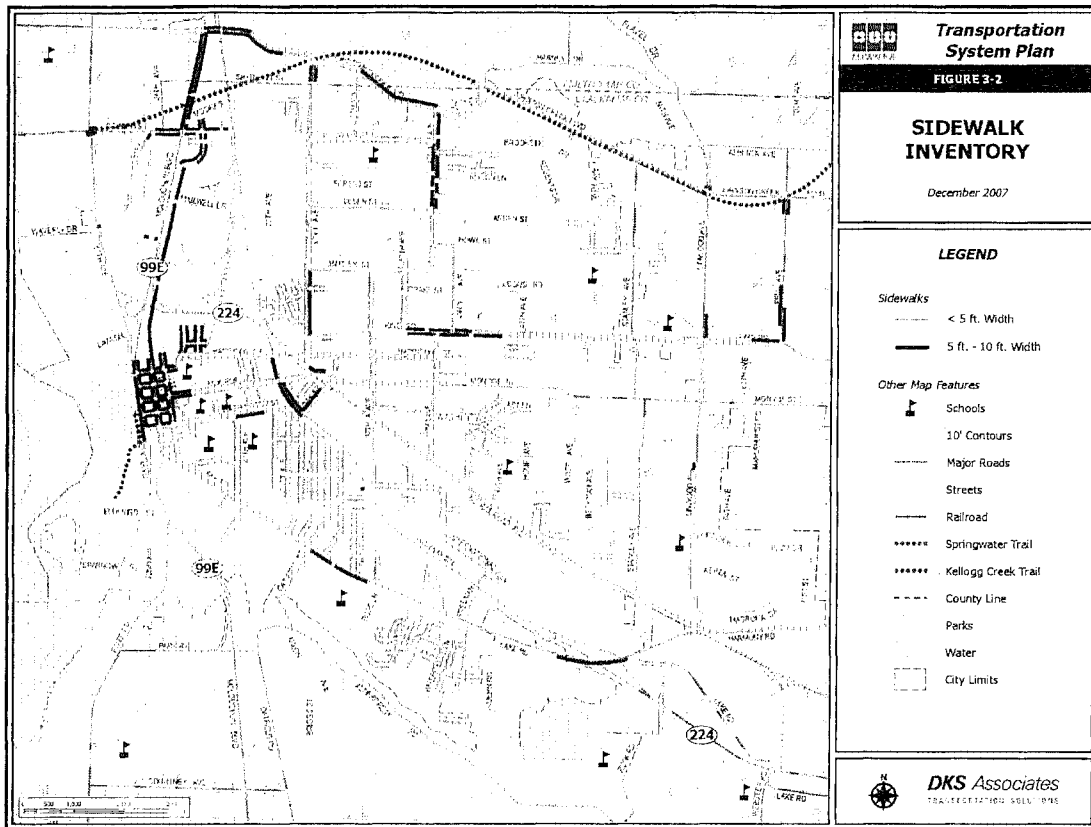
1. Existing Conditions & Need

Milwaukie's residential streets face increasing levels of motorized traffic – a pattern that will only worsen with time. All across the region, interactions between automotive, bicycle, and pedestrian traffic has become increasingly strained, presenting safety concerns for all road users, but particularly for pedestrians. In Milwaukie specifically, neighborhood concern about speeding, cut-through traffic, unsafe driving, and failing intersections is longstanding. Many Milwaukie streets have inadequate sidewalks, street lighting, and safe crossings. These factors reduce the feeling of safety for pedestrians, which, in turn, decreases citizens' interest and ability to walk – whether for exercise, pleasure, or transportation. The social quality of Milwaukie's neighborhoods is correspondingly weakened.

