

Regular Session



Milwaukie City Council



2433rd Meeting

AGENDA

SEPTEMBER 16, 2025

COUNCIL REGULAR SESSION

City Hall Council Chambers, 10501 SE Main Street & Zoom Video Conference (www.milwaukieoregon.gov)

Council will hold this meeting in-person and by video conference. The public may come to City Hall, join the Zoom webinar, or watch on the city's YouTube channel or Comcast Cable channel 30 in city limits. For Zoom login find the meeting event on the city calendar at www.milwaukieoregon.gov.

Written comments may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov.

Note: agenda item times are estimates and are subject to change. Page # CALL TO ORDER (6:30 p.m.) A. Pledge of Allegiance **Native Lands Acknowledgment** 2. 1 **ANNOUNCEMENTS** (6:31 p.m.) 3. PROCLAMATIONS AND AWARDS A. Latinx and Hispanic Heritage Month – Proclamation (6:35 p.m.) Staff: Gabriela Santoyo-Guitierrez, Equity & Inclusion Coordinator B. Mid-Autumn Festival – Proclamation (6:45 p.m.) 7 Presenter: Thao Thu, Vietnamese Community of Oregon (VCO) 4. **SPECIAL REPORTS**

A. None Scheduled.

5. **COMMUNITY COMMENTS** (6:50 p.m.)

To speak to Council, please submit a comment card to staff. Comments must be limited to city business topics that are not on the agenda. A topic may not be discussed if the topic record has been closed. All remarks should be directed at the whole Council. The presiding officer may refuse to recognize speakers, limit the time permitted for comments, and ask groups to select a spokesperson. Comments may also be submitted in writing before the meeting, by mail, e-mail (to ocr@milwaukieoregon.gov), or in person to city staff.

6. CONSENT AGENDA (6:55 p.m.)

Consent items are not discussed during the meeting; they are approved in one motion and any Council member may remove an item for separate consideration.

Α.	Approval of Council Meeting Minutes of:				
	1. August 19, 2025, work session, and				
	2. August 19, 2025, regular session.				
B.	An Appointment to the Planning Commission – Resolution	18			
C.	Authorization of a Contract for the King Road Project – Resolution	21			

7. BUSINESS ITEMS

A. Transportation System Plan (TSP) Project – Update (7:00 p.m.)

Staff: Laura Weigel, Planning Manager, and Jennifer Garbely, City Engineer

B. Speed Limits on Local Streets – Discussion (8:00 p.m.)

Presenters: Will Anderson, Council President, and Adam Khosroabadi, City Councilor

- 8. PUBLIC HEARINGS
 - A. None Scheduled.
- 9. COUNCIL REPORTS (8:30 p.m.)
- **10. ADJOURNMENT** (8:45 p.m.)

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at <a href="https://orc.ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.org/ncbi.

Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a español@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el canal de YouTube de la ciudad y el Canal 30 de Comcast dentro de los límites de la ciudad.

Executive Sessions

The City Council may meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(2); all discussions are confidential; news media representatives may attend but may not disclose any information discussed. Final decisions and actions may not be taken in executive sessions.

27



COUNCIL REGULAR SESSION

2433rd Meetina

MINUTES

City Hall Council Chambers, 10501 SE Main Street

& Zoom Video Conference (<u>www.milwaukieoregon.gov</u>)

SEPTEMBER 16, 2025

Council Present: Councilors Adam Khosroabadi, Robert Massey, Rebecca Stavenjord, and

Council President Will Anderson, and Mayor Lisa Batey

Staff Present: Keisha Brewster, Police Records Specialist

Joseph Briglio, Assistant City Manager Jennifer Garbely, City Engineer

Peter Passarelli, Public Works Director

Emma Sagor, City Manager

Gabriela Santoyo Guttierez, Equity & Inclusion

Coordinator

Scott Stauffer, City Recorder

Laura Weigel, Community Development Director

Mayor Batey called the meeting to order at 6:37 p.m.

1. CALL TO ORDER

A. Pledge of Allegiance.

B. Native Lands Acknowledgment.

2. ANNOUNCEMENTS

Mayor Batey announced that Councilor Stavenjord was participating in the meeting by Zoom video conference, and noted upcoming activities including the city's ask for public input on winter events and recruitment of volunteers for winter events and the Climate Action Committee (CAC), the Ledding Library's fall author series, and an Elk Rock Island restoration event.

Mayor Batey read a late summer themed haiku poem.

3. PROCLAMATIONS AND AWARDS

A. Latinx and Hispanic Heritage Month – Proclamation

Santoyo Gutierrez introduced the proclamation and remarked on the challenges facing Oregon's Latinx and Hispanic community. Mayor Batey and Councilor Khosroabadi expressed support for Milwaukie's Latinx and Hispanic community and proclaimed September 15 to October 15 to be Latinx and Hispanic Heritage Month in Milwaukie.

B. Mid-Autumn Festival - Proclamation

Thao Thu, Vietnamese Community of Oregon (VNCO) President, introduced the proclamation and commented on the VNCO's Mid-Autumn Festival event. Mayor Batey read the Mid-Autumn Festival proclamation.

4. SPECIAL REPORTS

A. None Scheduled.

5. COMMUNITY COMMENTS

Mayor Batey reviewed the comment procedures. Sagor reported there was no followup from the September 2 comments and provided brief reports on correspondence regarding how utility bills were calculated and the status of a proposal to remove a tree at Seth Lewelling Elementary School.

Catherine McMullen, Clackamas County Clerk, noted it was National Voter Registration Day and encouraged everyone to check their registration and to vote.

6. CONSENT AGENDA

It was moved by Councilor Massey and seconded by Council President Anderson to approve the Consent Agenda as presented.

- A. City Council Meeting Minutes:
 - 1. August 19, 2025, work session, and
 - 2. August 19, 2025, regular session.
- B. Resolution 39-2025: A resolution of the City Council of the City of Milwaukie, Oregon, making an appointment to the Planning Commission.
- C. Resolution 40-2025: A resolution of the City Council of the City of Milwaukie, Oregon, acting as the Local Contract Review Board, approving the award of a contract to Landis & Landis Construction for the King Road Improvements Project.

Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Mayor Batey voting "aye," and Councilor Stavenjord not voting. [4:0]

7. BUSINESS ITEMS

A. Transportation System Plan (TSP) Project – Update

Weigel and **Matt Hughart**, Kittleson & Associates consultants, reported on the TSP update and project prioritization process. The group noted next steps to incorporate Council feedback and adopt a final updated TSP.

Hughart reviewed the project prioritization criteria and scoring. **Council President Anderson** and **Weigel** remarked on how the city could use state and local funds on TSP and capital projects. The group discussed how the state gas tax was calculated, how the city estimates its share of the gas tax, and whether the city can set different time frames and project restrictions.

Hughart, **Weigel**, **Sagor**, and **Garbely** explained how projects had been prioritized based on input from Council, the Planning Commission, and the TSP Advisory Committee (TSPAC), and staff and noted changes to the prioritization of specific projects.

Mayor Batey, **Council President Anderson**, and **Garbely** remarked on why a project on Harrison Street had been deprioritized due to adjacent projects.

The group discussed project details related to the Railroad Avenue multi-use path, State Highway 99E and River Road, the Harrison Street and 40th Avenue bicycle path, the Harrison Street and 42nd Avenue delineators, and the 37th Avenue sidewalks. They also remarked on bicycle and pedestrian projects in general. **Passarelli** and **Sagor** noted the city's plans to work with local property owners adjacent to TSP projects to acquire property for pathways.

Council President Anderson and **Councilor Massey** thanked the TSPAC, Planning Commission, and staff for their work on the project.

The group discussed why certain big or complicated and aspirational projects, in particular railroad and creek crossings, had not been added to the list.

Sagor and Weigel summarized what staff would report to Council about at the October 21 regular session in response to Council feedback. Mayor Batey and Council President Anderson remarked on Council expectations about adding jurisdictional transfers and complicated projects during the October 21 discussion. Councilor Khosroabadi cautioned Council to not direct staff to focus the list on projects that involve complex conversations with state agencies. Council President Anderson and Weigel remarked on adding bicycle projects to the TSP list.

Mayor Batey, **Weigel**, and **Hughart** commented on the inclusion of freight transportation representatives and freight projects added to the TSP list.

Mayor Batey and **Weigel** noted that the TSP policy documents would be added to the project webpage and remarked on the replacement framework for grading projects. **Council President Anderson**, **Hughart**, and **Weigel** remarked on proposed changes to certain projects' classifications to include pedestrian, aspirational, and bicycle elements. **Mayor Batey** and **Anderson** remarked on the inclusion of a constrained project on Stanley Avenue north of King Road on the TSP list.

Mayor Batey and **Hughart** commented on the Stanley Avenue sidewalk project's designation as constrained.

Sagor observed that the total cost of all TSP projects exceeded the price cap and **Hughart** remarked on how the project list could be revised to narrow the funding gap. It was Council consensus to hear staff's funding recommendations on October 21.

Councilor Khosroabadi encouraged Council members to direct questions about project details to staff before Council meetings.

Mayor Batey recessed the meeting at 8:40 p.m. and reconvened at 8:44 p.m.

B. Speed Limits on Local Streets – Discussion

Council President Anderson explained a proposal to lower the speed limit on city streets to 20 miles per hour (MPH) and asked if there was Council interest in doing that.

Councilor Massey supported the idea of lowering speeds but believed public outreach needed to occur before Council voted to lower speeds.

Mayor Batey supported lowering speed limits and doing some public outreach.

Garbely reported on conversations held with the TSPAC and Planning Commission about lowering speed limits. **Council President Anderson** and **Garbely** remarked on how a speed limit reduction would be adopted and implemented.

Mayor Batey and **Garbely** noted that the Milwaukie Police Department (MPD) had not yet been consulted about the proposal to lower speed limits.

Councilor Khosroabadi supported lowering speed limits and encouraged staff to investigate the impacts seen in Portland from lowered speed limits.

Sagor summarized that staff would check with MPD, the City of Portland, and look at collecting public feedback through the Engage Milwaukie website to inform the next Council discussion on lowering speed limits in November.

Council President Anderson and **Garbely** believed November would be a good time to discuss the proposal again.

8. PUBLIC HEARING

A. None Scheduled.

9. COUNCIL REPORTS

Councilor Khosroabadi reported on the recent work of the Clackamas County Community Action Board (CAB), including a community needs assessment and funding cuts the county was looking at implementing.

Councilor Khosroabadi remarked on possible negative impacts of the proposed state transportation funding bill on the state's climate and equity work. **Mayor Batey** and **Council President Anderson** remarked on the transportation funding bill, cuts to the Oregon Department of Transportation (ODOT), and plans to audit and better track state transportation funding.

Council President Anderson reported on discussions with Congressional offices about the city's efforts to receive federal funding for the Harrison Street Safety study, a Safe Routes to School (SRTS) grant application, a Councilor town hall in the Ardenwald neighborhood, and a community member proposal for the city to look at allowing retail delivery of cannabis products. Council discussed whether cannabis delivery would harm local businesses. It was noted there was no Council second to further discuss the proposal.

Mayor Batey reported on recent North Clackamas Parks and Recreation District (NCPRD) District Advisory Committee (DAC) meetings and how the district was characterizing the Milwaukie Bay Park project.

Sagor reminded Council to register for the League of Oregon Cities (LOC) conference.

Stauffer reminded Council how to sign-up to receive email notifications when public meeting documents are posted online by visiting https://milwaukiecityor.documents-on-demand.com/EmailNotifications/Login?ReturnUrl=%2FEmailNotifications.

Mayor Batey and **Sagor** noted that the Milwaukie High School (MHS) / Milwaukie Academy of the Arts (MAA) outstanding student award would return later in the school year and that the MHS/MAA homecoming parade was coming up.

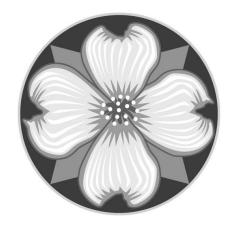
10. ADJOURNMENT

It was moved by Councilor Massey and seconded by Council President Anderson to adjourn the Regular Session. Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Mayor Batey voting "aye," and Councilor Stavenjord not voting. [4:0]

Mayor Batey adjourned the meeting at 9:25 p.m.

Respectfully submitted,

Scott Stauffer, City Recorder



RS Agenda Item

2

Announcements

Native Lands Acknowledgment

The City of Milwaukie respectfully acknowledges that our community is located on the ancestral homeland of the Clackamas people. In 1855, the surviving members of the Clackamas signed the Willamette Valley Treaty also known as the Kalapuya etc. Treaty with the federal government in good faith. We offer our respect and gratitude to the indigenous people of this land.



JOIN THE

CLIMITS ISTUN COMMITTES











Mayor's Announcements – Sep. 16, 2025

Share Your Winter Event Ideas

- Have ideas to make the Umbrella Parade/Tree Lighting (Dec. 6) or the Solstice Event (Dec. 20)
 even better?
- Submit ideas until Oct. 3 on Engage Milwaukie engage.milwaukieoregon.gov

Volunteer for Winter Events in December

- Sign up to volunteer for the Umbrella Parade and Tree Lighting (Dec. 6) or the Winter Solstice event (Dec. 20)
- Various volunteer opportunities are available at each event
- Find the link to sign up on the homepage below

Join the Climate Action Committee (CAC)

- Applications currently being accepted for seven members with up to two youth members
- CAC will strengthen the city's capacity to meet its adopted climate goals
- Find the link to the application on the homepage below

Author Talk (Leah Sottile) - Wed., Sep. 17 (6 – 7:15 PM)

- Author of Blazing Eye Sees All and host of the podcasts Hush Burn Wild, Two Minutes Past Nine and Bundyville
- Ledding Library, 10660 SE 21st Ave.

• Elk Rock Island Volunteer Restoration Event – Sat., Sep. 20 (9:30 AM – 12 PM)

- Volunteers will work to remove invasive plants and pick up litter
- Meet at SE 19th Ave. and SE Sparrow St.

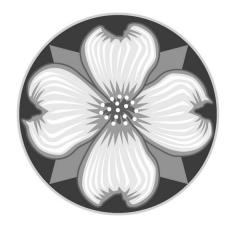
Author Talk (Mike Richardson) – Wed., Sep. 24 (6 – 7:15 PM)

- Mike Richardson is a publisher, writer and producer and the founder of Dark Horse Comics and Dark Horse Entertainment
- Ledding Library, 10660 SE 21st Ave.

LEARN MORE AT MILWAUKIEOREGON.GOV OR CALL 503-786-7555

Late Summer Library Visits Rolling and popping Leaves brushing quiet windows Chestnuts pelt the roof By Emma Fish

Share your Milwaukie Haiku!
Email yours to bateyl@milwaukieoregon.gov



RS Agenda Item

3

Proclamations & Awards



PROCLAMATION

WHEREAS, each year, the United States observes National Hispanic Heritage Month from September 15 through October 15 by celebrating the rich culture, heritage, and countless contributions of those whose ancestry originates from Spain, Mexico, the Caribbean, Central America, and South America; and

WHEREAS, National Hispanic Heritage Month began as a week-long celebration in 1968 and expanded to a month-long observance in 1988, to show our gratitude and recognize the profound impact of Hispanic and Latin communities on the nation's history and future; and

WHEREAS, September 15 is a significant date marking the independence anniversaries of Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua, followed closely by Mexico's and Chile's independence days on September 16 and 18, respectively; and

WHEREAS, Hispanic and Latiné/Latinx communities have enriched every aspect of life in Milwaukie and across the nation—serving as educators, labor leaders, artists, engineers, entrepreneurs, public servants, and caretakers, among countless other roles; and

WHEREAS, In the face of historic and ongoing injustice, Hispanic and Latiné/Latinx communities have persevered with remarkable resilience shown remarkable resilience, courage, and an enduring commitment to social justice—championing civil rights, labor equity, and expanded access to education for all; and

WHEREAS, the City of Milwaukie celebrates this month to honor these achievements, uplift their voices and stories of as we celebrate the culture, traditions, and diversity, and to stand with the Hispanic and Latiné/Latinx communities.

NOW, THEREFORE, I, Lisa Batey, Mayor of the City of Milwaukie, a municipal corporation in the County of Clackamas, in the State of Oregon, do hereby proclaim **September 15 – October 15, 2025**, to be **HISPANIC HERITAGE MONTH** in Milwaukie.

IN WITNESS, WHEREOF, and with the consent of the City Council of the City of Milwaukie, I have hereunto set my hand on this 16th day of September 2025.

Lisa Batey, Mayor
ATTEST:
Scott Stauffer, City Recorder



RS 3. A. 9/16/25 Revised Proclamation

PROCLAMATION

WHEREAS each year, the United States observes National Hispanic Heritage Month from September 15 through October 15 by celebrating the rich culture, heritage, and countless contributions of those whose ancestry originates from Spain, Mexico, the Caribbean, Central America, and South America; and

WHEREAS National Hispanic Heritage Month began as a week-long celebration in 1968 and expanded to a month-long observance in 1988, to show our gratitude and recognize the profound impact of Hispanic and Latin communities on the nation's history and future; and

WHEREAS September 15 is a significant date marking the independence anniversaries of Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua, followed closely by Mexico's and Chile's independence days on September 16 and 18, respectively; and

WHEREAS Hispanic and Latiné/Latinx communities have enriched every aspect of life in Milwaukie and across the nation—serving as educators, labor leaders, artists, engineers, entrepreneurs, public servants, and caretakers, among countless other roles; and

WHEREAS in the face of historic and ongoing injustice, Hispanic and Latiné/Latinx communities have persevered with remarkable resilience, courage, and an enduring commitment to social justice—championing civil rights, labor equity, and expanded access to education for all; and

WHEREAS the City of Milwaukie celebrates this month to honor these achievements, uplift their voices and stories of as we celebrate the culture, traditions, and diversity, and to stand with the Hispanic and Latiné/Latinx communities.

NOW, THEREFORE, I, Lisa Batey, Mayor of the City of Milwaukie, a municipal corporation in the County of Clackamas, in the State of Oregon, do hereby proclaim **September 15 – October 15, 2025**, to be **HISPANIC HERITAGE MONTH** in Milwaukie.

IN WITNESS, WHEREOF, and with the consent of the City Council of the City of Milwaukie, I have hereunto set my hand on this **16**th **day** of **September 2025**.

Lisa Batey, Mayor
ATTEST:
Scott Stauffer, City Recorder



PROCLAMATION

CONSIDERANDO que cada año, Estados Unidos celebra el Mes Nacional de la Herencia Hispana del 15 de septiembre al 15 de octubre celebrando la rica cultura, la herencia, y las innumerables contribuciones de aquellos cuyos antepasados se origina en España, México, el Caribe, América Central y América del Sur; y

CONSIDERANDO el Mes Nacional de la Herencia Hispana comenzó como una celebración de una semana de duración en 1968 y se expandió a una celebración de un mes de duración en 1988, para mostrar nuestra gratitud y reconocer el profundo impacto de las comunidades hispana y latina en la historia y el futuro de la nación; y

CONSIDERANDO que el 15 de septiembre es una fecha importante que marca los aniversarios de independencia de Costa Rica, El Salvador, Guatemala, Honduras y Nicaragua, seguida de cerca por los días de independencia de México y Chile el 16 y 18 de septiembre, respectivamente; y

CONSIDERANDO que las comunidades hispana y Latiné/x han enriquecido todos los aspectos de la vida en Milwaukie y en todo el país, sirviendo como educadores, líderes laborales, artistas, ingenieros, empresarios, servidores públicos y cuidadores, entre otras innumerables funciones; y

CONSIDERANDO que, frente a la injusticia histórica y actual, las comunidades hispana y Latiné/x han perseverado con notable resiliencia, coraje y un compromiso duradero por la justicia social, defendiendo los derechos civiles, la equidad laboral y un mayor acceso a la educación para todos; y

CONSIDERANDO, la ciudad de Milwaukie celebra este mes para honrar estos logros, elevar sus voces e historias mientras celebramos la cultura, las tradiciones y la diversidad, y para apoyar a las comunidades hispana y latina/latinx.

AHORA, POR LO TANTO, yo, Lisa Batey, alcaldesa de la ciudad de Milwaukie, una corporación municipal en el condado de Clackamas, en el estado de Oregon, proclamo por la presente que del 15 de septiembre al 15 de octubre de 2025 será el MES DE LA HERENCIA HISPANA en Milwaukie.

EN TESTIMONIO, y con el consentimiento del Concejo Municipal de Milwaukie, firmo el presente el **16** de **septiembre de 2025**.

Lisa Batey, Mayor
ATTEST:
Scott Stauffer, City Recorder



PROCLAMATION

WHEREAS after the end of the Vietnam War in 1975, the first Vietnamese immigrants came to the City of Milwaukie in the State of Oregon in search of opportunity and freedom, bringing Vietnamese customs and traditions which have been passed downthrough generations; and

WHEREAS the Vietnamese American community has made substantial contributions to cultural, religious, political, and business life throughout the State of Oregon, including in the City of Milwaukie; and

WHEREAS many Vietnamese Americans and other Asian families in the community will joyfully celebrate the Mid-Autumn Festival, also known as the Moon Festival and the festival for children. The Vietnamese Community of Oregon will celebrate with special foods and activities under the full moon, on Saturday, October 4th.

NOW, THEREFORE, I, Lisa Batey, Mayor of the City of Milwaukie, a municipal corporation in the County of Clackamas, in the State of Oregon, do hereby proclaim **October 4, 2025**, to be **VIETNAMESE AMERICAN MID-AUTUMN FESTIVAL DAY**, a time for celebrating our Vietnamese neighbors and their contributions to our community.

IN WITNESS, WHEREOF, and with the consent of the City Council of the City of Milwaukie, I have hereunto set my hand on this 16th day of September 2025.

Lisa M. Batey, Mayor
ATTEST:
Scott S. Stauffer, City Recorder

Mid-Autumn Festival

RS 3. B. 9/17/25 Presentation





Mid-Autumn Festival

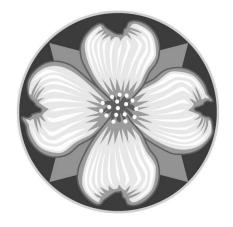




Free Lanterns,

Mid-Autumn Festival





RS Agenda Item

5

Community Comments

From: <u>Lisa Batey</u>

To: <u>City Council</u>; <u>Michael Osborne</u>; <u>Peter Passarelli</u>

Subject: FW: Water bill fees

Date: Sunday, September 14, 2025 9:38:33 PM

RS 5. 9/16/25

Correspondence

Scott, can you please add this to our meeting packet.

Informational only – please do not reply.

From: Melanie and David Phillips <mphillips159@comcast.net>

Sent: Sunday, September 14, 2025 12:15 PM **To:** Lisa Batey <BateyL@milwaukieoregon.gov>

Subject: Water bill fees

This Message originated outside your organization.

Dear Mayor Batey,

I am writing to express my concerns regarding the council's decision to introduce an additional fee for a service that is unrelated to water delivery to homes. As residents, we are already paying the SAFE Street fee, and now a policing fee has also been added to our monthly water bills. It is alarming that individuals could face the possibility of having their water shut off due to costs that are not connected to their actual water service.

Furthermore, as Milwaukie experiences a significant increase in low-income housing units being built in the city, taxpayers who own homes will bear the financial burden for these services.

Are you aware that not all City of Milwaukie residents receive water service from the city and therefore do not pay these fees? If you visit the city's website and click on the Water Service Areas, you'll see that not all City of Milwaukie residents are subject to these charges. How will the City of Milwaukie assess these fees for residents who do not receive water service from the city?

Sincerely,

Melanie Downs-Phillips



Catherine McMullen **County Clerk**

Elections, Recording & Records Management

catherinemcmullen@clackamas.us | 1710 Red Soils Court, Suite 100 503-722-6086

Oregon City, OR 97045

September 16, 2025

Memorandum Mayor Lisa Batey and Milwaukie City Council Milwaukie, Oregon





Recognizing National Voter Registration Day in Milwaukie and Celebrating Every Eligible Citizens Right to Vote Easily and without Hassle

I invite you to join local election officials across Oregon and the country as we celebrate National Voter Registration Day. We are encouraging Oregonians to take a few moments today to make an impact, register to vote, and vote local in the November Special Election and beyond.

In Oregon you are eligible to register to vote if you are a resident of Oregon, a citizen of the United States, and are at least 16 years old. You will get a ballot in the mail for the first election when you are at least 18 years old. The City of Milwaukie has 16,448 registered voters in four precincts making up 5.1% of Clackamas County's 319,600 total registered voters.

First celebrated in 2012, National Voter Registration Day is a nationwide, nonpartisan holiday where election officials, organizations, and volunteers join forces to ensure that our family, friends and neighbors are prepared to make their voices heard by making a plan to vote!

County election officials encourage citizens to take these three steps:

1. Check your voter registration status and make sure your information is up-to-date at Oregon Votes.gov. Voters should update their voter registration any time they move,

- change their residence or mailing address, change their name, or want to change their party affiliation.
- Sign up for Track Your Ballot (https://ballottrax.clackamas.us/voter) to receive alerts via text, phone, or email so you know where your ballot is in the voting process from mailed to accepted.
- 3. **Make a plan to vote** in this election and the next one! Make a plan that includes when you will receive your ballot, when and where you will vote, and how you will be returning your ballot.

County elections officials are a reliable source of trusted and accurate information about elections processes and voter resources. Visit Clackamas County Elections at clackamas.us/elections for the most up-to-date information.

Respectfully,

Clerk Catherine McMullen

Cather Mr Mill

Clackamas County



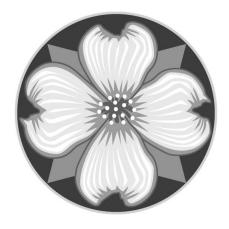
CITY OF MILWAUKIE

10722 SE Main Street P) 503-786-7502 F) 503-653-2444 ocr@milwaukieoregon.gov

Speaker Card

The City of Milwaukie encourages all residents to express their views to their city leaders in a **respectful** and **appropriate** manner. If you wish to speak before the City Council, fill out this card and hand it to the City Recorder. Note that this Speaker Card, once submitted to the City Recorder, becomes part of the public record.

Name: Catherine McMoller	Address: Oregon City
Organization:	Phone:
Meeting Date: 9/16 Topic:	National Voter Registration Day
Agenda Item You Wish to Speak to:	You are Speaking
#5 Community Comments	in Support
Note: Council generally does not respond to comme The city manager will respond to comments at the ne	
#7 Other Business, Topic:	from a Neutral Position
#8 Public Hearing, Topic:	to ask a Question
Comments:	



RS Agenda Item



Consent Agenda

Nicole Madigan, Deputy City Recorder



COUNCIL WORK SESSION

MINUTES

City Hall Council Chambers, 10501 SE Main Street & Zoom Video Conference (www.milwaukieoregon.gov)

AUGUST 19, 2025

Council Present: Councilors Adam Khosroabadi, Robert Massey, and Council President Will Anderson, and Mayor

Lisa Batey - absent Councilor Rebecca Stavenjord

Staff Present: Joseph Briglio, Assistant City Manager Brent Husher, Library Director

Mandy Bryd, Development Project Manager

Katie Gavares, Climate and Natural Resources Manager Peter Pasarelli, Public Works Director

Lustin Cariaka City Attarnay

Justin Gericke, City Attorney Emma Sagor, City Manager

Mayor Batey called the meeting to order at 4:05 p.m.

1. Stormwater System Plan - Update

Passarelli introduced Scott Duren of Water Systems Consulting (WSC), the city's consultant for the Stormwater System Plan and noted that the city was behind on updating the plan and adjusting the data where there was missing or incompatible information. **Duren** expanded on how previous errors had been made in the old Stormwater System Plan and that using the old plan was not productive for forming the new plan.

Duren provided a brief background of WSC and the Stormwater System Plan, noting new permit requirements, aging infrastructure, and that modeling had improved since 2014. Many projects identified in the old plan had been completed.

Councilor Khosroabadi arrived at 4:14pm

Mayor Batey and **Passarelli** discussed stormwater infrastructure related to the replacement of failed drywells and how projects identified in the 2014 plan have since been integrated with other transportation projects or reevaluated as no longer necessary.

Duren explained how the Stormwater System Plan would be updated to algin with the city's other plans, and outlined elements of the update, including hydraulics, growth, climate change, and regulatory drivers. It was clarified that the system currently relies on gravity and drywells, though a small pump station is planned for an upcoming project.

Duren reviewed a map of the city's stormwater facilities and explained how permit requirements such as the municipal separate storm sewer system (MS4) and total maximum daily load (TMDL) standards shape the Stormwater System Plan. The group discussed potential new provisions, including temperature monitoring, shade analysis, and retrofit projects, noting that many requirements are unfunded mandates, and emphasized best practices, partner coordination, and projects like the Kellogg Dam removal in supporting compliance goals.

Duren reviewed the city's drywell inventory and noted that no compliance issues were identified in the recent underground injection control application. The group clarified that while some drywells fall within the two-year travel zone of drinking water wells, they sit far above the groundwater table and pose no health risk. Discussion also touched on historical development patterns and cost factors that influenced the placement of drywells in certain areas.

Duren highlighted several areas with potential capacity challenges, and clarifications were made around city infrastructure that contributes to stormwater flow near privately owned wetlands. **Mayor Batey** commented on persistent flooding issues at Apple, Plum, and Hemlock streets.

Duren and **Passarelli** explained how population growth assumptions were modeled using impervious surface projections based on zoning and buildable land data, noting that expected development would have only minor impacts on stormwater flows and system capacity. They also highlighted how this limited growth influence affects system development charges (SDC) revenue projections. **Duren** reviewed climate model data showing how future storm events could resemble larger return-period storms, and the group discussed precipitation predictions.

Duren described how tree canopy and rain gardens were being analyzed for their role in reducing runoff and expanding green infrastructure. Staff were compiling data on rain gardens to assess rehabilitation needs, staffing impacts, and tree planting opportunities. **Mayor Batey** commented on personal experiences with building a rain garden.

Duren outlined how stormwater standards are informed by regional manuals, noting differences between the City of Portland, Clackamas County, and other jurisdictions, and reviewed the timeline for updating the plan. **Passarelli** emphasized the importance of selecting requirements appropriate for Milwaukie to avoid undue burdens on property owners and staff, while ensuring effective management of rain gardens and green infrastructure. The group discussed the potential to adopt or adapt existing manuals, or develop a tailored version, with a final plan expected by spring 2026.

2. Facility Improvements - Update

Passarelli commended Byrd for a job well done on the facility improvement projects

Byrd reported on seismic improvements at the Public Safety Building (PSB), noting grant funding, design work, and completed construction. **Byrd** described the scope of work completed such as bracing, reinforced polymer installation, steel framing, and replacement of fire bay doors, highlighting the efficiency of the contractor and the project's successful completion.

Byrd expressed appreciation for staff support during the seismic project. The group discussed coordination logistics and anchoring thresholds and seismic standards.

Byrd reported on the installation of solar panels at the Johnson Creek Building (JCB), noting grant funding, contract award, and project completion. **Passarelli** noted that the system provides up to 85–90% of the building's load, with surplus energy net-metered back to the grid. The group discussed solar output, utility savings, future opportunities for battery storage and resilience hubs, and plans to expand electric vehicle (EV) charging infrastructure on the campus.

3. Kellogg Creek Dam Removal – Update

Briglio reported on the dam removal project noting its scale, history, and partnerships. **Briglio** highlighted the city's decades of advocacy, and the momentum gained in recent years through funding, and outlined current challenges which required Council input, including sewer line relocation, conservation easements, and adjacent property considerations, beginning with the sewer line issue.

Passarelli explained the sewer line's location, noted it was not included in the city's Capital Improvement Plan (CIP), and raised concerns about financial and staffing impacts. Passarelli added that the preferred relocation method, a pump station, would add significant costs and long-term maintenance needs.

The group discussed options to relocate the sewer line, noting concerns around costs including operations and maintenance (O&M) if a pump station would be used. The group discussed affordability and CIP trade-offs, potential funding and the risk of moving ahead amid broader project-funding uncertainty. Concerns were raised over ratepayer impacts, delivery roles, funding paths, and timelines before committing. Staff were directed to return with scenarios and deadlines to inform next steps.

Briglio explained the next concern facing the project was conservation easements and that lowering the water level after dam removal would affect adjacent private properties, requiring legal agreements to secure and manage those areas. The city has been working with Metro to support outreach and potential acquisitions, though it remains unclear whether all properties must participate or what legal instruments are required. **Briglio** noted that if voluntary agreements cannot be secured, alternatives such as eminent domain may need to be considered, though many grants prohibit that approach. **Mayor Batey** questioned the number of parcels involved and whether earlier engagement with property owners should have occurred and noted surprise at the scale of the issue.

Briglio explained the final concern with the dam removal was uncertainty in coordinating with the Coho Point at Kellogg Creek project, as both were advancing on similar timelines without clear sequencing. **Briglio** highlighted challenges of designing Kellogg improvements around conceptual Coho Point plans and said staff would continue coordination with partners, with more information expected soon.

The group discussed how the Coho Point project's conceptual design created challenges for Kellogg Dam removal, particularly around a proposed retaining wall and pedestrian underpass. Council agreed to maintain support for both projects while awaiting more clarity on Coho Point's status at an upcoming October 7 meeting, emphasizing the importance of continued coordination and noting the city's potential role in funding related transportation improvements.

4. Adjourn

Mayor Batey adjourned the meeting at 6:05 p.m	
Respectfully submitted,	
Nicole Madigan, Deputy City Recorder	



2431st Meeting

MINUTES

AUGUST 19, 2025

COUNCIL REGULAR SESSION

City Hall Council Chambers, 10501 SE Main Street & Zoom Video Conference (www.milwaukieoregon.gov)

Council Present: Councilors Adam Khosroabadi, Robert Massey, Rebecca Stavenjord, and

Council President Will Anderson, and Mayor Lisa Batey

Staff Present: Joseph Briglio, Assistant City Manager Vera Kolias, Senior Planner

Ryan Burdick, Chief of Police Nicole Madigan, Deputy City Recorder

Justin Gericke, City Attorney Emma Sagor, City Manager
Brent Husher, Library Director Laura Weigel, Planning Manager

Mayor Batey called the meeting to order at 6:35 p.m.

1. CALL TO ORDER

A. Pledge of Allegiance.

B. Native Lands Acknowledgment.

2. ANNOUNCEMENTS

Mayor Batey announced upcoming activities, including neighborhood concerts in the park, a city manager's open-door session, the September First Friday event, and the annual Milwaukie Environmental Stewards Group (MESG) Sustainability Fair.

Mayor Batey read a summer themed haiku poem.

3. PROCLAMATIONS AND AWARDS

A. None Scheduled.

4. SPECIAL REPORTS

A. Clackamas County Stabilization Center - Update

Sagor thanked the Clackamas County Health, Housing, and Human Services (H3S) Department for keeping the city informed of its plans to open a 23-hour stabilization center in the North Milwaukie Innovation Area (NMIA).

Mary Rumbaugh, Clackamas County H3S Director, provided an update on plans to open the center, explaining the services and programs that would be available, that the facility had been previously used by the Clackamas County Sheriff's Office (CCSO), and that local non-profit support groups would also be operating out of the center. The center was scheduled to open in late fall 2025.

Mayor Batey and **Rumbaugh** discussed the good partner agreement the county would develop with the center's neighbors, what would happen when the center reaches maximum occupancy, and how patients would be transported in and out of Milwaukie.

Councilor Stavenjord and **Rumbaugh** remarked on how H3S would integrate services with local law enforcement, behavioral health specialists, and social services groups. **Sagor** and **Rumbaugh** reported on plans to develop a good partner agreement between the city and county to streamline services at the center.

Councilor Khosroabadi and **Rumbaugh** noted that the center would take peace officer holds and that the state was working on clarifying rules for stabilization centers.

Rumbaugh reported on the plans to open a recovery campus in unincorporated Clackamas County, noting services that would be available and the construction timeline that was scheduled be finished in 2027. **Mayor Batey** and **Rumbaugh** clarified the detox, residential and outpatient services that would be offered at the campus.

Rumbaugh presented marketing materials H3S had developed to explain services to be provided at the recovery campus. **Mayor Batey** and **Rumbaugh** noted what funding H3S receives from Metro's supportive housing services (SHS) bond and the state.

Councilor Stavenjord and **Rumbaugh** discussed how the Caring Place, the stabilization center, and recovery campus would coordinate services and manage case for individuals who need the various service providers.

5. COMMUNITY COMMENTS

Mayor Batey reviewed comment procedures. **Sagor** reported there was no follow-up from the August 5 comments and noted correspondence for the current meeting.

Dylan Kruse, Milwaukie resident, appreciated the middle housing town hall in July and remarked on the fines and fees in the tree code, adding community event amenities in Milwaukie Bay Park, and creating an entertainment district in downtown Milwaukie. **Council President Anderson** and **Mayor Batey** encouraged Kruse to review recent Council discussions about a proposed open container area.

6. CONSENT AGENDA

It was moved by Councilor Massey and seconded by Council President Anderson to approve the Consent Agenda as presented.

- A. City Council Meeting Minutes:
 - 1. July 15, 2025, regular session, and
 - 2. July 16, 2025, site visit.

Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting "aye." [5:0]

7. BUSINESS ITEMS

A. None Scheduled.

8. PUBLIC HEARING

A. Affordable Housing Code Incentives - Ordinance

<u>Call to Order:</u> **Mayor Batey** called the hearing on the proposed affordable housing code incentives, to order at 7:27 p.m.

<u>Purpose:</u> **Mayor Batey** announced that the purpose of the hearing was to receive a staff report, take public comment, and deliberate on the proposed code amendments.

Conflict of Interest: No Council member declared a conflict of interest.

<u>Staff Presentation:</u> **Weigel** and **Kolias** provided an update on the draft affordable housing strategies code amendments, explaining what types of housing would qualify for the incentives, and how the affordability requirement would be implemented.

Mayor Batey, **Kolias**, and **Council President Anderson** remarked on why the Planning Commission had recommended aligning home ownership and rental developments to the same 60-day timeframe.

Kolias discussed the proposed incentive variances for setbacks, building height, density, and other design elements. The group commented on how affordable housing incentives would be coordinated with the tree code and downtown design standards.

Councilor Massey and **Kolias** noted the Planning Commission's decision to not keep the façade articulations in the incentives code.

Kolias reviewed the Type II approval criteria and application review process. The group noted that the state legislature had not mandated an 180-day review period for Type II processes, and they noted what type of projects fall under the Type II review.

Kolias reported that the Planning Commission had recommended Council adopt the proposed code amendments.

Mayor Batey and **Kolias** discussed the lack of references to the United States Department of Housing and Urban Development (HUD) which staff would correct.

Councilor Khosroabadi and **Kolias** remarked on why the Planning Commission had set the affordable housing incentives timeframe for 60 years and not 99 years.

<u>Correspondence</u>: **Sagor** noted written correspondence that had been received.

Hearing Procedures: **Mayor Batey** reviewed the hearing procedures.

<u>Audience Testimony:</u> **Dylan and Allison Kruse** and **Heather Buchanan**, Milwaukie residents, expressed concern about the impacts of the proposed affordable housing incentives on neighborhoods around affordable housing, and encouraged the city to wait to adopt the incentives to see how current affordable housing projects develop.

<u>Staff Response to Testimony:</u> **Briglio** explained that the proposed code addressed enforcement concerns and remarked on the type of developers who would build affordable housing. **Mayor Batey** and **Briglio** commented on how developers work with non-profit or government entities to manage affordable housing. They noted that a 60-year timeframe was becoming the standard duration for affordable housing rules.

The group discussed the chances of an affordable housing developer not following the code and what the city could do to enforce the affordable housing rules in such cases.

Council President Anderson and **Kolias** remarked on whether height bonuses would be allowed in the neighborhood mixed use zones and the importance of preserving neighborhood areas versus downtown zoning.

<u>Audience Testimony continued:</u> **Bernie Stout**, Milwaukie resident, noted that developers avoid housing regulations in unincorporated Clackamas County through last minute zoning change requests.

The group remarked on how affordable housing incentives, such as building setbacks, would apply to detached housing units.

Close Public Comment: It was moved by Councilor Massey and seconded by Council President Anderson to close the public comment part of the proposed affordable housing code incentives. Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting "aye." [5:0]

Mayor Batey closed the public comment part of the hearing at 8:21 p.m.

<u>Council Discussion:</u> **Mayor Batey** supported the mixed-use zoning changes in the proposed code and opposed some of the setback incentives.

Councilor Massey remarked on the pace of change of state and city affordable housing and parking regulations over the last few years and supported taking more time to consider the proposed code.

Councilor Khosroabadi expressed frustration with state housing legislation and remarked on whether waiting to adopt local affordable housing incentives would make housing better for Milwaukie residents.

Council President Anderson believed it was important for the city to act on affordable housing incentives and remarked on housing production strategies the city should act on to address Milwaukie's housing needs.

Councilor Stavenjord remarked on the likelihood that affordable housing developers would take advantage of the incentives code in a way that would negatively impact the city. [Stavenjord's audio feed was lost part way through the comments.]

Kolias clarified which high density residential zones the code would be applied to.

Mayor Batey agreed that adopting affordable housing incentives in residential zones would help create housing opportunities the city needed.

Councilor Stavenjord continued to remark on the motives of affordable housing developers, the challenges imposed on cities by the state's housing rules, and the city's ability to enforce the code. **Stavenjord** supported adopting the proposed package of affordable housing incentives code.

Council President Anderson supported the proposed code applying to residential areas outside downtown and **Mayor Batey** suggested that there would be upcoming opportunities to right-size the proposed code. **Batey** was opposed to the code package as currently written, noting comments received during the July 28 middle housing town hall and tree code concerns. The group discussed how the tree code would be applied to housing developments if the affordable housing incentives code were adopted.

Mayor Batey, Councilor Khosroabadi and Council President Anderson supported adopting a 99-year timeframe for enforcing affordable housing incentives. They also supported the Planning Commission's town home length proposal.

Council Decision: It was moved by Council President Anderson and seconded by Councilor Khosroabadi for the first and second readings by title only and adoption of the ordinance amending Milwaukie Municipal Code (MMC) Title 19 Zoning Ordinance for the purpose of providing code-based incentives for development of affordable housing (Primary File #ZA-2025-003). Motion passed with the following vote: Councilors Anderson, Khosroabadi, and Stavenjord voting "aye," and Councilor Massey and Mayor Batey voting "no." [3:2]

Sagor reads the ordinance one time by title only.

Mayor Batey announced that as the vote was not unanimous, the second reading of the ordinance and final vote would be scheduled for the September 2 regular session.

Mayor Batey recessed the meeting at 8:57 p.m. and reconvened at 9:05 p.m.

B. Public Safety Fee Adoption – Resolution

<u>Call to Order:</u> **Mayor Batey** called the public hearing on the proposed public safety fee, to order at 9:05 p.m.

<u>Purpose:</u> **Mayor Batey** announced that the purpose of the hearing was to receive the staff report, take public comment, and deliberate on the proposed fee.

<u>Conflict of Interest:</u> No Council member declared a conflict of interest.

<u>Staff Presentation:</u> **Sagor** provided an overview of the proposed public safety fee, citing the need to address increased workload demands and noting the proposed utility fee structure, the fee calculation, and community outreach efforts. **Sagor** believed, if adopted, the fee would be added to utility bills in November or December.

<u>Correspondence</u>: **Madigan** and **Sagor** noted correspondence received.

Audience Testimony: No audience member wished to address Council.

<u>Staff Response to Testimony:</u> **Council President Anderson** and **Sagor** commented on the differences in use between the \$2 million increase for the Milwaukie Police Department (MPD) in the current biennial budget and the proposed public safety fee.

The group discussed the city's plans to develop transparency metrics to document how the fee would be used, whether future changes to the fee amount were necessary, and how the county's new stabilization center would impact Milwaukie's staff workload. **Sagor** suggested data reporting on the fee would be provided through the annual fee schedule review process and as requested and MPD's annual data sharing process.

<u>Close Public Comment:</u> It was moved by Councilor Massey and seconded by Council President Anderson to close the public comment part of the public safety fee hearing. Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting "aye." [5:0]

Mayor Batey closed the public comment part of the hearing at 9:34 p.m.

Council Decision: It was moved by Councilor Massey and seconded by Council President Anderson to approve the resolution establishing a public safety fee and updating the Consolidated Fee Schedule. Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting "aye." [5:0]

Resolution 37-2025:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING A PUBLIC SAFETY FEE AND UPDATING THE CONSOLIDATED FEE SCHEDULE.

9. COUNCIL REPORTS

Mayor Batey and **Council President Anderson** discussed plans to send a Council letter regarding the proposed state transportation funding bill. It was Council consensus to send the proposed letter on behalf of the entire Council.

Mayor Batey, **Councilor Khosroabadi**, and **Sagor** reported on a Council and staff tour of the Housing Authority of Clackamas County's remodeled Hillside Park development.