For years, Milwaukie's neighborhoods have voiced concern over this situation, and sought means for doing something about it (see Appendix A). In 1997, the City adopted a Neighborhood Traffic Management Program (NTMP) that was intended to address neighborhood traffic issues and pedestrian safety concerns. Until this year, little to no funding has been available to fund this program, due to the serious gap between funding availability for streetscape improvements and the almost incalculable need throughout Milwaukie's neighborhoods. During the 2008-2009 fiscal year, for example, neighborhoods received only about \$10,000 in total, which funded a few, small traffic calming and pedestrian safety projects identified through a collaborative process between NDA representatives, the Public Safety Advisory Committee, and the City Engineering Department.

Yet the City's recently completed Transportation System Plan (TSP) clearly describes the magnitude of the problem and the communities desire to make their streets more walkable. The TSP's Prioritized Master Plan Project List identifies 44 high and medium unfunded priority projects – 19 of which (or 43 percent) would improve the function and safety of non-motorized transportation. Chapter 11 of the TSP suggested funding a Neighborhood Pedestrian and Traffic Safety Program at the level of \$300,000 per year and identified numerous strategies for achieving the goal (the neighborhood traffic management "Tool Box").

Milwaukie has a fragmented and disconnected network of sidewalks, which makes walk trips, especially those of any distance, uncomfortable. The TSP notes that neighborhoods to the northeast of Highway 224, in particular, lack adequate pedestrian facilities. Many residential areas in this part of the city have no sidewalks whatsoever, and there are many intersections with partial or no ADA ramps. Sidewalk gap coverage is illustrated by the Sidewalk Inventory in the TSP (figure 3-2, reproduced below).



The issue goes beyond sidewalk gaps, however. In the Island Station NDA, neighbors have complained for years about pedestrian safety and high traffic speeds on River Road. The Ardenwald, Lewelling and Linwood NDAs have seen, and expect to see, additional cut-through traffic on collectors in their neighborhoods as Clackamas County and the city of Portland continue to add population. The Lake Road neighborhood has been waiting more than ten years for the transformation of Lake Road into a more pedestrian and bike-friendly boulevard – a project that has taken so long because of its total reliance on federal funding, and one which will still be difficult to get to on foot or bike for many Lake Road residents. The Hector Campbell NDA has voiced a mix of opinions about adding sidewalks – but most in the neighborhood would prefer that walking to the King Road Commercial Center was easier and safer. Only the Historic Milwaukie NDA has a fairly complete sidewalk network; however, this neighborhood has also been outspoken about driver behavior between downtown Milwaukie and Highway 224, and the impact of this behavior on neighborhood livability.

In short, all of the Milwaukie neighborhoods have been united in their concern about the impact of traffic near their homes, whether the leading concern is safety, noise, inconvenience, the slowness of project development, or a more general dissatisfaction with streets that meet the needs of cars while leaving neighbors to fend for themselves. The City has enacted policies consistent with neighborhood views, but has never had enough money to make much of a dent in the problem. The WSMP is designed to finally address this shortcoming.

2. Traffic Calming vs. Walkability

As defined in the 1990's (and perhaps as is currently conceived by many neighbors), the problem of walking in Milwaukie's neighborhoods, is principally a traffic problem. The thinking goes that if there were less traffic, or if traffic were "calmer", then pedestrians would naturally emerge.

On the one hand, the presence of traffic – especially traffic that is high volume, fast, and seemingly oblivious to the local surroundings – is a deterrent to walking. However, there are many, many streets in Milwaukie where traffic is most decidedly not a problem, but where Milwaukians don't feel comfortable walking regardless.

The WSMP recognizes that good walking environments require more than simply the absence of intimidating traffic. These characteristics include:

- Destinations within walking distance
- Supportive physical features of the streetscape (is the "walk zone" safe and comfortable?)
- An "interest factor" (is the walk interesting; can more than one route be selected; what are the chances of running into a neighbor?)
- The "people factor" (are others out walking also?)
- Safe/comfortable crossings (since one very difficult street crossing can dissuade the decision to walk at all).