10. ADJOURNMENT

It was move	d by	Councilo	r Massey a	nd secor	ided by (Counci	I Pres	sident And	erson
to adjourn	the	Regular	Session.	Motion	passed	with	the	following	vote:
Councilors	Ande	rson, Kh	osroabadi,	Massey	, and St	avenjo	ord a	nd Mayor	Batey
voting "aye	." [5:0]				_		_	

Mayor Batey adjourned the meeting at 9:42 p.m.

Respectfully submitted,

Scott Stauffer, City Recorder

RS 6. B. 9/16/25

Aug. 27, 2025

Date Written:

OCR USE ONLY

COUNCIL STAFF REPORT

To: Mayor and City Council

Emma Sagor, City Manager

Reviewed: Laura Weigel, Planning Manager, and

Scott Stauffer, City Recorder

From: Nicole Madigan, Deputy City Recorder

Subject: Planning Commission Appointments

ACTION REQUESTED

As outlined in the Milwaukie Municipal Code (MMC), Council is asked to approve a resolution making an appointment to the Planning Commission.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

April 1, 2025: The city closed the application part of the annual recruitment process for boards and committees (BCs), and staff began the interview phase.

July 7, 2025: A Planning Commission interview panel held interviews and identified a qualified alternate candidate should there be a resignation before the next annual recruitment.

August 24, 2025: Commissioner Juli Garvey resigned, creating a vacant position on the Planning Commission.

ANALYSIS

Authority to fill city BC vacancies is granted to the Mayor and Council by Section 26 of the City Charter. To fill vacant positions, members of Council along with appropriate staff liaisons and committee chairs recruit volunteers and usually conduct interviews from applications received by the city, however interviews are not required by the MMC. Appointed individuals serve for a term length determined by the MMC. Upon the completion of a term, if the individual is eligible, they may be reappointed by Council to serve another term.

Committee appointments are made when a term expires or when a position is vacated. All BC terms expire on June 30. Most BC positions are term-limited, meaning there is a limit to the number of times that members can be re-appointed. The nominated individual would be appointed to complete a term that has already started. The nominated individual would be eligible for reappointment.

The individual nominated for appointment was identified as an alternate candidate for the Planning Commission during the annual recruitment process based on their application and interview. Upon Commissioner Garvey's resignation, the staff liaison made contact with the applicant and confirmed they are interested in appointment and are aware of the time commitment and level of work required to fulfill the duties of participating on the Commission.

BUDGET IMPACT

The proposed appointment has no financial impact; however certain BCs have authority to make fiscal decisions and recommendations.

CLIMATE IMPACT

Appointing different community members to the Planning Commission ensures that the city hears many voices when shaping and meeting Milwaukie's climate goals.

EQUITY IMPACT

Staff strive to make participation with the city's BCs as accessible as possible by holding hybrid meetings and offering BC applications translated in Spanish. One goal of the city's BC recruitment process is to ensure that the community has a consistent opportunity to participate in the city's work.

WORKLOAD IMPACT

None.

COORDINATION, CONCURRENCE, OR DISSENT

The office of the city recorder (OCR) worked with the planning department's staff liaison and Mayor Batey to confirm that the individual listed below was qualified and eligible to serve on the Commission.

STAFF RECOMMENDATION

Staff recommend making the following appointment:

Planning Commission: four-year terms, limit of two consecutive terms.

Position	Name	Term Start Date	Term End Date
4	George Steer	9/16/2025	6/30/2029

ALTERNATIVES

Council could decline to make the recommended appointment, which would result in a continued vacancy on the Commission.

ATTACHMENTS

1. Resolution



COUNCIL RESOLUTION No.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, MAKING AN APPOINTMENT TO THE PLANNING COMMISSION.

WHEREAS Milwaukie Charter Section 26 authorizes the mayor, with the consent of the Council, to make appointments to boards and committees (BCs), and

WHEREAS a vacancy exists on the Planning Commission; and

WHEREAS the individual nominated for appointment applied and was interviewed by a panel of the Mayor, and the Commission's staff liaison; and

WHEREAS the interview panel recommends that the following individual be appointed to fill the Commission vacancy:

Planning Commission

Position	Name	Term Start Date	Term End Date
4	George Steer	9/16/2025	6/30/2029

Now, Therefore, be it Resolved by the City Council of the City of Milwaukie, Oregon, that the individual named in this resolution is appointed to the Planning Commission for the term dates noted.

Introduced and adopted by the City Council on September 16, 2025.

This resolution is effective immediately.

	Lisa M. Batey, Mayor
ATTEST:	APPROVED AS TO FORM:
Scott S. Stauffer, City Recorder	Justin D. Gericke, City Attorney

RS 6. C. 9/16/25

OCR USE ONLY

Date Written: Sept. 4, 2025

COUNCIL STAFF REPORT

To: Mayor and City Council

Emma Sagor, City Manager

Reviewed: Jennifer Garbely, City Engineer, and

Kelli Tucker, Accounting & Contracts Specialist

From: Camilo Alvarez Tuta, Associate Engineer

Subject: 2025 King Road Improvements Contract Authorization

ACTION REQUESTED

Council is asked to approve a resolution that authorizes the City Manager to execute a contract with Landis & Landis Construction to construct the King Road Improvements project.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

April 4, 2023: Council approved <u>Resolution 17-2023</u>, authorizing the contract award to Kittelson & Associates for engineering and design services of the King Road Improvements project. Design was completed in July 2025, Kittleson & Associates will continue providing construction support for the duration of the project.

<u>November 5, 2024</u>: Council approved <u>Resolution 60-2024</u>, adopting the use of the best value construction ("BVC") procurement method for King Road Improvements. BVC uses the traditional low-bid competitive process with an added qualification and equity criteria.

Since Winter 2024-2025, utility work has been performed on King Road by Northwest Natural Gas (NWN) and Portland General Electric (PGE) to prepare for the construction of the city's capital improvement project. It is expected that coordination with both utility companies will continue as the project advances to reduce utility conflicts and perform minor upgrades to their infrastructure.

ANALYSIS

Capital Project

The King Road Improvements project includes a new storm system network, new multi-use paths on both sides of King Road, resurfacing and striping of the roadway, reconstruction of driveways that tie into the new road, upgrades to water networks of the city and Clackamas River Water (CRW), two new Rectangular Rapid Flashing Beacons (RRFBs), upgrades to the traffic signal hardware on 43rd Avenue, installation of concrete medians, and planting of multiple trees on new landscaping strips along the corridor.

Construction is expected to start in Fall 2025 and be completed by Fall 2026. During construction, there will be two travel lanes open during peak hours and at least one travel lane during off-peak hours to minimize traffic operations on the corridor.

As part of this project, the city (through its selected contractor) will also perform construction work for NWN and CRW. The utility work was coordinated during the design stage and has

been defined through agreements with each utility, including costs for reimbursement (see budget impact section below).

Procurement Process

For this project, staff followed a BVC solicitation in compliance with the city's Public Contracting Rules (PCR). Staff received seven (7) responsive proposals to the solicitation for construction, and three (3) staff evaluated all proposals based on qualifications, certification with the state of Oregon's Certification Office for Business Inclusion and Diversity (COBID), and total bid cost. Landis & Landis Construction was deemed as the highest scoring proposer to perform the work. The table below outlines the total bid amount from each proposer and the total awarded score (for all criteria).

Company	Bid Value (8/26/2025)	Total Score
Landis & Landis Construction LLC	\$ 8,183,631	97.3
Moore Excavation Inc	\$ 9,173,808	87.8
Westech Construction Inc	\$ 9,179,802	87.7
Carter & Company Inc.	\$ 8,853,149	86.9
Emery & Sons Construction Group LLC	\$ 10,160,595	81.6
Tapani Inc	\$ 10,977,901	80.7
Pacific Excavation Inc	\$ 9,850,000	70.8
Engineer's Estimate	\$ 10,359,067	

The bid amounts above include the construction work that will be completed during the project for CRW (valued at \$288,476) and an initial cost estimate for NWN (valued at \$55,000). The total cost for the city's portion of the capital project will be \$7,840,154.

BUDGET IMPACT

This project work is funded by the Street Surface Maintenance Program (SSMP), Safe Access for Everyone (SAFE), Water, and Stormwater Funds, as adopted in the 2025-2026 biennium budget and 2025-2030 Capital Improvement Plan.

Per agreements with NWN and CRW, each utility will reimburse the city for construction costs performed on their behalf during the project. Staff estimate \$343,476 in construction expenses will be reimbursed to the city for work completed on behalf of CRW and NWN.

CLIMATE IMPACT

Construction activity has a significant impact on the environment due to emissions from hauling and transportation of materials, heavy equipment uses, and the manufacturing of materials such as asphalt concrete pavement and roadway paint. This project intends to limit impacts by combining projects from the city's engineering, water, and stormwater divisions and incorporating work for NWN and CRW. This approach reduces the mobilization of each individual project, the traffic and noise disruptions to community members and businesses.

Combining work for multiple divisions and agencies will reduce utility conflicts and the need to excavate and dig the corridor multiple times to accomplish each individual upgrade.

EQUITY IMPACT

Repaving of neighborhood streets and enhancing the active transportation infrastructure via multi-use paths will directly improve accessibility for all residents, especially those with disabilities and those community members experiencing other mobility challenges. Repaving efforts aim to create smooth and safe surfaces for all to use.

The multi-use paths combined with marked and signalized crossings will improve the conditions for people walking, biking and using other mobility devices. It is expected that it will be safer to cross at the intersections and that the multi-use paths will bring more people to walk on the corridor. At the same time, the multi-use paths will connect with exiting bike lanes and greenways on $43^{\rm rd}$ Avenue and Linwood Avenue, extending the city's bicycle network.

The stormwater network upgrades will pair with the porous asphalt in the corridor to better manage the runoff by reducing water from pooling and entering onto private properties, thus providing a more reliable public infrastructure.

Additionally, the BVC procurement process allows staff to award additional points to proposing contractors who are COBID-certified in an effort to reach more qualified contractors and increase contracting opportunities to businesses. Unfortunately, this solicitation did not receive any proposals from COBID-certified businesses.

WORKLOAD IMPACT

Significant impacts are expected for the engineering division, who will oversee the construction process with at least one associate engineer and one engineering technician. Additionally, staff will oversee the work materials testing and construction inspection services for the project, as well as coordinating project work and meetings with NWN and CRW to ensure their portions of the project are completed successfully.

In addition, staff have two on-call contracts available to use for back-up construction inspection services in case it is required at any time during the project.

COORDINATION, CONCURRENCE, OR DISSENT

Engineering division and public works department staff have reviewed the scope and type of work for this project. Finance department and engineering division staff reviewed and approved the project scope, budget, and procurement process.

STAFF RECOMMENDATION

Staff recommend that Council authorize the city manager to execute the contract with Landis & Landis Construction for the King Road Improvements project, including a project budget of \$8,183,631 plus a contingency of \$500,000 for a total amount up to \$8,683,631.

ALTERNATIVES

Council could choose to:

- 1. Award the contract as presented,
- 2. Reject all proposals in the public interest and direct staff to revise and resolicit the project during a more favorable period, or
- 3. Reject all proposals in the public interest.

ATTACHMENTS

1. Resolution



COUNCIL RESOLUTION No.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ACTING AS THE LOCAL CONTRACT REVIEW BOARD, APPROVING THE AWARD OF A CONTRACT TO LANDIS & LANDIS CONSTRUCTION FOR THE KING ROAD IMPROVEMENTS PROJECT.

WHEREAS the city identified the King Road Improvements project on King Road from 43rd Avenue to Linwood Avenue in the 2025-2030 Capital Improvement Plan (CIP); and

WHEREAS the city identified funding sources to construct these improvements in the 2025-2026 biennium budget from the Street Surface Maintenance Program (SSMP), Safe Access for Everyone (SAFE), Water, and Stormwater Funds; and

WHEREAS a formal, competitive solicitation was conducted using the best value construction process authorized by Council in Resolution 60-2024 and in compliance with the city's Public Contracting Rule (PCR) 10.105(C); and

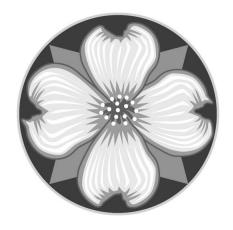
WHEREAS Landis & Landis Construction was identified as the highest scored responsive and responsible proposer to complete the project based on qualifications and bid amount.

Now, Therefore, be it Resolved by the City Council of the City of Milwaukie, Oregon, that the city manager or their designee is authorized to execute a contract with Landis & Landis Construction for construction of the King Road Improvements project for an amount not to exceed \$8,183,631, and to waive any irregularities and authorize the city engineer, public works director, or designee to administer the project in accordance with the project specifications up to an amount not exceeding \$8,683,631, which includes a \$500,000 contingency.

Introduced and adopted by the City Council on **September 16, 2025**.

This resolution is effective **immediately**.

	Lisa M. Batey, Mayor
ATTEST:	APPROVED AS TO FORM:
Scott S. Stauffer, City Recorder	Justin D. Gericke, City Attorney



RS Agenda Item

Business Items



RS 7. A. 9/16/25

Date Written:

OCR USE ONLY

Sept. 2, 2025

COUNCIL STAFF REPORT

To: Mayor and City Council

Emma Sagor, Acting City Manager

Reviewed: Joseph Briglio, Assistant City Manager

From: Laura Weigel, Planning Manager,

Jennifer Garbely, City Engineer, and

Ryan Dyar, Associate Planner

Subject: Transportation System Plan (TSP) Project Update

ACTION REQUESTED

Council is asked to review and provide feedback on the:

- Draft Project Prioritization Memo (Attachment 1): Discussed with the TSP Technical Committee (TSPTC) on August 20 and the Advisory Committee (TSPAC) on August 21, 2025.
- AC and TC Revised Project List (Attachment 2): Updated project list based on feedback from the TSPAC and TSPTC.
- PC Revised Project List (Attachment 3): Updated project list based on feedback from the Planning Commission on August 26, 2025.

Council reviewed the TSP Funding Forecast Memo (Attachment 4) in February 2024. It is attached here as a refresher on the sources of TSP funding.

The Regulatory Solutions memo is also attached (Attachment 5). Staff are sharing it for Council's awareness. Council is welcome to review this memo and share feedback with staff, but there is no obligation to do so. Staff does not plan to discuss the memo at the September 16 meeting, which will focus on project prioritization. Here is a high-level review of what is included in the memo:

This memo builds upon the Plans and Policy Review memo to identify potential amendments to Title 19 (Zoning) of the Milwaukie Municipal Code (Code) to support implementation of Transportation System Plan (TSP) update. The memo includes preliminary recommendations to implement updated design standards for bicycle and pedestrian facilities, trails, transit facilities, as well as the street designs standards and cross sections that are developed for the TSP update. This task also evaluates the City's consistency with relevant elements of the Oregon Transportation Planning Rule (TPR), including recent Climate-Friendly and Equitable Communities (CFEC) TPR updates.¹ The TPR evaluation also provides potential Code update recommendations for TPR and

¹ Climate-Friendly and Equitable Communities. https://www.oregon.gov/lcd/cl/pages/cfec.aspx

CFEC compliance. The review and recommendations in this memo will inform the Implementing Ordinances task of the TSP update.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

<u>February 7, 2023:</u> Council approved the appointment of the TSPAC including a Council representative, Councilor Stavenjord. On March 4, 2025, Council President Anderson replaced Councilor Stavenjord as Council's representative.

June 20, 2023: Council authorized an intergovernmental agreement (IGA) with the Oregon Department of Transportation (ODOT) to update the city's TSP through an in-kind grant award from the transportation and growth management program. The city also contributed \$100,00 to the project.

<u>February 20, 2024</u>: Staff provided Council with a general update on the TSP process, including an overview of the project timeline, the community engagement strategy, community profile, transportation policy landscape, and financial forecast for transportation revenues and expenditures.

<u>August 6, 2024:</u> Staff reviewed the draft Vision, Goals and Policies Memorandum, the Draft Analysis Methodology and Performance Measures Memorandum, and the Draft Livable Streets Analysis and Recommendations Memorandum with Council.

March 18, 2025: Council began the review with staff of the Draft Transportation System Conditions, Needs and Gaps Memo, Draft Multimodal Functional Classification Memo, and Draft Project Evaluation Matrix.

<u>April 15, 2025</u>: Council continued reviewing with staff the memos from the March 18 meeting. June 17, 2025: Council reviewed the Draft Future Conditions and Solutions Memorandum.

ANALYSIS

Oregon's TPR, which implements <u>Oregon's Statewide Planning Goal 12: Transportation</u> and is codified in Oregon Administrative Rule (OAR) Chapter 660, Division 12, establishes requirements for jurisdictions updating or creating a TSP. The <u>CFEC</u> rulemaking process amended the TPR in 2022, establishing a new model for TSP development aimed at reducing transportation-related greenhouse gas (GHG) emissions and promoting more equitable planning processes and outcomes for underserved populations.

The update to the city's TSP kicked off in the summer of 2023. To review the work prior to this update, please refer to the background information in the previous section and/or visit the city's TSP webpage or to find more detailed information visit the TSP the city's Engage Milwaukie website.

Next Steps

Staff will revise the project prioritization table based on Council's feedback. The updated table will be included in the draft TSP, which will be reviewed by the TSPAC, TSPTC, and Planning Commission in October. There will also be an online review opportunity via Engage Milwaukie. Planning Commission hearings for the final TSP are scheduled for November 25 and December 9. Council hearings are tentatively scheduled for December 16, 2025, and January 6, 2026.

BUDGET IMPACT

The TSP update project has been identified as part of the planning department work plan for several years and has been budgeted for accordingly.

CLIMATE IMPACT

Roughly 38% of Oregon's GHG pollution comes from the transportation sector. Analysis in the Oregon Statewide Transportation Strategy Monitoring Report (2018) shows that to meet the state's pollution reduction targets, Oregon needs cleaner fuels, improved vehicle efficiency, and a reduction in vehicle miles traveled. The amended TPR aims to curtail transportation-related GHG pollution by requiring local governments to prioritize transportation infrastructure and land-use regulations that increase the viability of alternative modes of transportation and shorten the distance residents must travel to access goods and services.

Consistent with the new TPR requirements, the Milwaukie TSP focuses on identifying and evaluating projects that are near schools, grocery stores, neighborhood Hubs, transit stops, and senior living/low income/resource centers and within the Milwaukie Town Center to further Milwaukie's commitment to establishing a more climate-friendly transportation system.

EQUITY IMPACT

Equity is one of the eleven identified goals in the Vision, Goals, and Policies document. Equity is a key component of this TSP update. Please see the Engage Milwaukie project page for the Community Profile and Engagement Plan for more details. Reaching out to underrepresented community members was a core goal of staff engagement work over the summer. Three focus groups were held to review the projects including one at Hillside, Milwaukie Community Center (which included Wichita Center recruitment), and a Black, Indigenous, and People of Color (BIPOC) group with the city's equity and inclusion coordinator, Gabriela Santoyo Guteirrez. Staff also reviewed the project list with the Equity Steering Committee (ESC) on June 26.

WORKLOAD IMPACT

Planning and engineering staff have factored the TSP update into staff's work through 2025 or early 2026.

COORDINATION, CONCURRENCE, OR DISSENT

City staff are coordinating with multiple jurisdictional partners on the TSP update. Coordination is happening through the TSPTC, a group of agency representatives and city staff that are advising on the project. The group consists of representatives from engineering, public works, police, the ODOT, Department of Land Conservation and Development (DLCD), Clackamas County, Metro, TriMet, North Clackamas School District (NCSD), Clackamas Fire District #1 (CFD1), and Portland General Electric (PGE).

ATTACHMENTS

- 1. Draft Project Prioritization Memo
- 2. AC and TC Revised Project List
- 3. PC Revised Project List
- 4. Funding Forecast February 2024
- 5. Regulatory Solutions Memo

DRAFT CONSTRAINED AND UNCONSTRAINED PROJECT LISTS

Date: August 14, 2025
 To: Project Advisory Committee and Project Technical Committee
 From: Kittelson & Associates, Inc.
 Project: Milwaukie Transportation System Plan
 Subject: DRAFT Constrained and Unconstrained Project Lists

Introduction

This memo documents the process of developing the prioritized constrained and unconstrained project list. It will be refined based on discussion with the Project Advisory Committee and Technical Committee.

Financial Forecast

Based on the estimates documented in the financial forecast memorandum, the City is projected to have approximately \$22 million available for capital projects over the next 20 years. Per OAR 660-012-0180, the financially constrained project list may not exceed 125% of funding available. Therefore, the financially constrained project list must total no more than \$27.5 million.

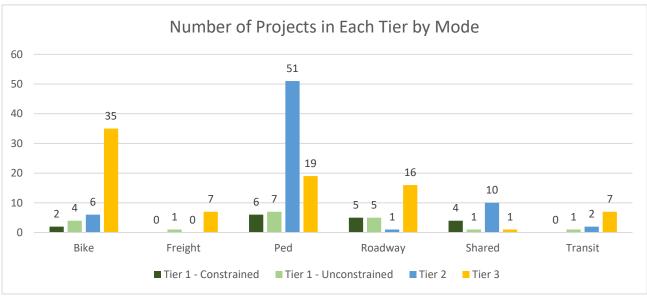
Prioritized Projects by Tier

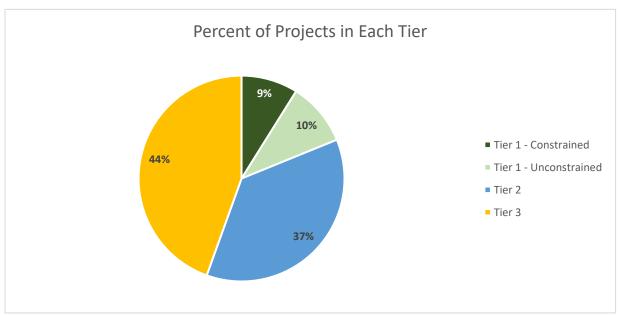
Tier	Criteria
Tier 1 – Financially Constrained	 Add projects scoring in the top 95th percentile for evaluation criteria based on all projects Add projects that City Staff have indicated are Higher Priority Remove projects that City Staff have indicated are Lower Priority Future Action: Downgrade projects that do not fit into financial threshold
Tier 1 – Financially Unconstrained	 Add projects scoring in the top 95th percentile of mentions by the public Add projects scoring in the top 90th percentile for evaluation criteria based on individual mode. Add projects that were downgraded from Tier 1 – Constrained because they did not meet the financial threshold

Milwaukie TSP Constrained and Unconstrained Project List | 1

Tier	Criteria
Tier 2 - Unconstrained – Financially Unconstrained	 Add projects scoring the median (top 50th percentile score overall) based on all projects Add any project that is a top project category based on public feedback
Tier 3 - Unconstrained – Financially Unconstrained	 Add any projects identified as Low Priority by City Staff All other projects

Using the methodology documented in the table above, the following charts illustrate the distribution of projects into various tiers after the initial round of categorization.





Cost by Tier

As shown in the table below, the initial categorization approach resulted in a Tier 1 Financially Constrained project total that exceeds the allowable \$27.5M threshold. The project team will need to discuss opportunities to move higher cost projects to the Tier 1- Unconstrained list.

	Bike	Freight	Ped	Roadway/Intersection	Shared Bike/Ped	Transit	Total
Tier 1 – Financially Constrained	\$4,835,000		\$9,155,000	\$7,700,000	\$8,580,000		\$30,270,000
Tier 1 – Financially Unconstrained	\$3,900,000	\$200,000	\$7,820,000	\$10,280,000	\$1,075,000		\$23,275,000
Tier 2 - Unconstrained	\$6,260,000		\$23,235,000	\$5,145,000	\$6,935,000		\$41,575,000
Tier 3 - Unconstrained	\$10,550,000	\$4,530,000	\$6,055,000	\$62,640,000	\$180,000		\$83,955,000
Grand Total	\$25,545,000	\$4,730,000	\$46,265,000	\$85,765,000	\$16,770,000		\$179,075,000

Prioritized Project List

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Constrained	B-64	SE 34th Ave	SE Lake Rd	SE Washington St	Remove on-street parking and stipe 5.5ft bike lanes (both directions)	\$1,465,000
Tier 1 - Financially Constrained	B-24	SE Harrison St	SE 26th Ave	SE 42nd Ave	Construct 5.5ft bike lanes (both directions)	\$3,370,000
Tier 1 - Financially Constrained	P-27	SE Railroad Ave	SE 37th Ave	SE Harmony Rd	Construct 8-10ft ped/bike on-street pathway on north side of road	\$3,450,000
Tier 1 - Financially Constrained	P-25	SE Monroe St	SE 37th Ave	SE Garrett Dr	Construct 6 ft minimum curb-tight sidewalks (both sides)	\$1,855,000
Tier 1 - Financially Constrained	P-117	Kellog Creek	SE Main St	Trolley Trail	Construct an 8-10ft ped/bike on-street pathway underneath OR 99E after dam removal	\$310,000
Tier 1 - Financially Constrained	P-22	SE Stanley Ave	SE Johnson Creek Blvd	SE King Rd	Construct 8-10ft ped/bike on-street pathway on the east side of road	\$1,590,000
Tier 1 - Financially Constrained	P-6	SE Lake Rd	SE 34th Ave	SE Harmony Rd	Construct 8-10ft ped/bike on-street pathway on south side of road	\$3,230,000
Tier 1 - Financially Constrained	P-17	SE Harrison St	SE 32nd Ave	SE 42nd Ave	Reconstruct buffered 6ft sidewalks (both sides)	\$1,875,000
Tier 1 - Financially Constrained	P-119	SE 32nd Ave/SE Harrison St	Intersection	-	Signal retiming and improve safety of crossing at intersection	\$125,000
Tier 1 - Financially Constrained	P-43	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Fill gaps and construct 5ft minimum curb-tight sidewalks (both sides)	\$2,480,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Constrained	P-16	SE Harrison St	SE 29th St	SE 32nd Ave	Reconstruct buffered 6ft sidewalks (both sides)	\$2,040,000
Tier 1 - Financially Constrained	P-99	SE Logus Rd	SE Stanley Ave	SE 43rd Ave	ADA accessibility upgrades	\$780,000
Tier 1 - Financially Constrained	R-24	SE Oak St/SE Railroad Ave/SE Monroe St	Intersection	-	Construct a mini roundabout	\$4,270,000
Tier 1 - Financially Constrained	R-3	SE Harrison St/SE 32nd Ave	Intersection	-	Modify the north and south SE 32nd Ave approaches to provide separate additional vehicle queue storage.	\$470,000
Tier 1 - Financially Constrained	R-25	SE Railroad Ave/SE 37th Ave	Intersection	-	Widen WB Railroad Avenue approach to provide additional left-turn storage at SE 37th Ave	\$2,160,000
Tier 1 - Financially Constrained	R-27	Local Streets			Change the speed zone signing on all local streets to 20 mph	\$400,000
Tier 1 - Financially Constrained	R-28	SE Harrison St	Highway 99E	SE 42nd Ave	Prepare a detailed multimodal safety assessment of the Harrison Street corridor focusing on crash patterns, roadway infrastructure needs, access management, and traffic control, and crossing improvements.	\$400,000
Tier 1 - Financially Unconstrained	P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Maintain shared roadway environment with signing and striping enhancements	\$160,000
Tier 1 - Financially Unconstrained	R-2	OR 224/SE Harrison St	Intersection	-	Coordinate with ODOT to add left-turn lanes and protected signal phasing on the east and west Harrison Street approaches to OR 224. Improve pedestrian and bicycle crossings of OR 224	\$2,060,000
Tier 1 - Financially Unconstrained	B-26	SE 42nd Ave	SE Harrison St	SE Washington St	Remove on-street parking and construct 5.5ft bike lane (both directions)	\$700,000
Tier 1 - Financially Unconstrained	B-10	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Construct 5.5ft bike lanes (both directions)	\$2,730,000
Tier 1 - Financially Unconstrained	B-23	SE Harrison St	Hwy 99E	SE 24th Ave	Construct 5.5ft bike lanes (both directions)	\$100,000
Tier 1 - Financially Unconstrained	B-37	OR 224/SE Harrison St	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$370,000
Tier 1 - Financially Unconstrained	P-5	SE Harmony Rd	SE Linwood Ave	Aquatic Center Access Rd	Construct 8-10ft ped/bike on-street pathway on south side of road	\$1,075,000
Tier 1 - Financially Unconstrained	P-20	SE Harvey St	SE 32nd St	SE 42nd St	Construct 5ft minimum curb-tight sidewalks (north side)	\$845,000
Tier 1 - Financially Unconstrained	P-9	SE 34th Ave	SE Washington St	SE Lake Rd	Reconstruct 6 ft curb-tight sidewalk on the both sides.	\$1,190,000
Tier 1 - Financially Unconstrained	P-2	SE 32nd Ave	SE Sherrett St	SE Harrison St	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	\$3,885,000
Tier 1 - Financially Unconstrained	P-42	SE Stanley Ave	SE King Rd	SE Monroe St	Construct 5ft minimum curb-tight sidewalks (both sides)	\$760,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Unconstrained	P-57	SE Sparrow St	SE 19th Ave	SE River Rd	Construct 5ft curb-tight sidewalk (south side)	\$345,000
Tier 1 - Financially Unconstrained	P-36	SE Roswell St	SE 32nd Ave	SE 42nd Ave	Remove sidewalk obstructions (south side)	\$620,000
Tier 1 - Financially Unconstrained	P-71	OR 224/SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 224	\$175,000
Tier 1 - Financially Unconstrained	F-4	OR 224	OR 99E	Lake Rd	Conduct refinement plan with a focus on motor and freight mobility	\$200,000
Tier 1 - Financially Unconstrained	R-7	SE Linwood Ave/SE Harmony Road	Intersection	-	Perform a refinement study that will look to accommodate vehicles, pedestrians, bicycles, and mobility vehicles. Retrofit existing traffic control infrastructure while maintaining optimal traffic operations.	\$555,000
Tier 1 - Financially Unconstrained	R-5	SE Harrison St/SE 42nd Ave	Intersection	-	Replace all-way stop with a roundabout or traffic signal (when warranted)	\$4,905,000
Tier 1 - Financially Unconstrained	R-4	SE King Rd/SE 42nd Ave	Intersection	-	Install permanent geometric delineators	\$65,000
Tier 1 - Financially Unconstrained	R-6	SE McLoughlin Blvd/SE River Rd/SE Bluebird St	Intersection	-	Coordinate with ODOT and widen the northbound River Road approach to provide a second NB left-turn lane onto OR 99E.	\$2,695,000
Tier 1 - Financially Unconstrained	T-1	SE 32nd Ave	SE Johnson Creek Blvd	SE Harrison St	Coordinate with TriMet to help implement new Bus Rapid Transit/Express Service route	
Tier 2 - Unconstrained	B-19	SE Oatfield Rd	SE Lake Rd	City limits	Construct 5.5ft bike lanes (both directions)	\$720,000
Tier 2 - Unconstrained	B-15	SE International Way	SE Freeman Way	SE Lake Rd	Construct 7ft buffered bike lanes (both directions)	\$3,030,000
Tier 2 - Unconstrained	B-66	SE Freeman Way	SE International Way	SE Lake Rd	Remove on-street parking and stipe 5.5ft bike lanes (both directions)	\$380,000
Tier 2 - Unconstrained	B-9	SE Stanley Ave	SE King Rd	SE Monroe St	Construct 5.5ft bike lanes (both directions)	\$840,000
Tier 2 - Unconstrained	B-16	SE Rusk Rd	SE Lake Rd	SE Kellog Creek Rd	Construct 5.5' bike lanes (both directions) Coordinate with Clackamas County on bicycle facility enhancements	\$1,225,000
Tier 2 - Unconstrained	B-70	SE Oak St	SE Campbell St	SE Washington St	Construct 5.5ft bike lanes (both directions)	\$65,000
Tier 2 - Unconstrained	P-58	SE Ochoco St	SE 17th Ave	Springwater Trail	Coordinate with City of Portland to ensure construction of a 10ft multi-use path	\$220,000
Tier 2 - Unconstrained	P-32	SE Llewellyn St	SE 32nd Ave	SE 34th Ave	Construct 8-10ft ped/bike on-street pathway on north side of road	\$245,000
Tier 2 - Unconstrained	P-33	SE 34th Ave	SE King Rd	SE Harrison St	Construct 8-10ft ped/bike on-street pathway on west side of road. Reconstruct 6ft curb-tight sidewalk on the east side.	\$370,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-75	SE 32nd Ave	SE Meek St	SE Llewellyn St	Construct a new 8-10ft ped/bike on-street pathway on east side of road	\$140,000
Tier 2 - Unconstrained	P-8	SE Oatfield Rd	SE Lake Rd	City Limits	Construct new buffered 8ft sidewalks (both sides)	\$1,015,000
Tier 2 - Unconstrained	P-47	SE 37th Ave	SE Wister St Path	SE Edison St	Construct 5ft curb-tight sidewalk (south/west side)	\$400,000
Tier 2 - Unconstrained	P-40	SE 49th Ave	SE Willow Ave	SE King Rd	Construct 5ft curb-tight sidewalk (west side)	\$505,000
Tier 2 - Unconstrained	P-54	SE Edison St	SE 35th Ave	OR 224	Construct 5ft curb-tight sidewalk (north side)	\$190,000
Tier 2 - Unconstrained	P-10	SE 37th Ave	SE Washington St	SE International Way	Construct new 6ft curb-tight sidewalk on the east side of road.	\$120,000
Tier 2 - Unconstrained	P-116	SE Minthorn Loop Rd	SE 37th Ave	SE Minthorn Loop Road	Construct an 8-10ft ped/bike on-street pathway	\$520,000
Tier 2 - Unconstrained	P-123	SE Main St	SE Hanna Harvester Dr	SE Ochoco St	Construct 8-10ft ped/bike on-street pathway on east side of road	\$3,685,000
Tier 2 - Unconstrained	P-28	SE International Way	SE Freeman Way	SE Lake Rd	Construct 5ft minimum curb-tight sidewalks (both sides)	\$2,340,000
Tier 2 - Unconstrained	P-34	SE 34th Ave	SE Harrison St	End of SE 34th Ave	Construct 8-10 ft ped/bike on-street pathway on west side of road. Reconstruct 6 ft curb-tight sidewalk on the east side. Install an enhanced pedestrian crossing treatment	\$680,000
Tier 2 - Unconstrained	P-41	SE Logus Rd	SE 43rd Ave	SE 49th Ave	Construct 5ft curb-tight sidewalk (south side)	\$515,000
Tier 2 - Unconstrained	P-59	SE Ochoco St	Springwater Trail	SE McBrod Ave	Coordinate with City of Portland to ensure construction of 5ft curb-tight sidewalk (north side)	\$225,000
Tier 2 - Unconstrained	P-4	SE King Rd	SE 34th Ave	SE 40th Ave	Construct new 5ft minimum curb-tight sidewalk (north side)	\$525,000
Tier 2 - Unconstrained	P-61	SE 42nd Ave/SE Roswell St	Intersection	-	Install RRFB across SE 42nd Ave	\$175,000
Tier 2 - Unconstrained	P-95	SE Balfour Street	SE 32nd Ave	Balfour Park	Construct 5ft minimum curb-tight sidewalk (north side)	\$35,000
Tier 2 - Unconstrained	P-118	32nd Ave/Harvey St	Intersection	-	Improve safety of crossing at intersection	\$125,000
Tier 2 - Unconstrained	P-45	SE Willow St	SE Winsor Dr	SE 51st Ave	Construct an 8-10ft ped/bike on-street pathway	\$275,000
Tier 2 - Unconstrained	P-62	SE 32nd Ave/SE Meek St	Intersection	-	Install RRFB across SE 32nd Ave	\$175,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-77	SE Olsen St/SE 42nd Ave	Intersection	-	Improve pedestrian crossing	\$175,000
Tier 2 - Unconstrained	P-78	SE Millport Rd	99E	SE 17th Ave	Construct 5ft minimum curb-tight sidewalks (both sides)	\$780,000
Tier 2 - Unconstrained	P-69	OR 224/SE Oak St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian crossing improvements of OR 224	\$175,000
Tier 2 - Unconstrained	P-63	SE King Rd/SE Home St	Intersection	-	Install RRFB across SE King Rd	\$175,000
Tier 2 - Unconstrained	P-73	SE Stanley Ave/SE Monroe St	Intersection	-	Install RRFB across SE Monroe St	\$175,000
Tier 2 - Unconstrained	P-30	SE Rusk Rd	HWY 224	South City Limit	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west/north side)	\$275,000
Tier 2 - Unconstrained	P-67	SE Stanley Ave/SE Logus Rd	Intersection	-	Install RRFB across SE Stanley Ave	\$175,000
Tier 2 - Unconstrained	P-7	SE Johnson Creek Blvd	West city limits	SE Linwood Ave	Coordinate with City of Portland to ensure construction of 6 ft curb-tight sidewalks (north side)	\$1,905,000
Tier 2 - Unconstrained	P-37	SE Olsen St	SE 29th Ave	SE 32nd Ave	Construct 5ft curb-tight sidewalk (north side)	\$225,000
Tier 2 - Unconstrained	P-107	SE Hazel Pl	SE Stanley Ave	SE Wichita Ave	Reconstruct 5ft minimum curb-tight sidewalks (south side)	\$330,000
Tier 2 - Unconstrained	P-11	SE 37th Ave	Intersection	-	Install RRFB across SE 37th Ave	\$50,000
Tier 2 - Unconstrained	P-110	SE 37th Ave	SE Lake Rd	SE Grogan Ave	Construct 5ft minimum curb-tight sidewalks (south side)	\$515,000
Tier 2 - Unconstrained	P-38	SE Olsen St	SE 32nd Ave	SE 42nd Ave	Construct 5ft curb-tight sidewalk (north side)	\$840,000
Tier 2 - Unconstrained	P-106	SE Harlow St/SE 56th Ave	SE 56th Ave	SE Stanley Ave	Reconstruct 5ft minimum curb-tight sidewalks (south side)	\$170,000
Tier 2 - Unconstrained	P-108	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Reconstruct 5ft minimum curb-tight sidewalks (west side)	\$645,000
Tier 2 - Unconstrained	P-39	SE Willow St	SE Winsor Dr	SE 49th Ave	Construct 5ft curb-tight sidewalk (south side) to connect Glover Street Alley	\$80,000
Tier 2 - Unconstrained	P-44	SE 51st Ave	SE Logus Rd	SE Winworth Ct	Construct 5ft curb-tight sidewalk (east side)	\$280,000
Tier 2 - Unconstrained	P-51	SE 44th Ave	SE Monroe St	SE Harrison St	Construct 5ft curb-tight sidewalk (both sides)	\$330,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-52	SE Harrison St	SE 44th Ave	SE Home St	Construct 5ft curb-tight sidewalk (both sides)	\$820,000
Tier 2 - Unconstrained	P-112	99E/SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125,000
Tier 2 - Unconstrained	P-115	99E/SE River Rd	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125,000
Tier 2 - Unconstrained	P-65	SE Railroad Ave/SE Home Ave	Intersection	-	Construct at grade bike/ped crossing of Railroad Ave and adjacent rail line to SE Mallard Way	\$1,425,000
Tier 2 - Unconstrained	P-113	99E/SE Monroe St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125,000
Tier 2 - Unconstrained	P-114	99E/SE Washington St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125,000
Tier 2 - Unconstrained	P-29	SE Rusk Rd	SE Lake Rd	HWY 224	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west side)	\$290,000
Tier 2 - Unconstrained	P-79	99E/SE Ochoco St	Intersection	-	To Be Determined	\$175,000
Tier 2 - Unconstrained	P-60	SE Mallard Way	End of road	SE International Way	Construct 5ft minimum curb-tight sidewalks (both sides)	\$710,000
Tier 2 - Unconstrained	P-80	99E/SE Milport RD	Intersection	-	To Be Determined	\$175,000
Tier 2 - Unconstrained	P-94	SE Sparrow Street	SE River Road	Trolley Trail / SE 26th Avenue	Construct a new 8-10ft ped/bike on-street pathway	\$245,000
Tier 2 - Unconstrained	P-76	OR 224/SE Rusk Rd	Intersection	-	Coordinate with ODOT to improve pedestrian crossings across OR 224	\$175,000
Tier 2 - Unconstrained	P-120	SE Harlene St	west extents	SE Wood Ave	Construct an 8-10ft ped/bike on-street pathway	\$555,000
Tier 2 - Unconstrained	P-48	SE Brookside Drive	SE Johnson Creek Blvd	SE Regents Dr	Construct 5ft curb-tight sidewalk (south side)	\$440,000
Tier 2 - Unconstrained	P-49	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Construct 5ft curb-tight sidewalk (south side)	\$720,000
Tier 2 - Unconstrained	P-50	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Construct 5ft curb-tight sidewalk (south side)	\$730,000
Tier 2 - Unconstrained	P-66	SE Stanley Ave/SE Harlow St	Intersection	-	Install RRFB across SE Stanley Ave	\$175,000
Tier 2 - Unconstrained	P-93	SE Mailwell Drive	SE Main St	UPRR	Construct 5ft minimum curb-tight sidewalks (both sides)	\$180,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-97	SE 26th Ave	SE Lake Rd	Lake Village Apartments	Construct 5ft minimum curb-tight sidewalk (west side)	\$100,000
Tier 2 - Unconstrained	P-121	SE Frontage Rd	SE Ochoco St	SE Millport Rd	Construct 5ft minimum curb-tight sidewalks (west side)	\$1,685,000
Tier 2 - Unconstrained	P-122	SE Ochoco St	east extents	Highway 99E	Reconstruct 5ft minimum curb-tight sidewalks (north side)	\$555,000
Tier 2 - Unconstrained	P-96	SE Park St/SE Lloyd St	SE Home Ave	Stanley Avenue	Construct 5ft minimum curb-tight sidewalks (both sides)	\$735,000
Tier 2 - Unconstrained	R-1	Johnson Creek/42nd Ave	Intersection	-	Replace all-way stop with a roundabout or traffic signal (when warranted)	\$5,145,000
Tier 2 - Unconstrained	T-10	Transit Priority Signalization	Citywide	-	Work with Clackamas County to implement transit priority signalization along key transit corridors.	
Tier 2 - Unconstrained	T-11	Weekend Service Improvements	Citywide	-	Work with TriMet to improve bus service on various transit lines	
Tier 3 - Unconstrained	B-14	SE International Way	SE 37th Ave	SE Freeman Way	Restripe roadway to include 7ft buffered bike lanes (both directions)	\$395,000
Tier 3 - Unconstrained	B-35	OR 224/SE Oak St	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$370,000
Tier 3 - Unconstrained	B-4	SE Johnson Creek Blvd	SE 40th	SE 45th Ave	Restripe roadway to a 5.5' bike lane (both directions)	\$150,000
Tier 3 - Unconstrained	B-38	SE Harrison St/SE 21st Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-40	SE Harrison St/SE 42nd Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-30	SE Railroad Ave & SE Linwood Ave	Intersection	-	Improve safety of crossing at intersection	\$1,745,000
Tier 3 - Unconstrained	B-39	SE King Rd/SE Stanley Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-28	SE Ochoco St/SE 17th Ave	Intersection	-	Improve safety of crossing at intersection	\$1,435,000
Tier 3 - Unconstrained	B-32	OR 224/SE Rusk Rd	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$185,000
Tier 3 - Unconstrained	B-22	SE Monroe St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$200,000
Tier 3 - Unconstrained	B-25	SE King Rd	SE 34th Ave	SE 40th Ave	Improve roadway surface and install shared lane markings (both directions)	\$105,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	B-29	SE Lava Dr/SE 17th Ave	Intersection	-	Improve safety of crossing at intersection	\$185,000
Tier 3 - Unconstrained	B-31	SE Lake Rd/SE International Way	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-41	SE Johnson Creek Blvd/SE Stanley Ave	Intersection	-	Improve safety of crossing at intersection	\$185,000
Tier 3 - Unconstrained	B-72	SE Johnson Creek Blvd/SE 45 Pl	Intersection	-	Improve safety of crossing at intersection. Coordinate with City of Portland.	\$185,000
Tier 3 - Unconstrained	B-73	SE Johnson Creek Blvd/SE Wichita Ave	Intersection	-	Improve safety of crossing at intersection	\$95,000
Tier 3 - Unconstrained	B-74	SE Harmony Rd/Aquatic Center Rd	Intersection	-	Improve safety of crossing at intersection	\$185,000
Tier 3 - Unconstrained	B-11	SE Monroe St/SE Washington St/SE Garrett Drive	SE 37th Ave	SE Linwood Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$485,000
Tier 3 - Unconstrained	B-43	SE Olsen St	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$235,000
Tier 3 - Unconstrained	B-81	SE 37th Ave	SE International Way	SE Washington St	Install shared roadway lane markings, signage, and traffic calming improvements	\$115,000
Tier 3 - Unconstrained	B-82	SE Washington St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$225,000
Tier 3 - Unconstrained	B-42	SE Roswell Ave	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$240,000
Tier 3 - Unconstrained	B-44	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$160,000
Tier 3 - Unconstrained	B-49	SE Logus Rd	SE 43rd Ave	SE Stanley Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$255,000
Tier 3 - Unconstrained	B-50	SE 49th Ave	SE King Rd	SE Logus Rd	Install shared roadway lane markings, signage, and traffic calming improvements	\$70,000
Tier 3 - Unconstrained	B-59	SE 40th Ave	SE Olsen St	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$330,000
Tier 3 - Unconstrained	B-60	SE 19th Ave/SE Bluebird/SE Sparrow	SE Bluebird St	SE Sparrow St	Install shared roadway lane markings, signage, and traffic calming improvements	\$190,000
Tier 3 - Unconstrained	B-54	SE Home Ave	SE King Rd	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$280,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	B-69	SE 55th Ave	SE Firwood St	SE Johnson Creek Blvd	Install shared roadway lane markings, signage, and traffic calming improvements	\$115,000
Tier 3 - Unconstrained	B-51	SE Hazel St	SE Stanley Ave	SE Wichita Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$75,000
Tier 3 - Unconstrained	B-52	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Install shared roadway lane markings, signage, and traffic calming improvements	\$225,000
Tier 3 - Unconstrained	B-55	SE Park St	SE Home Ave	SE Wood Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$205,000
Tier 3 - Unconstrained	B-63	SE Kuehn Rd	SE Lake Rd	City limits	Install shared roadway lane markings, signage, and traffic calming improvements	\$70,000
Tier 3 - Unconstrained	B-45	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$155,000
Tier 3 - Unconstrained	B-5	SE 42nd Ave	SE Harvey St	SE Howe St	Install shared roadway lane markings, signage, and traffic calming improvements	\$220,000
Tier 3 - Unconstrained	P-19	SE River Rd	SE Lark St	South City Limit	Construct new 8ft curb-tight sidewalk on both sides of road.	\$470,000
Tier 3 - Unconstrained	P-13	SE Harrison St	HWY 99E	SE Main Street	Remove utility obstructions	\$30,000
Tier 3 - Unconstrained	P-46	SE Willow Ave alley	SE Winworth Ct	SE Howe St	Obtain right-of-way (as opportunity allows), and construct an 8-10ft ped/bike on-street pathway	\$180,000
Tier 3 - Unconstrained	P-91	SE King Road	SE 40th Ave	SE 43rd Ave	ADA accessibility upgrades	\$205,000
Tier 3 - Unconstrained	P-105	SE 28th Ave	SE Washington St	Harrison Street	ADA accessibility upgrades	\$255,000
Tier 3 - Unconstrained	P-35	SE Roswell St	SE 29th Ave	SE 32nd St	Maintain shared roadway environment with signing and striping enhancements	\$175,000
Tier 3 - Unconstrained	P-92	SE Main St	SE Harrison St	Expressway (OR 224)	ADA accessibility upgrades	\$280,000
Tier 3 - Unconstrained	P-21	SE 42nd Ave	SE Harvey St	SE Johnson Creek Blvd	Remove sidewalk obstructions (both sides) and opportunities allow	\$805,000
Tier 3 - Unconstrained	P-53	SE 27th Ave	SE Lake Rd	SE Washington St	Reconstruct 5 ft curb-tight sidewalks (east side) and remove utility obstructions	\$575,000
Tier 3 - Unconstrained	P-109	SE Boss Ln	SE Lake Rd	SE Licyntra Ln	Maintain shared roadway environment with signing and striping enhancements	\$150,000
Tier 3 - Unconstrained	P-3	SE Johnson Creek Blvd	SE 40th Ave	SE 45th Ave	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	\$1,235,000