The WSMP will calm traffic where possible but also broaden the range of ideas, efforts and comprehension of what makes a walkable city. Traveling on foot between neighborhood destinations enhances livability and promotes health and well being *while at the same time signaling to drivers to slow down*. Pedestrian safety projects and traffic calming devices that improve walking conditions within neighborhoods have the potential to decrease traffic speeds and vehicular noise levels. As a result, these projects can strengthen community identity and pride, put more eyes on the street, and potentially deter crime and other unwanted activity.

Walkable communities promote increased health and well-being for individuals and families, while providing residents opportunities to save money and take small steps toward protecting the environment. Walking burns as many calories as jogging yet is far less stressful and is appropriate for all ages. Walking is inexpensive transportation and can decrease our ecological footprint. As communities walk, neighbors become better acquainted, fostering stronger communities and increasing neighborhood safety. *The simple presence of people within the vicinity of local streets has proven to decrease traffic speeds, making roadways safer for all users.*

The following section on WSMP goals and eligible activities acknowledges the importance of traffic calming within the larger objective of improving "walkability" and livability. However, traffic calming alone won't necessarily get neighbors thinking together about key pedestrian improvements, nor make it easier for baby strollers to navigate tough crossings, nor make a walk trip more convenient from home to store, nor bind neighbors together with local businesses or schools in support of walkability. Projects and initiatives that aren't traffic calming focused and do not occur on high

volume streets can still be desirable under the WSMP concept, and may have, in fact, even greater benefits to a neighborhood.

3. Program Benchmarks & Eligible Activities

a. Benchmarks

The WSMP is founded on the understanding that both the built environment and social context affect walking behavior. The WSMP promotes education *and* engineering to improve the conditions and awareness in neighborhoods that are necessary to increase the propensity of walking. The walkability of a given streetscape is determined by the relationship between the street's physical features, urban design qualities, *and* individual reactions to those features and qualities. The extent to which individuals feel that a street is a safe and desirable place to walk largely determines its walkability. And the extent to which neighborhoods feel like they have influence over the gradual and positive transformation of their streets should improve neighbors' engagement with each other, their immediate environment, and the City itself.

The four benchmarks of the Walk Safely Milwaukee Program therefore, are:

- To empower Neighborhood District Associations (NDAs) to effectively fund high priority pedestrian projects and programs
- To increase the involvement of residents in neighborhood planning by providing tools and resources to develop meaningful solutions
- To create conditions that increase the sense of safety, ease and enjoyment for pedestrians and bicyclists on local streets
- To improve the safety of pedestrian crossings at arterial and collector streets without compromising auto mobility.

b. Eligible Activities

To achieve the 4 benchmarks and demonstrate the success and value of the WSMP, it is essential that neighborhoods have a high level of control over the desired improvements, but also that such improvements actually bring the desired effects to the neighborhood. The WSMP will not be able to, nor should it, fund every idea from every corner of Milwaukee. The Eligible Activities, as proposed in the Pilot phase of the program, are grouped into three categories:

1. Pedestrian Amenities and Local Street Calming
2. Street Design and Collector/Arterial Street Calming
3. Awareness and Education

Pedestrian Amenities and Local Street Calming

Many neighborhood and local streets would benefit from devices that would favor non-motorized traffic and improve the pedestrian experience in and around the street. These devices invite pedestrians to use streets as public spaces and, in doing so, both calm and deter traffic indirectly. These can be low-cost, community-building elements that

change the physical geometry of the street to promote its use by people outside of their cars. Examples include;

- New and improved sidewalks
- Adding and retrofitting ADA ramps
- Street-side seating
- Street trees
- Drinking fountains and other water features
- Community notice boards
- Play equipment-and other kid-friendly improvements
- Sculpture and Art
- Street Painting
- Median landscaping, gardens, and water quality features

Some locations on neighborhood and local streets call for street design and calming devices that influence both pedestrian and driver behavior equally. They promote walking while actively slowing or deterring traffic. Examples include;

- Shared streets – streets without curbs where bollards, chokers, and/or landscape elements define vehicle and pedestrian areas
- Center median with or without pedestrian refuge
- School safety improvements such as beacons at crossings
- Raised, lighted, decorative, or painted crosswalks or other intersection treatments, such as paving alternatives
- Entry treatments – use of landscaping to delineate and enhance a neighborhood entrance.