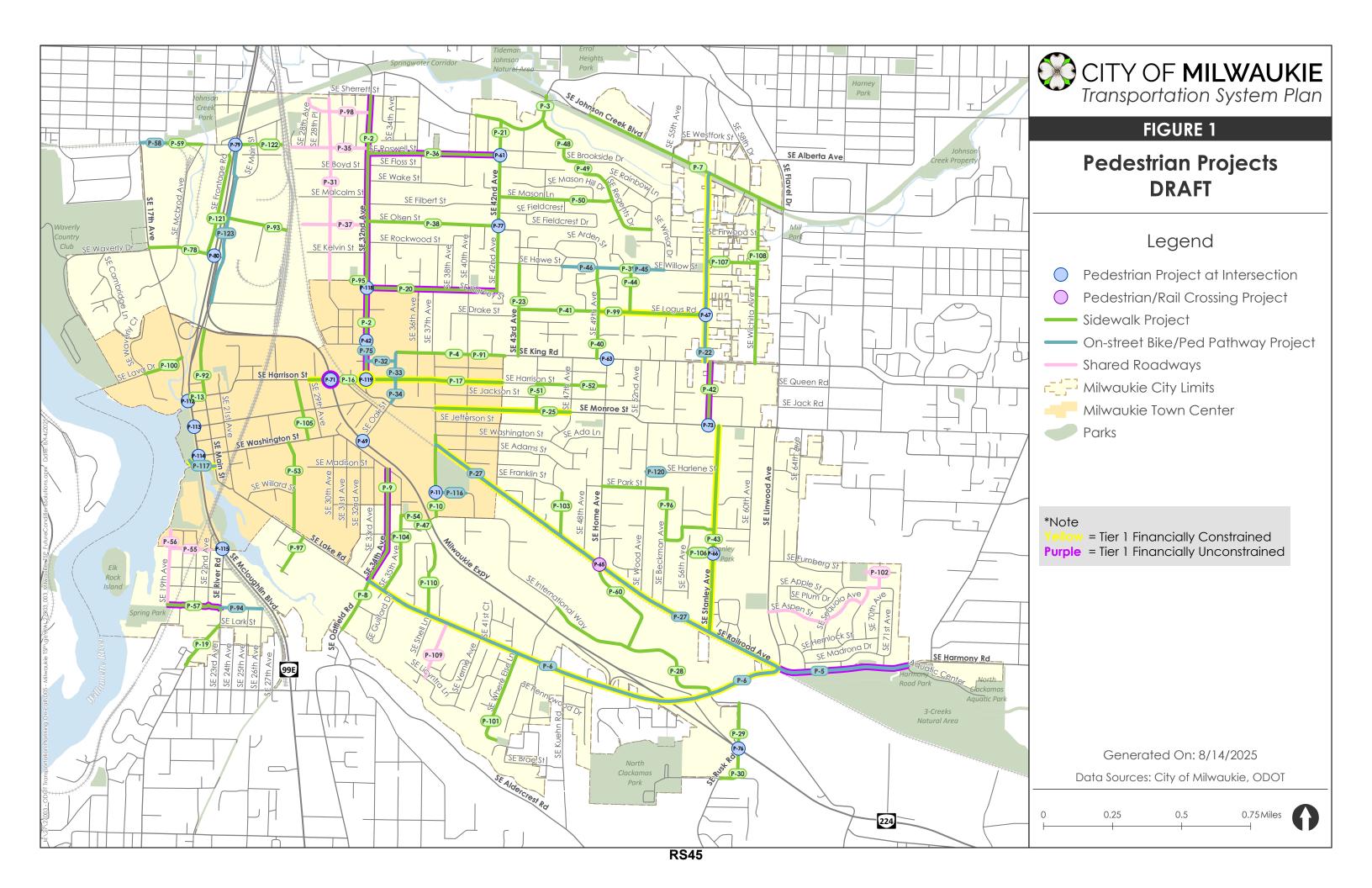
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	P-104	SE 35th Ave	SE Lake Rd	Edison Street	ADA accessibility upgrades	\$320,000
Tier 3 - Unconstrained	P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Maintain shared roadway environment with signing and striping enhancements	\$160,000
Tier 3 - Unconstrained	P-55	SE Bluebird St	SE 19th Ave	SE 22nd Ave	Maintain shared roadway environment with signing and striping enhancements	\$35,000
Tier 3 - Unconstrained	P-56	SE 19th Ave	SE Eagle St	SE Sparrow St	Maintain shared roadway environment with signing and striping enhancements	\$65,000
Tier 3 - Unconstrained	P-100	SE Lava Drive /SE Waverly Court	SE 17th Ave	Highland Apartments Entrance	ADA accessibility upgrades	\$170,000
Tier 3 - Unconstrained	P-103	SE 47th Ave	SE Franklin St	SE Railroad Ave	ADA accessibility upgrades	\$190,000
Tier 3 - Unconstrained	P-101	SE Where Else Lane	SE Lake Rd	Bowman and Brae Park	ADA accessibility upgrades	\$320,000
Tier 3 - Unconstrained	P-102	SE Aspen St	SE Lindwood Ave	Furnberg Park	Maintain shared roadway environment with signing and striping enhancements	\$300,000
Tier 3 - Unconstrained	P-98	SE 28th Ave/SE Van Water St	Springwater Corridor	SE 32nd Ave	Maintain shared roadway environment with signing and striping enhancements	\$315,000
Tier 3 - Unconstrained	F-1	OR 99E/Ochoco St	Intersection	-	Coordinate with ODOT to reconstruct the northwest corner of the intersection to provide enhanced turning movement accommodations for trailers.	\$200,000
Tier 3 - Unconstrained	F-3	SE Main St/SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii in the northeast and southeast quadrants to better accommodate freight movements	\$230,000
Tier 3 - Unconstrained	F-5	OR 224 Ramp/17th Ave	Intersection	-	Coordinate with ODOT to upgrade intersection turning radii in the northeast quadrant to better accommodate freight movements	\$80,000
Tier 3 - Unconstrained	F-6	SE Ochoco St	SE Main St	East extents	Upgrade street to better accommodate freight vehicles	\$1,105,000
Tier 3 - Unconstrained	F-7	SE Mailwell Dr	SE Main St	SE Omark Dr	Upgrade street to better accommodate freight vehicles	\$870,000
Tier 3 - Unconstrained	F-8	SE Hanna Harvester Dr	SE Main St	SE Hanna Dr	Upgrade street to better accommodate freight vehicles	\$1,920,000
Tier 3 - Unconstrained	F-2	SE Omark Dr/SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii in the northwest quadrant to better accommodate freight movements	\$125,000
Tier 3 - Unconstrained	R-9	OR 224/SE Freeman Way	Intersection	-	Coordinate with ODOT to improve intersection operations at the OR 224/Freeman Way intersection. Improve pedestrian and bicycle crossings of OR 224	\$495,000
Tier 3 - Unconstrained	R-13	SE Mailwell Drive extension	SE Crystal Lake Dr	SE Mailwell Dr	Extend SE Mailwell Drive east across MAX line connecting to Crystal Lake Drive/SE 26th Ave via the OR 224 underpass.	\$20,000,000

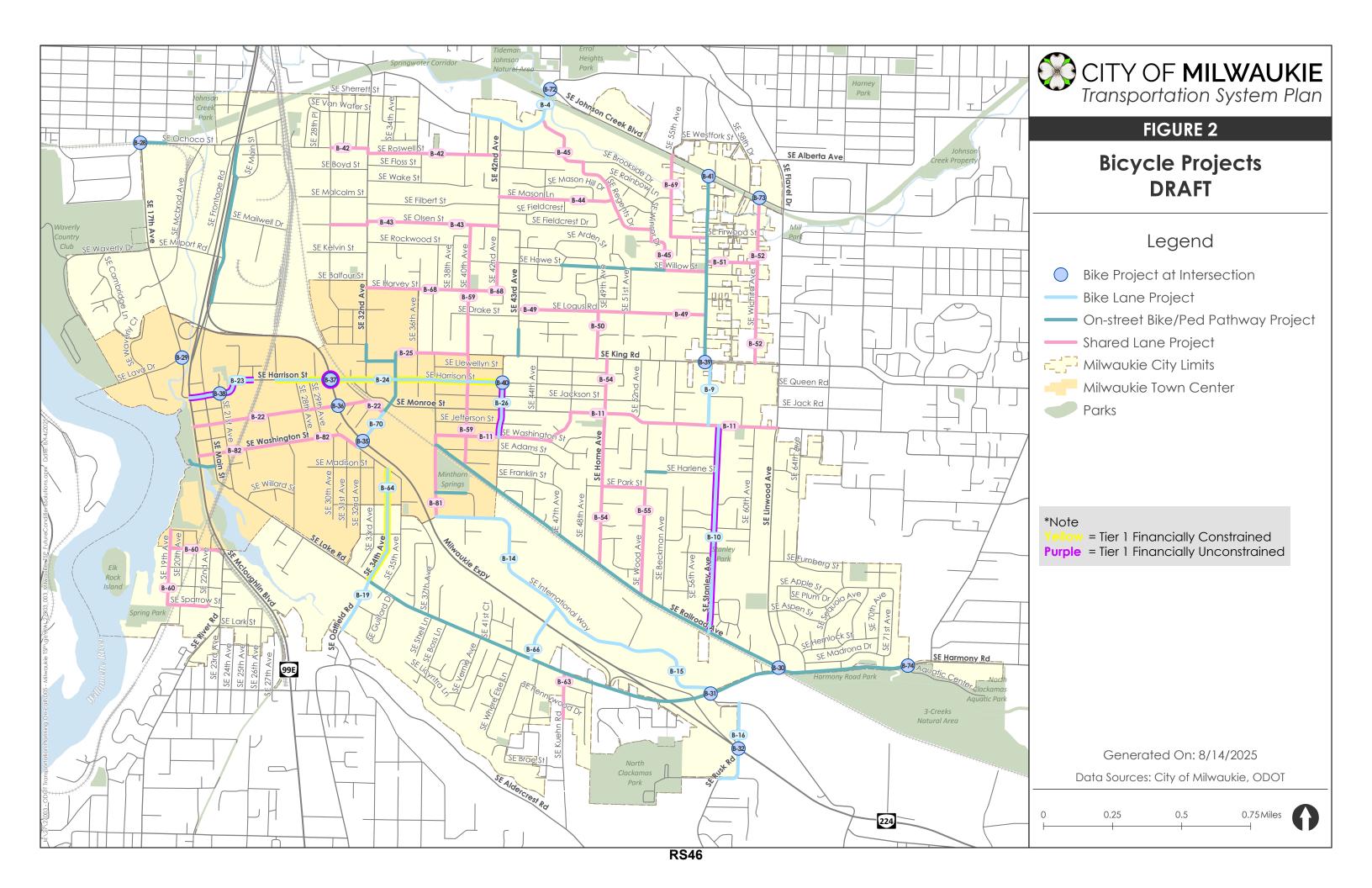
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	R-8	37th Ave/International Way/OR 224	Intersection	-	Coordinate with ODOT to reconfigure the 37th/International Way intersection located just west of OR 224 to improve geometry and traffic flow limitations. Improve pedestrian and bicycle crossings of OR 224.	\$760,000
Tier 3 - Unconstrained	R-14	SE 29th Ave extension	SE Meek St	SE 32nd Ave	Extend SE 29th Ave south of SE Meet St to SE 32nd Ave	\$1,420,000
Tier 3 - Unconstrained	R-21	SE Beckman Terrace	East Extents	SE 56th Ave	Construct the missing one lot segment of SE Beckman Terrace and connect to SE 56th Ave extension at the local street standard.	\$2,000,000
Tier 3 - Unconstrained	R-23	SE 32nd Ave			Construct the missing one lot segment of 32nd Ave at the local street standard.	\$300,000
Tier 3 - Unconstrained	R-20	SE Guido Bocci Dr	SE Home Ave	SE Wood Ave	Extend SE Guido Bocci Dr between SE Home and SE Wood Street	\$2,580,000
Tier 3 - Unconstrained	R-10	OR 99E	Northern City Limits	Southern City Limits	Conduct a refinement study to establish alternative mobility targets for OR 99E for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auto and freight mobility	\$200,000
Tier 3 - Unconstrained	R-11	OR 224	SE McLoughlin Blvd	Southern City Limits	Conduct a refinement study to establish alternative mobility targets for OR 224 for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auto and freight mobility	\$200,000
Tier 3 - Unconstrained	R-15	SE Melody Lane	East Extents	TBD	Extend SE Melody Lane	\$1,640,000
Tier 3 - Unconstrained	R-16	SE Jackson Street	SE 55th Ave	SE 55th Ave	SE Jackson St extension	\$2,555,000
Tier 3 - Unconstrained	R-17	SE 53rd Pl	South extents	SE Jackson St extension	SE 53rd PI extension	\$2,710,000
Tier 3 - Unconstrained	R-18	SE Park St	SE 56th Ave	SE Stanley Ave	SE Park extension	\$4,490,000
Tier 3 - Unconstrained	R-19	SE Hunter Ct	SE Home Ave	SE Wood Ave	SE Hunter Ct extension	\$5,750,000
Tier 3 - Unconstrained	R-22	SE Lloyd St	SE 60th Ave	SE Linwood Ave	Extend SE Lloyd St from SE 60th Ave to SE Linwood Ave as part of future redevelopment	\$3,990,000
Tier 3 - Unconstrained	R-26	SE Omark Dr	SE Mailwall Dr	SE Hanna Harvester Dr	Extend SE Omark Dr to connect to SE Hanna Harvester Drive	\$13,550,000
Tier 3 - Unconstrained	T-3	SE Linwood Ave	SE Johnson Creek Blvd	SE Railroad Ave	Coordinate with TriMet to help implement new bus service route	
Tier 3 - Unconstrained	T-8	SE Railroad Ave/SE 37th Ave	SE Railroad Ave	SE 37th Ave	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-4	SE Harrison St	SE 21st Ave	SE King Road	Coordinate with TriMet to help implement new Frequent Service Route	

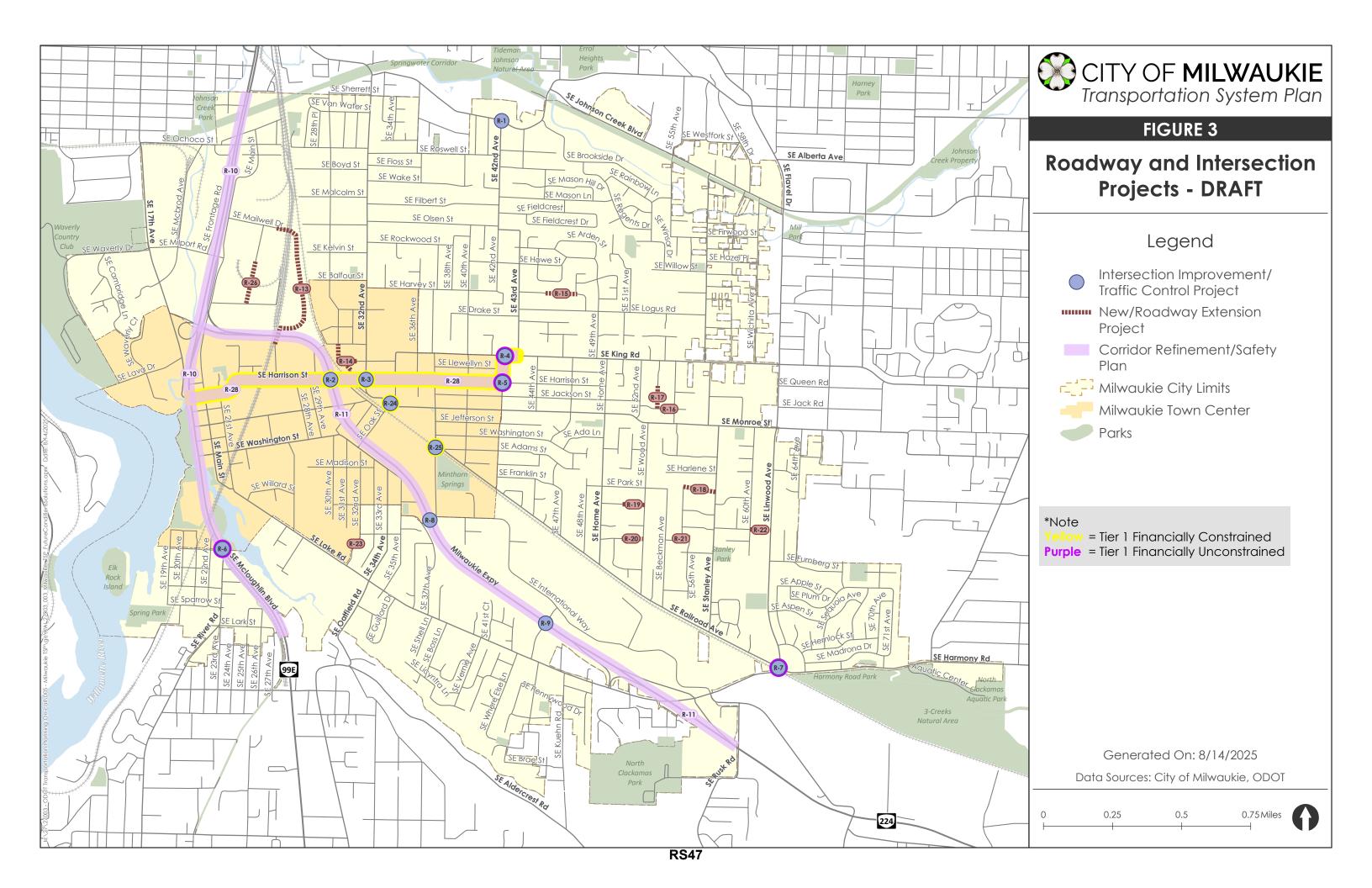
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	T-5	SE King Road	SE 42nd Ave	SE Linwood Ave	Coordinate with TriMet to help implement new Bus Rapid Transit/Frequent Service route	
Tier 3 - Unconstrained	T-6	SE McLoughlin Blvd	Milwaukie Town Center	Oregon City Town Center	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-7	SE Lake Rd-SE Oatfield Rd	SE Monroe St	SE Oatfield Rd	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-2	SE Johnson Creek Blvd	SE 45th Ave	Eastern City Limits	Coordinate with TriMet to help implement new Frequent Service route	

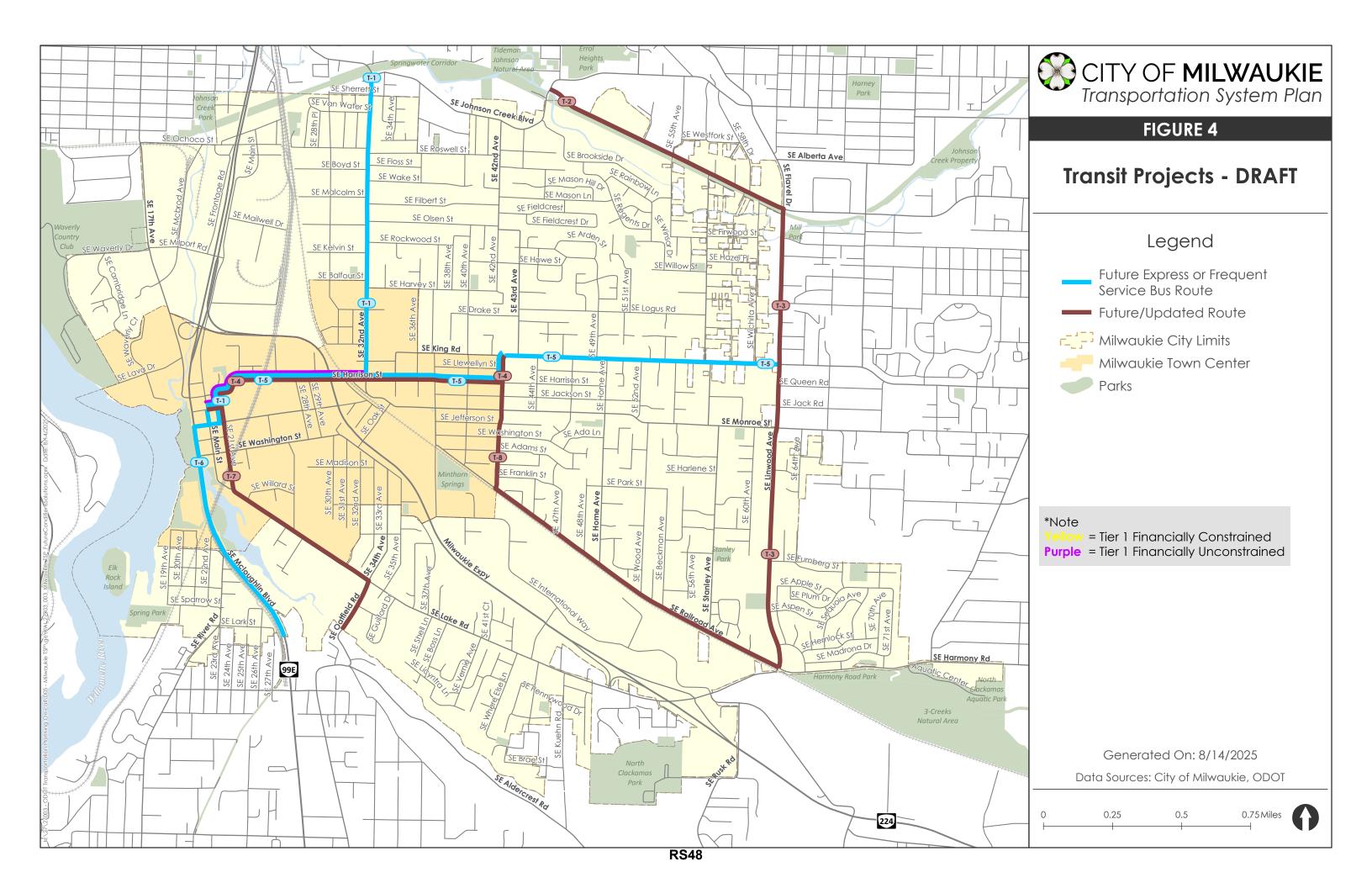
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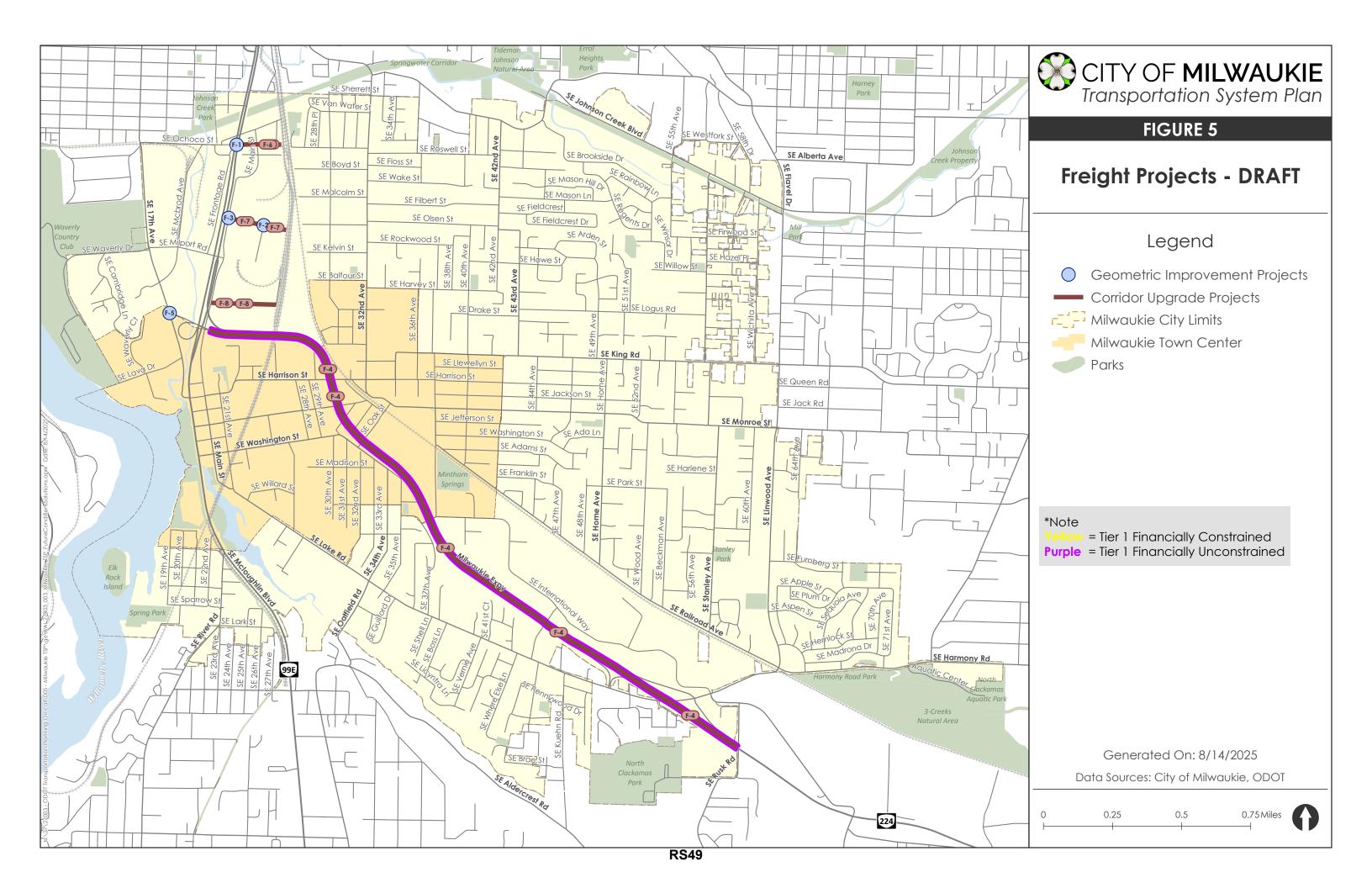
The City shall review the draft prioritization by tier. The following paragraphs describe some questions that should be considered.











Cost by Tier - Suggested Edits per 8/20 and 8/21 Technical Committee/Advisory Committee Discussion

As shown in the table below, the initial categorization approach resulted in a Tier 1 Financially Constrained project total that exceeds the allowable \$27.5M threshold. The project team will need to discuss opportunities to move higher cost projects to the Tier 1- Unconstrained list.

	Bike	Freight	Ped	Roadway/Intersection	Shared Bike/Ped	Transit	Total
Tier 1 – Financially Constrained	\$4,170,000		\$7,130,000	\$7,600,000	\$9,565,000	-	\$28,465,000

Prioritized Project List - Suggested Edits per 8/20 and 8/21 Technical Committee/Advisory Committee Discussion

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Constrained	B-24	SE Harrison St	SE 26th Ave	SE 42nd Ave	Construct 5.5ft bike lanes (both directions)	\$3,370,000
Tier 1 - Financially Constrained	P-27	SE Railroad Ave	SE 37th Ave	SE Harmony Rd	Construct 8-10ft ped/bike on-street pathway on north side of road	\$3,450,000
Tier 1 - Financially Constrained	P-117	Kellog Creek	SE Main St	Trolley Trail	Construct an 8-10ft ped/bike on-street pathway underneath OR 99E after dam removal	\$310,000
Tier 1 - Financially Constrained	P-22	SE Stanley Ave	SE Johnson Creek Blvd	SE King Rd	Construct 8-10ft ped/bike on-street pathway on the east side of road	\$1,590,000
Tier 1 - Financially Constrained	P-6	SE Lake Rd	SE 34th Ave	SE Harmony Rd	Construct 8-10ft ped/bike on-street pathway on south side of road	\$3,230,000
Tier 1 - Financially Constrained	P-17	SE Harrison St	SE 32nd Ave	SE 42nd Ave	Reconstruct buffered 6ft sidewalks (both sides)	\$1,875,000
Tier 1 - Financially Constrained	P-119	SE 32nd Ave/ SE Harrison St	Intersection	-	Signal retiming and improve safety of crossing at intersection	\$125,000
Tier 1 - Financially Constrained	P-43	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Fill gaps and construct 5ft minimum curb-tight sidewalks (one side)	\$2,480,000
Tier 1 - Financially Constrained	P-16	SE Harrison St	SE 29th St	SE 32nd Ave	Reconstruct buffered 6ft sidewalks (both sides)	\$2,040,000
Tier 1 - Financially Constrained	P-99	SE Logus Rd	SE Stanley Ave	SE 43rd Ave	ADA accessibility upgrades	\$780,000
Tier 1 - Financially Constrained	R-24	SE Oak St/ SE Railroad Ave/ SE Monroe St	Intersection	-	Construct a mini roundabout	\$4,270,000
Tier 1 - Financially Constrained	R-3	SE Harrison St/ SE 32nd Ave	Intersection	-	Modify the north and south SE 32nd Ave approaches to provide separate additional vehicle queue storage.	\$470,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Constrained	R-27	Local Streets			Change the speed zone signing on all local streets to 20 mph	\$400,000
Tier 1 - Financially Constrained	R-28	SE Harrison St	Highway 99E	SE 42nd Ave	Prepare a detailed multimodal safety assessment of the Harrison Street corridor focusing on crash patterns, roadway infrastructure needs, access management, and traffic control, and crossing improvements.	\$400,000
Tier 1 - Financially Constrained	R-2	OR 224/ SE Harrison St	Intersection	-	Coordinate with ODOT to add left-turn lanes and protected signal phasing on the east and west Harrison Street approaches to OR 224. Improve pedestrian and bicycle crossings of OR 224	\$2,060,000
Fier 1 - Financially Constrained	B-26	SE 42nd Ave	SE Harrison St	SE Washington St	Remove on-street parking and construct 5.5ft bike lane (both directions)	\$700,000
Fier 1 - Financially Constrained	B-23	SE Harrison St	Hwy 99E	SE 24th Ave	Construct 5.5ft bike lanes (both directions)	\$100, <mark>000</mark>
Fier 1 - Financially Constrained	P-71	OR 224/ SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 224	\$175, <mark>000</mark>
Fier 1 – Financially Constrained	P-32	SE Llewellyn St	SE 32nd Ave	SE 34th Ave	Construct 8-10ft ped/bike on-street pathway on north side of road	\$245, <mark>000</mark>
ier 1 – Financially Constrained	P-33	SE 34th Ave	SE King Rd	SE Harrison St	Construct 8-10ft ped/bike on-street pathway on west side of road. Reconstruct 6ft curb-tight sidewalk on the east side.	\$370, <mark>000</mark>
Tier 1 – Financially Constrained	P-34	SE 34th Ave	SE Harrison St	End of SE 34th Ave	Construct 8-10 ft ped/bike on-street pathway on west side of road. Reconstruct 6 ft curb-tight sidewalk on the east side. Install an enhanced pedestrian crossing treatment	\$680, <mark>000</mark>
Fier 1 – Financially Constrained	P-113	99E/ SE Monroe St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125,000
Fier 1 – Financially Jnconstrained	P-45	SE Willow St	SE Winsor Dr	SE 51st Ave	Construct an 8-10ft ped/bike on-street pathway	\$275,000
Tier 1 – Financially Jnconstrained	B-81	SE 37th Ave	SE International Way	SE Washington St	Install shared roadway lane markings, signage, and traffic calming improvements	\$115,000
Tier 1 – Financially Jnconstrained	B-59	SE 40th Ave	SE Olsen St	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$330,000
ier 1 – Financially Jnconstrained	P-46	SE Willow Ave alley	SE Winworth Ct	SE Howe St	Obtain right-of-way (as opportunity allows), and construct an 8-10ft ped/bike on-street pathway	\$180,000
ier 1 - Financially Inconstrained	R-25	SE Railroad Ave/SE 37th Ave	Intersection	-	Widen WB Railroad Avenue approach to provide additional left-turn storage at SE 37th Ave	\$2,160,000
ier 1 - Financially Inconstrained	P-25	SE Monroe St	SE 37th Ave	SE Garrett Dr	Construct 6 ft minimum curb-tight sidewalks (both sides)	\$1,855,000
ier 1 - Financially Inconstrained	B-64	SE 34th Ave	SE Lake Rd	SE Washington St	Remove on-street parking and stipe 5.5ft bike lanes (both directions)	\$1,465,000
ier 1 - Financially Inconstrained	P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Maintain shared roadway environment with signing and striping enhancements	\$160,000

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Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Unconstrained	B-10	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Construct 5.5ft bike lanes (both directions)	\$2,730,000
Tier 1 - Financially Unconstrained	B-37	OR 224/SE Harrison St	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$370,000
Tier 1 - Financially Unconstrained	P-5	SE Harmony Rd	SE Linwood Ave	Aquatic Center Access Rd	Construct 8-10ft ped/bike on-street pathway on south side of road	\$1,200,000
Tier 1 - Financially Unconstrained	P-9	SE 34th Ave	SE Washington St	SE Lake Rd	Reconstruct 6 ft curb-tight sidewalk on the both sides.	\$1,190,000
Tier 1 - Financially Unconstrained	P-2	SE 32nd Ave	SE Sherrett St	SE Harrison St	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	\$3,885,000
Tier 1 - Financially Unconstrained	P-42	SE Stanley Ave	SE King Rd	SE Monroe St	Construct 5ft minimum curb-tight sidewalks (both sides)	\$760,000
Tier 1 - Financially Unconstrained	P-57	SE Sparrow St	SE 19th Ave	SE River Rd	Construct 5ft curb-tight sidewalk (south side)	\$345,000
Tier 1 - Financially Unconstrained	P-36	SE Roswell St	SE 32nd Ave	SE 42nd Ave	Remove sidewalk obstructions (south side)	\$620,000
Tier 1 - Financially Unconstrained	F-4	OR 224	OR 99E	Lake Rd	Conduct refinement plan with a focus on motor and freight mobility	\$200,000
Tier 1 - Financially Unconstrained	R-7	SE Linwood Ave/SE Harmony Road	Intersection	-	Perform a refinement study that will look to accommodate vehicles, pedestrians, bicycles, and mobility vehicles. Retrofit existing traffic control infrastructure while maintaining optimal traffic operations.	\$555,000
Tier 1 - Financially Unconstrained	R-5	SE Harrison St/SE 42nd Ave	Intersection	-	Replace all-way stop with a roundabout or traffic signal (when warranted)	\$4,905,000
Tier 1 - Financially Unconstrained	R-4	SE King Rd/SE 42nd Ave	Intersection	-	Install permanent geometric delineators	\$250,000
Tier 1 - Financially Unconstrained	R-6	SE McLoughlin Blvd/SE River Rd/SE Bluebird St	Intersection	-	Coordinate with ODOT to implement geometric refinements that balance capacity needs, efficient intersection operations, and multimodal safety.	\$2,695,000
Tier 1 - Financially Unconstrained	T-1	SE 32nd Ave	SE Johnson Creek Blvd	SE Harrison St	Coordinate with TriMet to help implement new Bus Rapid Transit/Express Service route	
Tier 2 - Unconstrained	B-19	SE Oatfield Rd	SE Lake Rd	City limits	Construct 5.5ft bike lanes (both directions)	\$720,000
Tier 2 - Unconstrained	B-15	SE International Way	SE Freeman Way	SE Lake Rd	Construct 7ft buffered bike lanes (both directions)	\$3,030,000
Tier 2 - Unconstrained	B-66	SE Freeman Way	SE International Way	SE Lake Rd	Remove on-street parking and stipe 5.5ft bike lanes (both directions)	\$380,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	B-9	SE Stanley Ave	SE King Rd	SE Monroe St	Construct 5.5ft bike lanes (both directions)	\$840,000
Tier 2 - Unconstrained	B-16	SE Rusk Rd	SE Lake Rd	SE Kellog Creek Rd	Construct 5.5' bike lanes (both directions) Coordinate with Clackamas County on bicycle facility enhancements	\$1,225,000
Tier 2 - Unconstrained	B-70	SE Oak St	SE Campbell St	SE Washington St	Construct 5.5ft bike lanes (both directions)	\$65,000
Tier 2 - Unconstrained	P-58	SE Ochoco St	SE 17th Ave	Springwater Trail	Coordinate with City of Portland to ensure construction of a 10ft multi-use path	\$220,000
Tier 2 - Unconstrained	P-75	SE 32nd Ave	SE Meek St	SE Llewellyn St	Construct a new 8-10ft ped/bike on-street pathway on east or west side of road	\$300,000
Tier 2 - Unconstrained	P-8	SE Oatfield Rd	SE Lake Rd	City Limits	Construct new buffered 8ft sidewalks (both sides)	\$1,015,000
Tier 2 - Unconstrained	P-47	SE 37th Ave	SE Wister St Path	SE Edison St	Construct 5ft curb-tight sidewalk (south/west side)	\$400,000
Tier 2 - Unconstrained	P-40	SE 49th Ave	SE Willow Ave	SE King Rd	Construct 5ft curb-tight sidewalk (west side)	\$505,000
Tier 2 - Unconstrained	P-54	SE Edison St	SE 35th Ave	OR 224	Construct 5ft curb-tight sidewalk (north side)	\$190,000
Tier 2 - Unconstrained	P-10	SE 37th Ave	SE Washington St	SE International Way	Construct new 6ft curb-tight sidewalk on the east side of road.	\$120,000
Tier 2 - Unconstrained	P-116	SE Minthorn Loop Rd	SE 37th Ave	SE Minthorn Loop Road	Construct an 8-10ft ped/bike on-street pathway	\$520,000
Tier 2 - Unconstrained	P-123	SE Main St	SE Hanna Harvester Dr	SE Ochoco St	Construct 8-10ft ped/bike on-street pathway on east side of road	\$3,685,000
Tier 2 - Unconstrained	P-28	SE International Way	SE Freeman Way	SE Lake Rd	Construct 5ft minimum curb-tight sidewalks (both sides)	\$2,340,000
Tier 2 - Unconstrained	P-41	SE Logus Rd	SE 43rd Ave	SE 49th Ave	Construct 5ft curb-tight sidewalk (south side)	\$515,000
Tier 2 - Unconstrained	P-59	SE Ochoco St	Springwater Trail	SE McBrod Ave	Coordinate with City of Portland to ensure construction of 5ft curb-tight sidewalk (north side)	\$225,000
Tier 2 - Unconstrained	P-4	SE King Rd	SE 34th Ave	SE 40th Ave	Construct new 5ft minimum curb-tight sidewalk (north side)	\$525,000
Tier 2 - Unconstrained	P-61	SE 42nd Ave/SE Roswell St	Intersection	-	Install RRFB across SE 42nd Ave	\$175,000
Tier 2 - Unconstrained	P-95	SE Balfour Street	SE 32nd Ave	Balfour Park	Construct 5ft minimum curb-tight sidewalk (north side)	\$35,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-118	32nd Ave/Harvey St	Intersection	-	Improve safety of crossing at intersection	\$125,000
Tier 2 - Unconstrained	P-62	SE 32nd Ave/SE Meek St	Intersection	-	Install enhanced pedestrian crossing treatment	\$175,000
Tier 2 - Unconstrained	P-77	SE Olsen St/SE 42nd Ave	Intersection	-	Improve pedestrian crossing	\$175,000
Tier 2 - Unconstrained	P-78	SE Millport Rd	99E	SE 17th Ave	Construct 5ft minimum curb-tight sidewalks (both sides)	\$780,000
Tier 2 - Unconstrained	P-69	OR 224/SE Oak St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian crossing improvements of OR 224	\$175,000
Tier 2 - Unconstrained	P-63	SE King Rd/SE Home St	Intersection	-	Install RRFB across SE King Rd	\$175,000
Tier 2 - Unconstrained	P-73	SE Stanley Ave/SE Monroe St	Intersection	-	Install RRFB across SE Monroe St	\$175,000
Tier 2 - Unconstrained	P-30	SE Rusk Rd	HWY 224	South City Limit	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west/north side)	\$275,000
Tier 2 - Unconstrained	P-67	SE Stanley Ave/SE Logus Rd	Intersection	-	Install RRFB across SE Stanley Ave	\$175,000
Tier 2 - Unconstrained	P-7	SE Johnson Creek Blvd	West city limits	SE Linwood Ave	Coordinate with City of Portland to ensure construction of 6 ft curb-tight sidewalks (north side)	\$1,905,000
Tier 2 - Unconstrained	P-37	SE Olsen St	SE 29th Ave	SE 32nd Ave	Construct 5ft curb-tight sidewalk (north side)	\$225,000
Tier 2 - Unconstrained	P-107	SE Hazel Pl	SE Stanley Ave	SE Wichita Ave	Reconstruct 5ft minimum curb-tight sidewalks (south side)	\$330,000
Tier 2 - Unconstrained	P-11	SE 37th Ave	Intersection	-	Install RRFB across SE 37th Ave	\$50,000
Tier 2 - Unconstrained	P-110	SE 37th Ave	SE Lake Rd	SE Grogan Ave	Construct 5ft minimum curb-tight sidewalks (south side)	\$515,000
Tier 2 - Unconstrained	P-38	SE Olsen St	SE 32nd Ave	SE 42nd Ave	Construct 5ft curb-tight sidewalk (north side)	\$840,000
Tier 2 - Unconstrained	P-106	SE Harlow St/SE 56th Ave	SE 56th Ave	SE Stanley Ave	Reconstruct 5ft minimum curb-tight sidewalks (south side)	\$170,000
Tier 2 - Unconstrained	P-108	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Reconstruct 5ft minimum curb-tight sidewalks (west side)	\$645,000
Tier 2 - Unconstrained	P-39	SE Willow St	SE Winsor Dr	SE 49th Ave	Construct 5ft curb-tight sidewalk (south side) to connect Glover Street Alley	\$80,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-44	SE 51st Ave	SE Logus Rd	SE Winworth Ct	Construct 5ft curb-tight sidewalk (east side)	\$280,000
Tier 2 - Unconstrained	P-51	SE 44th Ave	SE Monroe St	SE Harrison St	Construct 5ft curb-tight sidewalk (both sides)	\$330,000
Tier 2 - Unconstrained	P-52	SE Harrison St	SE 44th Ave	SE Home St	Construct 5ft curb-tight sidewalk (both sides)	\$820,000
Tier 2 - Unconstrained	P-112	99E/SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000
Tier 2 - Unconstrained	P-115	99E/SE River Rd	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000
Tier 2 - Unconstrained	P-65	SE Railroad Ave/SE Home Ave	Intersection	-	Construct at grade bike/ped crossing of Railroad Ave and adjacent rail line to SE Mallard Way	\$1,425,000
Tier 2 - Unconstrained	P-114	99E/SE Washington St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000
Tier 2 - Unconstrained	P-29	SE Rusk Rd	SE Lake Rd	HWY 224	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west side)	\$290,000
Tier 2 - Unconstrained	P-79	99E/SE Ochoco St	Intersection	-	To Be Determined	\$175,000
Tier 2 - Unconstrained	P-60	SE Mallard Way	End of road	SE International Way	Construct 5ft minimum curb-tight sidewalks (both sides)	\$710,000
Tier 2 - Unconstrained	P-80	99E/SE Milport RD	Intersection	-	To Be Determined	\$175,000
Tier 2 - Unconstrained	P-94	SE Sparrow Street	SE River Road	Trolley Trail / SE 26th Avenue	Construct a new 8-10ft ped/bike on-street pathway	\$245,000
Tier 2 - Unconstrained	P-76	OR 224/SE Rusk Rd	Intersection	-	Coordinate with ODOT to improve pedestrian crossings across OR 224	\$175,000
Tier 2 - Unconstrained	P-120	SE Harlene St	west extents	SE Wood Ave	Construct an 8-10ft ped/bike on-street pathway	\$555,000
Tier 2 - Unconstrained	P-48	SE Brookside Drive	SE Johnson Creek Blvd	SE Regents Dr	Construct 5ft curb-tight sidewalk (south side)	\$440,000
Tier 2 - Unconstrained	P-49	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Construct 5ft curb-tight sidewalk (south side)	\$720,000
Tier 2 - Unconstrained	P-50	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Construct 5ft curb-tight sidewalk (south side)	\$730,000
Tier 2 - Unconstrained	P-66	SE Stanley Ave/SE Harlow St	Intersection	-	Install RRFB across SE Stanley Ave	\$175,000

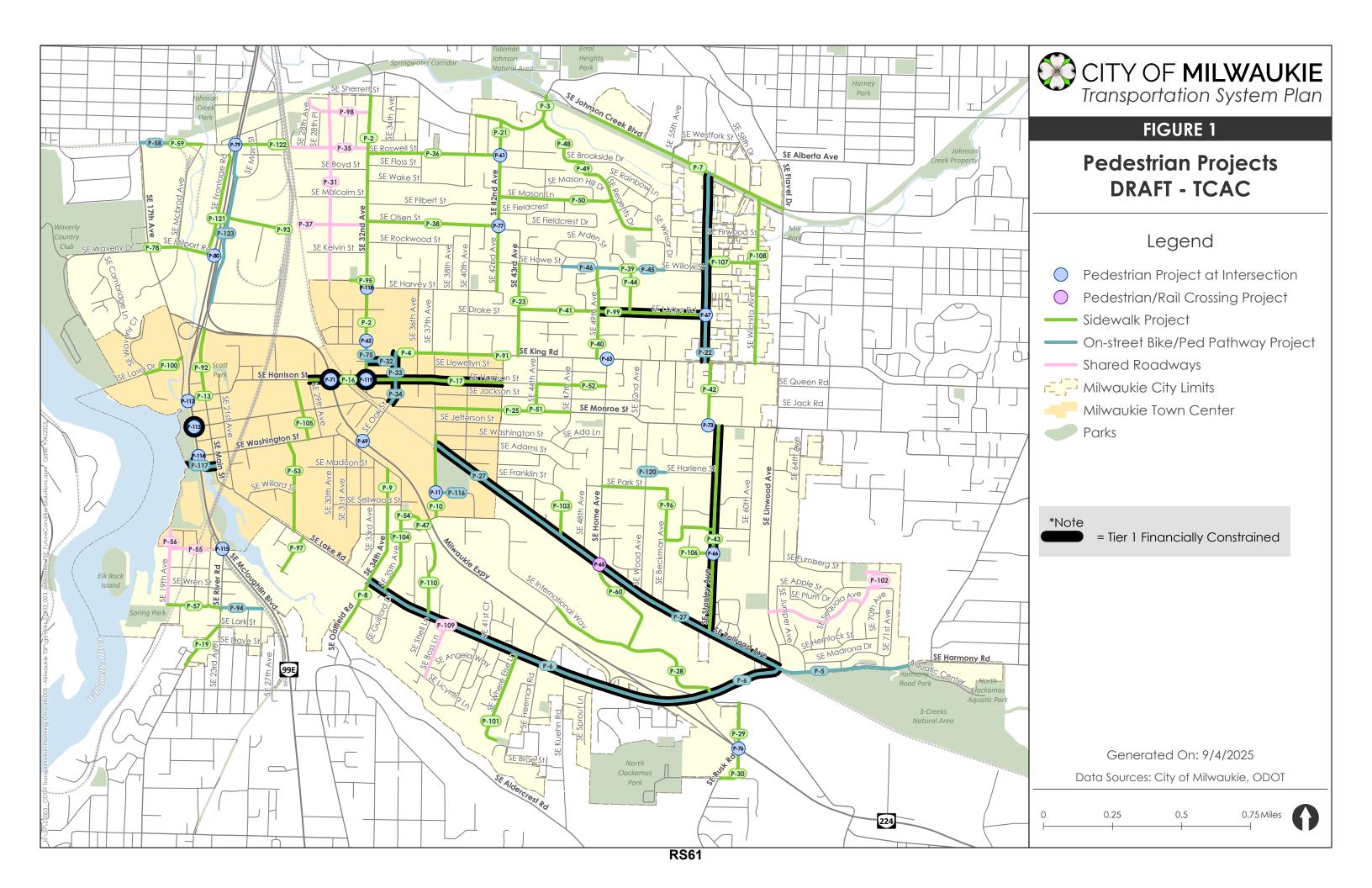
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-93	SE Mailwell Drive	SE Main St	UPRR	Construct 5ft minimum curb-tight sidewalks (both sides)	\$180,000
Tier 2 - Unconstrained	P-97	SE 26th Ave	SE Lake Rd	Lake Village Apartments	Construct 5ft minimum curb-tight sidewalk (west side)	\$100,000
Tier 2 - Unconstrained	P-121	SE Frontage Rd	SE Ochoco St	SE Millport Rd	Construct 5ft minimum curb-tight sidewalks (west side)	\$1,685,000
Tier 2 - Unconstrained	P-122	SE Ochoco St	east extents	Highway 99E	Reconstruct 5ft minimum curb-tight sidewalks (north side)	\$555,000
Tier 2 - Unconstrained	P-96	SE Park St/SE Lloyd St	SE Home Ave	Stanley Avenue	Construct 5ft minimum curb-tight sidewalks (both sides)	\$735,000
Tier 2 - Unconstrained	R-1	Johnson Creek/42nd Ave	Intersection	-	Replace all-way stop with a roundabout or traffic signal (when warranted)	\$5,145,000
Tier 2 - Unconstrained	T-10	Transit Priority Signalization	Citywide	-	Work with Clackamas County to implement transit priority signalization along key transit corridors.	
Tier 2 - Unconstrained	T-11	Weekend Service Improvements	Citywide	-	Work with TriMet to improve bus service on various transit lines	
Tier 3 - Unconstrained	B-14	SE International Way	SE 37th Ave	SE Freeman Way	Restripe roadway to include 7ft buffered bike lanes (both directions)	\$395,000
Tier 3 - Unconstrained	B-35	OR 224/SE Oak St	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$370,000
Tier 3 - Unconstrained	B-4	SE Johnson Creek Blvd	SE 40th	SE 45th Ave	Restripe roadway to a 5.5' bike lane (both directions)	\$150,000
Tier 3 - Unconstrained	B-38	SE Harrison St/SE 21st Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-40	SE Harrison St/SE 42nd Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-30	SE Railroad Ave & SE Linwood Ave	Intersection	-	Improve safety of crossing at intersection	\$1,745,000
Tier 3 - Unconstrained	B-39	SE King Rd/SE Stanley Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-28	SE Ochoco St/SE 17th Ave	Intersection	-	Improve safety of crossing at intersection	\$1,435,000
Tier 3 - Unconstrained	B-32	OR 224/SE Rusk Rd	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$185,000
Tier 3 - Unconstrained	B-22	SE Monroe St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$200,000

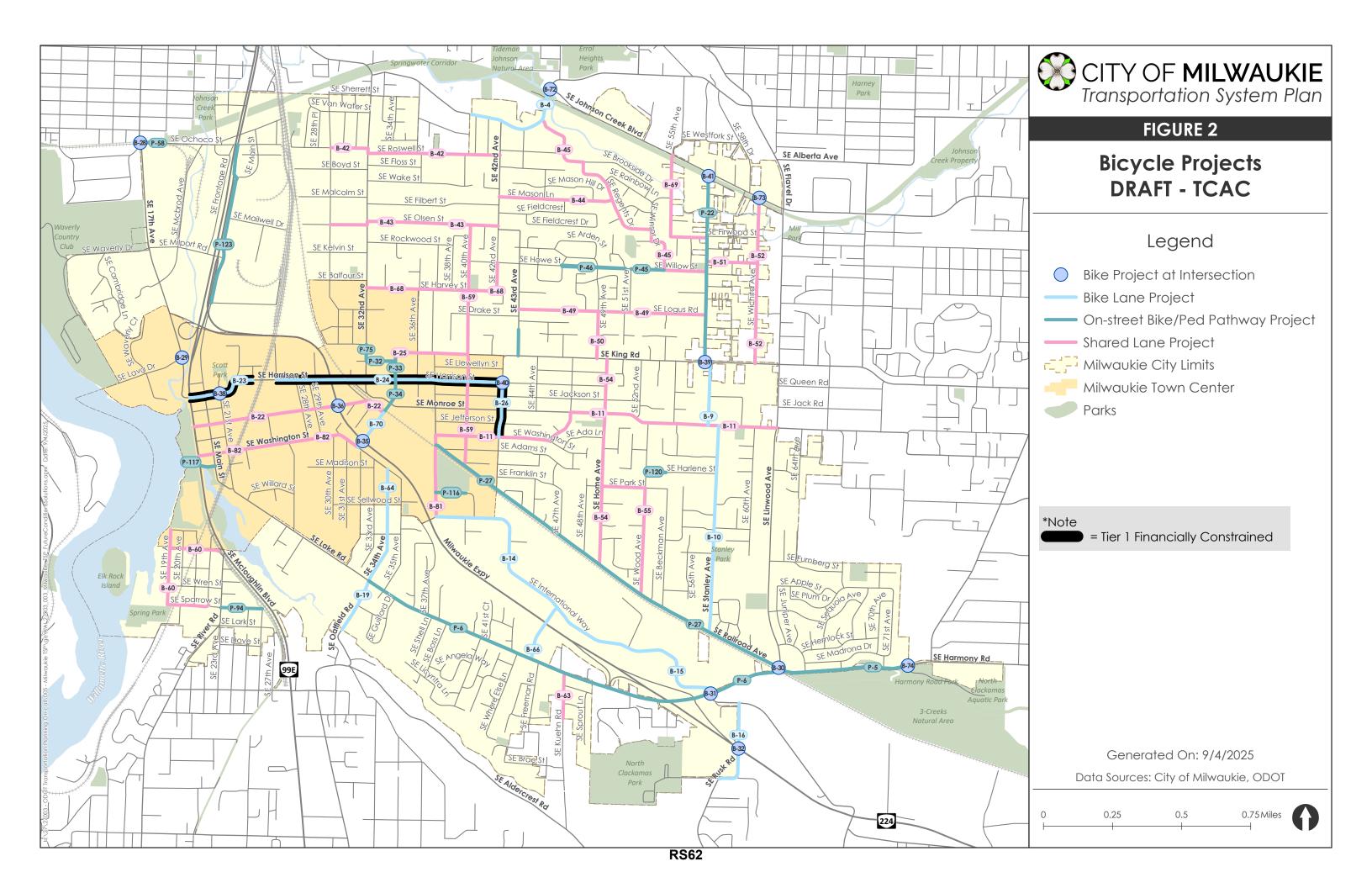
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	B-25	SE King Rd	SE 34th Ave	SE 40th Ave	Improve roadway surface and install shared lane markings (both directions)	\$105,000
Tier 3 - Unconstrained	B-29	SE Lava Dr/SE 17th Ave	Intersection	-	Improve safety of crossing at intersection	\$185,000
Tier 3 - Unconstrained	B-31	SE Lake Rd/SE International Way	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-41	SE Johnson Creek Blvd/SE Stanley Ave	Intersection	-	Improve safety of crossing at intersection	\$185,000
Tier 3 - Unconstrained	B-72	SE Johnson Creek Blvd/SE 45 Pl	Intersection	-	Improve safety of crossing at intersection. Coordinate with City of Portland.	\$185,000
Tier 3 - Unconstrained	B-73	SE Johnson Creek Blvd/SE Wichita Ave	Intersection	-	Improve safety of crossing at intersection	\$95,000
Tier 3 - Unconstrained	B-11	SE Monroe St/SE Washington St/SE Garrett Drive	SE 37th Ave	SE Linwood Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$485,000
Tier 3 - Unconstrained	B-43	SE Olsen St	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$235,000
Tier 3 - Unconstrained	B-82	SE Washington St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$225,000
Tier 3 - Unconstrained	B-42	SE Roswell Ave	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$240,000
Tier 3 - Unconstrained	B-44	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$160,000
Tier 3 - Unconstrained	B-49	SE Logus Rd	SE 43rd Ave	SE Stanley Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$255,000
Tier 3 - Unconstrained	B-50	SE 49th Ave	SE King Rd	SE Logus Rd	Install shared roadway lane markings, signage, and traffic calming improvements	\$70,000
Tier 3 - Unconstrained	B-60	SE 19th Ave/SE Bluebird/SE Sparrow	SE Bluebird St	SE Sparrow St	Install shared roadway lane markings, signage, and traffic calming improvements	\$190,000
Tier 3 - Unconstrained	B-54	SE Home Ave	SE King Rd	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$280,000
Tier 3 - Unconstrained	B-69	SE 55th Ave	SE Firwood St	SE Johnson Creek Blvd	Install shared roadway lane markings, signage, and traffic calming improvements	\$115,000
Tier 3 - Unconstrained	B-51	SE Hazel St	SE Stanley Ave	SE Wichita Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$75,000
Tier 3 - Unconstrained	B-52	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Install shared roadway lane markings, signage, and traffic calming improvements	\$225,000

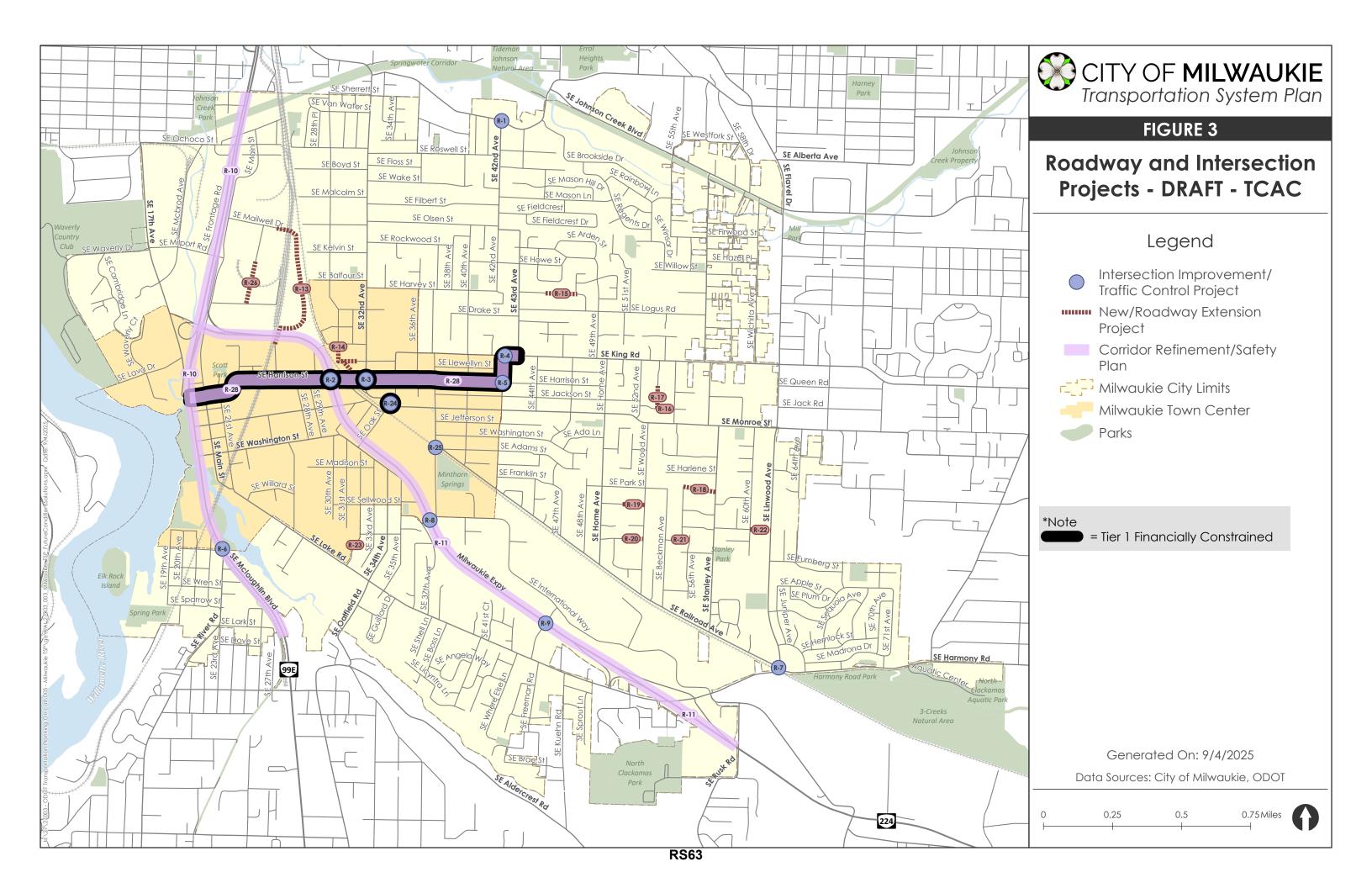
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	B-55	SE Park St	SE Home Ave	SE Wood Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$205,000
Tier 3 - Unconstrained	B-63	SE Kuehn Rd	SE Lake Rd	City limits	Install shared roadway lane markings, signage, and traffic calming improvements	\$70,000
Tier 3 - Unconstrained	B-45	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$155,000
Tier 3 - Unconstrained	B-5	SE 42nd Ave	SE Harvey St	SE Howe St	Install shared roadway lane markings, signage, and traffic calming improvements	\$220,000
Tier 3 - Unconstrained	P-19	SE River Rd	SE Lark St	South City Limit	Construct new 8ft curb-tight sidewalk on both sides of road.	\$470,000
Tier 3 - Unconstrained	P-13	SE Harrison St	HWY 99E	SE Main Street	Remove utility obstructions	\$30,000
Tier 3 - Unconstrained	P-91	SE King Road	SE 40th Ave	SE 43rd Ave	ADA accessibility upgrades	\$205,000
Tier 3 - Unconstrained	P-105	SE 28th Ave	SE Washington St	Harrison Street	ADA accessibility upgrades	\$255,000
Tier 3 - Unconstrained	P-35	SE Roswell St	SE 29th Ave	SE 32nd St	Maintain shared roadway environment with signing and striping enhancements	\$175,000
Tier 3 - Unconstrained	P-92	SE Main St	SE Harrison St	Expressway (OR 224)	ADA accessibility upgrades	\$280,000
Tier 3 - Unconstrained	P-21	SE 42nd Ave	SE Harvey St	SE Johnson Creek Blvd	Remove sidewalk obstructions (both sides) and opportunities allow	\$805,000
Tier 3 - Unconstrained	P-53	SE 27th Ave	SE Lake Rd	SE Washington St	Reconstruct 5 ft curb-tight sidewalks (east side) and remove utility obstructions	\$575,000
Tier 3 - Unconstrained	P-109	SE Boss Ln	SE Lake Rd	SE Licyntra Ln	Maintain shared roadway environment with signing and striping enhancements	\$150,000
Tier 3 - Unconstrained	P-3	SE Johnson Creek Blvd	SE 40th Ave	SE 45th Ave	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	\$1,235,000
Tier 3 - Unconstrained	P-104	SE 35th Ave	SE Lake Rd	Edison Street	ADA accessibility upgrades	\$320,000
Tier 3 - Unconstrained	P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Maintain shared roadway environment with signing and striping enhancements	\$160,000
Tier 3 - Unconstrained	P-55	SE Bluebird St	SE 19th Ave	SE 22nd Ave	Maintain shared roadway environment with signing and striping enhancements	\$35,000
Tier 3 - Unconstrained	P-56	SE 19th Ave	SE Eagle St	SE Sparrow St	Maintain shared roadway environment with signing and striping enhancements	\$65,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	P-100	SE Lava Drive /SE Waverly Court	SE 17th Ave	Highland Apartments Entrance	ADA accessibility upgrades	\$170,000
Tier 3 - Unconstrained	P-103	SE 47th Ave	SE Franklin St	SE Railroad Ave	ADA accessibility upgrades	\$190,000
Tier 3 - Unconstrained	P-101	SE Where Else Lane	SE Lake Rd	Bowman and Brae Park	ADA accessibility upgrades	\$320,000
Tier 3 - Unconstrained	P-102	SE Aspen St	SE Lindwood Ave	Furnberg Park	Maintain shared roadway environment with signing and striping enhancements	\$300,000
Tier 3 - Unconstrained	P-98	SE 28th Ave/SE Van Water St	Springwater Corridor	SE 32nd Ave	Maintain shared roadway environment with signing and striping enhancements	\$315,000
Tier 3 - Unconstrained	F-1	OR 99E/Ochoco St	Intersection	-	Coordinate with ODOT to reconstruct the northwest corner of the intersection to provide enhanced turning movement accommodations for trailers.	\$200,000
Tier 3 - Unconstrained	F-3	SE Main St/SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii in the northeast and southeast quadrants to better accommodate freight movements	\$230,000
Tier 3 - Unconstrained	F-5	OR 224 Ramp/17th Ave	Intersection	-	Coordinate with ODOT to upgrade intersection turning radii in the northeast quadrant to better accommodate freight movements	\$80,000
Tier 3 - Unconstrained	F-6	SE Ochoco St	SE Main St	East extents	Upgrade street to better accommodate freight vehicles	\$1,105,000
Tier 3 - Unconstrained	F-7	SE Mailwell Dr	SE Main St	SE Omark Dr	Upgrade street to better accommodate freight vehicles	\$870,000
Tier 3 - Unconstrained	F-8	SE Hanna Harvester Dr	SE Main St	SE Hanna Dr	Upgrade street to better accommodate freight vehicles	\$1,920,000
Tier 3 - Unconstrained	F-2	SE Omark Dr/SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii in the northwest quadrant to better accommodate freight movements	\$125,000
Tier 3 - Unconstrained	R-9	OR 224/SE Freeman Way	Intersection	-	Coordinate with ODOT to improve intersection operations at the OR 224/Freeman Way intersection. Improve pedestrian and bicycle crossings of OR 224	\$495,000
Tier 3 - Unconstrained	R-13	SE Mailwell Drive extension	SE Crystal Lake Dr	SE Mailwell Dr	Extend SE Mailwell Drive east across MAX line connecting to Crystal Lake Drive/SE 26th Ave via the OR 224 underpass.	\$20,000,000
Tier 3 - Unconstrained	R-8	37th Ave/International Way/OR 224	Intersection	-	Coordinate with ODOT to reconfigure the 37th/International Way intersection located just west of OR 224 to improve geometry and traffic flow limitations. Improve pedestrian and bicycle crossings of OR 224.	\$760,000
Tier 3 - Unconstrained	R-14	SE 29th Ave extension	SE Meek St	SE 32nd Ave	Extend SE 29th Ave south of SE Meet St to SE 32nd Ave	\$1,420,000
Tier 3 - Unconstrained	R-21	SE Beckman Terrace	East Extents	SE 56th Ave	Construct the missing one lot segment of SE Beckman Terrace and connect to SE 56th Ave extension at the local street standard.	\$2,000,000
Tier 3 - Unconstrained	R-23	SE 32nd Ave			Construct the missing one lot segment of 32nd Ave at the local street standard.	\$300,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	R-20	SE Guido Bocci Dr	SE Home Ave	SE Wood Ave	Extend SE Guido Bocci Dr between SE Home and SE Wood Street	\$2,580,000
Tier 3 - Unconstrained	R-10	OR 99E	Northern City Limits	Southern City Limits	Conduct a refinement study to establish alternative mobility targets for OR 99E for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auto and freight mobility	\$200,000
Tier 3 - Unconstrained	R-11	OR 224	SE McLoughlin Blvd	Southern City Limits	Conduct a refinement study to establish alternative mobility targets for OR 224 for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auto and freight mobility	\$200,000
Tier 3 - Unconstrained	R-15	SE Melody Lane	East Extents	TBD	Extend SE Melody Lane	\$1,640,000
Tier 3 - Unconstrained	R-16	SE Jackson Street	SE 55th Ave	SE 55th Ave	SE Jackson St extension	\$2,555,000
Tier 3 - Unconstrained	R-17	SE 53rd PI	South extents	SE Jackson St extension	SE 53rd PI extension	\$2,710,000
Tier 3 - Unconstrained	R-18	SE Park St	SE 56th Ave	SE Stanley Ave	SE Park extension	\$4,490,000
Tier 3 - Unconstrained	R-19	SE Hunter Ct	SE Home Ave	SE Wood Ave	SE Hunter Ct extension	\$5,750,000
Tier 3 - Unconstrained	R-22	SE Lloyd St	SE 60th Ave	SE Linwood Ave	Extend SE Lloyd St from SE 60th Ave to SE Linwood Ave as part of future redevelopment	\$3,990,000
Tier 3 - Unconstrained	R-26	SE Omark Dr	SE Mailwall Dr	SE Hanna Harvester Dr	Extend SE Omark Dr to connect to SE Hanna Harvester Drive	\$13,550,000
Tier 3 - Unconstrained	T-3	SE Linwood Ave	SE Johnson Creek Blvd	SE Railroad Ave	Coordinate with TriMet to help implement new bus service route	
Tier 3 - Unconstrained	T-8	SE Railroad Ave/SE 37th Ave	SE Railroad Ave	SE 37th Ave	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-4	SE Harrison St	SE 21st Ave	SE King Road	Coordinate with TriMet to help implement new Frequent Service Route	
Tier 3 - Unconstrained	T-5	SE King Road	SE 42nd Ave	SE Linwood Ave	Coordinate with TriMet to help implement new Bus Rapid Transit/Frequent Service route	
Tier 3 - Unconstrained	T-6	SE McLoughlin Blvd	Milwaukie Town Center	Oregon City Town Center	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-7	SE Lake Rd-SE Oatfield Rd	SE Monroe St	SE Oatfield Rd	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-2	SE Johnson Creek Blvd	SE 45th Ave	Eastern City Limits	Coordinate with TriMet to help implement new Frequent Service route	







Cost by Tier - Suggested Edits per 8/26 Planning Commission Work Session

As shown in the table below, the initial categorization approach resulted in a Tier 1 Financially Constrained project total that exceeds the allowable \$27.5M threshold. The project team will need to discuss opportunities to move higher cost projects to the Tier 1- Unconstrained list.

	Bike	Freight	Ped	Roadway/Intersection	Shared Bike/Ped	Transit	Total
Tier 1 – Financially Constrained	\$3,575,000	-	\$8,095,000	\$8,405,000	\$9,865,000	-	\$29,940,000

Prioritized Project List - Suggested Edits per 8/26 Planning Commission Work Session

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Constrained	B-24	SE Harrison St	SE 26th Ave	SE 42nd Ave	Construct 5.5ft bike lanes (both directions)	\$3,370,000
Tier 1 - Financially Constrained	P-27	SE Railroad Ave	SE 37th Ave	SE Harmony Rd	Construct 8-10ft ped/bike on-street pathway on north side of road	\$3,450,000
Tier 1 - Financially Constrained	P-117	Kellog Creek	SE Main St	Trolley Trail	Construct an 8-10ft ped/bike on-street pathway underneath OR 99E after dam removal	\$310,000
Tier 1 - Financially Constrained	P-22	SE Stanley Ave	SE Johnson Creek Blvd	SE King Rd	Construct 8-10ft ped/bike on-street pathway on the east side of road	\$1,590,000
Tier 1 - Financially Constrained	P-6	SE Lake Rd	SE 34th Ave	SE Harmony Rd	Construct 8-10ft ped/bike on-street pathway on south side of road	\$3,230,000
Tier 1 - Financially Constrained	P-119	SE 32nd Ave/ SE Harrison St	Intersection	-	Signal retiming and improve safety of crossing at intersection	\$125,000
Tier 1 - Financially Constrained	P-43	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Fill gaps and construct 5ft minimum curb-tight sidewalks (one side)	\$1,330, <mark>000</mark>
Tier 1 - Financially Constrained	P-16	SE Harrison St	SE 29th St	SE 32nd Ave	Reconstruct buffered 6ft sidewalks (both sides)	\$2,040,000
Tier 1 - Financially Constrained	P-99	SE Logus Rd	SE Stanley Ave	SE 43rd Ave	ADA accessibility upgrades	\$780,000
Tier 1 - Financially Constrained	R-24	SE Oak St/ SE Railroad Ave/ SE Monroe St	Intersection	-	Construct a mini roundabout	\$4,270,000
Tier 1 - Financially Constrained	R-3	SE Harrison St/ SE 32nd Ave	Intersection	-	Modify the north and south SE 32nd Ave approaches to provide separate additional vehicle queue storage.	\$470,000
Tier 1 - Financially Constrained	R-27	Local Streets			Change the speed zone signing on all local streets to 20 mph	\$400,000

Commented [MH1]: PC modified scope to sidewalks on one side which lowered cost.

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Constrained	R-28	SE Harrison St	Highway 99E	SE 42nd Ave	Prepare a detailed multimodal safety assessment of the Harrison Street corridor focusing on crash patterns, roadway infrastructure needs, access management, and traffic control, and crossing improvements.	\$400,000
Tier 1 - Financially Constrained	R-2	OR 224/ SE Harrison St	Intersection	-	Coordinate with ODOT to add left-turn lanes and protected signal phasing on the east and west Harrison Street approaches to OR 224. Improve pedestrian and bicycle crossings of OR 224	\$2,060,000
Tier 1 - Financially Constrained	B-23	SE Harrison St	Hwy 99E	SE 24th Ave	Construct 5.5ft bike lanes (both directions)	\$100, <mark>000</mark>
Tier 1 - Financially Constrained	P-5	SE Harmony Rd	SE Linwood Ave	Aquatic Center Access Rd	Construct 8-10ft ped/bike on-street pathway on south side of road	\$1,200,000
Tier 1 - Financially Constrained	R-7	SE Linwood Ave/ SE Harmony Road	Intersection	-	Perform a refinement study that will look to accommodate vehicles, pedestrians, bicycles, and mobility vehicles. Retrofit existing traffic control infrastructure while maintaining optimal traffic operations.	\$555, <mark>000</mark>
Tier 1 - Financially Constrained	R-4	SE King Rd/ SE 42nd Ave	Intersection	-	Install permanent geometric delineators	\$250,000
Tier 1 – Financially Constrained	P-62	SE 32nd Ave/ SE Meek St	Intersection	-	Install enhanced pedestrian crossing treatment	\$175, <mark>000</mark>
Tier 1 – Financially Constrained	P-75	SE 32nd Ave	SE Meek St	SE Llewellyn St	Construct a new 8-10ft ped/bike on-street pathway on east or west side of road	\$300,000
Tier 1 – Financially Constrained	P-32	SE Llewellyn St	SE 32nd Ave	SE 34th Ave	Construct 8-10ft ped/bike on-street pathway on north side of road	\$245, <mark>000</mark>
Tier 1 – Financially Constrained	P-33	SE 34th Ave	SE King Rd	SE Harrison St	Construct 8-10ft ped/bike on-street pathway on west side of road. Reconstruct 6ft curb-tight sidewalk on the east side.	\$370,000
Tier 1 – Financially Constrained	P-34	SE 34th Ave	SE Harrison St	End of SE 34th Ave	Construct 8-10 ft ped/bike on-street pathway on west side of road. Reconstruct 6 ft curb-tight sidewalk on the east side. Install an enhanced pedestrian crossing treatment	\$680, <mark>000</mark>
Tier 1 – Financially Constrained	P-4	SE King Rd	SE 34th Ave	SE 40th Ave	Construct new 5ft minimum curb-tight sidewalk (north side)	\$525, <mark>000</mark>
Tier 1 – Financially Constrained	B-25	SE King Rd	SE 34th Ave	SE 40th Ave	Improve roadway surface and install shared lane markings (both directions)	\$105, <mark>000</mark>
Tier 1 – Financially Constrained	P-118	32nd Ave/ Harvey St	Intersection	-	Improve safety of crossing at intersection	\$125,000
Tier 1 – Financially Constrained	P-112	99E/ SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495, <mark>000</mark>
Tier 1 – Financially Constrained	P-113	99E/ SE Monroe St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125, <mark>000</mark>
Tier 1 – Financially Constrained	P-114	99E/ SE Washington St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495, <mark>000</mark>

Commented [MH2]: TC/AC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

Commented [MH3]: TC/AC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

Commented [MH4]: PC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

Commented [MH5]: PC moved up to Tier 1
Financially Constrained from Tier 1 Financially
Unconstrained

Commented [MH6]: PC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

Commented [MH7]: PC moved up to Tier 1 Financially Constrained from Tier 2

Commented [MH8]: PC moved up to Tier 1 Financially Constrained from Tier 2

Commented [MH9]: TC/AC moved up to Tier 1 Financially Constrained from Tier 2

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Commented [MH11]: TC/AC moved up to Tier 1 Financially Constrained from Tier 2

Commented [MH12]: PC moved up to Tier 1 Financially Constrained from Tier 2

Commented [MH13]: PC moved up to Tier 1 Financially Constrained from Tier 3

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Commented [MH16]: TC/AC moved up to Tier 1 Financially Constrained from Tier 2

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Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Unconstrained	P-17	SE Harrison St	SE 32nd Ave	SE 42nd Ave	Reconstruct buffered 6ft sidewalks (both sides)	\$1,875,000
Tier 1 - Financially Unconstrained	B-26	SE 42nd Ave	SE Harrison St	SE Washington St	Remove on-street parking and construct 5.5ft bike lane (both directions)	\$700,000
Tier 1 - Financially Unconstrained	P-71	OR 224/SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 224	\$175,000
Tier 1 – Financially Unconstrained	P-45	SE Willow St	SE Winsor Dr	SE 51st Ave	Construct an 8-10ft ped/bike on-street pathway	\$275,000
Tier 1 – Financially Unconstrained	B-81	SE 37th Ave	SE International Way	SE Washington St	Install shared roadway lane markings, signage, and traffic calming improvements	\$115,[000]
Tier 1 – Financially Unconstrained	B-59	SE 40th Ave	SE Olsen St	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$330,000
Tier 1 – Financially Unconstrained	P-46	SE Willow Ave alley	SE Winworth Ct	SE Howe St	Obtain right-of-way (as opportunity allows), and construct an 8-10ft ped/bike on-street pathway	\$180,000
Tier 1 - Financially Unconstrained	R-25	SE Railroad Ave/SE 37th Ave	Intersection	-	Widen WB Railroad Avenue approach to provide additional left-turn storage at SE 37th Ave	\$2,160,000
Tier 1 - Financially Unconstrained	P-25	SE Monroe St	SE 37th Ave	SE Garrett Dr	Construct 6 ft minimum curb-tight sidewalks (both sides)	\$1,855,000
Tier 1 - Financially Unconstrained	B-64	SE 34th Ave	SE Lake Rd	SE Washington St	Remove on-street parking and stipe 5.5ft bike lanes (both directions)	\$1,465,000
Tier 1 - Financially Unconstrained	P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Maintain shared roadway environment with signing and striping enhancements	\$160,000
Tier 1 - Financially Unconstrained	B-10	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Construct 5.5ft bike lanes (both directions)	\$2,730,000
Tier 1 - Financially Unconstrained	B-37	OR 224/SE Harrison St	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$370,000
Tier 1 - Financially Unconstrained	P-9	SE 34th Ave	SE Washington St	SE Lake Rd	Reconstruct 6 ft curb-tight sidewalk on the both sides.	\$1,190,000
Tier 1 - Financially Unconstrained	P-2	SE 32nd Ave	SE Sherrett St	SE Harrison St	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	\$3,885,000
Tier 1 - Financially Unconstrained	P-42	SE Stanley Ave	SE King Rd	SE Monroe St	Construct 5ft minimum curb-tight sidewalks (both sides)	\$760,000
Tier 1 - Financially Unconstrained	P-57	SE Sparrow St	SE 19th Ave	SE River Rd	Construct 5ft curb-tight sidewalk (south side)	\$345,000
Tier 1 - Financially Unconstrained	P-36	SE Roswell St	SE 32nd Ave	SE 42nd Ave	Remove sidewalk obstructions (south side)	\$620,000

Commented [MH18]: PC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained

Commented [MH19]: TC/AC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

PC moved back down to Tier 1 Financially Unconstrained.

Commented [MH20]: TC/AC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

PC moved back down to Tier 1 Financially Unconstrained.

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Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 - Financially Unconstrained	F-4	OR 224	OR 99E	Lake Rd	Conduct refinement plan with a focus on motor and freight mobility	\$200,000
Tier 1 - Financially Unconstrained	R-5	SE Harrison St/SE 42nd Ave	Intersection	-	Replace all-way stop with a roundabout or traffic signal (when warranted)	\$4,905,000
Tier 1 - Financially Unconstrained	R-6	SE McLoughlin Blvd/SE River Rd/SE Bluebird St	Intersection	-	Coordinate with ODOT to implement geometric refinements that balance capacity needs, efficient intersection operations, and multimodal safety.	\$2,695,000
Tier 1 - Financially Unconstrained	T-1	SE 32nd Ave	SE Johnson Creek Blvd	SE Harrison St	Coordinate with TriMet to help implement new Bus Rapid Transit/Express Service route	
Tier 1 – Financially Unconstrained	B-28	SE Ochoco St/SE 17 th Ave	Intersection	-	Improve safety of crossing at intersection	\$1,435,000
Tier 2 - Unconstrained	B-19	SE Oatfield Rd	SE Lake Rd	City limits	Construct 5.5ft bike lanes (both directions)	\$720,000
Tier 2 - Unconstrained	B-15	SE International Way	SE Freeman Way	SE Lake Rd	Construct 7ft buffered bike lanes (both directions)	\$3,030,000
Tier 2 - Unconstrained	B-66	SE Freeman Way	SE International Way	SE Lake Rd	Remove on-street parking and stipe 5.5ft bike lanes (both directions)	\$380,000
Tier 2 - Unconstrained	B-9	SE Stanley Ave	SE King Rd	SE Monroe St	Construct 5.5ft bike lanes (both directions)	\$840,000
Tier 2 - Unconstrained	B-16	SE Rusk Rd	SE Lake Rd	SE Kellog Creek Rd	Construct 5.5' bike lanes (both directions) Coordinate with Clackamas County on bicycle facility enhancements	\$1,225,000
Tier 2 - Unconstrained	B-70	SE Oak St	SE Campbell St	SE Washington St	Construct 5.5ft bike lanes (both directions)	\$65,000
Tier 2 - Unconstrained	P-58	SE Ochoco St	SE 17th Ave	Springwater Trail	Coordinate with City of Portland to ensure construction of a 10ft multi-use path	\$220,000
Tier 2 - Unconstrained	P-8	SE Oatfield Rd	SE Lake Rd	City Limits	Construct new buffered 8ft sidewalks (both sides)	\$1,015,000
Tier 2 - Unconstrained	P-47	SE 37th Ave	SE Wister St Path	SE Edison St	Construct 5ft curb-tight sidewalk (south/west side)	\$400,000
Tier 2 - Unconstrained	P-40	SE 49th Ave	SE Willow Ave	SE King Rd	Construct 5ft curb-tight sidewalk (west side)	\$505,000
Tier 2 - Unconstrained	P-54	SE Edison St	SE 35th Ave	OR 224	Construct 5ft curb-tight sidewalk (north side)	\$190,000
Tier 2 - Unconstrained	P-10	SE 37th Ave	SE Washington St	SE International Way	Construct new 6ft curb-tight sidewalk on the east side of road.	\$120,000
Tier 2 - Unconstrained	P-116	SE Minthorn Loop Rd	SE 37th Ave	SE Minthorn Loop Road	Construct an 8-10ft ped/bike on-street pathway	\$520,000

Commented [MH28]: PC moved up to Tier 1 Financially Unconstrained from Tier 3

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-123	SE Main St	SE Hanna Harvester Dr	SE Ochoco St	Construct 8-10ft ped/bike on-street pathway on east side of road	\$3,685,000
Tier 2 - Unconstrained	P-28	SE International Way	SE Freeman Way	SE Lake Rd	Construct 5ft minimum curb-tight sidewalks (both sides)	\$2,340,000
Tier 2 - Unconstrained	P-41	SE Logus Rd	SE 43rd Ave	SE 49th Ave	Construct 5ft curb-tight sidewalk (south side)	\$515,000
Tier 2 - Unconstrained	P-59	SE Ochoco St	Springwater Trail	SE McBrod Ave	Coordinate with City of Portland to ensure construction of 5ft curb-tight sidewalk (north side)	\$225,000
Tier 2 - Unconstrained	P-61	SE 42nd Ave/SE Roswell St	Intersection	-	Install RRFB across SE 42nd Ave	\$175,000
Tier 2 - Unconstrained	P-95	SE Balfour Street	SE 32nd Ave	Balfour Park	Construct 5ft minimum curb-tight sidewalk (north side)	\$35,000
Tier 2 - Unconstrained	P-77	SE Olsen St/SE 42nd Ave	Intersection	-	Improve pedestrian crossing	\$175,000
Tier 2 - Unconstrained	P-78	SE Millport Rd	99E	SE 17th Ave	Construct 5ft minimum curb-tight sidewalks (both sides)	\$780,000
Tier 2 - Unconstrained	P-69	OR 224/SE Oak St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian crossing improvements of OR 224	\$175,000
Tier 2 - Unconstrained	P-63	SE King Rd/SE Home St	Intersection	-	Install RRFB across SE King Rd	\$175,000
Tier 2 - Unconstrained	P-73	SE Stanley Ave/SE Monroe St	Intersection	-	Install RRFB across SE Monroe St	\$175,000
Tier 2 - Unconstrained	P-30	SE Rusk Rd	HWY 224	South City Limit	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west/north side)	\$275,000
Tier 2 - Unconstrained	P-67	SE Stanley Ave/SE Logus Rd	Intersection	-	Install RRFB across SE Stanley Ave	\$175,000
Tier 2 - Unconstrained	P-7	SE Johnson Creek Blvd	West city limits	SE Linwood Ave	Coordinate with City of Portland to ensure construction of 6 ft curb-tight sidewalks (north side)	\$1,905,000
Tier 2 - Unconstrained	P-37	SE Olsen St	SE 29th Ave	SE 32nd Ave	Construct 5ft curb-tight sidewalk (north side)	\$225,000
Tier 2 - Unconstrained	P-107	SE Hazel Pl	SE Stanley Ave	SE Wichita Ave	Reconstruct 5ft minimum curb-tight sidewalks (south side)	\$330,000
Tier 2 - Unconstrained	P-11	SE 37th Ave	Intersection	-	Install RRFB across SE 37th Ave	\$50,000
Tier 2 - Unconstrained	P-110	SE 37th Ave	SE Lake Rd	SE Grogan Ave	Construct 5ft minimum curb-tight sidewalks (south side)	\$515,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-38	SE Olsen St	SE 32nd Ave	SE 42nd Ave	Construct 5ft curb-tight sidewalk (north side)	\$840,000
Tier 2 - Unconstrained	P-106	SE Harlow St/SE 56th Ave	SE 56th Ave	SE Stanley Ave	Reconstruct 5ft minimum curb-tight sidewalks (south side)	\$170,000
Tier 2 - Unconstrained	P-108	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Reconstruct 5ft minimum curb-tight sidewalks (west side)	\$645,000
Tier 2 - Unconstrained	P-39	SE Willow St	SE Winsor Dr	SE 49th Ave	Construct 5ft curb-tight sidewalk (south side) to connect Glover Street Alley	\$80,000
Tier 2 - Unconstrained	P-44	SE 51st Ave	SE Logus Rd	SE Winworth Ct	Construct 5ft curb-tight sidewalk (east side)	\$280,000
Tier 2 - Unconstrained	P-51	SE 44th Ave	SE Monroe St	SE Harrison St	Construct 5ft curb-tight sidewalk (both sides)	\$330,000
Tier 2 - Unconstrained	P-52	SE Harrison St	SE 44th Ave	SE Home St	Construct 5ft curb-tight sidewalk (both sides)	\$820,000
Tier 2 - Unconstrained	P-115	99E/SE River Rd	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000
Tier 2 - Unconstrained	P-65	SE Railroad Ave/SE Home Ave	Intersection	-	Construct at grade bike/ped crossing of Railroad Ave and adjacent rail line to SE Mallard Way	\$1,425,000
Tier 2 - Unconstrained	P-29	SE Rusk Rd	SE Lake Rd	HWY 224	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west side)	\$290,000
Tier 2 - Unconstrained	P-79	99E/SE Ochoco St	Intersection	-	To Be Determined	\$175,000
Tier 2 - Unconstrained	P-60	SE Mallard Way	End of road	SE International Way	Construct 5ft minimum curb-tight sidewalks (both sides)	\$710,000
Tier 2 - Unconstrained	P-80	99E/SE Milport RD	Intersection	-	To Be Determined	\$175,000
Tier 2 - Unconstrained	P-94	SE Sparrow Street	SE River Road	Trolley Trail / SE 26th Avenue	Construct a new 8-10ft ped/bike on-street pathway	\$245,000
Tier 2 - Unconstrained	P-76	OR 224/SE Rusk Rd	Intersection	-	Coordinate with ODOT to improve pedestrian crossings across OR 224	\$175,000
Tier 2 - Unconstrained	P-120	SE Harlene St	west extents	SE Wood Ave	Construct an 8-10ft ped/bike on-street pathway	\$555,000
Tier 2 - Unconstrained	P-48	SE Brookside Drive	SE Johnson Creek Blvd	SE Regents Dr	Construct 5ft curb-tight sidewalk (south side)	\$440,000
Tier 2 - Unconstrained	P-49	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Construct 5ft curb-tight sidewalk (south side)	\$720,000