Street Design and Collector/Arterial Street Calming

Collector and arterial streets, by their nature, cater more to driver mobility, but need not sacrifice pedestrian safety. The following calming devices focus primarily on drivers, but also improve the pedestrian experience by providing safe crossings and refuge areas and managing access to heavy use streets from local neighborhoods. Examples include:

- Traffic circles
- Full/partial closure of local or skinny streets to prevent thru traffic by means of a physical barrier
- Diverters – a median or other barrier such as a curb extension, that forces traffic to turn in a particular direction thereby reducing cut-through traffic and collisions.

Finally, some devices are directed entirely at the driver. They intend to manage, slow, or deter traffic without direct or intentional impact on pedestrian volumes or safety. Examples include:

- Improved signage
- Speed bumps, humps, cushions or tables
- Traffic signals and signal timing changes
- Speed radar trailer and/or enhanced police enforcement
- Improved major street performance, i.e., provision of adequate capacity and connectivity on alternative arterials and collectors.

Awareness and Education

The more unsafe a roadway feels for pedestrians, the less likely we are to walk between short destinations. The absence of pedestrians gives drivers the impression of security and predictability, leading to increased speeds and a greater likelihood of reckless driving behavior. This can become a self-reinforcing effect, further deteriorating pedestrian safety and the likelihood that neighbors will choose to walk.

Encouraging social and cultural solutions to traffic problems is based, in part, on the concept that most residents are both drivers and pedestrians. Everyone has a stake in shifting the traffic dynamic within all neighborhoods to balance livability with mobility. A deeper understanding of how each of us is responsible for the character and quality of our neighborhoods is a key step in encouraging drivers to consider the context and implications of their driving behavior.

A neighborhood walking culture is the most basic and effective form of traffic calming because the presence of pedestrians makes drivers accountable for their driving behavior. At the same time, a walking culture improves the social character and vitality of neighborhoods. As more residents are supported in their choice to walk between destinations, the use of local streets is diversified; bikers, cars, dogs, kids, joggers, and the elderly all begin to share the street environment. This highly varied environment reminds drivers that neighborhood streets are unpredictable, people-oriented spaces, and that their driving style and speed should reflect this.

The WSMP therefore seeks to empower neighborhoods to promote walkability and livability by raising awareness and educating neighbors about the interactivity of streets, drivers, pedestrians, cyclists and neighbors. Eligible Awareness and Education activities could therefore include:

- Citizen traffic calming workshops, trainings, and toolkits
- Walking Audits/Checklists and surveys to determine existing conditions
- Neighborhood Pace Car bumper sticker campaigns
- Neighborhood speed watch
- Neighborhood Traffic Treaties
- Events and programming such as International Walk and Bike to School Day
- Incentives that encourage businesses and other institutions to connect to the street with seating, outdoor art, or play structures.
- Cycling classes or safe walking route information and mapping resources.

- Requiring “Share the Road” classes for drivers that have received particular types of traffic violations.

Awareness and educational programs are relatively low-cost measures and should be undertaken in partnership between interested neighbors, other NDAs, schools, religious institutions, community coalitions and the City itself. The WSMP is structured to support and encourage social programming as a complimentary element to the construction of physical pedestrian amenities and traffic calming devices.

4. Responsibilities

To achieve the four benchmarks, the WSMP requires the successful collaboration of several responsible parties.

Milwaukie’s NDAs are responsible for keeping abreast of traffic concerns in their neighborhood by walking regularly, listening to neighbor concerns, recording observations, and regularly reporting on traffic and walking conditions to the City through a **Walk Safely Report to the Public Safety Advisory Committee (PSAC)**. NDAs are also responsible for submitting project proposals to PSAC, and justifying these projects, in writing, according to the established Project Ranking Criteria.

The Public Safety Advisory Committee is responsible for acting as an intermediary between NDAs and City staff, providing a forum for communication between these entities, and working in an advisory capacity as project proposals are developed and reviewed. PSAC has the responsibility to approve the final project list, prior to Council review. PSAC also works with staff to jointly report on the program and suggest changes as part of the program audit.

The City of Milwaukie’s Community Development Department is responsible for supporting the NDAs in the development of a regular report on traffic conditions; providing consultation and resources to assist in program and project development; and determining if educational and enforcement solutions have been adequately considered or implemented prior to capital project implementation.

The City of Milwaukie’s Engineering Department is responsible for reviewing and providing appropriate capital project recommendations in response to NDA Walk Safely Reports; advising and staffing the WSMP program at PSAC; evaluating proposed capital projects according to the established Project Ranking Criteria; explaining if any project proposals run afoul of safe or necessary traffic engineering; developing cost estimates to accompany capital project proposals; and designing, bidding, and managing small projects awarded funding.

The Community Development/Public Works Director is responsible for drafting the project list for PSAC and City Council approval. The CD/PW Director shall also make an annual report to the City Council on the Program.

The Milwaukie City Council is responsible for making the final decision on project funding, and reviewing the benefits of the Program and the wisdom of allocating city funds to the Program. The Council may also, in their role as City leaders, help the NDAs and City Departments collaborate and communicate about projects, goals or issues that arise in the Program.

5. Project Identification, Criteria and Allocation of Resources

a. Project Identification

The WSMP recognizes that neighbors' best understand the problems facing their streets and the opportunities available to improve the pedestrian environment.

The WSMP project selection process empowers neighborhoods to effectively communicate pedestrian needs and traffic concerns to the City and to propose community-based solutions to these needs and concerns.

This process is proposed to run annually according to the following sequence:

- **Ongoing:** City staff will provide trainings, educational opportunities, and resources to NDAs and other interested community groups aimed at broadening citizen understanding of: "walkability"; traffic issues; the costs, benefits, and drawbacks associated with potential solutions; and how various pedestrian amenities and traffic calming approaches can affect driver/pedestrian behavior.
- **By Feb 15: NDAs develop and submit a Walk Safely Report** which will outline the neighborhoods' perspective on current driving and walking conditions, trends, priorities and recommended potential improvements. The report is to be submitted to PSAC for their review. The Report may or may not be updated annually, at the NDA's discretion.
- **Feb PSAC Meeting: PSAC and City Staff discuss and provide recommendations to the Walk Safely Report.** PSAC and staff recommendations shall be relayed to each NDA.
- **By March 30: NDAs submit project proposals.**
- **April PSAC meeting: City staff present draft scoring.** PSAC provides recommendations and suggests changes to scores.
- **May PSAC meeting: Staff present draft funding recommendations to PSAC.**
- **Within 30 days of receiving draft funding recommendations: PSAC forwards a recommendation to City Council for final action.**

The specific dates may be adjusted to accommodate City budget cycles or other changes in the future.

b. Capital Project Ranking Criteria

Designation as a Pedestrian or Bicycle Route: Does the proposed project improve non-motorized mobility on a designated pedestrian or bicycle route?

Scoring:

- 3 = Project is located at the confluence of two existing or proposed ped/bike routes
- 2 = Project is located on one existing or proposed ped/bike route
- 1 = Project is near or will improve non-motorized access to an existing or proposed ped/bike route

Safe Routes to Schools: Preference will be given to projects that promote safer routes within the vicinity of schools.