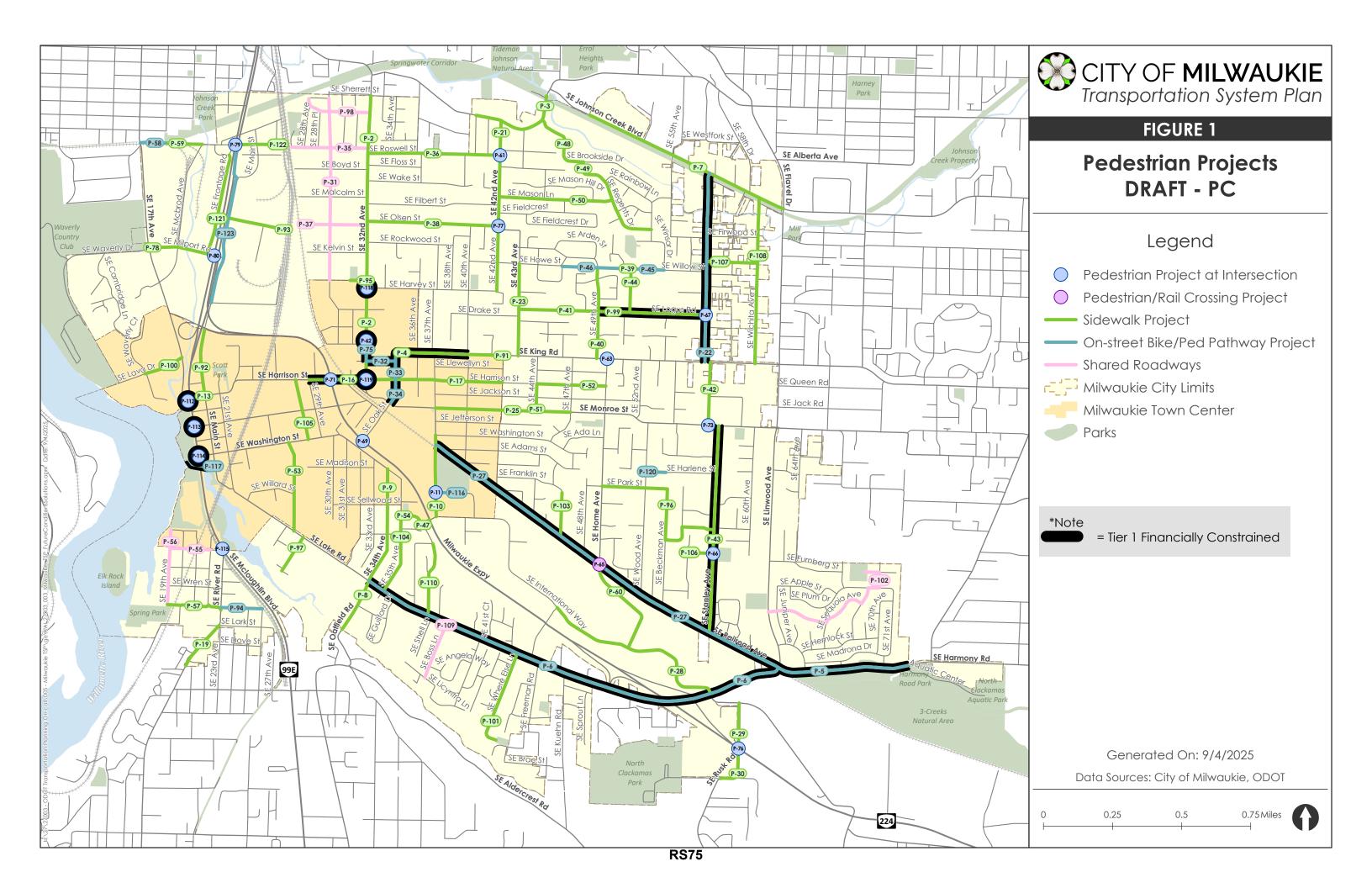
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-50	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Construct 5ft curb-tight sidewalk (south side)	\$730,000
Tier 2 - Unconstrained	P-66	SE Stanley Ave/SE Harlow St	Intersection	-	Install RRFB across SE Stanley Ave	\$175,000
Tier 2 - Unconstrained	P-93	SE Mailwell Drive	SE Main St	UPRR	Construct 5ft minimum curb-tight sidewalks (both sides)	\$180,000
Tier 2 - Unconstrained	P-97	SE 26th Ave	SE Lake Rd	Lake Village Apartments	Construct 5ft minimum curb-tight sidewalk (west side)	\$100,000
Tier 2 - Unconstrained	P-121	SE Frontage Rd	SE Ochoco St	SE Millport Rd	Construct 5ft minimum curb-tight sidewalks (west side)	\$1,685,000
Tier 2 - Unconstrained	P-122	SE Ochoco St	east extents	Highway 99E	Reconstruct 5ft minimum curb-tight sidewalks (north side)	\$555,000
Tier 2 - Unconstrained	P-96	SE Park St/SE Lloyd St	SE Home Ave	Stanley Avenue	Construct 5ft minimum curb-tight sidewalks (both sides)	\$735,000
Tier 2 - Unconstrained	R-1	Johnson Creek/42nd Ave	Intersection	-	Replace all-way stop with a roundabout or traffic signal (when warranted)	\$5,145,000
Tier 2 - Unconstrained	T-10	Transit Priority Signalization	Citywide	-	Work with Clackamas County to implement transit priority signalization along key transit corridors.	
Tier 2 - Unconstrained	T-11	Weekend Service Improvements	Citywide	-	Work with TriMet to improve bus service on various transit lines	
Tier 3 - Unconstrained	B-14	SE International Way	SE 37th Ave	SE Freeman Way	Restripe roadway to include 7ft buffered bike lanes (both directions)	\$395,000
Tier 3 - Unconstrained	B-35	OR 224/SE Oak St	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$370,000
Tier 3 - Unconstrained	B-4	SE Johnson Creek Blvd	SE 40th	SE 45th Ave	Restripe roadway to a 5.5' bike lane (both directions)	\$150,000
Tier 3 - Unconstrained	B-38	SE Harrison St/SE 21st Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-40	SE Harrison St/SE 42nd Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-30	SE Railroad Ave & SE Linwood Ave	Intersection	-	Improve safety of crossing at intersection	\$1,745,000
Tier 3 - Unconstrained	B-39	SE King Rd/SE Stanley Ave	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-32	OR 224/SE Rusk Rd	Intersection	-	Coordinate with ODOT to improve bicyclists safety across OR 224	\$185,000

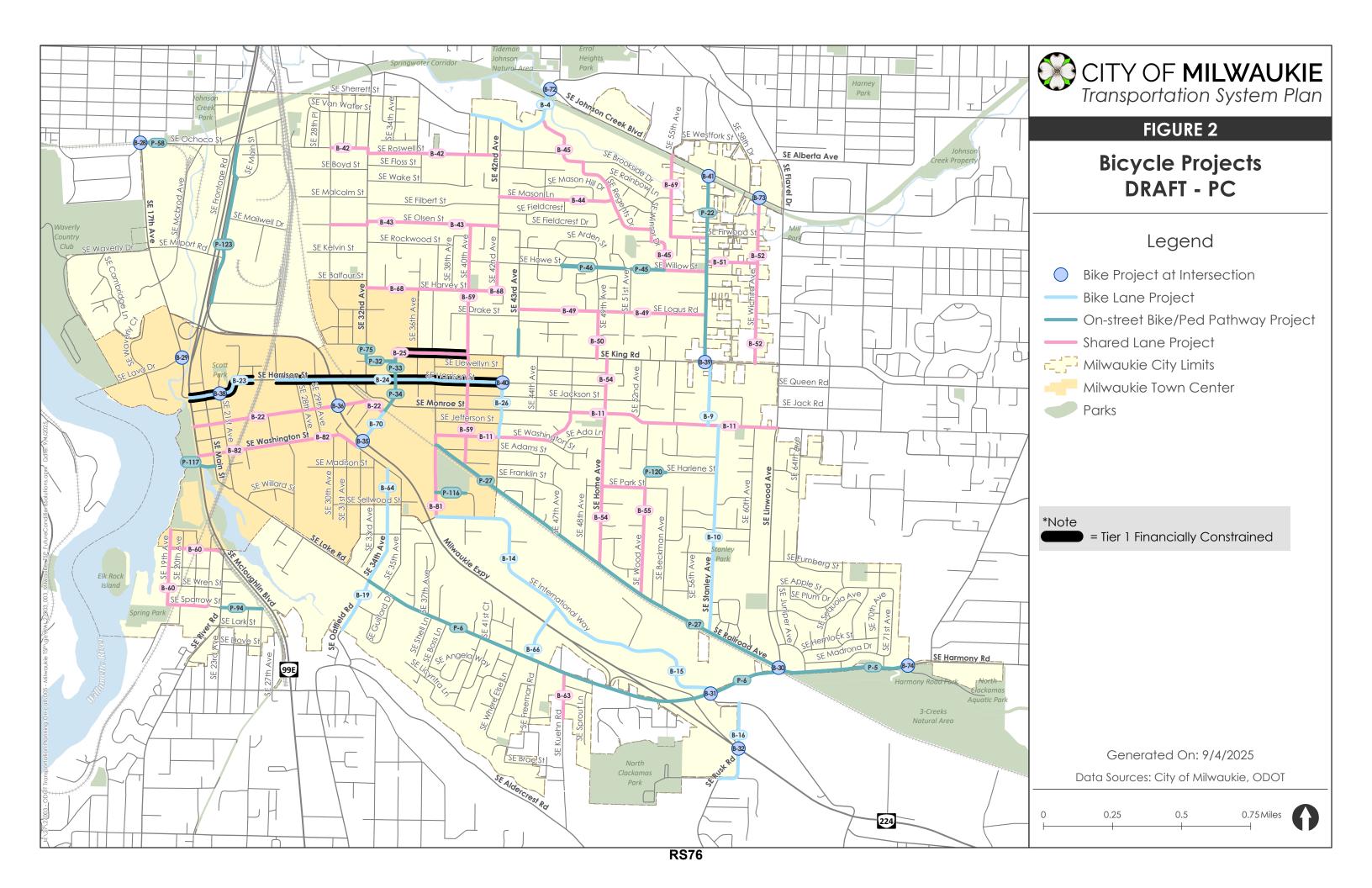
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	B-22	SE Monroe St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$200,000
Tier 3 - Unconstrained	B-29	SE Lava Dr/SE 17th Ave	Intersection	-	Improve safety of crossing at intersection	\$185,000
Tier 3 - Unconstrained	B-31	SE Lake Rd/SE International Way	Intersection	-	Improve safety of crossing at intersection	\$370,000
Tier 3 - Unconstrained	B-41	SE Johnson Creek Blvd/SE Stanley Ave	Intersection	-	Improve safety of crossing at intersection	\$185,000
Tier 3 - Unconstrained	B-72	SE Johnson Creek Blvd/SE 45 Pl	Intersection	-	Improve safety of crossing at intersection. Coordinate with City of Portland.	\$185,000
Tier 3 - Unconstrained	B-73	SE Johnson Creek Blvd/SE Wichita Ave	Intersection	-	Improve safety of crossing at intersection	\$95,000
Tier 3 - Unconstrained	B-11	SE Monroe St/SE Washington St/SE Garrett Drive	SE 37th Ave	SE Linwood Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$485,000
Tier 3 - Unconstrained	B-43	SE Olsen St	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$235,000
Tier 3 - Unconstrained	B-82	SE Washington St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$225,000
Tier 3 - Unconstrained	B-42	SE Roswell Ave	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$240,000
Tier 3 - Unconstrained	B-44	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$160,000
Tier 3 - Unconstrained	B-49	SE Logus Rd	SE 43rd Ave	SE Stanley Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$255,000
Tier 3 - Unconstrained	B-50	SE 49th Ave	SE King Rd	SE Logus Rd	Install shared roadway lane markings, signage, and traffic calming improvements	\$70,000
Tier 3 - Unconstrained	B-60	SE 19th Ave/SE Bluebird/SE Sparrow	SE Bluebird St	SE Sparrow St	Install shared roadway lane markings, signage, and traffic calming improvements	\$190,000
Tier 3 - Unconstrained	B-54	SE Home Ave	SE King Rd	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$280,000
Tier 3 - Unconstrained	B-69	SE 55th Ave	SE Firwood St	SE Johnson Creek Blvd	Install shared roadway lane markings, signage, and traffic calming improvements	\$115,000
Tier 3 - Unconstrained	B-51	SE Hazel St	SE Stanley Ave	SE Wichita Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$75,000
Tier 3 - Unconstrained	B-52	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Install shared roadway lane markings, signage, and traffic calming improvements	\$225,000

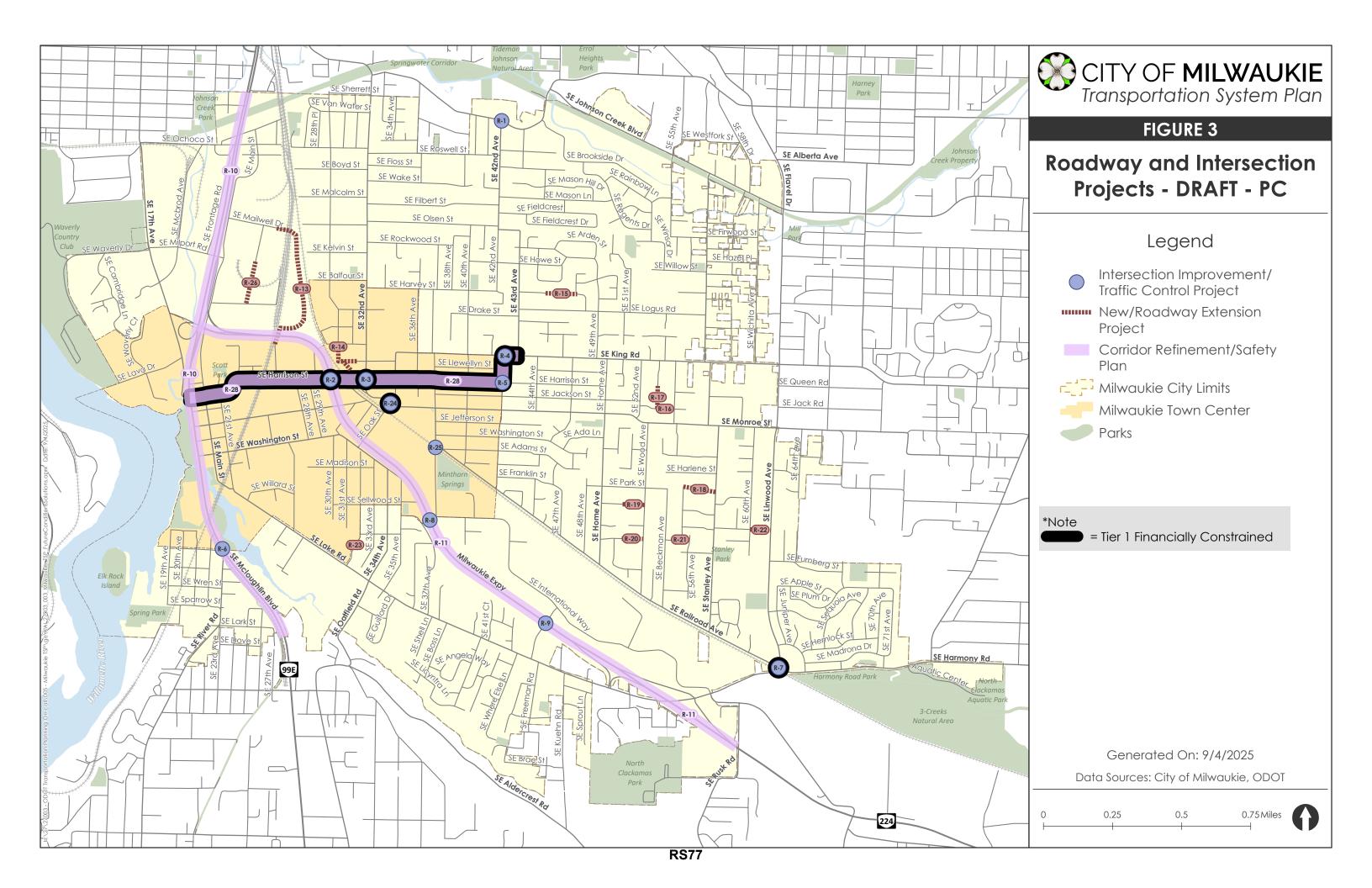
Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	B-55	SE Park St	SE Home Ave	SE Wood Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$205,000
Tier 3 - Unconstrained	B-63	SE Kuehn Rd	SE Lake Rd	City limits	Install shared roadway lane markings, signage, and traffic calming improvements	\$70,000
Tier 3 - Unconstrained	B-45	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$155,000
Tier 3 - Unconstrained	B-5	SE 42nd Ave	SE Harvey St	SE Howe St	Install shared roadway lane markings, signage, and traffic calming improvements	\$220,000
Tier 3 - Unconstrained	P-19	SE River Rd	SE Lark St	South City Limit	Construct new 8ft curb-tight sidewalk on both sides of road.	\$470,000
Tier 3 - Unconstrained	P-13	SE Harrison St	HWY 99E	SE Main Street	Remove utility obstructions	\$30,000
Tier 3 - Unconstrained	P-91	SE King Road	SE 40th Ave	SE 43rd Ave	ADA accessibility upgrades	\$205,000
Tier 3 - Unconstrained	P-105	SE 28th Ave	SE Washington St	Harrison Street	ADA accessibility upgrades	\$255,000
Tier 3 - Unconstrained	P-35	SE Roswell St	SE 29th Ave	SE 32nd St	Maintain shared roadway environment with signing and striping enhancements	\$175,000
Tier 3 - Unconstrained	P-92	SE Main St	SE Harrison St	Expressway (OR 224)	ADA accessibility upgrades	\$280,000
Tier 3 - Unconstrained	P-21	SE 42nd Ave	SE Harvey St	SE Johnson Creek Blvd	Remove sidewalk obstructions (both sides) and opportunities allow	\$805,000
Tier 3 - Unconstrained	P-53	SE 27th Ave	SE Lake Rd	SE Washington St	Reconstruct 5 ft curb-tight sidewalks (east side) and remove utility obstructions	\$575,000
Tier 3 - Unconstrained	P-109	SE Boss Ln	SE Lake Rd	SE Licyntra Ln	Maintain shared roadway environment with signing and striping enhancements	\$150,000
Tier 3 - Unconstrained	P-3	SE Johnson Creek Blvd	SE 40th Ave	SE 45th Ave	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	\$1,235,000
Tier 3 - Unconstrained	P-104	SE 35th Ave	SE Lake Rd	Edison Street	ADA accessibility upgrades	\$320,000
Tier 3 - Unconstrained	P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Maintain shared roadway environment with signing and striping enhancements	\$160,000
Tier 3 - Unconstrained	P-55	SE Bluebird St	SE 19th Ave	SE 22nd Ave	Maintain shared roadway environment with signing and striping enhancements	\$35,000
Tier 3 - Unconstrained	P-56	SE 19th Ave	SE Eagle St	SE Sparrow St	Maintain shared roadway environment with signing and striping enhancements	\$65,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	P-100	SE Lava Drive /SE Waverly Court	SE 17th Ave	Highland Apartments Entrance	ADA accessibility upgrades	\$170,000
Tier 3 - Unconstrained	P-103	SE 47th Ave	SE Franklin St	SE Railroad Ave	ADA accessibility upgrades	\$190,000
Tier 3 - Unconstrained	P-101	SE Where Else Lane	SE Lake Rd	Bowman and Brae Park	ADA accessibility upgrades	\$320,000
Tier 3 - Unconstrained	P-102	SE Aspen St	SE Lindwood Ave	Furnberg Park	Maintain shared roadway environment with signing and striping enhancements	\$300,000
Tier 3 - Unconstrained	P-98	SE 28th Ave/SE Van Water St	Springwater Corridor	SE 32nd Ave	Maintain shared roadway environment with signing and striping enhancements	\$315,000
Tier 3 - Unconstrained	F-1	OR 99E/Ochoco St	Intersection	-	Coordinate with ODOT to reconstruct the northwest corner of the intersection to provide enhanced turning movement accommodations for trailers.	\$200,000
Tier 3 - Unconstrained	F-3	SE Main St/SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii in the northeast and southeast quadrants to better accommodate freight movements	\$230,000
Tier 3 - Unconstrained	F-5	OR 224 Ramp/17th Ave	Intersection	-	Coordinate with ODOT to upgrade intersection turning radii in the northeast quadrant to better accommodate freight movements	\$80,000
Tier 3 - Unconstrained	F-6	SE Ochoco St	SE Main St	East extents	Upgrade street to better accommodate freight vehicles	\$1,105,000
Tier 3 - Unconstrained	F-7	SE Mailwell Dr	SE Main St	SE Omark Dr	Upgrade street to better accommodate freight vehicles	\$870,000
Tier 3 - Unconstrained	F-8	SE Hanna Harvester Dr	SE Main St	SE Hanna Dr	Upgrade street to better accommodate freight vehicles	\$1,920,000
Tier 3 - Unconstrained	F-2	SE Omark Dr/SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii in the northwest quadrant to better accommodate freight movements	\$125,000
Tier 3 - Unconstrained	R-9	OR 224/SE Freeman Way	Intersection	-	Coordinate with ODOT to improve intersection operations at the OR 224/Freeman Way intersection. Improve pedestrian and bicycle crossings of OR 224	\$495,000
Tier 3 - Unconstrained	R-13	SE Mailwell Drive extension	SE Crystal Lake Dr	SE Mailwell Dr	Extend SE Mailwell Drive east across MAX line connecting to Crystal Lake Drive/SE 26th Ave via the OR 224 underpass.	\$20,000,000
Tier 3 - Unconstrained	R-8	37th Ave/International Way/OR 224	Intersection	-	Coordinate with ODOT to reconfigure the 37th/International Way intersection located just west of OR 224 to improve geometry and traffic flow limitations. Improve pedestrian and bicycle crossings of OR 224.	\$760,000
Tier 3 - Unconstrained	R-14	SE 29th Ave extension	SE Meek St	SE 32nd Ave	Extend SE 29th Ave south of SE Meet St to SE 32nd Ave	\$1,420,000
Tier 3 - Unconstrained	R-21	SE Beckman Terrace	East Extents	SE 56th Ave	Construct the missing one lot segment of SE Beckman Terrace and connect to SE 56th Ave extension at the local street standard.	\$2,000,000
Tier 3 - Unconstrained	R-23	SE 32nd Ave			Construct the missing one lot segment of 32nd Ave at the local street standard.	\$300,000

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	R-20	SE Guido Bocci Dr	SE Home Ave	SE Wood Ave	Extend SE Guido Bocci Dr between SE Home and SE Wood Street	\$2,580,000
Tier 3 - Unconstrained	R-10	OR 99E	Northern City Limits	Southern City Limits	Conduct a refinement study to establish alternative mobility targets for OR 99E for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auto and freight mobility	\$200,000
Tier 3 - Unconstrained	R-11	OR 224	SE McLoughlin Blvd	Southern City Limits	Conduct a refinement study to establish alternative mobility targets for OR 224 for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auto and freight mobility	\$200,000
Tier 3 - Unconstrained	R-15	SE Melody Lane	East Extents	TBD	Extend SE Melody Lane	\$1,640,000
Tier 3 - Unconstrained	R-16	SE Jackson Street	SE 55th Ave	SE 55th Ave	SE Jackson St extension	\$2,555,000
Tier 3 - Unconstrained	R-17	SE 53rd Pl	South extents	SE Jackson St extension	SE 53rd PI extension	\$2,710,000
Tier 3 - Unconstrained	R-18	SE Park St	SE 56th Ave	SE Stanley Ave	SE Park extension	\$4,490,000
Tier 3 - Unconstrained	R-19	SE Hunter Ct	SE Home Ave	SE Wood Ave	SE Hunter Ct extension	\$5,750,000
Tier 3 - Unconstrained	R-22	SE Lloyd St	SE 60th Ave	SE Linwood Ave	Extend SE Lloyd St from SE 60th Ave to SE Linwood Ave as part of future redevelopment	\$3,990,000
Tier 3 - Unconstrained	R-26	SE Omark Dr	SE Mailwall Dr	SE Hanna Harvester Dr	Extend SE Omark Dr to connect to SE Hanna Harvester Drive	\$13,550,000
Tier 3 - Unconstrained	T-3	SE Linwood Ave	SE Johnson Creek Blvd	SE Railroad Ave	Coordinate with TriMet to help implement new bus service route	
Tier 3 - Unconstrained	T-8	SE Railroad Ave/SE 37th Ave	SE Railroad Ave	SE 37th Ave	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-4	SE Harrison St	SE 21st Ave	SE King Road	Coordinate with TriMet to help implement new Frequent Service Route	
Tier 3 - Unconstrained	T-5	SE King Road	SE 42nd Ave	SE Linwood Ave	Coordinate with TriMet to help implement new Bus Rapid Transit/Frequent Service route	
Tier 3 - Unconstrained	T-6	SE McLoughlin Blvd	Milwaukie Town Center	Oregon City Town Center	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-7	SE Lake Rd-SE Oatfield Rd	SE Monroe St	SE Oatfield Rd	Coordinate with TriMet to help implement new Frequent Service route	
Tier 3 - Unconstrained	T-2	SE Johnson Creek Blvd	SE 45th Ave	Eastern City Limits	Coordinate with TriMet to help implement new Frequent Service route	









Transportation System Plan Update

TECHNICAL MEMORANDUM

Date: January 8, 2024 Project #: 27003.5

To: Laura Weigel, AICP; Ryan Dar; City of Milwaukie

CC: Seth Brumley, Oregon Department of Transportation

From: Matt Steele, Amy Griffiths, PE, Matt Hughart, AICP

Project: Milwaukie Transportation System Plan

Subject: Financial Forecast

INTRODUCTION

Future federal, state, and local funding for transportation investments can be uncertain, creating a challenge to accurately forecast available revenue that can be used to make future transportation-related investments. In this context, the City of Milwaukie Transportation System Plan (TSP) Update will focus on identifying a prudent and conservative list of transportation investments, emphasize lower cost methods that strengthen mobility for all users within the City, reduce climate pollution, and increase reliance on technologies to promote efficient streets.

This memorandum presents information on the recent historical funding sources and forecasts amounts that could be available in the future to address near- and long-term transportation investments. This memorandum also identifies additional funding sources that the City may consider pursuing to address funding gaps when implementing future transportation investments. This information will help the City evaluate transportation projects, define priorities, and maximize all available funding opportunities to preserve and improve its infrastructure.

HISTORICAL FUNDING SOURCES

Understanding the City's historical funding sources for transportation investments helps to forecast potential funding available for TSP projects through the 2044 planning horizon, as well as identify funding needs. Based on data provided by the City, franchise revenue (including water, wastewater, and stormwater revenue), Safe Access for Everyone and Street Surface Maintenance Program taxes and fees, inter-governmental taxes and grants, and charges for development have been the primary sources of revenue for TSP projects; however, investment earnings and other miscellaneous funding have contributed to TSP projects as well. **Table 1** summarizes the historical funding sources between FY 2019- FY 2023.

Table 1. Historical Funding Sources

Funding						
Source	2018-19	2019-20	2020-21	2021-22	2022-231	Notes
Franchise Revenue	\$1,277,875	\$1,361,934	\$1,229,381	\$1,284,892	\$1,462,638	Ordinance 1905 dedicates 8% of net revenues of water, wastewater, stormwater to fund the transportation system
Inter- governmental Sources	\$2,106,185	\$2,621,106	\$2,475,290	\$2,421,213	\$1,881,708	State gas tax, vehicle registration fee, local gas tax, Kronberg Park multi-use trail grant; Safe Routes to School grant
Investment Earnings	\$536,040	\$745,510	\$86,439	\$175,859	\$227,862	Bond revenues invested with the City's banking partners
Charges for Services / Fees	\$2,283,027	\$2,030,403	\$2,106,561	\$2,188,594	\$2,270,520	SAFE and SSMP fees, including PGE privilege taxes
Miscellaneous / Other	\$177,031	\$65,035	\$61,444	\$56,130	\$6,060	
Total Revenue	\$6,380,158	\$6,823,988	\$5,959,115	\$6,126,688	\$5,848,788	
Transportation Bonds	\$20,978,527		-	ar.	\$18,807,270	Transportation bond, has a specified project list
Revenue Including Bonds	\$27,358,685	\$6,823,988	\$5,959,115	\$6,126,688	\$24,656,058	The transportation bonds are not a separate funding source and must be repaid

IFY 2022-23 data is unaudited.

Franchise Revenue

Ordinance 1905 dedicates 8% of net revenues of water, wastewater, stormwater to fund the transportation system. The City of Milwaukie received an average of \$1.3 million per year from franchise revenue between FY 2019-FY 2023).

Inter-Governmental Sources

The City of Milwaukie received an average of \$2.3 million per year from inter-governmental sources between FY 2019-FY 2023.

Taxes and Fees

State Gas Tax

The Oregon gas tax is currently \$0.38 per gallon. A portion of this revenue is distributed to cities annually on a per capita basis. These funds may only be used for road-related purposes: Milwaukie primarily uses them for street department operations and maintenance activities.

Local Gas Tax

The City of Milwaukie has a gasoline tax rate of \$0.02, and a diesel tax rate of \$0.02, which is administered by Oregon Department of Transportation (ODOT) Fuels Tax Group. Money collected from this tax is dedicated to the Street Surface Maintenance Program for roadway surface preservation (including maintenance, rehabilitation, and reconstruction). These funds cannot be used to construct capital projects.

Vehicle Registration Fees

Vehicle title fees range from \$101 to \$116, based on miles per gallon (MPG) – and \$192 for electric vehicle titles. Registration fees include plate fees (\$25.50), 2-year registration/renewal fees (\$126 to \$316 per vehicle, varying by vehicle year, fuel efficiency, and whether the vehicle is electric or not), County Fee (additional \$30 annual fee for vehicles in Clackamas County)¹, and \$6 for transfer plate fees.

Grants

The City of Milwaukie has benefited from several other revenue sources, such as transportation improvement grants and other miscellaneous programs administered by ODOT and the Federal Highway Administration (FHWA). Grants are non-repayable, and sometimes competitive funds given by an entity (in this case, ODOT and FHWA) typically for a certain purpose tied to public benefit. Although they are not considered consistent and reliable funding sources, grants have contributed (or will contribute) to several major projects identified in the City's Capital Improvement Plan (CIP). Recent grants include:

- Kronberg Park Multi-Use Trail Grant
- Safe Routes to School Grant

Kronberg Park Multi-Use Trail Grant

Located between Kellogg Lake and southeast McLoughin Boulevard, the Kronberg Park Multi-Use Trail will connect the Kellogg Creek Bike-Pedestrian Bridge and downtown Milwaukie area with the nearby sidewalk, crosswalk, and Trolley Trail at the south end of the park while restoring and preserving existing habitat. It will also improve access to the Main Street light rail station.

Safe Routes to School Grant

Safe Routes to School (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. SRTS initiatives improve safety and levels of physical activity for

¹ According to ORDINANCE NO. 01-2022, An Ordinance Amending Chapter 7.07, Vehicle Registration Fee, of the Clackamas County Code, the County distributes 40% of the revenue to incorporated cities based on the total number of Clackamas County residents residing within incorporated cities.

students. ODOT has two main types of Safe Routes to School programs: Construction and Education and technical assistance. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, etc.

Investment Earnings

The City of Milwaukie invests bond revenues with the City's banking partners: Piper Sandler and Umpqua Bank. The majority of unused funds are invested in treasury bills for a duration of 6 months to a year with Piper Sandler at a current rate of 5.17%. Unused funds not invested in treasury bills are invested with Umpqua bank at a current rate of 4.23%. The amount of investment earnings will decrease as the City uses the bond and the investment amount decreases.

The City of Milwaukie received an average of \$0.4 million in investment earnings per year from FY 2019-FY 2023.

Charges for Services and Fees

The City of Milwaukie received an average of \$2.2 million in charges for services and fees per year from FY 2019-FY 2023.

Safe Access for Everyone (SAFE)

SAFE is the City's program to improve safety for people walking, biking and more. SAFE calls for upgrading the City's network of connections, such as sidewalks, ramps and crossings to fill network gaps, replace portions that do not meet Americans with Disabilities Act (ADA) standards, and remove barriers for people to get where they need to go safely. SAFE's goal is to build 27.9 miles of sidewalk/multi-use paths and 900 ADA ramps in nine years.

The City collects a SAFE fee from residents as a part of the City's utility bill. The amount is based on the type of property and the way it is used. In addition, to support the SAFE program the City has received grants and urban renewal funds.

In 2016 the City established a Safe Access For Everyone (SAFE) Fee to support transportation projects to improve sidewalks and accessibility throughout the City. The Community identified priority one, two, and three projects to use these funds. The program would take over 25 years to complete. The Council decided to fast track the program and issue the first bond for priority one projects in 2018. Up until this time there was little funding available for transportation projects.

Street Surface Maintenance Program (SSMP)

SSMP was adopted by Ordinance No. 1966, effective on July 1, 2007. The ordinance, in concert with other related ordinances, established funding sources, including a street maintenance fee, an electric utility privilege tax, and a local gas tax. All funds were dedicated to street maintenance and rehabilitation, with the goal of bringing all arterials and collectors in the City to a "good" or better condition within ten years.

Miscellaneous

Possible miscellaneous revenues include reimbursement of damage claims by risk management and dividends on worker's compensation payments. Miscellaneous revenues are small and inconsistent.

The City of Milwaukie has received an average of less than \$0.1 million per year from miscellaneous sources between FY 2019-FY 2023.

Transportation Bonds

The transportation SAFE and SSMP bond was issued in February 2023 in the amount of \$18.9 million by Western Bank. The Transportation Bond was issued at an interest rate of 3.96% through June 2042. This is the second of three projected bonds to support the SAFE program. A third bond is anticipated to be issued in the early- to mid-2030s if the City Council approves to bond. This bond is not a separate revenue source, but is issued to bring funds forwards in order to pay for transportation projects for which there would not be funding for the next 25 years. Some revenue from the State Gas Tax is allocated to debt service of the transportation bonds.

The following projects are listed in the most recent bond:

- Harvey Street Improvements
- Ardenwald North Improvements
- King Road Improvements
- Washington Street Area Improvements
- Logus Road, 40th, 42nd Ave
- Monroe Street Greenway
- Residential Street Surface Repair
- Street Surface Surry Seal
- Signal Upgrades

HISTORICAL EXPENDITURES

Table 2 summarizes the historical expenditures sources between FY 2019- FY 2023. Capital projects and debt service for transportation bonds are the two highest historical expenditures.

Table 2. Historical Expenditures

-		Nels				
Expense	2018-19	2019-20	2020-21	2021-22	2022-231	Notes
Personnel	-\$520,709	-\$544,745	-\$563,377	-\$648,853	-\$665,900	Labor and benefits cost.
Materials & Services	-\$808,642	-\$464,918	-\$385,583	-\$615,851	-\$503,548	Professional service and contracting costs. This generally does not include materials and services dedicated to capital investments.
Maintenance	-\$472,000	-\$1,400,000	-\$385,000	÷	-\$45,000	Maintenance funds are primarily

						allocated to road resurfacing. The City did not slurry seal any roadways in FY 2021-22.
Capital Projects	-\$4,369,277	-\$3,757,802	-\$4,329,975	-\$7,033,348	-\$2,737,769	
Debt Service	-\$1,995,576	-\$1,996,831	-\$1,995,332	-\$640,831	-\$1,972,596	Cost to repay the 2018 Transportation Bond, which is structured to repay both principal and interest in the first 3 years, then pay interest only until 2042. The Remainder of the principal bond cost and interest will then be paid from 2042 to 2048. This expenditure will increase in the future for the new 2023 bond.
Transfer to Other Funds	-\$1,935,000	-\$1,914,000	-\$2,030,000	-\$2,090,000	-\$1,020,500	
Contingency and Reserve		/ -	-	-	-\$2,235,000	Issued 10% of bond issued in 2022-2023. This expenditure is not expected to recur unless a new bond is issued.
Total Expenditures	-\$10,101,204	-\$10,078,296	-\$ 9,689,267	-\$11,028,883	-\$9,180,313	

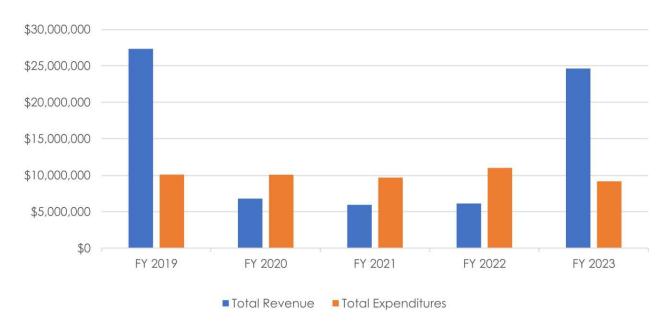
¹FY 2022-23 data is unaudited

HISTORICAL FUNDING AVAILABLE

Figure 1 illustrates the annual revenue and expenditures, including transportation bonds, between FY 2019- FY 2023. On years where transportation bonds are not issued, total expenditures outpace revenue.²

² The City of Milwaukie requires a 17% policy reserve.

Figure 1. Total Revenue¹ vs. Expenditures



¹Increased revenues in FY 2019 and FY 2023 are inclusive of transportation bonds, which are repaid over time.

Table 3 includes the beginning balance each fiscal year and provides the total funding available each year between FY 2019- FY 2023.

Table 3. Historical Funding Available

	Fiscal Year						
	2018-19	2019-20	2020-21	2021-22	2022-231		
Beginning Fund Balance	\$4,447,806	\$22,204,780	\$18,950,472	\$15,220,320	\$10,318,125		
Total Revenue (Excluding Bonds)	\$6,380,158	\$6,823,988	\$5,959,115	\$6,126,688	\$5,848,788		
Transportation Bonds	\$20,978,527	7.0	ā	-	\$18,807,270		
Total Expenditures	-\$10,101,204	-\$10,078,296	-\$9,689,267	-\$11,028,883	-\$9,180,313		
Total Funding Available with Bonds	\$21,705,287	\$18,950,472	\$15,220,320	\$10,318,125	\$25,793,870		

1FY 2022-23 data is unaudited

Financial Forecast Funding Forecast

FUNDING FORECAST

The historical funding data shows that the City expects to continue to receive funds from a variety of federal, state, and local sources; however, the amount of funds could vary over time³. This section provides funding forecasts for the City for implementation of TSP projects. The forecasts are intended to model what revenue the City could anticipate over the next 20 years through the TSP planning horizon.

Table 4 summarizes the funding projection for the 20-Year Planning period. This projection assumes that the current funding generation will continue over the next 20 years. It was estimated by averaging the historical funding sources over the past 5 fiscal years. Potential funding that can be made available earlier through transportation bonds are excluded from this projection, however SAFE and SSMP fees and taxes are assumed to continue according to historic trends.

Table 4. Funding Projection for the 20-Year Planning Period (in 2023 dollars)

Funding Source	Total	
Franchise Revenue	\$26,467,000	
Inter-governmental Sources	\$46,022,000	
Investment Earnings	\$7,087,0001	
Charges for Services / Fees	\$43,516,000	
Miscellaneous / Other	\$1,463,000	
Total Revenue (Excluding Potential Bonds)	\$124,555,000	

¹ Investment earnings are assumed to continue at the same rate, though they may decline as bond funding is used.

Table 5 summarizes the projected expenses for the 20-Year Planning period. This projection assumes that current expenditures will continue over the next 20 years. It excludes capital expenditures to calculate the availability for capital expenditures. It is assumed that the debt service continues at the historic rate while the City continues to repay past bonds.

Table 5. Projected Expenses for the 20-Year Planning Period (in 2023 dollars)

Expense	Total
Personnel	\$11,774,000
Materials & Services	\$11,114,000
Maintenance	\$9,208,000
Debt Service	\$34,405,000
Transfer to Other Funds	\$35,958,000
Total Expenditures (Excluding Capital Investments)	\$102,459,000

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³ It is likely that revenue from the vehicle fuel tax will decline due to increased usage of electric vehicles. ODOT is exploring alternatives to the vehicle fuel tax.

Based on the estimates from **Table 4** and **Table 5**, the City is projected to have approximately \$22 million available for capital projects over the next 20 years.

ADDITIONAL FUNDING SOURCES

Additional funding sources are summarized below. The sources are organized by local, state, and federal funding mechanisms and are tailored to transportation-specific investments. In addition to these sources, the City may also seek state and federal grant opportunities where transportation facilities are a secondary focus of the funds. For example, the Statewide Transportation Improvement Fund (STIF) is intended for transit service, facility, and operations improvements, but transportation projects that improve access to transit – such as sidewalks or bike lanes leading to transit stops – could also be eligible for funds.

Local Funding Mechanisms

Potential local-level funding sources are summarized in **Table 6**. These funding sources can be used currently to fund capital projects or may be considered by the City for implementation as new funding sources. Including this table in the TSP does not create new funding sources but rather presents the various funding sources that local governments throughout Oregon have utilized. In general, local funding sources are more flexible than funding obtained from state or federal grant sources. Sources that the City already uses but that can have expanded funding generation or application are highlighted in dark grey.

Table 6. Potential Local Funding Mechanisms

Funding Source	Description	Potential Application
General Fund Revenues	The City can contribute General Fund revenues to transportation projects and programs. Revenues are available if revenues or increased or funding is diverted from other City programs. The City Council decides where the general fund is allocated.	These revenues can be used for any aspect of the transportation system.
Street Utility Fees/Road Maintenance Fees	A fee based on the number of automobile trips that a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.	The City already uses this funding source through the Street Surface Maintenance Program, however there are opportunities to continue and expand use by increasing the fees to generate more revenue. This revenue can be applied to system-wide transportation facilities including streets, sidewalks, and bikeways. Projects eligible for SSMP funding include major rehabilitation and

Funding Source	Description	Potential Application
		reconstruction of roadways.
Transportation System Development Charges (SDC)	SDCs are fees assessed to development for impacts on public infrastructure. SDCs may be an improvement fee, a reimbursement fee, or a combination thereof. Reimbursement fee revenues are dedicated to capital projects that increase capacity to meet the needs of growth. SDC credits are provided to developers for public improvements they construct which add capacity to the system beyond that required to serve their development. SDC credits may also be given for development provisions that reduce vehicular capacity demand on the transportation system, such as providing end-of-trip bike facilities within the new development. The city could expand the SDC rate for transportation.	The City already uses this funding source, however there are opportunities to continue and expand use. SDCs may only be used for the portion of transportation improvements that generate additional capacity demand related to growth.
Stormwater SDCs, Grants, and Loans	SDCs, grants, loans, and stormwater improvement fees can be obtained for improving stormwater management facilities constructed as part of transportation system improvements.	The City already uses stormwater utility fees for transportation, but not stormwater SDCs. Applying stormwater specific SDCs could increase revenue generation and provide opportunity to expand use. SDCs may only be used for the portion of transportation improvements that generate additional stormwater management capacity related to growth.
Local Fuel Tax	A local tax can be assessed on the purchase of fuel within the City. This tax is added to the cost of fuel at the pump, along with the state and federal fuel taxes. The City could increase the local gas tax leveraged per gallon.	The City already uses this funding source, however there are opportunities to continue and expand use by increasing the local gas tax leveraged per gallon. This revenue can be applied to systemwide transportation facilities including streets, sidewalks, and bikeways.
Incentives	The City could provide enticements such as bonus densities and flexibility in design in exchange for a public benefit. Examples might include providing miscellaneous facilities such as additional EV parking, bicycle parking,	The City already uses this funding source, however there are opportunities to continue and expand

Funding Source	Description	Potential Application
	and transit stops in exchange for bonus densities. Incentives may be used with SDC methods to reduce transportation impacts from new development.	use. This revenue can be applied to system-wide transportation facilities including streets, sidewalks, bikeways, and transit.
Public/Private Partnerships	Public/private partnerships have been used around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as vehicle charging stations, public parking lots, bicycle lockers, or car share facilities.	This revenue can be applied to system-wide transportation facilities including streets, sidewalks, bikeways, and transit.
Tax Increment Financing (TIF)	TIF is a tool that cities and counties may use to create special districts (tax increment areas) where public improvements are made to generate private-sector development. During a defined period, the City freezes the tax base at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or consider implementing, urban renewal districts that will result in a TIF revenue stream.	The City already uses this funding source, however there are opportunities to continue and expand use. This revenue can be applied to system-wide transportation facilities including streets, sidewalks, bikeways, and transit.
Revenue and General Obligation Bonds	Bonding allows municipal and city government to finance construction projects by borrowing money and paying it back over time, with interest. Financing requires smaller regular payments over time compared to paying the full cost at once, but financing increases the total cost of the project by adding interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote. These bonds add the cost of improvement to property taxes over time.	The City already uses this funding source, however there are opportunities to continue and expand use. Construction of major capital improvement projects within the City, street maintenance and incidental improvements.
Local Improvement Districts (LIDs)	LIDs pool funds from property owners to make local transportation improvements.	This revenue can be applied to transportation facilities including streets, sidewalks, bikeways, and transit located within the LID area.
Street Fund Serial Levy	This levy is a voter-approved property tax levied in addition to the permanent tax rate.	This revenue can be applied to operations or capital programs.

Funding Source	Description	Potential Application
Vehicle Registration Fee	An extra fee on all registered motor vehicles in the City. Requires City-wide and county approval and implementation.	This revenue can be applied to operations or capital programs. Although the City already receives a county wide portion of the Vehicle Registration fee, the City may be able to increase this funding source by issuing an extra fee.
Hotel/Motel Taxes	Under state law, 70% of revenues from such taxes must fund programs boosting tourism. Many jurisdictions have hotel/motel taxes and could use a portion of the revenue for transportation investments.	There currently are no hotels or motels within City limits, however this could change in the future or the program could be expanded to include short-term rentals. This revenue can be applied to tourism, economic development, and sidewalk improvement programs.
Dedicated Property Taxes	The City can establish a dedicated property tax to fund its Major Streets Transportation Improvement Program (SSMP).	The City already uses this funding source, however there are opportunities to continue and expand use. This revenue can be applied to system-wide transportation facilities.

State and Federal Funding Mechanisms

In addition to local funding sources, the City can seek opportunities to leverage funding from state and federal funding sources. **Table 7** outlines state and federal sources and their potential applications. The City has sought funding through several of these programs in the past and will continue to do so. State and federal sources change regularly as new transportation legislation is passed or existing legislation is modified. Potential state funding sources are limited and competitive. Any future improvements that rely on state funding may require City and regional consensus that they are more important than needs elsewhere in the region and the state.

Table 7. Potential State and Federal Funding Mechanisms

Funding Source	Description	Potential Application
State Fundings Mechanisms		
Statewide Transportation Improvement Program (STIP)	STIP is the State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP.
All Roads Transportation Safety Program (ARTS)	The federal Highway Safety Improvement Program (HSIP) is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns within the City, consistent with Oregon's Transportation Safety Action Plan.
Immediate Opportunity Fund (IOF)	The IOF is discretionary and provides funding for transportation projects essential for supporting site-specific economic development projects. These funds are distributed on a case-by-case basis in cooperation with the Oregon Economic and Community Development Department. These funds can only be used when other sources of financial support are insufficient or unavailable. These funds are reserved for projects where a documented transportation problem exists or where private firm location decisions hinge on the immediate commitment of road construction. A minimum of 50 percent match is required from project applications.	Any identified projects that would improve economic development in the City and where there are documented transportation problems.
Connect Oregon	Lottery-backed bonds distributed to air, marine, and rail projects statewide. No less than 10 percent of Connect Oregon funds must be distributed to each of the five regions of the state, if there are qualified projects in the region. The objective is to improve the connections between the highway system and other modes of transportation.	System-wide transportation facilities.
Oregon Parks and Recreation Local Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. Local match is required.	Trails and other recreational facility development or rehabilitation.
Oregon Transportation Infrastructure Bank (OTIB)	A statewide revolving loan fund is available to local governments for many transportation infrastructure improvements, including highway, transit, and non-motorized projects. Most funds made available through this program are federal; streets must be functionally classified as a major collector or higher to be eligible for loan funding.	Infrastructure improvements to major collectors or higher classified roads for vehicle, transit, and non-motorized travel.
State Highway Fuel Tax	ODOT is currently researching a state user fee for drivers to address steady or declining state gas tax revenues. An	System-wide transportation facilities including streets,

Funding Source	Description	Potential Application
Increase or User Fee	increase in the state gas tax or a user fee would need to pass through state legislation and would increase the state's transportation funds.	sidewalks, bikeways, and transit.
Multi-modal Active Transportation Fund	This fund invests in multimodal transportation infrastructure improvements across Oregon.	Pedestrian and bicycle- related projects.
Safe Routes to School (SRTS)	SRTS, administered by ODOT, focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school. The City can continue to pursue grant funding through this program.	Pedestrian and bicycle- related projects within the vicinity of local schools.
Oregon Community Paths (OCP)	This State of Oregon program combines funds from the Multimodal Active Transportation Fund, Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to help communities create and maintain connections with primarily off-street pedestrian and bicycle facilities.	Off-street pedestrian and bicycle facilities (primarily).
ODOT Bridge Program	ODOTs Bridge Section coordinates selection and funding of Federal Highway Bridge Program bridges through the Local Agency Bridge Selection Committee, a committee of City, County, and state representatives. Local agency bridges are prioritized using a Technical Ranking System and selected in categories of Large (30,000+ square feet of deck area), Small On-System, and Small Off-System.	Bridges: The City does not currently have any bridges that fall into this category as the County maintains most bridges.
ODOT Emergency Operations Program Funding	A federal program that provides emergency funding for repair or reconstruction of highways and roads damaged during natural disasters or catastrophic failures. ODOT's Maintenance and Operations Branch administers the Emergency Operations Program and can assist local agencies navigate the Emergency Repair process.	Highway and bridge repair from natural disasters or catastrophic failures.
Transportation Options	The TO program focuses on implementation of the Oregon Transportation Options Plan, including: managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more.	Projects supporting implementation of the Oregon Transportation Options Plan.
State Transit Improvement Fund (STIF) and Public Transportation Funds	STIF is a newer dedicated source of funding under Section 122 of the House Bill (HB) 2017 Transportation Funding Package for improving or expanding public transportation service in Oregon.	Pedestrian and bicycle improvements that provide connections to transit.

Funding Source	Description	Potential Application
State Highway Trust Fund/Bicycle Bill	When roads are constructed or reconstructed, Oregon law requires walkways and bikeways be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads.	Bicycle and pedestrian projects.
Sidewalk Improvement Program (SWIP)	ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system.	Bicycle and pedestrian projects.
Various Public or Private Grant Programs	Many public and private grant programs exist, such as People for Bikes, that offer funding support for transportation infrastructure. New such grant programs are formed often and should be regularly tracked by the City.	Various depending on the grant program.
	Federal Funding Mechanisms	
Infrastructure Investment and Jobs Act (IIJA)	The IIJA (aka "Bipartisan Infrastructure Law," BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over \$4.5 billion over the next five years.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges, and address climate change.
Infrastructure for Rebuilding America (INFRA)	INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.	Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Discretionary Grant program invests in road, rail, transit, and port projects that promise to achieve national objectives. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.
National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are	NHS roads and bridges (and non-NHS bridges so long as bridge condition provision requirements are satisfied).

Funding Source	Description	Potential Application
	directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	
Highway Safety Improvement Program (HSIP)	The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Safety projects.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	CMAQ is a federally-funded program for surface transportation improvements designed to improve air quality and mitigate congestion. CMAQ funds are apportioned annually to each State according to the severity of its air quality problems. The program is jointly administered by Federal Highway Administration and the Federal Transit Administration.	All types of transportation projects that improve air quality and mitigate congestion.
Transportation Alternatives (TA)	The Bipartisan Infrastructure Law continues the TA set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were eligible under the previous spending bill. This encompasses a variety of smaller-scale transportation projects.	Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
Federal Lands Access Program (FLAP)	The FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.	Projects accessing high-use Federal recreation sites or Federal economic generators.
Congressionally Directed or Discretionary Funds	Congressionally Directed funds may be received through either highway program authorization or annual appropriation processes. These funds are generally described as "demonstration" or "earmark" funds.	Highway freight projects on the National Highway Freight Network, NHS highway/bridge projects/project in National Scenic Areas, freight rail/intermodal/port projects, rail-highway grade crossings or grade separation projects.

Financial Forecast Next Steps

Funding Source	Description	Potential Application
National Highway Freight Program (NHFP)	The NHFP was created by the FAST Act to invest in freight projects on the National Highway Freight Network. This program is apportioned to States by formula and a State must have had a freight plan in place beginning FY 2018 in order to receive formula funding.	Construction, operational improvements, freight planning, and performance measures.

NEXT STEPS

This memorandum documents the estimated types and amounts of revenue the City will have through 2044 for implementing prioritized projects and programs. It will be reviewed by the Project Management Team, the TSP Advisory Committee, and the TSP Technical Committee and updated to produce a final financial forecast. This financial forecast will be used when developing the financially constrained capital project lists.

FINAL REGULATORY SOLUTIONS MEMO

August 1, 2025 Project #: 27003.5 Date:

Laura Weigel, Jennifer Garbely, Ryan Dyar, City of Milwaukie To:

Glen Bolen, Kenneth Werth, Oregon Department of Transportation

Matt Hastie and Brandon Crawford, MIG From: Matt Hughart and Amy Griffiths, KAI

Project: Milwaukie Transportation System Plan

Final Regulatory Solutions Subject:

INTRODUCTION

This memo builds upon the Plans and Policy Review memo to identify potential amendments to Title 19 (Zoning) of the Milwaukie Municipal Code (Code) to support implementation of Transportation System Plan (TSP) update. The memo includes preliminary recommendations to implement updated design standards for bicycle and pedestrian facilities, trails, transit facilities, as well as the street designs standards and cross sections that are developed for the TSP update. This task also evaluates the City's consistency with relevant elements of the Oregon Transportation Planning Rule (TPR), including recent Climate-Friendly and Equitable Communities (CFEC) TPR updates. The TPR evaluation also provides potential Code update recommendations for TPR and CFEC compliance. The review and recommendations in this memo will inform the Implementing Ordinances task of the TSP update.

ELEMENTS OF REGULATORY SOLUTIONS

Regulatory Solutions Summary

The following table summarizes the regulatory solutions that are addressed in this memo. The summary also indicates which solutions will be adopted with the Transportation System Plan update and which solutions will need to be adopted at a later date. Many of the Code updates the City will consider for a later date will address consistency with CFEC Walkable Design Standards (OAR 660-012-0330) and compliance with the updated Metro Regional Transportation Functional Plan (RTFP). For more specific state and metro requirements, applicable City standards, and recommendations, see the "Relevant Elements of the Oregon TPR" and the "Metro Regional Transportation Functional Plan" sections of this memo.

¹ Climate-Friendly and Equitable Communities. https://www.oregon.gov/lcd/cl/pages/cfec.aspx

TSP Implementation Measure or State/Metro Requirement	Potential Regulatory Solution	Recommendation
Design Standards for Bicycle and Pedestrian Facilities, Trails, and Transit Facilities	Incorporate the dimensional and improvement standards into the relevant Code section.	Adopt with TSP
Street Design Standards and Cross- Sections	Incorporate the dimensional and improvement standards into the relevant Code section.	Adopt with TSP
Transportation Performance Standards (OAR 660-012-0215)	Incorporate with existing Transportation Impact Study (TIS) requirements.	Adopt with TSP
Pedestrian and Bicycle Connectivity (OAR 660-012-0330(3)(a))	Consider a requirement for pedestrian and bike connections where turnarounds are adjacent to developed or developable areas.	Adopt with TSP
Pedestrian and Bicycle Connectivity (OAR 660-012-0330(3)(d))	Consider defining "reasonably direct" connections (e.g., the path layout/design must be within 120% of the straight line distance).	Adopt with TSP
Pedestrian and Bicycle Connectivity (OAR 660-012-0330(4)(a))	Add accessibility standards to the On- Site Walkways and Circulation requirements.	Adopt with TSP
Pedestrian and Bicycle Connectivity (OAR 660-012-0330(4)(b))	Prohibit parking areas from being located between buildings and pedestrian facilities or the primary facing street.	Adopt with TSP
Pedestrian and Bicycle Connectivity (OAR 660-012-0330(4)(d))	Require entrances facing parking areas to be secondary pedestrian entrances.	Adopt with TSP
Slow Neighborhood Streets (OAR 660-012-0330(5))	TBD	Revisit as a separate process
Auto-oriented uses and walkable design compatibility (OAR 660-012-0330(6))	TBD	Revisit as a separate process
Development and design standards for a "low-car" districts (OAR 660-012-0330(6))	N/A	Not Applicable
Process to apply conditions of approval for transportation facilities (OAR 660-012-0330(8)(e))	Add pedestrian and bicycle facility improvements as a condition of approval.	Adopt with TSP

TSP Implementation Measure or State/Metro Requirement	Potential Regulatory Solution	Recommendation
Notice requirements to state transportation agencies/departments (OAR 660-012-0330(8)(f))	Add notice requirements to the Oregon Department of Aviation for any development that affects airport uses.	Adopt with TSP
Land use amendment consistency with the TSP (OAR 660-012-0330(8)(g)	Require any zoning or Comprehensive Plan amendment be consistent with the TSP.	Adopt with TSP

Design standards for bicycle and pedestrian facilities, trails, transit facilities

To the extent that the updated TSP includes new design standards for pedestrian, bicycle, and transit facilities, the following sections of the Milwaukie Municipal Code (MMC) may need to be updated.

- 19.708.3 Sidewalk Requirements and Standards
- 19.708.4 Bicycle Facility Requirements and Standards
- 19.708.5 Pedestrian/Bicycle Path Requirements and Standards
- 19.708.6 Transit Requirements and Standards

Street design standards and cross-sections developed in Final Livable Streets Analysis and Recommendations

The Livable Streets Analysis and Recommendations memo includes some potential cross-section guidelines and design alternatives for local, neighborhood, and collector streets. The memo also provides guidance for potential updates to the City's Public Works Street Design requirements. To the extent that any of these guidelines and design alternatives are incorporated into the City's TSP cross-section standards, the following sections of the MMC will need to be updated for consistency.

- 19.708.2 Street Design Standards
- Table 19.708.2 Street Design Standards

Relevant elements of the Oregon TPR

The Transportation Planning Rule (TPR), OAR 660-012, implements Statewide Planning Goal 12: Transportation. The TPR contains numerous requirements governing transportation planning and project development, including the required elements of a TSP. In addition to guiding local plan development, the TPR requires each local government to amend its land use regulations (e.g., development code) to implement its TSP. Climate Friendly and Equitable Communities (CFEC) requirements included updates to the TPR to account for climate change in land use and transportation planning in metropolitan areas.

The City will need to amend Title 19 (Zoning) of the Milwaukie Municipal Code to comply with TSP implementation requirements established in OAR 660-012-0060 and -0330 (Land Use Requirements), -0405 (Parking Regulation Improvements), -0410 (Electric Vehicle Charging), and -0630 (Bicycle Parking). This section evaluates the City's compliance with these rules and identities needed Zoning Code updates.

Implementation of Transportation Performance Standards (OAR 660-012-0215)²

OAR Requirement or Standard	City Standards	Assessment and Recommendations
(1) This rule applies to transportation performance standards that cities and counties use to review comprehensive plan and land use regulation amendments as provided in OAR 660-012-0060. If a city or county requires applicants to analyze transportation impacts as part of development review in acknowledged local land use regulations, then that review must include evaluation of the performance standards established under this rule. This rule applies to transportation performance standards that Metro uses to review functional plan amendments as provided in OAR 660-012-0060.	19.704 Transportation Impact Evaluation The Engineering Director will determine whether a proposed development has impacts on the transportation system by using existing transportation data. If the Engineering Director cannot properly evaluate a proposed development's impacts without a more Detailed study, a transportation impact study (TIS) will be required to evaluate the adequacy of the transportation system to serve the proposed development and determine proportionate	Assessment This TPR requirement ensures that anticipated traffic impacts from land use proposals account for a jurisdiction's transportation performance standards. Milwaukie requires applicants to provide a transportation impact study if a proposal meets certain criteria. Recommendation

² OAR 660-012-0215 Transportation Performance Standards. https://secure.sos.state.or.us/oard/viewSingleRule.action; JSESSIONID OARD=cFkkklmw5yl iVHlpAs87dl7hm82OwLYIzLclbGo8Al1XTnlnaHn!-2010369400?ruleVrsnRsn=307164

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	mitigation of impacts. The TIS determination process and requirements are detailed below.	The City should consider including consistency with
	19.704.1 TIS Determination A. Based on information provided by the applicant about the proposed development, the Engineering Director will determine when a TIS is required and will consider the following when making that determination.	performance standards as one of the criteria for TIS determination. The City should also require performance standard evaluation as a TIS checklist requirement (under 19.704.3.b), as well as a
	 Changes in land use designation, zoning designation, or development standard. 	potential approval criterion (when applicable, under 19.703.03). The TIS requirements
	2. Changes in use or intensity of use.	will also need to include an
	3. Projected increase in trip generation.	assessment of multimodal
	 Potential impacts to residential areas and local streets. 	performance standards, and potentially a review of transit accessibility.
	 Potential impacts to priority pedestrian and bicycle routes, including, but not limited to, school routes and multimodal street improvements identified in the TSP. 	The City should consider whether this evaluation is a separate TIS requirement or if it
	6. Potential impacts to intersection level of service (LOS).	may be addressed under "impacts" and/or "mitigation" subsections. Further
	B. It is the responsibility of the applicant to provide enough detailed information for the Engineering Director to make a TIS determination.	coordination with the Engineering Department may be necessary to determine the
	[] 19.704.3 TIS Requirements.	the performance standards as a part of the Transportation
	[] B. TIS Content	Impact Evaluation requirements. This will be explored further as a part of

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	A project-specific TIS checklist will be provided by the City once the Engineering Director has determined the TIS scope. A TIS shall include all of the following elements, unless waived by the Engineering Director.	the Code amendments task of the TSP update.
	 Introduction and Summary. This section should include existing and projected trip generation, including vehicular trips and mitigation of approved development not built to date; existing level and proposed level of service standard for City and County streets and volume to capacity for State roads; project build year and average growth in traffic between traffic count year and build year; summary of transportation operations; proposed mitigation(s); and traffic queuing and delays at study area intersections. Existing Conditions. This section should include a study area description, including study intersection level of service. Impacts. This section should include the proposed site plan, evaluation of the proposed site plan, and a project-related trip analysis. A figure showing the assumed future year roadway network (number and type of lanes at each intersection) should also be provided. 	
	 Mitigation. This section should include proposed site and areawide specific mitigation measures. Mitigation measures 	

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	 shall be roughly proportional to potential impacts pursuant to Section 19.705. 5. Appendix. This section should include traffic counts, capacity calculations, warrant analysis, and any information necessary to convey a complete understanding of the technical adequacy of the TIS. 	

Transportation Review in Climate-Friendly Areas and Centers (OAR 660-012-0325)3

OAR Requirement or Standard	City Standards	Assessment and Recommendations
(1) Cities or counties shall use the provisions of	19.902 Amendments to Maps and Ordinances	Assessment
this rule to review amendments to comprehensive plans or land use regulations in	[]	This TPR requirement ensures that amendments
lieu of the provisions of OAR 660-012-0060	19.902.6 Zoning Map Amendments	to land use policies and regulations consider impacts to existing and planned transportation
when the amendment is:	[]	facilities. Section 19.902.6 includes the criteria
(a) To adopt a climate-friendly area as provided in OAR 660-012-0310 through	B. Approval Criteria	to ensure that zoning amendments do not have an adverse impact on public facilities
OAR 660-012-0320, or a Metro Region 2040	[]	and the transportation system.
center; or	4. The subject property and adjacent	
(b) Within an adopted climate-friendly area or Metro Region 2040 center.	properties presently have adequate public transportation facilities, public utilities, and services to support the use(s) allowed by the proposed amendment, or such facilities, utilities, and services are proposed or required as a condition of approval for the proposed amendment.	Recommendation The City meets this TPR requirement. No further changes to the Code are recommended. However, this requirement will apply to future adoption of Comprehensive Plan or Code amendments, which are intended to adopt a climate friendly area or Region 2040 Center.
	5. The proposed amendment is consistent with the functional classification, capacity, and level of service of the transportation system. A transportation impact study may be required subject to the provisions of Chapter 19.700.	

Land Use Requirements (OAR 660-012-0330)4

Many of the recommended updates for consistency with the requirements under -0330 may be addressed at a later date as a part of a separate process. For these elements that will be addressed outside of the TSP adoption process, the City should consider the guidelines and model code language in the Walkable Design Standards Guidebook, which was published in Fall 2024.⁵

City of Milwaukie

³ OAR 660-012-0325 Transportation Review in Climate-Friendly Areas and Centers. https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=307168

⁴ OAR 660-012-0330 Land Use Requirements. https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=307169

⁵ CFEC Walkable Design Standards Guidebook. https://www.oregon.gov/lcd/CL/Documents/CFECWalkableDesignStandards.pdf

In the following evaluation table, the relevant standards are included in the "City Standards" column, and some provisions have been abbreviated for readability.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.	19.304 Downtown Zones – Downtown Mixed Use (DMU) Allowed uses: - Multifamily - Townhouses - Mixed Use (residential allowed on second story) - Various commercial and retail uses - Institutional uses Key development standards: - Lot size: 750 square feet - Max height: 45-55 ft - No setback standards 19.312 North Milwaukie Innovation Area – Tacoma Station Area Mixed Use Zone (MUTSA) Allowed uses: - Multifamily - Mixed Use - Various commercial and retail uses (limited) Key development standards: - No lot size requirement - Maximum height: 45 feet (up to 90 w/bonus) - 85% lot coverage	This standard emphasizes that cities and counties should establish plans and regulations to promote the development of compact, pedestrian-friendly, and mixed-use areas. These areas should prioritize accessibility for people using active modes of transportation. The DMU zone is intended to support pedestrian-oriented downtown uses and is one of the implementing zones for Milwaukie's Metro Region 2040 center. MUTSA zone is intended to support transit-oriented development associated with the Tacoma light rail station. These zones encourage compact mixed use development that is conducive for pedestrian, bicycle, and transit access.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	- No minimum front setback	In addition to the implementation of these zones, the City allows a variety of more compact housing forms throughout its residential zones, consistent with state middle housing rules and other legislative requirements. These include townhomes, cottage clusters, and "plexes." Cottage clusters are allowed as detached or attached units. All of these forms of housing represent compact, pedestrian-friendly forms of development and help support development of a multi-modal transportation system.
		Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.
(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical.	19.708.1 General Street Requirements and Standards [] E. Street Layout and Connectivity 1. The length, width, and shape of blocks shall take lot size standards, access and	Assessment This standard provides cities and counties with the flexibility to grant exemptions to the provisions outlined in this rule when certain conditions are present. Exemptions granted pursuant to this rule should still

OAR Requirement or Standard	City Standards	Assessment and Recommendations
Conditions that may provide for an exemption include, but are not limited to: (a) Topography or natural features; (b) Railroads, highways, or other permanent barriers; (c) Lot or parcel size, orientation, or shape; (d) Available access; (e) Existing or nonconforming development; (f) To provide for accessibility for people with disabilities; or (g) Other site constraints.	circulation needs, traffic safety, and topographic limitations into consideration. 2. The street network shall be generally rectilinear but may vary due to topography or other natural conditions. 19.708.2 Street Design Standards [] B. Street Design Determination Guidelines. The Engineering Director shall make the final determination regarding right-of-way and street element widths using the ranges provided in Table 19.708.2 and the additional street design standards in Subsection 19.708.2.A. The Engineering Director shall also determine whether any individual street element may be eliminated on one or both sides of the street in accordance with Figure 10-1 of the TSP. When making a street design determination that varies from the full-width cross section, the Engineering Director shall consider the following: 1. Options and/or needs for environmentally beneficial and/or green street designs. 2. Multimodal street improvements identified in the TSP. 3. Street design alternative preferences identified in Chapter 10 of the TSP, specifically regarding sidewalk and landscape strip improvements. 4. Existing development pattern and proximity of existing structures to the right-of-way.	serve the overall purpose if feasible. The examples are not exhaustive and other site-specific conditions that make compliance impractical or excessively costly may be considered. Section 19.708.1 offers flexibility for street connectivity and layout requirements. Although not explicit exemptions, these provisions provide options that allow street design to deviate from the standards based on specific conditions. Section 19.708.2 authorizes the Engineering Director to use their professional judgement and discretion to allow street designs to vary from the standards based on several site-specific circumstances. Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
(0) (0)	5. Existing right-of-way dimensions and topography.	
(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access: (a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.	 19.708.1 General Street Requirements and Standards [] E. Street Layout and Connectivity [] 4. Permanent turnarounds shall only be provided when no opportunity exists for creating a through street connection. The lack of present ownership or control over abutting property shall not be grounds for construction of a turnaround. For proposed land division sites that are 3 acres or larger, a street ending in a turnaround shall have a maximum length of 200 ft, as measured from the cross street right-of-way to the farthest point of right-of-Way containing the turnaround. For proposed land division sites that are less than 3 acres, a street ending in a turnaround shall have a maximum length of 400 ft, measured from the cross street right-of-way to the farthest point of right-of-way containing the turnaround. Turnarounds shall be designed in accordance with the requirements of the Public Works Standards. The requirements of this subsection may be adjusted by the Engineering Director to avoid alignments that encourage nonlocal through traffic. 	Summary: This standard emphasizes that land use regulations should prioritize the creation of pedestrian-friendly and connected neighborhoods. This requirement focuses on promoting neighborhood connectivity. To help promote street and transportation connectivity, the City's Street Layout and Connectivity standards generally discourage turnarounds. The Pedestrian/Bicycle Path Requirements also bike and pedestrian connections in specific circumstances in order to support access and connectivity for these modes. Recommendation: The City generally meets this TPR requirement. However, the City should consider a requirement for pedestrian and bike connections where turnarounds are adjacent to

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	19.708.5 Pedestrian/Bicycle Path Requirements and Standards	developed or developable areas.
	B. Pedestrian/bicycle paths shall be required in the following situations.	
	 In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible. In residential and industrial districts where addition of a path would reduce walking Distance, via a sidewalk or other available pedestrian route, by at least 400 ft and by at least 50% to an existing transit stop, planned transit route, school, shopping center, or park. In commercial districts and community service use developments where addition of a path would reduce walking distance, via a sidewalk or other available pedestrian route, by at least 200 ft and by at least 50% to an existing transit stop, planned transit route, school, shopping center, or park. In all districts where addition of a path would provide a midblock connection between blocks that exceed 800 ft or would link the end of a turnaround with a nearby street or activity center. 	
(3) (b) Neighborhoods shall be designed with direct pedestrian access to key destinations	19.708.5 Pedestrian/Bicycle Path Requirements and Standards. []	Summary This requirement focuses on ensuring key destinations are

OAR Requirement or Standard	City Standards	Assessment and Recommendations
identified in OAR 660-012-0360 via pedestrian facilities.	C. Design Standards. Pedestrian/bicycle paths shall be designed and improved in accordance with the requirements of this chapter and the Public Works Standards. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. A path shall have a minimum right-of-way width of 15 ft and a minimum improved surface of 10 ft. If a path also provides secondary fire access or a public utility corridor, it shall have a minimum right-of-way width of 20 ft and a minimum improved surface of 15 ft. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.	within easy reach for bicyclists and pedestrians. Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.
(3) (c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.	19.708.1 General Street Requirements and Standards F. Intersection Design and Spacing [] 5. Minimum and maximum block perimeter standards are provided in Table 19.708.1. Max Block Perimeter: • Arterial: 2,600' • Collector: 1,800' • Neighborhood Route: 1,650' • Local: 1,650' 19.708.5 Pedestrian/Bicycle Path Requirements and Standards B. Pedestrian/bicycle paths shall be required in the following situations.	Summary This requirement discourages block dimensions that would inhibit pedestrian network connectivity. The City's maximum block length standards help ensure that block lengths are not excessive. The block length maximums are scaled to the street classification, with shorter block lengths (less than ~400 feet) for neighborhood and local routes that may be more conducive to creating

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	[] 4. In all districts where addition of a path would provide a midblock connection between blocks that exceed 800 ft or would link the end of a turnaround with a nearby street or activity center.	walkable and bikeable environments. Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.
(3) (d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.	Table 19.708.2 Street Design Standards [Pedestrian and Bicycle Improvements required for all rights-of-way] 19.708.3 Sidewalk Requirements and Standards. [] B. Sidewalk Requirements 1. Requirements. Sidewalks shall be provided on the public street frontage of all development per the requirements of this chapter. Sidewalks shall generally be constructed within the dedicated public right-of-way, but may be located outside of the right-of-way within a public easement with the approval of the Engineering Director. 19.708.4 Bicycle Facility Requirements and Standards [] B. Bicycle Facility Requirements. []	This requirement discourages out-of-direction travel for pedestrians and bicyclists. The City requires sidewalk/pedestrian and bicycle improvements for street rights-of-way (Table 19.708.2). The City's Street Layout and Connectivity standards (19.7081.E) generally encourage a gridded street pattern. Given that pedestrian and bicycle facilities are required for street cross sections, the gridded street pattern generally supports direct pedestrian and bicycle connections. In addition, Pedestrian/Bicycle Facility standards include requirements for pathways at certain distance intervals

	City Standards Assessment and Recommendations
dance with the schapter and the ards. Bicycle parking and improved in Chapter 19.600 and the wn and Riverfront Plan:	3. Bicycle facilities shall be designed and improved in accordance with the requirements of this chapter and the Public Works Standards. Bicycle parking shall be designed and improved in accordance with Chapter 19.600 and the Milwaukie Downtown and Riverfront Plan: Public Area Requirements. are not feasible or where walking/biking distance may be reduced by introducing a pathway. These standards also encourage "reasonably direct" connections. Recommendation
e Path Requirements	19.708.5 Pedestrian/Bicycle Path Requirements and Standards The City generally meets this TPR requirement. However, the City should consider defining
hall be required in the	B. Pedestrian/Bicycle Path Requirements. "reasonably direct" connections (e.g., the path following situations. "layout/design must be within
path shall be required t when a street easible.	 In residential and mixed-use districts, a pedestrian/bicycle path shall be required at least every 300 ft when a street connection is not feasible. In residential and industrial districts where
would reduce walking ewalk or other available y at least 400 ft and by existing transit stop,	addition of a path would reduce walking Distance, via a sidewalk or other available pedestrian route, by at least 400 ft and by at least 50% to an existing transit stop, planned transit route, school, shopping
oments where addition duce walking distance, her available	3. In commercial districts and community service use developments where addition of a path would reduce walking distance, via a sidewalk or other available pedestrian route, by at least 200 ft and by
oments v duce wa her avai y at leas	service use developments v of a path would reduce wa via a sidewalk or other avai

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	planned transit route, school, shopping center, or park. 4. In all districts where addition of a path would provide a midblock connection between blocks that exceed 800 ft or would link the end of a turnaround with a nearby street or activity center.	
	C. Design Standards. Pedestrian/bicycle paths shall be designed and improved in accordance with the requirements of this chapter and the Public Works Standards. Paths shall be located to provide a reasonably direct connection between likely pedestrian and bicyclist destinations. A path shall have a minimum right-of-way width of 15 ft and a minimum improved surface of 10 ft. If a path also provides secondary fire access or a public utility corridor, it shall have a minimum right-of-way width of 20 ft and a minimum improved surface of 15 ft. Additional standards relating to entry points, maximum length, visibility, and path lighting are provided in the Public Works Standards.	
(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:	19.504.7 On-Site Walkways and Circulation A. Requirement. All development subject to Chapter 19.700 (excluding single detached, middle housing, and multi-unit residential development), or when specifically required elsewhere in Title 19, shall provide a system of walkways that encourages safe and convenient pedestrian movement within and through the development site. Redevelopment projects that	Assessment This requirement states that cities and counties should establish land use regulations specifically for commercial and mixed-use districts to promote a compact development pattern, facilitate pedestrian and

OAR Requirement or Standard

(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian

must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.

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involve remodeling or changes in use must be brought closer into conformance with this requirement to the greatest extent practicable. On-site walkways shall link the site with the public street sidewalk system, where sidewalks exist, or to the edge of the paved public street, where sidewalks do not exist. Walkways are required between parts of a site where the public is invited to walk. Walkways are not required between buildings or portions of a site that are not intended or likely to be used by pedestrians, such as truck loading docks and warehouses.

- B. Location. A walkway into the site shall be provided for every 300 ft of street frontage.
- C. Connections. Walkways shall connect building entrances to one another and building entrances to adjacent public streets and existing or planned transit stops. On-site walkways shall connect with walkways, sidewalks, bicycle facilities, alleys, and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institutional, or park use. The City may require connections to be constructed and extended to the property line at the time of development.
- D. Routing. Walkways shall be reasonably direct. Driveway crossings shall be minimized. Internal parking lot circulation and design shall provide reasonably direct access for pedestrians from

Assessment and Recommendations

mobility device use, and provide direct access for people walking, bicycling, or using transit.

The City is mostly consistent with these TPR requirements, however the requirements for on-site walkway and circulation do not include any standards to ensure entrances to buildings are accessible to people with mobility disabilities.

Recommendation

The City should add accessibility standards to the On-Site Walkways and Circulation requirements.

Specifically, the City may consider applying universal access standards to onsite walkways and primary building entrances. For example, Portland's "Visitiability

Standards" for entrances require that at least one entrance be accessible via a pathway without stairs. 6

The CFEC Model Code includes standards for any

City of Milwaukie

⁶ Portland's Visitability Standards: https://www.portland.gov/ppd/zoning-land-use/residential-infill/visitability

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	streets and transit stops to primary buildings on the site. 19.505.7 Nonresidential Development. [] C. Building Design Standards [] 4. Windows and Doors [] (2) Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked. [] 19.508.4 Downtown Design Elements [] E. Building Entrances [] 2. Design Standards a. All new buildings must have at least one primary entrance facing an abutting street. For purposes of this standard, "facing" means within 45 degrees of the street property line.	access to a main building entrance to meet ADA standards. ADA requirements are typically regulated by the City's building code, as well as state building code requirements. Therefore, the City should coordinate with local building officials to determine the viability of this standard for on-site walkways/access. This will be explored further as a part of the Code amendments task of the TSP update.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	3. Design Guidelines a. Entryways should be sited to provide access where the highest amount of pedestrian activity is planned and where the pedestrian experience is designed to be exceptional. Primary building entries should be located along the Main Street or transit street frontage, where present, or at the corner of 2 such frontages for corner lots, whenever possible. Primary entries should not be oriented towards parking lots and service areas.	
(4)(b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.	19.303.4 Detailed Development Standards [] C. Street Setbacks 2. Standards [] f. No vehicle parking is permitted between the building and the street. Vehicle parking must be located behind and/or to the side of buildings, except in cases of a through-lot or lots which front on 3 or more streets, in which case this standard applies to 2 streets. 19.604.2 Parking Area Location Accessory parking shall be located in one or more of the following areas:	Assessment This requirement is intended to help facilitate development of pedestrian friendly areas by ensuring parking areas do not disrupt pedestrian connectivity and access to primary building entrances. Locating parking areas beside or behind buildings helps support pedestrian-scaled development and helps reduce conflicts with vehicles. The Detailed Design Standards for mixed-use zones (DMU, NMU, and GMU) prohibit parking between the building and street.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	A. On the same site as the primary use for which the parking is accessory. B. On a site owned by the same entity as the site containing the primary use where the nearest parking spaces shall be no further than 1,000 ft from the principal structure(s) or use(s). The measurement shall be along a route that is adequately illuminated; has vertical or horizontal separation from travel lanes within the right-of-way; uses legal crosswalks for right-of-way crossing; and has an asphalt, concrete, or similar surface material. Accessory parking that is located in this manner shall not be considered a parking facility for purposes of the base zones in Chapter 19.300. C. Where parking is approved in conformance with Subsection 19.605.2. D. On a site serving a separate primary use when a shared parking agreement has been procured.	Recommendation The City should apply the mixed-use zone parking location standards to commercial zone design standards.
(4)(c) On-site accessways must be provided to	19.504.7 On-Site Walkways and Circulation	Assessment
directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.	[] C. Connections. Walkways shall connect building entrances to one another and building entrances to adjacent public streets and existing or planned transit stops. On-site walkways shall connect with walkways, sidewalks, bicycle facilities, alleys, and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institutional, or park use. The City may require connections to be	This requirement ensures that building entrances are connected to pedestrian facilities and that the pedestrian facilities provided for a development are integrated with the surrounding pedestrian network. The City's On-Site Walkway and Circulation standards

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	constructed and extended to the property line at the time of development. See full response to subsection (a) above. 19.606.3 Additional Parking Design Standards [] D. Pedestrian Access and Circulation Subsection 19.504.7 establishes standards that are applicable to an entire property for on-site walkways and circulation. The purpose of Subsection 19.606.3.D is to provide safe and convenient pedestrian access routes specifically through off-street parking areas. Walkways required by Subsection 19.606.3.D are considered part of the on-site walkway and circulation system required by Subsection 19.504.7. 1. Pedestrian access shall be provided for off-street parking areas so that no parking space is further than 100 ft away, measured along vehicle drive aisles, from a building entrance, or a walkway that meets the standards of Subsection 19.606.3.D.2. 2. Walkways through off-street parking areas must be continuous, must lead to a building entrance, and meet the design standards of Subsection 19.504.7.E. E. Internal Circulation 1. General Circulation. The Planning Manager has the authority to review the pedestrian, bicycle, and vehicular circulation of the site and impose conditions to ensure safe and efficient on-	include walkway connectivity requirements for building entrances, pedestrian facilities, adjacent properties, and adjacent pedestrian, bicycle, and transit facilities. The City's Parking Design Standards include similar pedestrian connectivity requirements that apply to parking areas. Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
(4)(d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.	site circulation. Such conditions may include, but are not limited to, on-site signage, pavement markings, addition or modification of curbs, and modifying drive aisle dimensions. 2. Connections to Adjacent Parking Areas. Where feasible, parking areas shall be designed to connect with parking areas on adjacent sites to eliminate the use of the street for cross movements. 19.303.4 Detailed Development Standards. [] E. Primary Building Entrances 2. Standards. [] a. All new buildings shall have at least 1 primary entrance facing an abutting public street (i.e., within 45 degrees of the street property line); or, if the building entrance must be turned more than 45 degrees from the public street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk. 19.505.7 Nonresidential Development. [] C. Building Design Standards []	Assessment This requirement works in tandem with other requirements to discourage building orientation towards parking areas and encourages primary entrances face and connect to adjacent public pedestrian facilities. The City includes some requirements that generally support primary entrances face the street and pedestrian facilities, but nothing that explicitly stating entrances facing parking areas must be secondary. In addition, the City's mixed-use zones require at least one primary entrance face the street. Recommendation

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	 4. Windows and Doors [] (2) Doors and/or primary entrances must be located on the street-facing block faces and must be unlocked when the business located on the premises is open. Doors/entrances to second-floor residential units may be locked. 19.508.4 Downtown Design Elements [] E. Building Entrances [] 2. Design Guidelines a. Entryways should be sited to provide access where the highest amount of pedestrian activity is planned and where the pedestrian experience is designed to be exceptional. Primary building entries should be located along the Main Street or transit street frontage, where present, or at the corner of 2 such frontages for corner lots, whenever possible. Primary entries should not be oriented towards parking lots and service areas. 	The City should include provisions to the Additional Parking Design Standards to clarify that any entrances facing or connecting to the parking area must be secondary to primary pedestrian entrances. Furthermore, the City should update the mixed-use entrance standards to clarify that primary entrances cannot face a parking lot. Corresponding amendments may also need to be made for the C-G and C-CS zones as well. The City may consider updating the definition for "primary entrance" and adding a new definition for "secondary entrance" to better distinguish primary vs. secondary entrances. This will be explored further as a part of the Code amendments task of the TSP update.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
(4)(e) Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.	19.504.7 On-Site Walkways and Circulation	Assessment
	See full response to subsection (a) above.	The City has extensive pedestrian walkway and
	19.606.3 Additional Parking Design Standards	circulation requirements that
	See full response to subsections D and E above.	apply to all development (except for residential) and parking areas.
		Recommendation
		The City meets this TPR requirement. No further changes to the Code are recommended.
(4)(f) Development on sites adjacent to a transit	19.504.7 On-Site Walkways and Circulation	Assessment
stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.	[] C. Connections. Walkways shall connect building entrances to one another and building entrances to adjacent public streets and existing or planned transit stops. On-site walkways shall connect with walkways, sidewalks, bicycle facilities, alleys, and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institutional, or park use. The City may require connections to be constructed and extended to the property line at the time of development.	The purpose of this requirement is to ensure transit facilities are accessible and connected to adjacent development. The City's Building Orientation to Transit requirement works in concert with other walkway and circulation standards to ensure development provides pedestrian access and connectivity to adjacent transit facilities.
	19.505.8 Building Orientation to Transit.	Recommendation
	The following requirement applies to all new commercial, office, mixed-use, and institutional development within 500 ft of an existing or	The City meets this TPR requirement. No further

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	planned transit route measured along the public sidewalk that provides direct access to the transit route:	changes to the Code are recommended.
	New buildings shall have their primary orientation toward a transit street or, if not adjacent to a transit street, a public right-of-way which leads to a transit street. The primary building entrance shall be visible from the street and shall be directly accessible from a sidewalk connected to the public right-of-way. A building may have more than one entrance. If the development has frontage on more than one transit street, the primary building entrance may be oriented to either street or to the corner.	
(4)(g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.	19.609 Bicycle Parking	Assessment The City recently adopted amendments to 16.609 – Bicycle Parking – to comply with OAR 660-012-0630 (Ord. 2243, 5/21/2024). Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.
(5) Cities and counties shall have land use	19.301.4 Moderate Density Residential	Assessment
regulations in residential neighborhoods that	Development Standards	It is beyond the scope of the
provide for slow neighborhood streets comfortable for families, efficient and sociable	Lot Size (sqft):	TSP to fully evaluate and
development patterns, and provide for	• 1,500 – 2,999: Townhouse	update the Code for consistency with TPR Walkable

OAR Requirement or Standard	City Standards	Assessment and Recommendations
connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to setbacks, lot size and coverage, building orientation, and access.	 3,000 – 4,999: Duplex, Triplex, Quadplex 5,000 – 6,999: Single-Detached Dwelling, Single-Detached with 2 ADUs, Duplex, Triplex, Quadplex > 7,000: Single-Detached, Single-Detached with 2 ADUs, Duplex, Triplex, Quadplex, Cottage Cluster Setbacks: Front: 20 feet Side: 5 feet Side street: 15 feet Rear: 15-20 feet Coverage: 1,500 – 2,999: 45% 3,000 – 4,999: 35% 5,000 – 6,999: 35% > 7,000: 30% Density: 1,500 – 2,999: 25 units per acre 3,000 – 4,999: 7 – 8.7 units per acre 5,000 – 6,999: 7 – 8.7 units per acre 7,000: 5 – 6.2 units per acre 19.302.4 High Density Residential Development Standards Lot Size (sqft): Same as R-MD zone Setbacks: Same as R-MD zone 	Design Requirements associated with the state's CFEC requirements. However, this TPR review identifies some of the relevant Code sections/provisions and potential updates for the City to consider in the future. The CFEC Model Code includes residential development standards that are intended to implement these requirements. The City's development standards for residential zones are generally consistent with these TPR objectives and the associated Model Code provisions. It is worth noting the City also offers several exceptions and bonuses for more compact forms of housing, including middle housing and ADUs. To improve overall flexibility, the City may consider removing maximum density standards. Maximum density standards. Maximum density is effectively regulated by minimum lot sizes and also controlled through other development standards such as building height, lot

OAR Requirement or Standard	City Standards	Assessment and Recommendations
		coverage, landscaping, and off-street parking requirements. As a result, a cap on density functions as a redundant standard that may create unnecessary barriers to achieving more compact and walkable neighborhoods.
		Recommendation Address as a separate process. See Walkable Design Standards for guidance.
(6) Cities and counties shall have land use	19.303.2 Uses Allowed in the Commercial MU	Assessment
regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements: (a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a	Vehicle sales and rentals • GMU: Permitted • NMU: Not permitted • SMU: Not permitted Vehicle repair and services • GMU: Permitted • NMU: Conditional Use • SMU: Not permitted Automobile parking facility • GMU: Not permitted • NMU: Conditional Use	Most of the permitted auto- oriented uses are allowed in the City's General Commercial zone, and some of these uses are allowed in the General Mixed-Use zone. All commercial uses are subject to the walkway and pedestrian circulation requirements, including auto-oriented uses. Any amendments to those standards, including accessibility updates, will also apply to the auto-oriented uses allowed in commercial and
motor vehicle.	 NMU: Conditional use SMU: Not permitted 	mixed-use zones.
(b) Outside of climate-friendly areas, cities and counties may provide for exemptions	19.307 General Commercial	Recommendation

OAR Requirement or Standard	City Standards	Assessment and Recommendations
to this rule in cases where an auto- oriented land use cannot reasonably meet the standards of this rule. Standards developed in cases of an exemption must protect pedestrian facilities.	 [Auto-oriented uses permitted in the C-G zone] Parking facility Automobile sales/repair Car wash Repair garage Automobile service station Tire shop 	The City generally complies with this TPR requirement, however consistency and potential improvements should be explored through a separate process. See Walkable Design Standards for guidance.
	19.504.7 On-Site Walkways and Circulation [see standards listed above]	
	19.606 Parking Area Design and Landscaping []	
	D. Pedestrian Access and Circulation 1. Pedestrian access shall be provided for offstreet parking areas so that no parking space is further than 100 ft away, measured along vehicle drive aisles, from a building entrance, or a walkway that meets the standards of Subsection 19.606.3.D.2.	
	2. Walkways through off-street parking areas must be continuous, must lead to a building entrance, and meet the design standards of Subsection 19.504.7.E.	
(7) Cities and counties with an urban area over 100,000 in population must have reasonable land use regulations that allow for development of low-car districts. These districts must be	19.304.1 Downtown Zone Purposes A. Downtown Mixed Use (DMU)	Assessment Milwaukie's population is less than 100,000, and therefore this TPR requirement does not

OAR Requirement or Standard	City Standards	Assessment and Recommendations
developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district. Cities and counties must make provisions for emergency vehicle access and local freight delivery. Low-car districts must be allowed in locations where residential or mixed-use development is authorized.	The Downtown Mixed Use Zone provides for a wide range of uses—including retail, office, commercial, and residential—that will bring visitors to the downtown to live, work, shop, dine, and recreate. The desired character for this zone is a pedestrian-friendly and vibrant urban center, with a prominent main street and connections to the riverfront, and which includes buildings that are built to the right-of-way and oriented toward the pedestrian, with primary entries located along streets rather than parking lots.	apply to the City. However, should the City choose to evaluate regulations for consistency with this provision, the Downtown Mixed Use (DMU) zone may be an area to consider for future updates. The DMU is intended to be pedestrian and transit oriented with limitations on autooriented uses. The City also has no minimum parking requirements. No minimum parking standard coupled with a maximum parking requirement helps to ensure downtown and other areas of town do not produce an oversupply of off-street parking, which further supports pedestrian and non-car mobility. The city's access standards, which account for emergency vehicle access, still applies to the Downtown zones. Recommendation No recommendation – not applicable.
(8) Cities and counties must implement land use regulations to protect transportation facilities,	12.16.040 Access Requirements and Standards []	Assessment

OAR Requirement or Standard	City Standards	Assessment and Recommendations
corridors, and sites for their identified functions. These regulations must include, but are not limited to: (a) Access control actions consistent with the function of the transportation facility, including but not limited to driveway spacing, median control, and signal spacing;	 B. Accessway Location [] 1. Spacing Between Accessways a. Spacing for accessways on arterial streets, as identified in the Milwaukie Transportation System Plan, must be a minimum of six hundred (600) feet. b. Spacing for accessways on collector streets, as identified in the Milwaukie Transportation System Plan, must be a minimum of three hundred (300) feet. 2. Double Frontage. When a lot has frontage on two (2) or more streets, access must be provided first from the street with the lowest classification. For example, access must be provided from a local street before a collector or arterial street. 3. Location Limitations. Individual access to single detached residential lots from arterial and collector streets is prohibited. An individual accessway may be approved by the City Engineer only if there is no practicable alternative to access the site, shared access is provided by easement with adjacent properties, and the accessway is designed to contain all vehicle backing movements on the site and provide shared access with adjacent properties. 	This standard requires cities and counties to establish land use regulations to protect transportation facilities, corridors, and sites based on their identified function. The City's access control standards include minimum spacing requirements for accessways based on the functional classification. The City's access requirements also limit the total number of access locations on streets and encourage access sharing between neighboring uses. Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	 [] 5. Distance from Intersection (minimum) — Public Streets and Private Access Drives a. 45 feet for single detached residential and middle housing (4 units or less) accessing local and neighborhood streets. b. 100 feet for all other development accessing local and neighborhood streets. c. 300 feet for collectors d. 600 feet for arterials 	
	 Safe Access. Accessway locations must be the minimum necessary to provide access without inhibiting the safe circulation and carrying capacity of the street. Shared Access. The number of accessways on collector and arterial streets must be minimized whenever possible through the use of shared accessways and coordinated on-site circulation patterns. Within commercial, industrial, and multi-unit areas, shared accessways and internal access between similar uses are required to reduce the number of access points to the higher-classified roadways, to improve internal site circulation, and to reduce local trips or movements on the street system. 	