Scoring:

- 3 = Project is within 500ft of a school or part of a Safe Routes to School "action plan"

- 2 = Project is within 1000ft of a school
- 1 = Project is more than 1000ft from a school, but improves safe non-motorized access to a school

Proximity to Parks and Community Amenities: Preference will be given to projects that are within 500 feet of parks, multi-family housing, churches, elderly housing, commercial centers, or any facility whose primary function is to serve the handicapped.

Scoring:
Add 1 for each amenity

Collision Rate: Preference will be given to projects that respond to a known safety concern or area of accident history. Collision Rate = (Number of Collisions x 1,000,000)/(Number of Years of Data x Annual Average Daily Traffic).

- Scoring:*
- 3 = Project site has collision rate above 0.7
 - 2 = Project site has collision rate between 0.3-0.7
 - 1 = Project site has collision rate between 0-0.3
- Additional 2 pts available if a non-motorized/motorized traffic incident has been reported at this location

Traffic Speed: Priority will be given to projects on streets where driver speeds jeopardize pedestrian safety.

- Scoring:*
- 3 = 85-percentile speed is more than 10 MPH over posted speed
 - 2 = 85-percentile speed is 5-10 MPH over posted speed
 - 1 = 85-percentile speed is less than 5 MPH over posted speed

Promotes Non-motorized Use of Streetscapes: Preference will be given to projects which are creatively designed to promote non-motorized transportation in and around the street.

- Scoring:*
- 6 = Project is designed primary to enhance the experience and/or safety of non-motorized traffic, but will effectively deter/slow motorized traffic
 - 4 = Project is designed to enhance the experience and/or safety of non-motorized traffic with no effect on motorized traffic
 - 2 = Project is designed to deter/slow motorized traffic primarily, but may improve the pedestrian experience and/or safety secondarily.

Neighborhood Support: Preference will be given to projects with broad-based neighborhood support and to those that provide matching funds.

- Scoring:*
- 3 = 40 or more signatures (1 per address) from 4 or more streets in support
 - 2 = 30-39 signatures (1 per address) from 3 or more streets in support
 - 1 = 20-29 signatures (1 per address) from 2 or more streets in support
- Additional two points available based on level of financial match pledged by sponsoring-NDA.*

Integrates Education and Outreach: Priority will be given to projects that integrate meaningful community-based education and outreach.

- Scoring:*
- 1 point if project is identified in a "Walk Safely Report"

1 point if project has a connection to a previous or concurrent Awareness & Ed. effort

Data-Supported: Preference will be given to projects identified within the TSP prioritized Bike or Pedestrian Master Plan Project List

Scoring:

3 = Project is "high" priority within the TSP

2 = Project is "med" priority within the TSP

1 = Project is "low" priority within the TSP

Project Cost: To be determined by Engineering Department. This information is advisory and not included in project scoring process.

Note: Traffic calming or control methods shall not be used on emergency routes if emergency vehicles cannot achieve required response times as established by the Fire Department.

c. Awareness and Education Projects

Each NDA will automatically receive funding for one small Awareness and Education project (up to \$500). Review of such proposals by staff shall be only to verify eligibility of the activity in terms of program goals.

Additional Awareness and Education projects and larger projects shall be ranked by staff evaluators. The following guidelines are intended as pass/fail criteria to guide evaluators.

Promotes Safe Walking: Preference will be given to program proposals which demonstrate, with a high level of confidence, an ability to effectively promote safe walking through socio-cultural means, especially those that provide incentives, motivation, or resources to increase safe walking.

Calms Traffic: Preference will be given to program proposals which contain elements aimed at decreasing traffic volumes and speeds. Traffic calming program elements should strive to positively influence driver behavior through education, incentives, and encouragement.

Community Involvement: Preference will be given to program proposals that can demonstrate the project's ability to improve neighbor relations and build community, and those that contain significant public outreach elements.

Community Support: Preference will be given to proposals that offer demonstrable support of community members in the form of pledges to match City funds with other funds, volunteer time, or other in-kind contributions.

Project Partners: Preference will be given to program proposals that are supported by a wide variety of community institutions and those that complement or connect with other WSMP efforts or similar regional programs.

Well-Planned: Preference will be given to projects that are the most appropriate action to address need, where appropriate consultation was sought from organizations or experts during program planning, and where program concept is well developed and organized.

Strong Leadership: Preference will be given to projects that demonstrate committed leadership and organization.

New Leaders: Preference will be given to projects that are supported by individuals that are becoming involved with their community or NDA for the first time, particularly youth.

Document Success: Preference will be given to program proposals that integrate tools for monitoring and measuring successes.

Project Cost: Includes cost of program elements (i.e. outreach materials, staff time etc) necessary to support applicant in actualizing the proposed program. This information is advisory and not included in project scoring process.

3 NDA Rule: If an Awareness and Education project is sponsored by three or more NDAs, it will be included in the project slate to be presented to PSAC.

d. Resource Allocation

The WSMP is designed for use by all Milwaukie NDAs, and will be most successful if allocations, over time, flow into all parts of the City. However, as noted in Section 2, the various NDAs come to the program with different needs and uneven levels of prior investment. *The WSMP should allocate resources as fairly as possible, with the geographic distribution of funding being one such factor to consider. Over time, if inequities appear between the level of awards between participating NDAs, this factor will receive greater weighting than others.* During the pilot period, however, the following factors will be considered equally in determining resource allocation:

- Overall Project Score – Numerical rankings based on criteria described above.
- Cost/Availability of Resources – Choices will be made based on funds available in that given year, such as a determination of the relative emphasis on capital projects versus Awareness and Education projects.
- Cost Effectiveness -- The total benefits of the project versus the WSMP contribution.
- Geographic Equity – If possible, the Program should award each NDA with funding for a highly ranked, lower-cost project at least every other year. Larger cost projects may not follow this guideline.

The Community Development and Public Works (CD/PW) Director or his/her designee shall present a draft funding recommendation to PSAC. PSAC shall within 30 days of receiving the draft funding recommendation, forward a recommendation to City Council for final action.

6. Project Implementation

Relatively small-scale traffic calming projects will be designed by the City's Engineering Department. Larger projects would most likely be designed under contract to the City. All construction, except for very small-scale projects, would be contracted

through a competitive bid process. Contract work is overseen and managed by the City's Engineering and Streets Department staff. Project inspection is carried out by city staff or independent third party contractors under City staff supervision. City staff provides contracting guidelines to ensure that requirements are clear, procedures for documenting and correcting unacceptable work are in place, and all performance requirements are reflected in contracts.

Awareness and Education projects would be carried out largely by NDA members, with support from City staff. Expenditure and use of grant funds would be governed by the same rules as regular NDA disbursements. NDAs would be committed to provide the City an A&E Project Report at the conclusion of projects, typically in the next year's Walk Safely Report.

7. Reporting

The Public Works and Community Development Director will provide a report to City Council after the first year that significant funds are available, expected to be FY 2011-12. This report will be developed jointly with the Public Safety Advisory Committee and include a summary of travel and walking conditions as reported by Milwaukie neighborhoods in their Walk Safely Reports, a listing of proposed projects and rankings, and a description of all funded projects, including their status.

Following completion of the Three Year pilot period, the Public Works and Community Development Director will return to Council with a second report, again to be developed jointly with PSAC, including similar information as above and recommending continuation, termination or revision of the Program. NDA input will be solicited on project outcomes and possible revisions.

8. Annual Program Budget

Funds will be budgeted on an annual basis, based on new income realized by augmentation of the City's Streets Fund (State Gas Tax Fund) due to implementation of State House Bill 2001. Budgeting determination for WSMP will be made only after deducting those new revenues necessary to maintain basic street maintenance services and adequately fund basic operations.

9. Authority

Under City Council Resolution < >