OAR Requirement or Standard	City Standards	Assessment and Recommendations	
	 3. Single Detached and Middle Housing – one accessway per property. 4. All other development a. Access onto arterial and collector streets is subject to the access spacing requirements of Subsection 12.16.040.B. b. One accessway is allowed on local streets and neighborhood routes. One additional accessway is allowed per frontage where the driveway approaches, including adjacent property accessways, can be spaced one hundred fifty (150) feet apart. 		
(8)(b) Standards to protect future construction and operation of streets, transitways, paths, and other transportation facilities;	19.704 Transportation Impact Evaluation The Engineering Director will determine whether a proposed development has impacts on the transportation system by using existing transportation data. If the Engineering Director cannot properly evaluate a proposed development's impacts without a more Detailed study, a transportation impact study (TIS) will be required to evaluate the adequacy of the transportation system to serve the proposed development and determine proportionate mitigation of impacts. The TIS determination process and requirements are detailed below.	Assessment This standard requires cities and counties to establish land use regulations to protect future construction and operation of transportation facilities. The City's TIS requirements gives the City the authority and discretion to require measures to protect future construction and operations of transportation facilities to mitigate anticipated transportation impacts from new development.	

OAR Requirement or Standard	City Standards	Assessment and Recommendations
		Recommendation
		The City meets this TPR requirement. No further changes to the Code are recommended.
(8)(c) Standards to protect public use airports as	19.405 Aircraft Landing Facility Zone L-F	Assessment
provided in OAR 660-013-0080;	The purpose of the L-F Zone is to minimize hazards related to aircraft landing facilities. Special height limitations or other restrictions in addition to those already embodied in this chapter may be necessary in order to prevent the establishment of obstructions to the air space required by aircraft in landing and taking off from airports, helicopter pads or other landing fields. Furthermore, establishment of any new aircraft landing facility should be undertaken only after an evaluation has been made of its effects on the safety, welfare, and property values of owners or occupants of nearby property. The L-F Zone is a superimposed zone applied in combination with existing regular zones.	This standard requires cities with airports to establish land use regulations that are intended to protect the operations of the airport. The City's Aircraft Landing Facility Zone is intended to protect airport uses and minimize hazards associated with the local municipal airport. Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.
(8)(d) Processes to make a coordinated review of	19.703.2 Application Submittal	Assessment
future land use decisions affecting transportation facilities, corridors, or sites;	[] B. Transportation Facilities Review (TFR) Land Use Application If the proposed development triggers a transportation impact study (TIS) per Section 19.704, a TFR land use application shall be required. Compliance with Chapter 19.700 will be	The standard requires cities to allow coordinated/consolidated review for land use decisions that affect transportation facilities. Milwaukie's TFR process requires consolidated

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	reviewed as part of the TFR application submittal and will be subject to a Type II review process as set forth in Section 19.1005. The TFR application shall be consolidated with, and processed concurrently with, any other required land use applications. If the proposed development does not trigger a TIS per Section 19.704, but does require the submittal of other land use applications, compliance with Chapter 19.700 will be reviewed during the review of the other land use applications.	review procedures for land use applications that include a TIS. Recommendation The City meets this TPR requirement. No further changes to the Code are recommended.
(8) (e) Processes to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites for all transportation modes;	19.704.2 TIS General Provisions [] E. The City may attach conditions of approval to land use decisions as needed to satisfy the transportation facility requirements of Section 19.708 and to mitigate transportation impacts identified in the TIS. 19.905.5 Conditions of Approval [] The Planning Commission, or Planning Manager in the case of minor modifications, may impose conditions of approval that are suitable and necessary to assure compatibility of the proposed use with other uses in the area and minimize and mitigate potential adverse impacts caused by the proposed use.	Assessment This standard requires cities to establish procedures for including transportation improvements as conditions of approval for development. The City's TIS provisions and Conditional Use criteria authorize the City to impose conditions of approval for land use applications. Existing standards generally comply with this TPR requirement. However the City should consider amending the Conditions of Approval criteria to clarify that the City may require pedestrian and bicycle

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	Conditions of approval may include, but are not limited to, the following aspects of the proposed	facilities as a condition of approval.
	use: [] E. Limiting or otherwise designating the size, number, or location of vehicle access points from the street. [] K. Requiring adequate public transportation facilities and public utilities prior to occupancy.	Recommendation Add pedestrian and bicycle facility improvements as a condition of approval to 19.905.5.K.
 (8) (f) Regulations to provide notice to public agencies providing transportation facilities and services, railroads, Metropolitan Planning Organizations, the Oregon Department of Transportation, and the Oregon Department of Aviation of: A. Land use applications that require public hearings; B. Subdivision and partition applications; C. Other applications that affect private access to roads; and D. Other applications within airport noise corridors and imaginary surfaces that affect airport operations. 	A. Application for permits for access to a street, construction of a new accessway, or modification or reconstruction of an existing driveway approach shall be made to the City Engineer on forms provided for that purpose. A permit fee, as approved by the City Council, shall accompany each application. [] D. Permits for access to State highways shall be subject to review and approval by ODOT, except where ODOT has delegated this responsibility to the City. Decisions regarding access permits to State highways shall be subject to the access standards adopted by ODOT. E. Permits for access to County roads shall be subject to review and approval by Clackamas County, except where the County has delegated	Assessment Agency notification requirements are intended to ensure that any agency that owns or operates transportation facilities has an opportunity to review and provide recommendations for any development proposal that may affect their facilities. The City has specific agency notification requirements for ODOT, ODOT Rail, Metro, TriMet, and Clackamas County. In addition, the City has public notice requirements for Type II, III, and IV decisions. Subdivisions and partitions are Type II decisions.

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	has delegated access review responsibility to the City, decisions regarding access permits to County roads shall be subject to the standards of Chapter 12.16 and the Milwaukie Public Works Standards. [] 19.707.1 Agency Notification In addition to the general notice provisions set forth in Chapter 19.1000 for land use applications, the City shall provide notice of applications that are subject to Chapter 19.700 to the following agencies: A. Oregon Department of Transportation (ODOT): If the proposed development generates more than 100 vehicle trips per day, is within 200 ft of a State highway, or is within 1,320 ft of a State highway interchange ramp. B. ODOT Rail Division: If the proposed development is within 300 ft of a public railroad crossing or if a modification is proposed to an existing public railroad crossing. Private crossing improvements are subject to review and licensing by the private rail service provider. C. Metro and Clackamas County: If the proposed development is within 200 ft of a designated arterial or collector roadway, as identified in Figure 8-1 of the TSP.	Type III and IV decisions require public hearings and they require notice to Metro, "any affected City departments," and any other affected public agency. This notice requirement may broadly apply to any public agency, including the Oregon Department of Aviation. Although the City has the Aircraft Landing Facility Zone, it currently is not applied anywhere and Milwaukie does not have any airports. The City's Access Permitting standards require any new access to be reviewed and/or approved by the City Engineer/Public Works, ODOT, or the County (depending on roadway jurisdiction or ownership). Because any new private access must be reviewed and approved by one of these public agencies, the relevant road authority does not need a separate notice associated with requests for new accesses onto roads. Recommendation

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	D. Metro: If the proposed development is within 200 ft of a designated regional multiuse trail, as identified in the Regional Transportation Plan. E. TriMet: If the proposed development (excluding single-family development on an existing lot) is within 200 ft of an existing or proposed transit route as identified on the current TriMet service map and Figure 7-3 of the TSP. []	The City complies with the applicable agency notification requirements. Because Milwaukie does not have any mapped Aircraft Landing Zone, the City should consider removing this zone from the code. No changes are needed.
	19.1005.3 Type II Public Notice	
	C. Referral. Within 7 days after the application has been deemed complete, the City will provide a copy of all application materials to the parties listed below for their review and comment. If no comments are received within 14 days from the date of referral, the City will presume that no comments will be submitted.	
	2. Affected City departments and any governmental agency that is entitled to notice by the municipal code	
	[]	
	19.1006.3 Type III Public Notice	
	B. Metro Notice	
	For Zoning Map amendments, the City shall provide notification to Metro at least 35 days prior to the initial evidentiary hearing on adoption.	
	C. Referral	

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	2. Affected City departments and any governmental agency that is entitled to notice by the municipal code.	
	[]	
	19.1007.3 Type IV Public Notice	
	B. Metro Notice	
	For Zoning Map or Comprehensive Plan map amendments, the City shall provide notification to Metro at least 35 days prior to the initial evidentiary hearing on adoption.	
	C. Referral	
	2. Affected City departments and any governmental agency that is entitled to notice by the municipal code.	
(8)(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.	19.902.3 Comprehensive Plan Text Amendments B. Approval Criteria [] 5. The proposed amendment is consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule. [] 19.902.5 Zoning Text Amendments B. Approval Criteria []	Assessment This requirement helps to ensure that changes to land use policy or regulations are supported by the City's transportation system and TSP. The City's Comprehensive Plan and Zoning amendment approval criteria require consistency with the TPR and regional policies (Metro Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP)), and the TSP must be

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	 The proposed amendment is consistent with the Metro Urban Growth Management Functional Plan and relevant regional policies. The proposed amendment is consistent with relevant State statutes and administrative rules, including the Statewide Planning Goals and Transportation Planning Rule. 19.902.6 Zoning Map Amendments Approval Criteria Changes to the Zoning Map shall be evaluated against the following approval criteria. A quasijudicial map amendment shall be approved if the following criteria are met. A legislative map amendment may be approved if the following criteria are met: 	consistent with these policies/regulations. However, the City does not have any provisions or criteria that explicitly requires consistency with the TSP. Recommendation The City should require any zoning or Comprehensive Plan amendment be consistent with the TSP. In addition, the City may consider also listing consistency with the RTP and RTFP as approval criteria for zoning and Comprehensive Plan amendments.
	 [] 4. The subject property and adjacent properties presently have adequate public transportation facilities, public utilities, and services to support the use(s) allowed by the proposed amendment, or such facilities, utilities, and services are proposed or required as a condition of approval for the proposed amendment. 5. The proposed amendment is consistent with the functional classification, capacity, and level of service of the transportation system. A transportation 	

OAR Requirement or Standard	City Standards	Assessment and Recommendations
	impact study may be required subject to the provisions of Chapter 19.700.	

CFEC Parking Updates

The City recently adopted amendments to comply with CFEC parking requirements, which included repealing the City's minimum offstreet parking requirements.⁷ The amendments bring the City into compliance with the following:

- OAR 660-012-0405 Parking Regulation Improvements
- OAR 660-012-0410 Electric Vehicle Charging
- OAR 660-012-0415 Parking Maximums and Evaluation in More Populous Communities
- OAR 660-012-0630 Bicycle Parking

These amendments also implemented multiple transportation-related actions identified in the Milwaukie Climate Action Plan (2018). Specifically, the parking amendments implemented the following actions:

- Implement "electric vehicle ready" zoning regulations for commercial buildings and multifamily housing
- Lower parking ratios near high-capacity corridors (parking minimums eliminated)

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⁷ Ordinance No. 2243, 5/21/2024. https://ecode360.com/MI4969/laws/LF2054137.pdf

Metro Regional Transportation Functional Plans

The Regional Transportation Functional Plan (RTFP) implements the goals, objectives, and policies of the RTP. The State requires the RTFP to directs cities and counties within the metropolitan planning area boundary to implement the RTP through their TSPs and associated land use regulations. The updated TSP needs to be consistent with the Titles of the RTFP. In addition, the City needs to implement certain RTFP requirements through the Development Code.

The current RTFP was adopted in 2012. Metro anticipates beginning the update process for the RTFP in 2025, with adoption planned for 2026 or 2027. The 2023 Regional Transportation Plan (RTP) identifies the RTFP update as a near-term implementation action (pgs. 8-37-8-38):

Amend Regional Transportation Functional Plan (RTFP) to direct local implementation of the new policy. This work will be completed in coordination with ODOT, DLCD, transit providers, cities, counties and other partners in the region and the statewide CFEC implementation program. Further scoping of this work is needed.

Chapter 3 of the RTP also includes policies that will need to be reflected in the RTFP update, including mobility policy. In addition, a recent Metro report on CFEC implementation outlines needed RTFP updates: 10

- Ensure the functional plan language and provisions are consistent with and adequately reflect new and updated goals, objectives and policies adopted in the RTP.
- Align the functional plan language and requirements with recent statewide rulemaking and policy development to implement the Climate-Friendly and Equitable Communities Program.
- Define how the updated mobility policy will be implemented in local TSPs and local comprehensive plan amendments in coordination with local governments and the statewide CFEC implementation program and Oregon Highway Plan update.
- Update the timeline for local TSPs updates in collaboration with cities, counties and in coordination with DLCD and the ODOT.

This same report also states that Milwaukie is in compliance with each of the titles of the existing RTFP, as shown in Table 1 below.

The TSP project team will track the status and progress of the RTFP update. Depending on the timeline of the RTFP update adoption, the City may include Code amendments for RTFP consistency as a part of this TSP update.

⁸ Metro Regional Transportation Functional Plan (RTFP).

https://www.oregonmetro.gov/sites/default/files/2015/02/03/chap308 regional transportation function al plan.pdf

⁹ Metro Regional Transportation Plan (RTP, 2023).

https://www.oregonmetro.gov/sites/default/files/2024/08/19/2023-Regional-Transportation-Plan-all-chapters.pdf

¹⁰ 2023 Major Report on CFEC Implementation – Portland Metropolitan Area. https://www.oregon.gov/lcd/CL/Documents/MetroReport2023.pdf

Table 1 Summary of Regional Transportation Functional Plan (RTFP) Compliance Status as of December 31, 2023

Jurisdiction	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	In compliance	In compliance	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt	Exempt	Exempt	Exempt	Exempt
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

Although Milwaukie is currently in compliance with the current RTFP, the new City will need to ensure that the updated TSP complies with the RTFP. Table 2 below shows the Metro RTFP Checklist for local TSP updates. Most of the Checklist items do not apply to regulatory/code updates, and therefore the Checklist will need to be considered once a first draft of the TSP update is complete. The project team will coordinate with Metro on the status of the RTFP update to help ensure the TSP update and associated Code amendments will be compliant with the updated RTFP to the extent possible.

Table 2. Metro RTFP Checklist

Regional Transportation Functional Plan Requirement	Local TSP
kegionai nansponanon ronchonai rian kegonemeni	reference?

Include, to the extent practicable, a network of major arterial streets at onemile spacing and minor arterials or collectors at half-mile spacing, considering: existing topography; • rail lines; freeways; pre-existing development, leases, easements or covenants; requirements of Metro's Urban Growth Management Functional Plan Title 3 (Water Quality and Flood plains) and Title 13 (Nature in Neighborhoods), such as streams, rivers, flood plains, wetlands, riparian and upland fish and wildlife habitat areas. • arterial design concepts in Chapter 3 of RTP (Section 3.5, Table 3.3 and Figure 3.11) best practices and designs as set forth in regional state or local plans and best practices for protecting natural resources and natural areas (Title 1, Street System Design Sec 3.08.110C) Include a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public rightof-way routes and limit closed-end street designs consistent with Title 1, Sec 3.08.110E (Title 1, Street System Design Sec 3.08.110D) (Note: Applicable to both Development Code and TSP) There are no To the extent feasible, restrict driveway and street access in the vicinity of interchange interchange ramp terminals, consistent with Oregon Highway Plan Access ramp terminals Management Standards, and accommodate local circulation on the local or freeway system. Public street connections, consistent with regional street design and interchange spacing standards, shall be encouraged and shall supersede this access access areas in restriction. Multimodal street design features including pedestrian crossings and Milwaukie. on-street parking shall be allowed where appropriate. Therefore, this (Title 1, Street System Design Sec 3.08.110G) requirement does not apply. The City's access spacing standards and multimodal street design standards are addressed above. Include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 3.16 of the RTP. (Title 1, Transit System Design Sec 3.08.120A) Include a transit plan consistent with transit functional classifications shown in Figure 3.16 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bike-transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops.

(Title 1, Transit System Design Sec 3.08.120B(1))

Include a pedestrian plan for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:

- An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;
- An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe pedestrian routes;
- A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTFP, and other targets established pursuant to section 3.08.230;
- Provisions for sidewalks along arterials, collectors and most local streets, except that



MILWAUKIE TSP

CITY COUNCIL 9/16/2025

CITY OF MILWAUKIE
OREGON DEPARTMENT OF TRANSPORTATION

AGENDA

- 1. Updates
- 2. Prioritization Process
- 3. Tier 1 Project List & Modal Priorities
- 4. Feedback from TSPAC, TSPTC, PC
- 5. Discussion
- 6. Next Steps



1. UPDATES

Public Involvement Activities

- Noche Latina 5/16
- Farmers Market 6/8
- Public Workshop and On-line Engagement 6/18
- Focus Group Meetings
 - 7/10 Milwaukie/Wichita Center
 - 7/15 Hillside Manor
 - 7/19 BiPOC and Spanish Bilingual





2. PRIORITIZATION PROCESS



STEP 1: Solution Development Phase

Apply a decision making framework for prioritization of transportation facilities and services to increase safety, access, equity, the economy, and meet greenhouse gas reduction targets per OAR 660-012-0155.

Consider facility classifications, planned land use context, expected primary users, and local values per rule 0120.

Apply the decision-making framework to the system as a whole and in specific areas such as climate-friendly areas, areas with concentrations of underserved populations, industrial areas, and near schools or other areas with expected concentrations of children, older people, or people with disabilities.



STEP 2: Mode Specific Prioritized Projects

Develop mode specific prioritization factors for prioritizing projects within each modal plan per OAR 660-012-0520, -0620, -0720, and -0820. Engage underserved populations per rule 0130 and be consistent with the prioritization factors in rule 0155. Use these to develop a prioritized list of projects for each mode.



STEP 3: Unconstrained Project List

Develop a method for combining the unconstrained prioritized modal project lists. Emphasize the following requirements:

- · Reduce vehicle miles traveled
- Burden underserved populations less than and benefit them more than the city or county population as a whole
- Help achieve the rule 0910 performance targets



STEP 4: Financially-Constrained Project List

Develop a financially-constrained project list based on 125% of projected available funding and including the top available projects from the unconstrained project list. The resulting list must:

- Burden underserved populations less than the city or county population as a whole and benefit underserved populations as much as or more than the city or county population as a whole;
- Make significant progress toward meeting the rule 0910 performance targets; and
- Reduce vehicle miles traveled per capita per rule 0160 if the list includes capacity expanding projects that require enhanced review per rule 0830.

Data Driven Project List



3. Further refinement from Planning Commission



2. PRIORITIZATION PROCESS

TSP GOALS EVALUATION CRITERIA

Safe System

Mobility, Accessibility, and Connectivity Active, Healthy, Transportation Choices

Equitable Transportation

Public Transportation Climate Mitigation and Adaptation

Healthy Environment Emergency Preparedness

Economic Vitality

Fiscal Stewardship and System Management Coordination with Local, Regional, and State Partners



3. PRIORITIZATION OUTCOMES

Data Driven Projects

	Bike	Freight	Ped	Roadway/ Intersection	Shared Bike/Ped	Transit	Total
Tier 1 – Financially Constrained	\$4,835,000	-	\$9,155,000	\$7,700,000	\$8,580,000	-	\$30,270,000

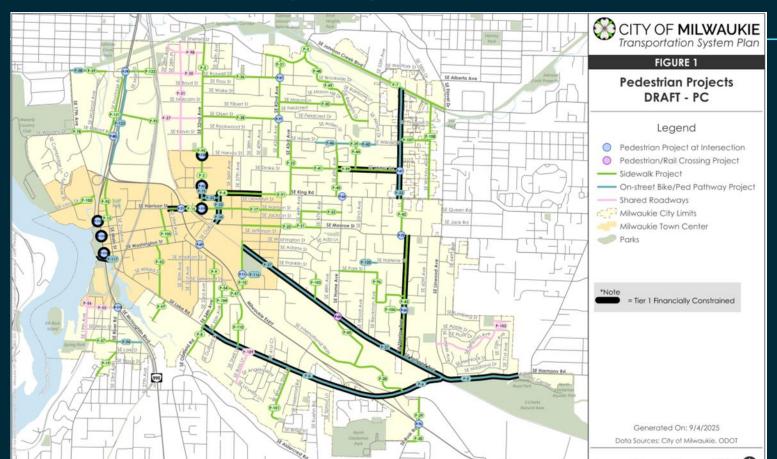
TC & AC Project List Refinements

	Bike	Freight	Ped	Roadway/ Intersection	Shared Bike/Ped	Transit	Total
Tier 1 – Financially Constrained	\$4,170,000	-	\$7,130,000	\$7,600,000	\$9,565,000	-	\$28,465,000

Planning Commission Project List Refinements

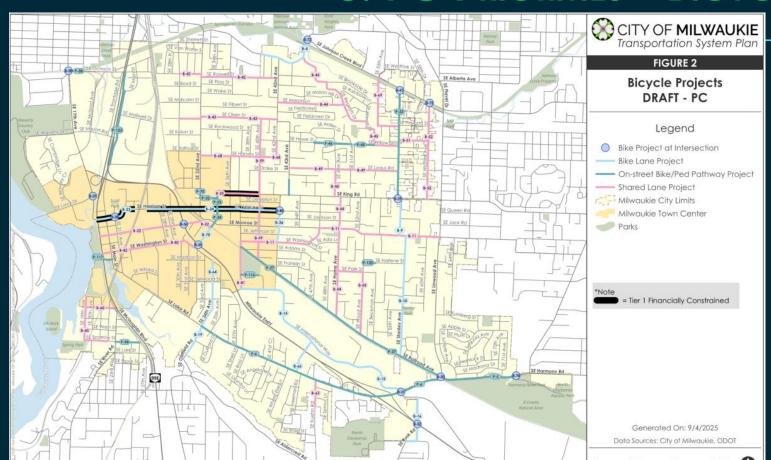
	Bike	Freight	Ped	Roadway/ Intersection	Shared Bike/Ped	Transit	Total
Tier 1 – Financially Constrained	\$3,575,000	-	\$8,095,000	\$8,405,000	\$9,865,000	-	\$29,940,000

3. PC PRIORITIES - PEDESTRIAN



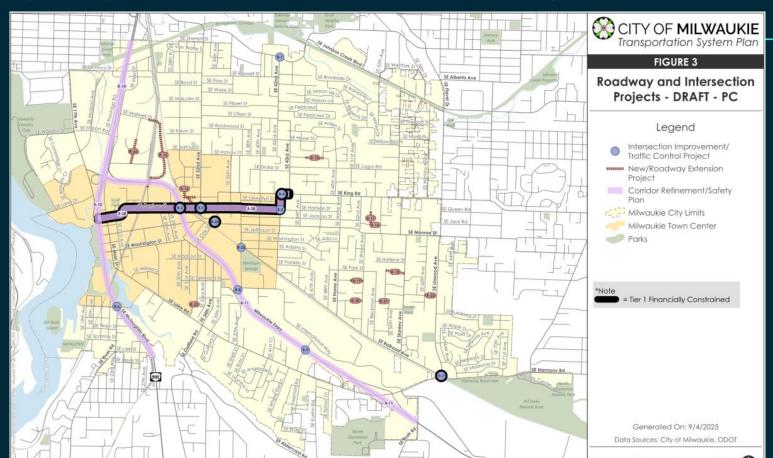


3. PC PRIORITIES - BICYCLE





3. PC PRIORITIES - ROADWAY & INTERSECTION





4. DISCUSSION

- Do you feel like the projects in Tier 1 reflect the most important priorities over the next 20 years?
- What projects should be reconsidered given funding constraints?



5. SCHEDULE REVIEW AND NEXT STEPS

PC and CC Hearings on Draft TSP -

November/ December



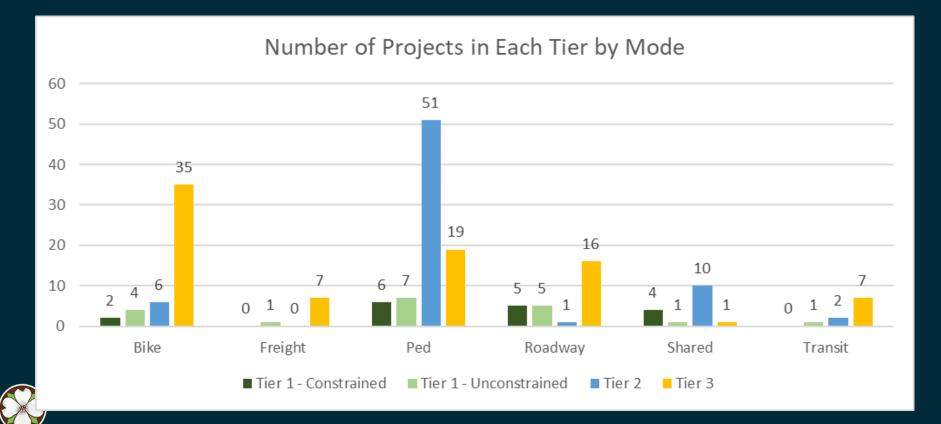
6. Public Comment

Questions/Comments?



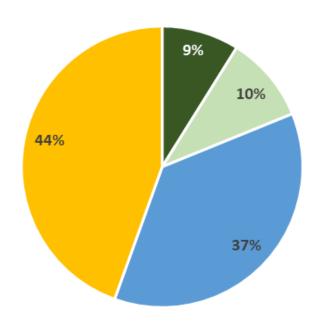


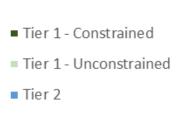
2. DATA-DRIVEN PRIORITIZATION PROCESS



2. DATA-DRIVEN PRIORITIZATION PROCESS











2. DATA-DRIVEN PRIORITIZATION PROCESS

Future Action: Downgrade projects that do not fit into financial threshold

Add projects scoring in the top 95th percentile of mentions by the public

Add projects scoring in the top 90th percentile for evaluation criteria based on

Future Action: Add projects that were downgraded from Tier 1 – Constrained

Added any project that is a top project category based on public feedback

Added projects scoring the median (top 50th percentile score) based on all projects

Tier	Criteria
Tier 1 – Financially Constrained	 Add projects scoring in the top 95th percentile for evaluation criteria based on all projects
	Add projects that City Staff have indicated are Higher Priority
	Remove projects that City Staff have indicated are Lower Priority

because they did not meet the financial threshold

Added any projects identified as Low Priority by City Staff

individual mode.

All other projects

Tier 1 – Financially

Tier 2 - Financially

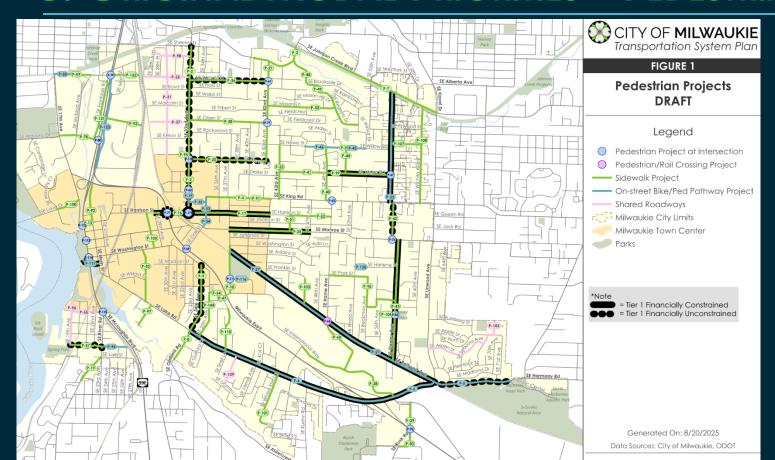
Tier 3 – Financially

Unconstrained

Unconstrained

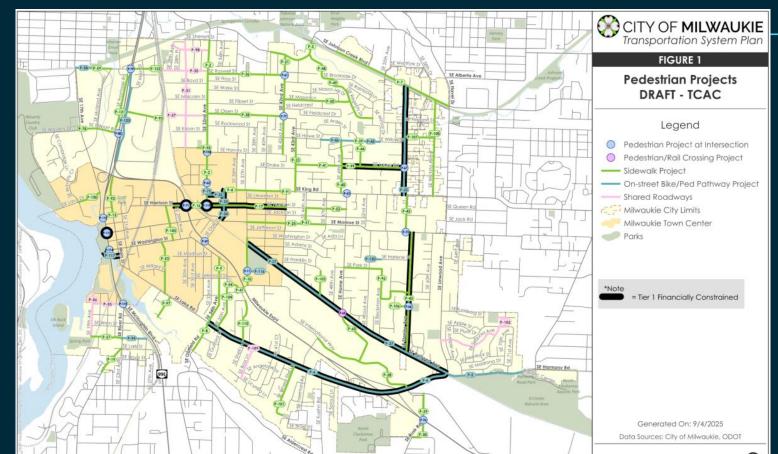
Unconstrained

3. ORIGINAL MODAL PRIORITIES - PEDESTRIAN



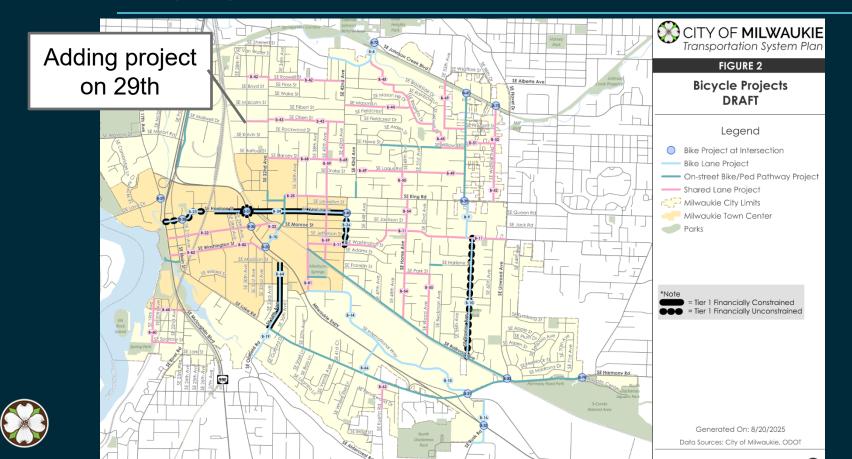


3. TC/AC EDITS TO MODAL PRIORITIES PEDESTRIAN

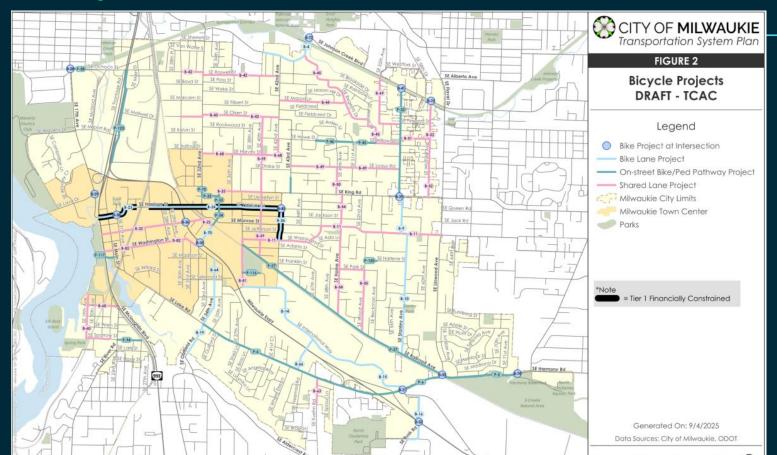




3. ORIGINAL MODAL PRIORITIES - BICYCLE

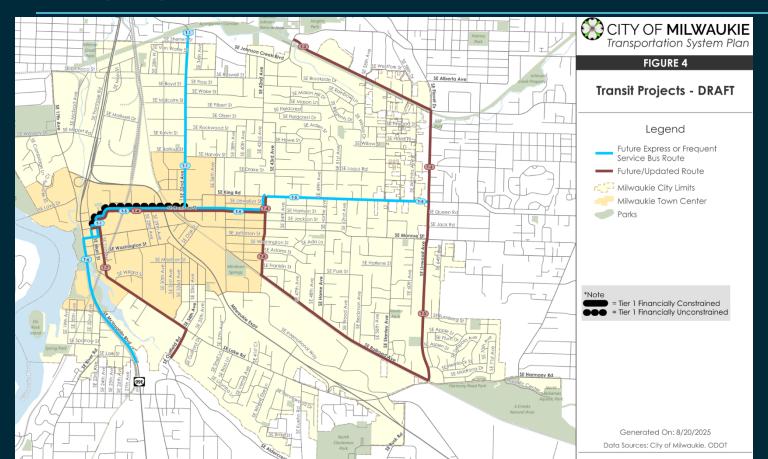


3. TC/AC EDITS TO MODAL PRIORITIES - BICYCLE





3. ORIGINAL MODAL PRIORITIES - TRANSIT



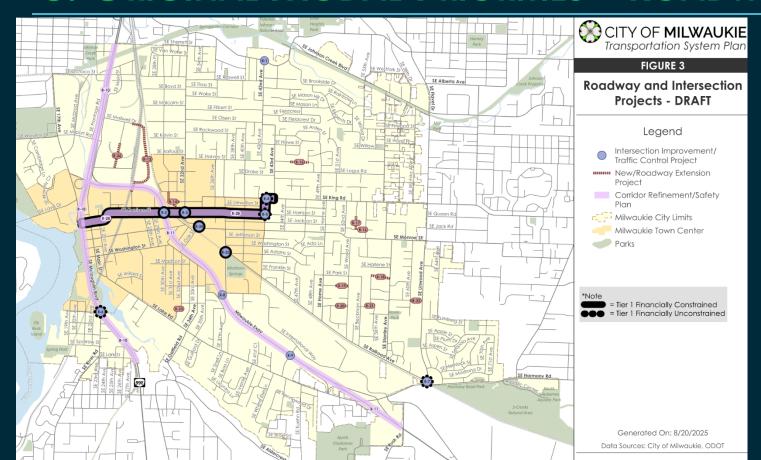


3. TC/AC EDITS TO MODAL PRIORITIES - TRANSIT

No changes. However, project team is working with Tri-Met to determine an appropriate \$ amount to show as a local match for the implementation of new transit routes.

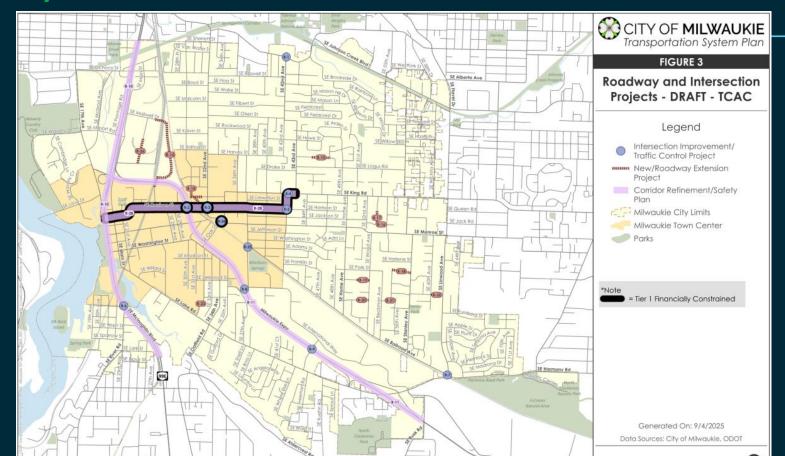


3. ORIGINAL MODAL PRIORITIES - ROADWAY



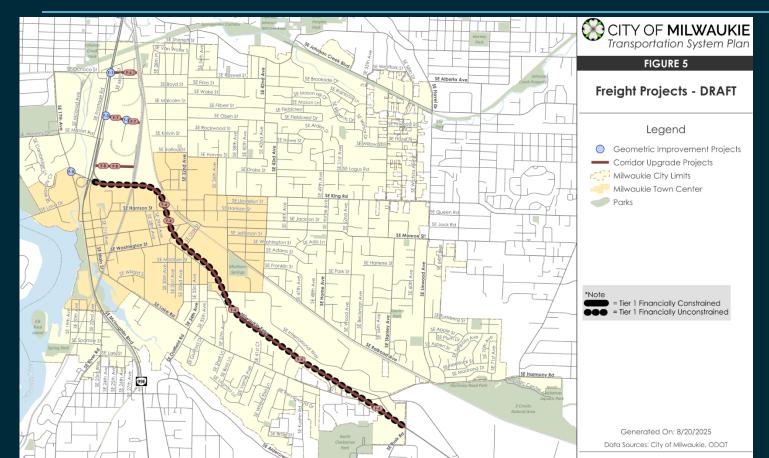


3. TC/AC EDITS TO MODAL PRIORITIES - ROADWAY



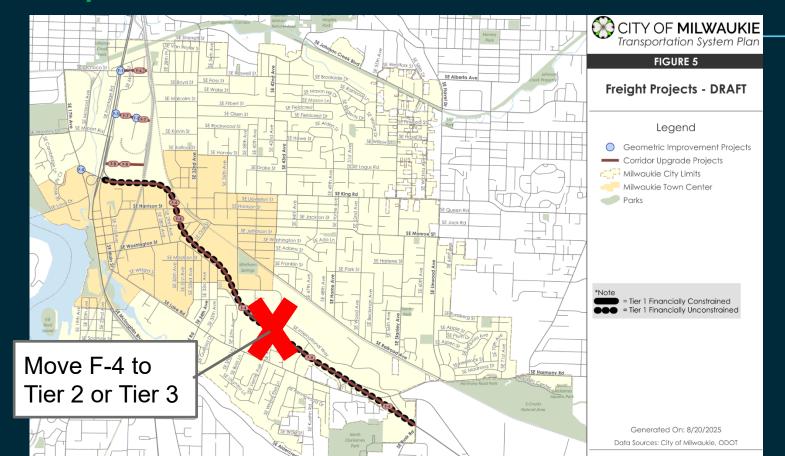


3. ORIGINAL MODAL PRIORITIES - FREIGHT





3. TC/AC EDITS TO MODAL PRIORITIES - FREIGHT





RS 7. A. 9/16/25 Exhibits

 From:
 William Anderson

 To:
 Scott Stauffer

 Cc:
 Emma Sagor

Subject: Amendments to Raise Tonight

Date: Tuesday, September 16, 2025 1:15:06 PM

Attachments: Mixed-Use Walksheds.pdf

Classificiation Maps.pdf

Hi Scott,

While I know these tweaks to the TSP aren't necessarily constrained to just the project list, I wanted to make sure I raised these amendments in the TSP process before a final version is brought forward to council. I mentioned to staff after the TSPAC meeting that I was going to do a final review of any projects missed on the list, the policy document provided, and the classification maps we had developed (see attached). The amendments I propose below come from that review and from conversations I have had about the TSP with residents since the TSPAC meeting. Would you be able to include this in the packet?

Classifications

Pedestrians

- Reclassify 40th from RR to Harvey as a Neighborhood Walkway to promote north south connectivity.
- Reclassify 42nd from RR to Harrison as a Neighborhood Walkway to promote north-south connectivity.
- Reclassify the potential Howe/Willow connection as a Neighborhood Walkway.
 If MUP is built, it should be designed as a bike/ped route (classifications are both current and aspirational).

Bikes

- Connect 37th bikeway to downtown via by reclassifying Sellwood St and Edison as a Neighborhood Bikeway.
- Change Park and Wood Ave to a Local Service Bikeway and classify the length of Home Ave as a Neighborhood Bikeway (CFEC rules requires reducing out-ofdirection travel for people using pedestrian/bike networks).
- Reclassify the potential Howe/Willow connection as a a Neighborhood Bikeway. If MUP is built, it should be designed as a bike/ped route (classifications are both current and aspirational). Continue the 42nd classification down to Railroad Ave.

Cars

- Reclassify Stanley as a Neighborhood Route.
- Reclassify 42nd as a Neighborhood Route.
- Reclassify Monroe as a Neighborhood Route.
- Reclassify 43rd as a Neighborhood Route.
- Lake Rd, King Rd, Linwood, Harmony, and 17th Ave should be Multimodal Travel Priority Arterials, even outside the town center.

Projects to Add

- Generic bikeway improvement projects should be added for all bikeways identified in the classification map. Missing routes include:
 - o 29th
 - o 21st
 - Main St
 - Balfour St
 - Lava Dr
 - Howe (if added on the bikeway classification map)
- While already included in the list above, the projects are particularly important for bike routes from the heat map (see attached doc on classifications) that are not BTLS 1.
 - Bikeway project on 42nd from Harvey to Johnson Creek (should be in the CIP bucket; needs serious work).
 - Bikeway project on Monroe from 37th to 47th (note: there is a SPOT grant for this).
- Roadway Projects
 - Jurisdictional transfer of the 99E (while not a final decision on a JT, including it in our planning documents helps us make the case for funding if a bucket

is made available and if we want to pursue a JT in the future).

- Highway roundabouts along the 224, akin to the ODOT project on Highway 20
- Roundabout at King and Linwood
- Pedestrian Projects
 - Pedestrian bridge across 99E (I would assume at Monroe)
 - Pedestrian bridge across 224 (I would assume at Monroe)

Land Use Requirements

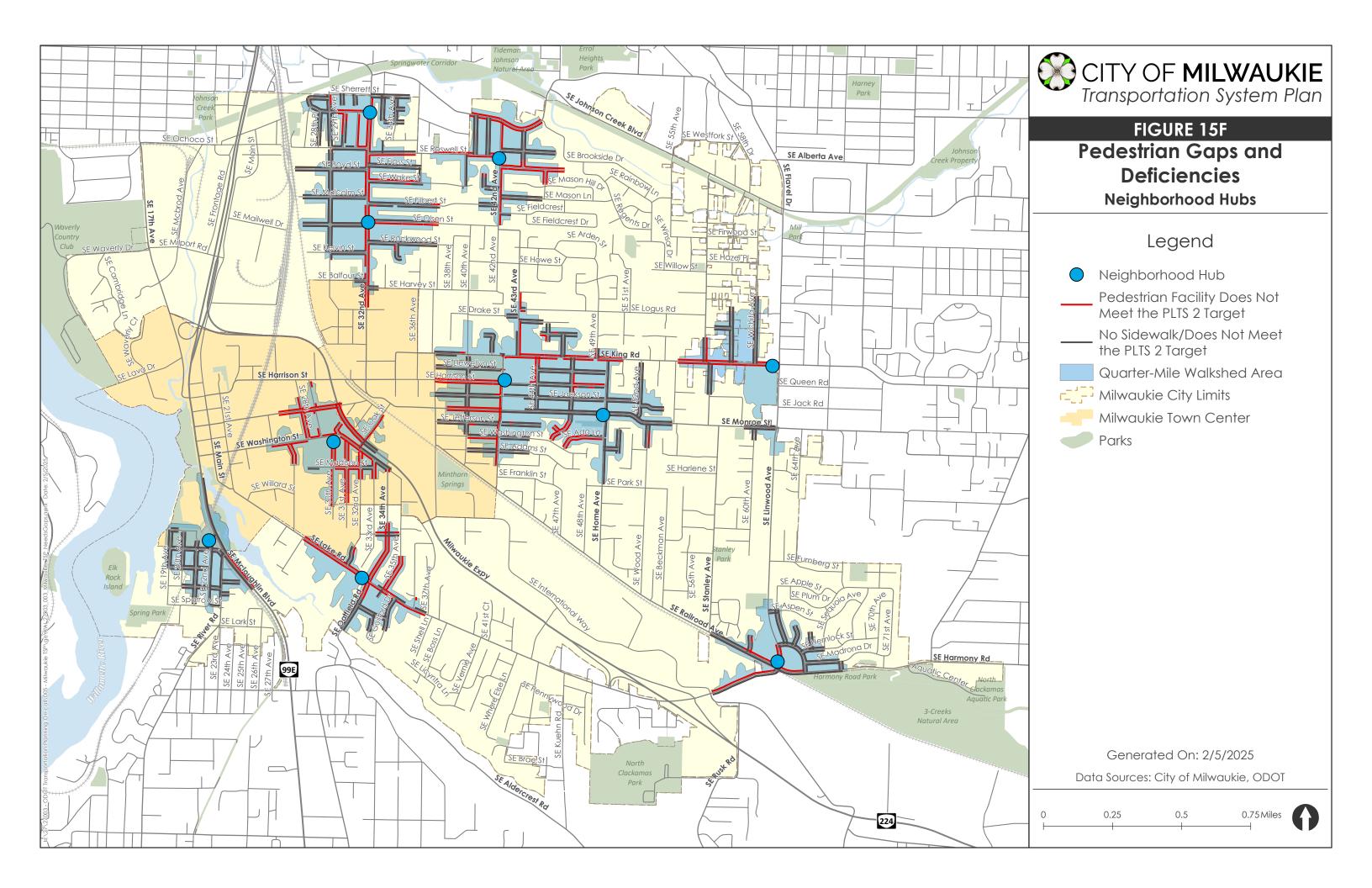
• ORS requirement:

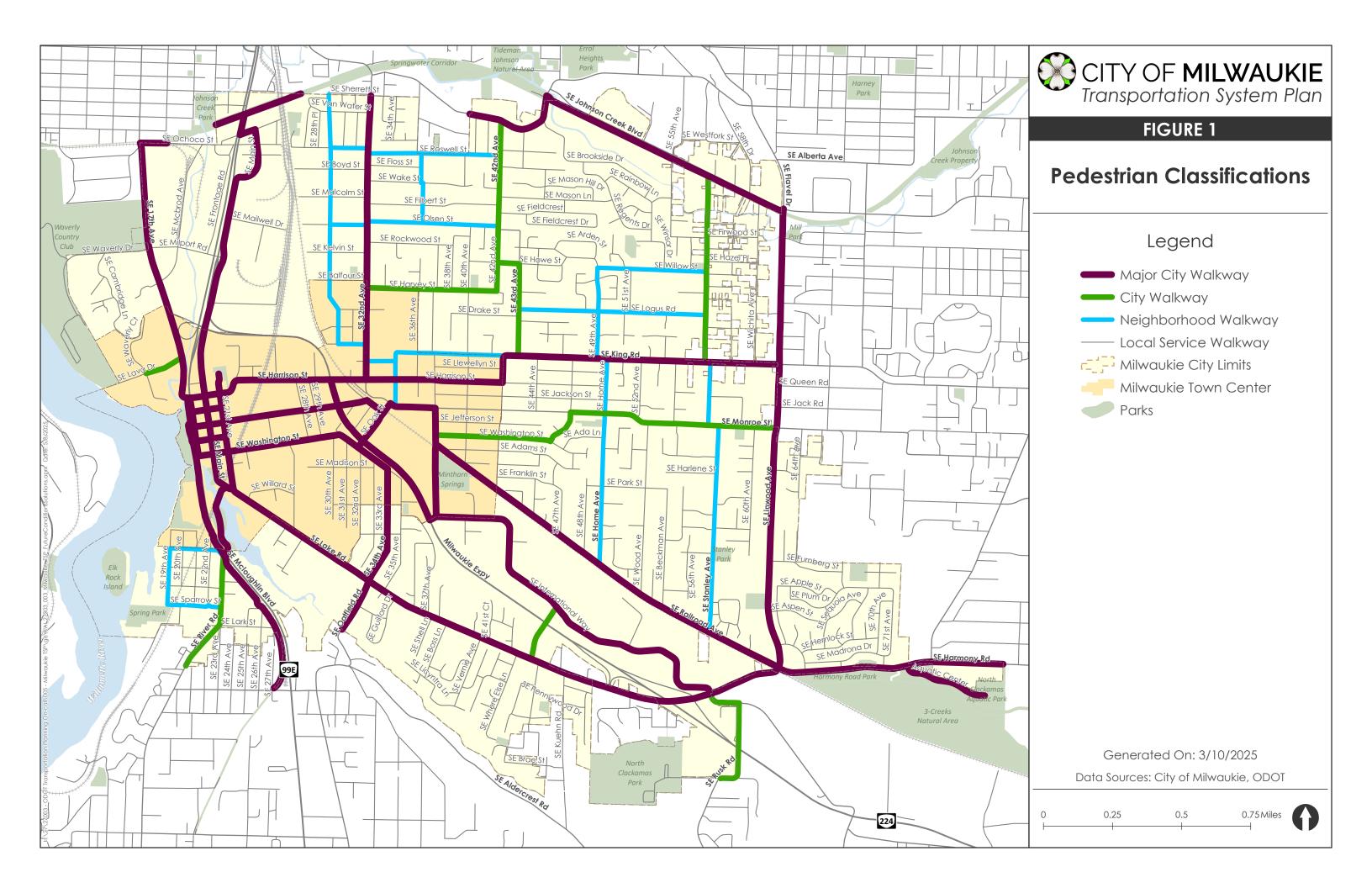
"Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks."

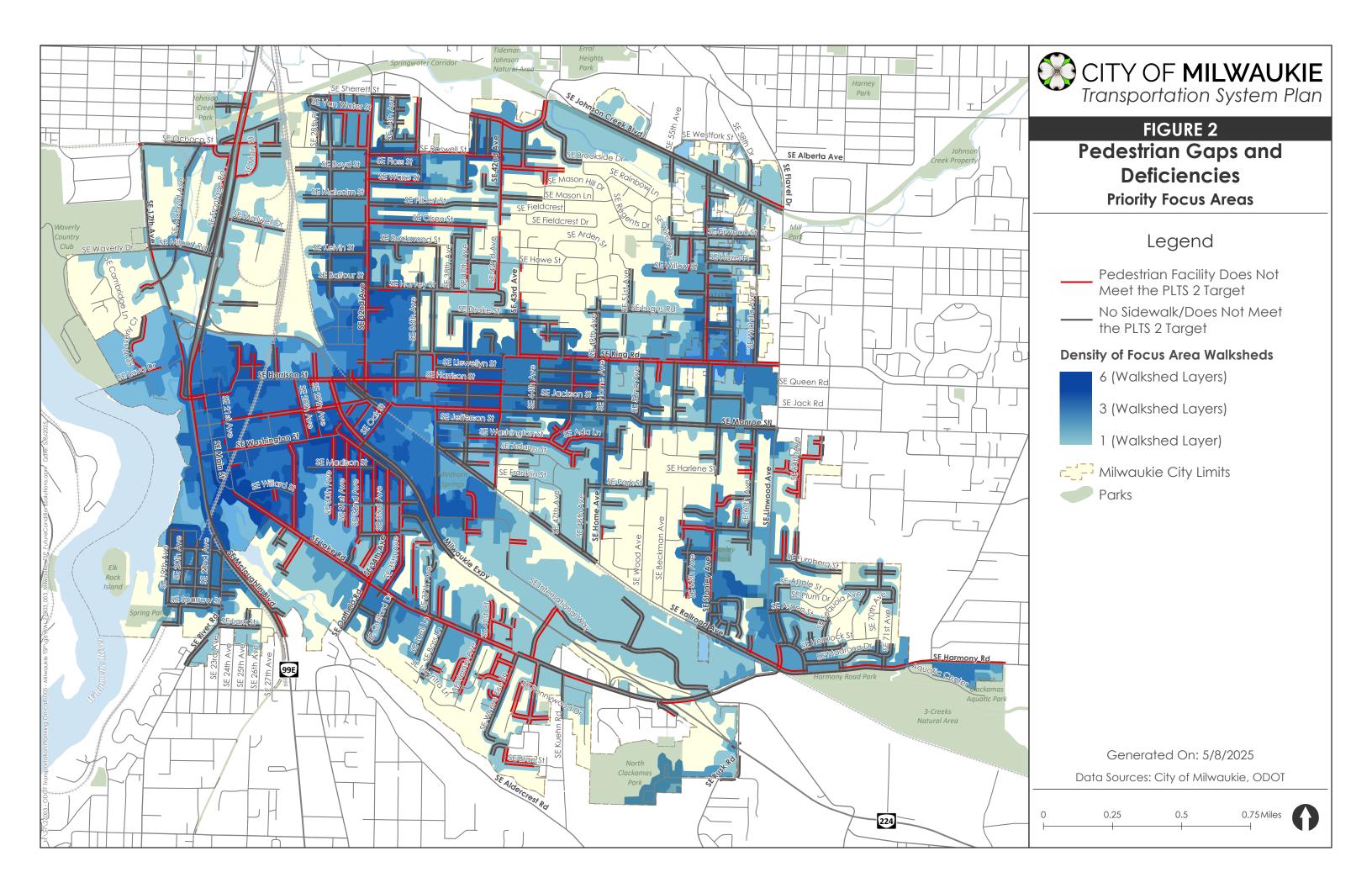
- Current gaps:
 - O I will continue to beat this drum: More work is needed around mixed-use zoning. The consultants point to the DMU as a zone that satsifies this requirment but that is not borne out in the lived experience of residents. I hear constantly from neighbors and their NDAs that we need to do more to legalize more mixed-use development east of the 224. The TSP heat map I've attached here shows how stark these inequities in access to mixed-use spaces are.

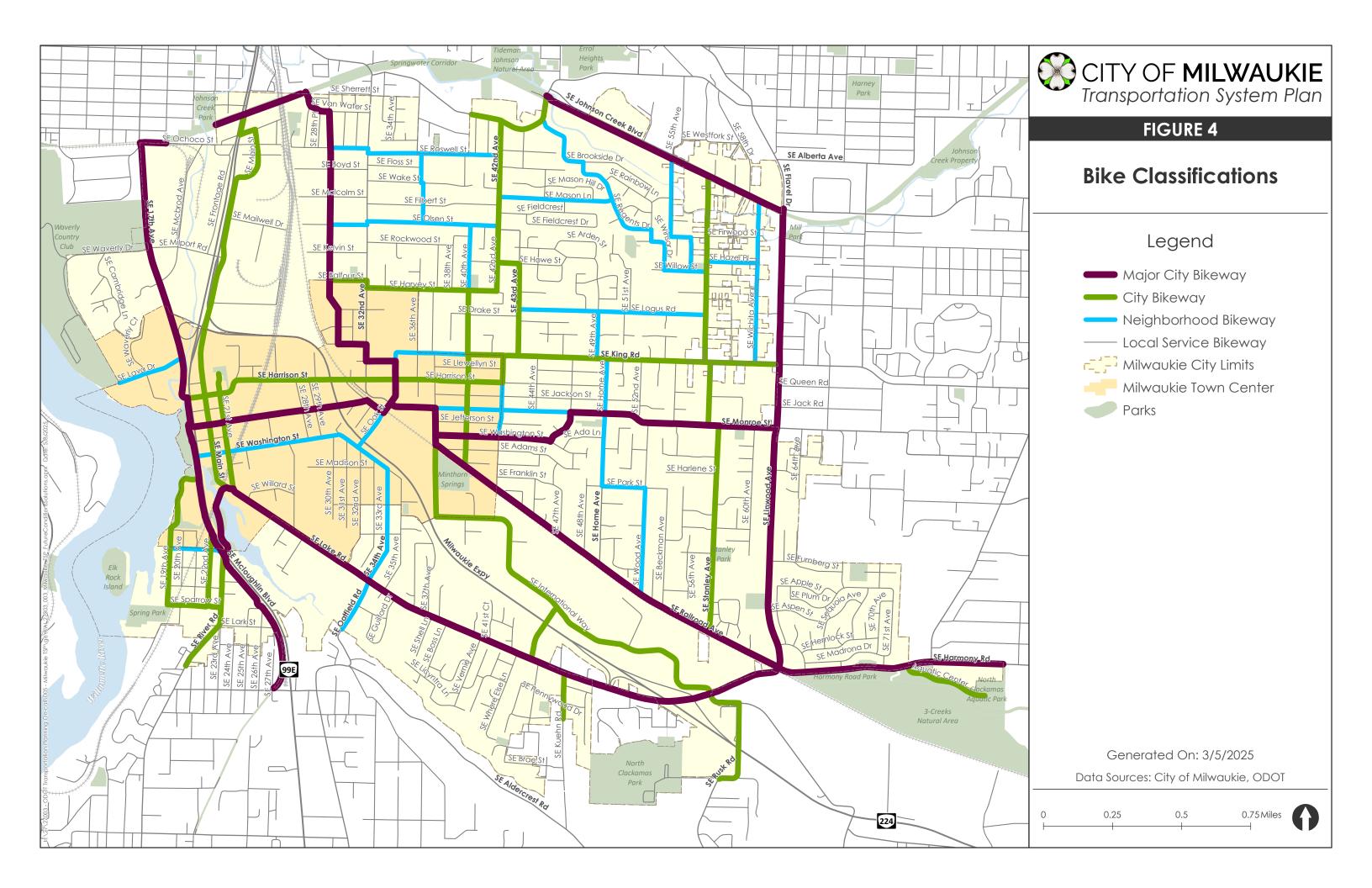
Will Anderson • Council President City of Milwaukie he•him•his <u>Learn why pronouns matter</u>

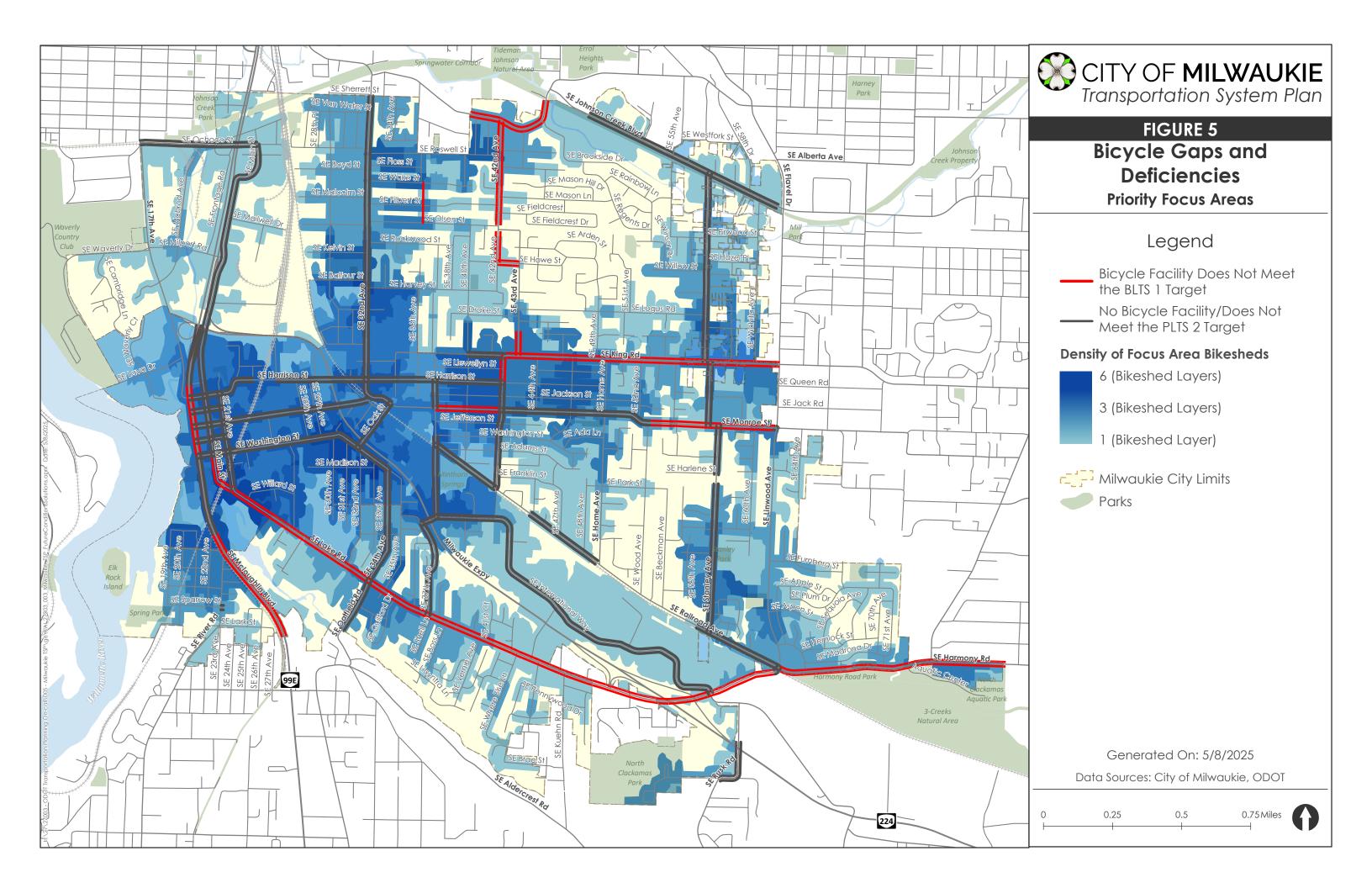
o: 503.786.7510 • c: 541.480.9204

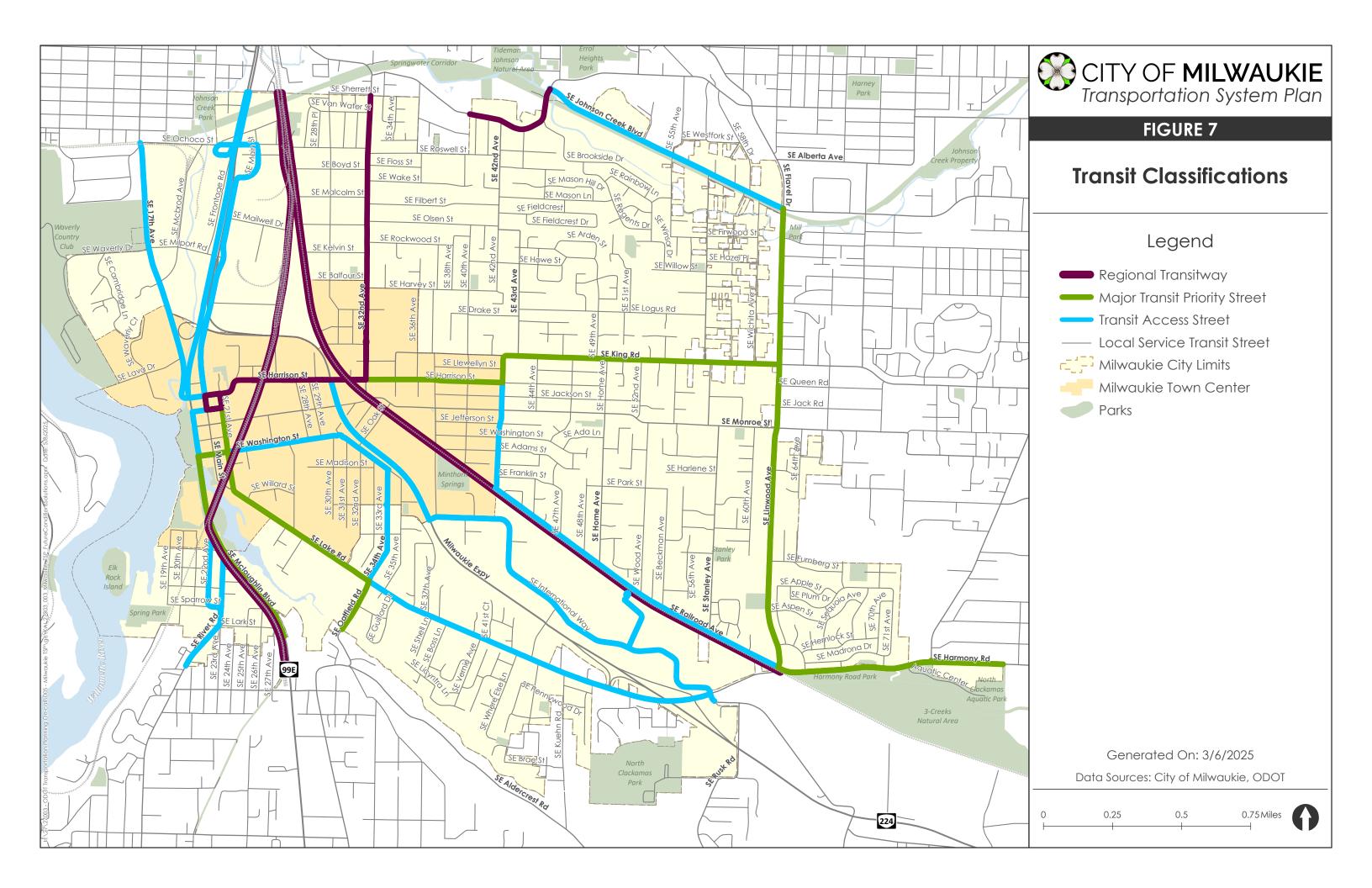


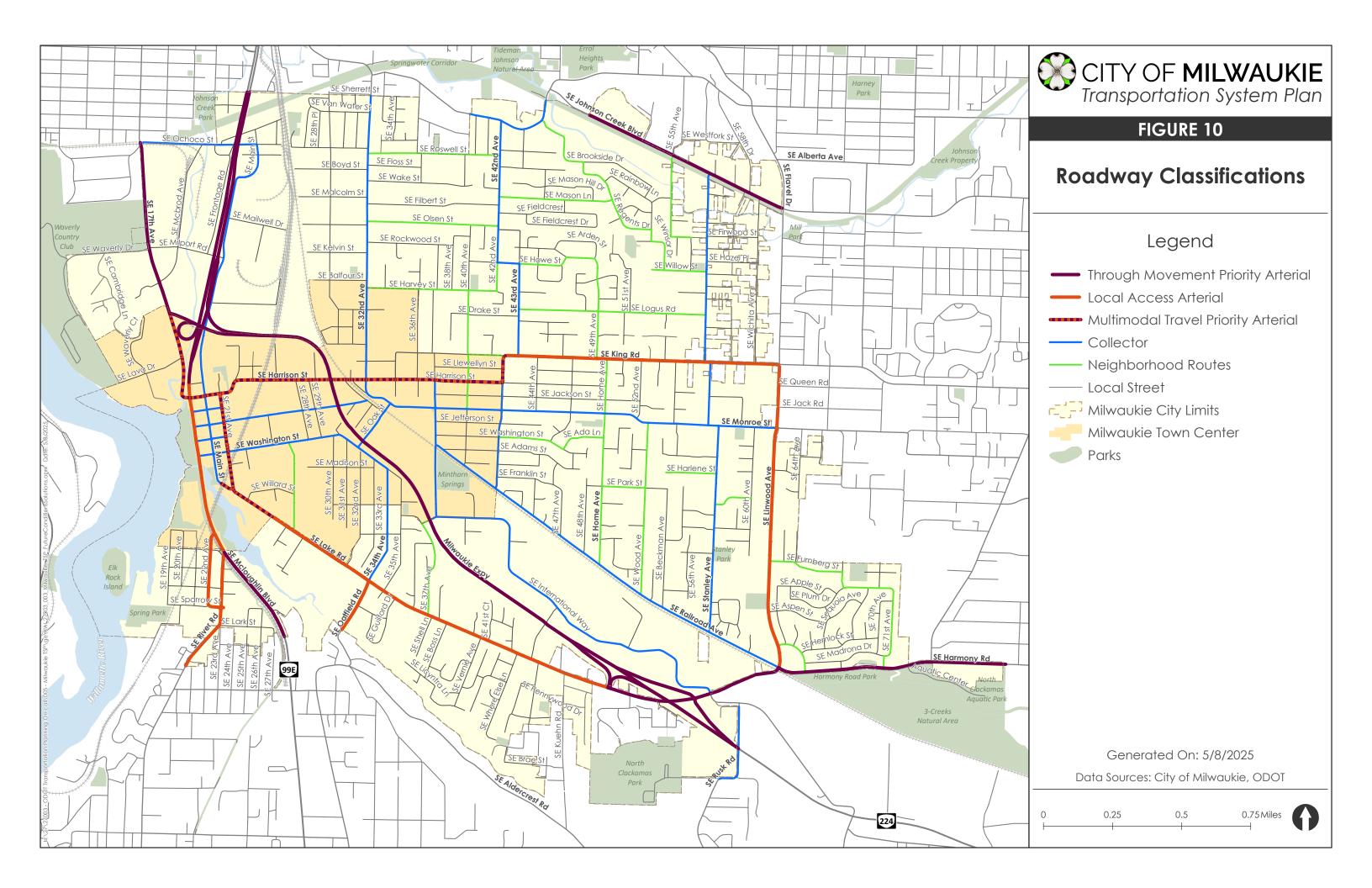


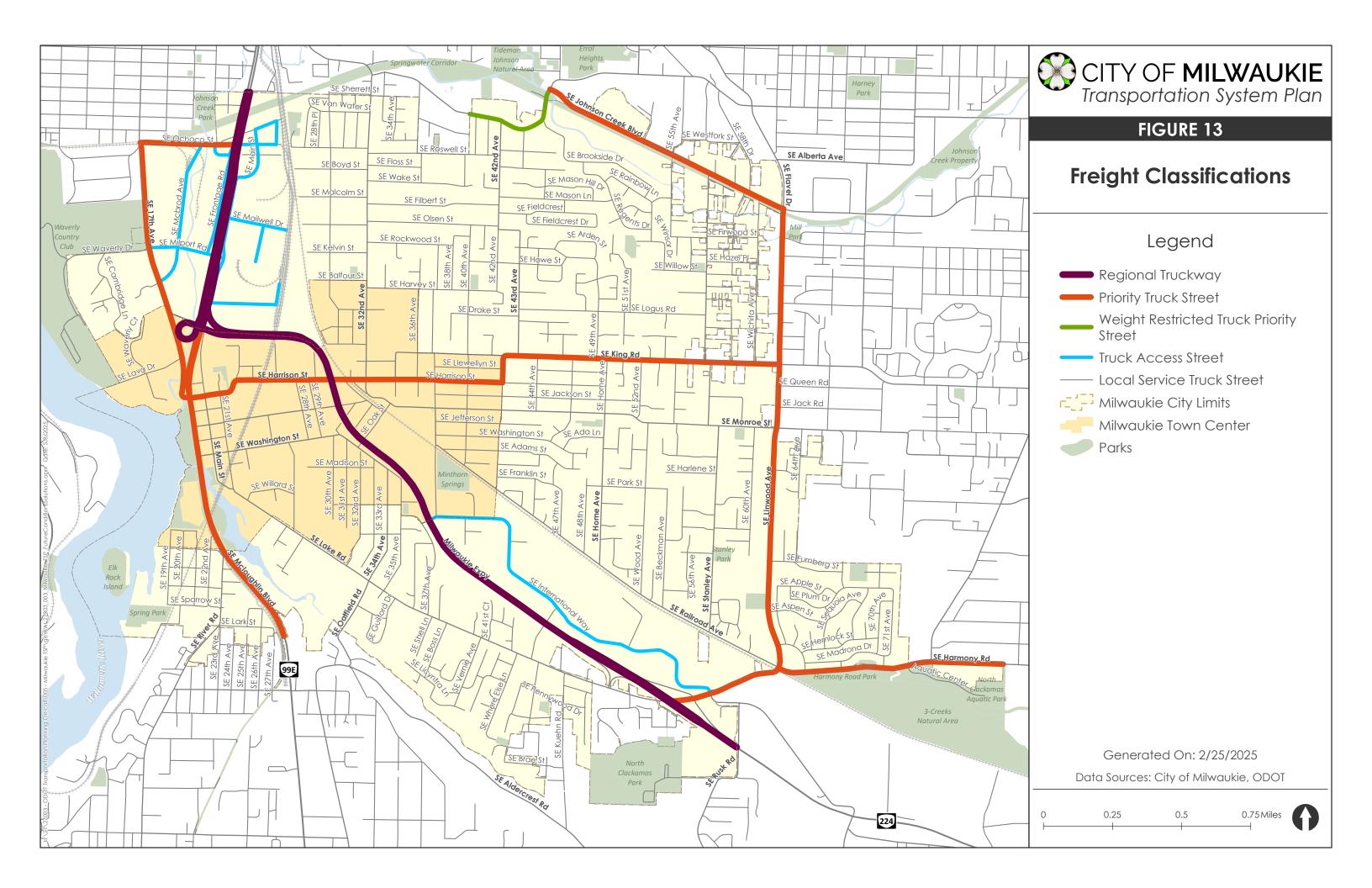












From: <u>Jacob Sherman</u>

To: OCR

Cc: <u>Emma Sagor</u>; <u>Joseph Briglio</u>; <u>Laura Weigel</u>; <u>Jennifer Garbely</u>

Subject: More info on "20 is plenty"

Date: Tuesday, September 16, 2025 9:14:43 PM

This Message originated outside your organization.

Hi Scott,

I am watching the City Council hearing tonight on the TSP and noted the conversation on reducing speeds to 20 MPH. Several Councilors seemed to have questions about the value of these vital safety policies that I'm hoping we can pass and implement quickly, so I wanted to pass along some resources for Council to consider. Will you please share this email with City Council?

Below are links to several findings about the value of reducing speed and how it improves safety for people walking and biking, which are key criteria in our TSP update.

At the very bottom, you'll find an evaluation that Portland did on its speed reduction efforts. While average speeds barely changed, the incidents of high-end speeding did drop substantially -- and those reductions are very important for the safety of people ages 8-80 on our streets.

20mph is Key to Vision Zero. No Fatal or Serious Injuries - 20's Plenty for Us

Injury to our human bodies above 20mph rises sharply to severe. 20mph is the inflection point of the graph of survivability. People, especially children and the elderly, make mistakes. As speeds reduce those mistakes aren't as serious. Taking avoiding action at a lower speed results in a near miss or slight injury. There are 7-10 times fewer fatalities if hit at 20mph compared to 30mph. Traffic can stop at half the distance (12m vs 23m). Small differences in speed make large differences in safety!

Safety Over Speed | Vision Zero Network

More than one-third of fatal crashes are speeding related. The most significant way to prevent traffic deaths and severe injuries is to manage speed for safety. In this series, we'll explain why speed matters most and how policymakers and roadway designers can prioritize safety over speed.

Celebrating Vision Zero Successes: Small Wins, Big Impact | Vision Zero Network

Madison, WI is making significant safety strides, in part, by lowering

speed limits. In 2021, the city launched its 20 is Plenty program, piloting speed limit reductions in two neighborhoods. The pilots proved successful, leading to significant crash reductions: 41% fewer in one of the neighborhoods and 44% in the other. In the webinar, we heard from Ali Heinritz, Madison's Vision Zero Co-Lead, that the pilot has been expanded to a citywide 20 is Plenty campaign, with speed limit reductions on nearly 60% of the city's 896 miles of streets. As a result, the City of Madison has seen a 58% reduction in fatalities in 2024 compared to the launch of Vision Zero in 2020. This is a result of speed limit reductions throughout the city, along with infrastructure safety improvements.

Seattle, WA has also improved street safety by reducing speed limits. As part of a 2018 pilot, speed limits on residential streets were reduced from 25 mph to 20 mph, and arterials from 30 mph to 25 mph. The city focused on increasing the density of speed limit signs across residential streets and arterials, without launching a major communication campaign or increasing enforcement. This simple change led to an 18% reduction in serious injury crashes and a 7% reduction in 85th percentile speeds, demonstrating the impact of improving driver awareness through signage alone. The success of this pilot showed that lowering speed limits could effectively reduce speeds and injuries, prompting the city to expand speed limit reductions the effort citywide. Within just one year, Seattle had lowered the posted speed limit on 70% of their arterial roadway network.

Report: City's new 20 mph signs have reduced top-end speeds – BikePortland

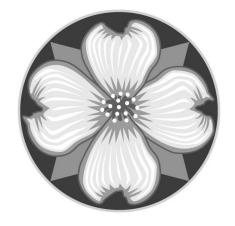
Beyond average speeds, the study looked at three specific speed behaviors: exceeding 25, 30, and 35 mph. This is where the results are most significant. In each scenario there was a "substantial reduction" in people going over those thresholds. From the study: "Specifically, there was a 15.9% reduction in odds of observing speeds greater than 25 mi/hr, a 33.6% reduction in odds of observing speeds greater than 30 mi/hr, and a 49.6% in odds of observing speeds greater

than 35 mi/hr." Based on that data, researchers claimed the speed limit reduction, "significantly decreases the odds of observed high speeds."

I hope the City Council finds this useful.

Best wishes, Jacob Sherman

jdbsherman@gmail.com | Cell: 971-570-7167



RS Agenda Item

9

Council Reports

RS 9. 9/16/25 Council Reports Mayor Batey

From: <u>Lisa Batey</u>

To: <u>City Council; Peter Passarelli; Adam Moore</u>
Subject: Council Report on this week"s DAC meeting
Date: Friday, September 12, 2025 3:19:22 PM

Attachments: 2025 0105 NCPRD System Plan Final Survey Report Comps by Geographic Area.pdf

Written comments explaining no vote on System Plan adoption.docx

Scott: please add this, and attachments, to the record for next Tuesday

All: [please do not reply all]

I will provide a more detail on this week's DAC meeting during Council Reports on Tuesday, but I did want to encourage you to watch the latter half of that meeting if you have time. The video is here: NCPRD District Advisory Committee (DAC) - September 10, 2025

The System Plan presentation begins at about the 26-minute mark.

At the 37-minute mark the consultant talks about the 43% of surveys that asked for moving up MBP to short-term priority and then the prioritization criteria (which, as you will see from my questioning later, they have not documented anywhere in the plan or appendices).

This is probably where I suggest starting to listen, if you don't have time to listen to the whole thing.

The DAC questions, discussion and public comment begins around the 42-minute mark.

After the meeting, one member, Joshua Fisher, sent his explanation for why his concerns about failure to prioritize ADA work led him to vote against recommending approval. I am attaching his very cogent and moving comments here.

I also sent the DAC a clarification on what I thought has been a misleading conversation about distinctions between Milwaukie residents and unincorporated residents on Milwaukie Bay Park. See below.

Thanks,

Lisa

From: Lisa Batey

Sent: Friday, September 12, 2025 3:07 PM

To: 'Stead, Jessica' <JStead@ncprd.com>; BCS - markport <markport@hotmail.com>; Daniel Diehl <diehldraws@gmail.com>; BCS - Grover Bornefeld <citizengjb@gmail.com>; James Sherman <james.michael.sherman@gmail.com>; BCS - jwbpdx <jwbpdx@hotmail.com>; Joshua Fisher <mrjoshuafisher@gmail.com>; Linda Neumann <neumannlk48@gmail.com>; Mayernik, Anthony

<AMayernik@clackamas.us>; NCP - Jeanette DeCastro <decastro.jeanette@gmail.com>; Savas, Paul
<PSavas@clackamas.us>; Sheila Shaw <mathmom227@comcast.net>

Cc: Reome, Erin <EReome@ncprd.com>; Selley, Kia <KSelley@ncprd.com>

Subject: correcting the record about survey distinctions between Milwaukie and unincorporated areas

Happy Friday, DAC members -

I wanted to raise this point at our meeting on Wednesday, but in light of time constraints decided to hold off and raise over email.

Much was said at the meeting about distinctions between input from Milwaukie residents in contrast to input from residents of the unincorporated area. But I think that is misleading, because as Erin told us, this was based on self-identification on the survey. We know, from a myriad of situations way beyond parks, that there are people living in the Oak Grove area, and also to the east of Milwaukie, who identify as Milwaukie residents even though they do not live within City of Milwaukie limits. A better way to distinguish would be to ask for zip codes – the 97222 zip code does not match perfectly with Milwaukie city limits, but it's pretty close. [It's noteworthy that NCPRD's new property on Monroe is actually in 97222.] We know, and the survey data here confirms, that lots of people living in the 97267 identify as Milwaukie residents, but they are not.

For clarity, I am breaking this down between the "2025 survey" and the "2024 survey." The 2025 survey went out earlier this summer asking for feedback on the draft System Plan, had 216 responses, and has not been the subject of any formal report. The 2024 survey was a much more detailed survey which was open most of the summer of 2024 early in the System Plan development process, and resulted in a detailed report, available here: 2022 Report of Results [not sure why this says 2022, but the face of the document makes clear it is 2024]

2025 Survey

In discussing this survey at Wednesday's meeting, consultant Anna Laybourn said that 43% of respondents asked that Milwaukie Bay Park (MBP) be moved to the short-term priority list. She said (1hr 12min mark of meeting video) that 21 of those responses were from non-Milwaukie residents. Just doing the math, 43% of 216 = 93 responses. From a total of 93 responses, 21 is almost 23% of those advocating for prioritizing MBP as being outside the City limits. But again, that's based on self-identification, so the percentage is surely higher.

2024 Survey

At Wednesday's meeting, Director Savas made reference to some information that was shared with me, but apparently not with the whole DAC, regarding the breakdown of responses to the 2024 Survey. I am attaching that document, which I received three weeks ago. It does show columns for Milwaukie and unincorporated, but as Erin told us, this was based on self-identification by survey respondents. There are a few things to point out about the data here:

- The attached document does NOT reflect how many survey respondents were in each category. But in full report at the link above, the appendix at page 21 indicates that 75% of survey respondents identified as Milwaukie residents. That alone is a pretty good indication that people outside of Milwaukie were incorrectly identifying as Milwaukie residents, given that Milwaukie residents constitute only 20% of district residents.
- Question 2 of the attached survey breakdown does indicate that 41% of Milwaukie residents listed MBP as among the three NCPRD sites they visit most frequently, while no one outside of Milwaukie did so. Even with that, MBP ranked overall as second only to the Aquatic Park in terms of most-visited facilities. This is the *only* question that referenced MBP or other specific parks. There is no question about what parks residents would prioritize.
- Most telling of all in terms of the weaknesses in the Milwaukie/unincorporated analysis is probably the response in question 2 that indicates that 15% of Milwaukie respondents named Risley Park as one of the three facilities they visit most often, while no one who identified as living in the unincorporated area did so. That makes no sense. Risley Park is further south than the Concord property and well over a mile outside Milwaukie city limits. It is a popular park for dog walking, tennis, pickleball, basketball and picnicking by the neighbors all around, who live outside of Milwaukie.

In sum, I think this discussion and effort to say that only Milwaukians care about Milwaukie Bay Park is a disservice to residents of Oak Grove and probably also of neighborhoods east of Milwaukie. Such an assertion is clearly not supported by the record here.

Thanks for reading, and enjoy the beautiful weekend.

Lisa M. Batey

Mayor, City of Milwaukie

Email: bateyl@milwaukieoregon.gov

Message line: 503-786-7512

Comparisons by Geographic Area

TABLE 54: QUESTION 1

		Area	
	Milwaukie	Unincorporated	
How often do you visit NCPRD's parks or recreational facilities?	(A)	(B)	(A)
Daily	9%	4%	7%
Several days a week	21%	18%	20%
Once a week	16%	16%	16%
Several times a month	20%	17%	19%
Once a month	8%	12%	9%
A few times a year	21%	28%	24%
Never	5%	5%	5%

TABLE 55: QUESTION 2

		Area	Overall
Which of NCPRD's parks, trails, and recreation facilities do you frequent most	Milwaukie	Unincorporated	
often? (Select up to three.)	(A)	(B)	(A)
Alma Myra Park	6%	1%	4%
		9%	
		Α	
Altamont Park	2%		4%
Ann-Toni Schreiber Park	3%	1%	2%
Boardman Wetlands Nature Park	5%	1%	3%
Ella V. Osterman Park	0%	6%	2%
Furnberg Park	3%	0%	2%
Harmony Road Neighborhood Park	5%	9%	7%
Heddie Notz Park	2%	0%	1%
Homewood Park	7%	0%	4%
Mill Park	2%	7%	4%
Milwaukie Bay Park	41%	0%	27%
	20%		
M' 1: 0	В	004	4.50
Milwaukie Community Center		8%	16%
Minthorn North Natural Area	2%	1%	2%
North Clackamas Aquatic Park	27%	35%	30%
North Clackamas Park	26%	27%	26%
Oak Bluff Trail	1%	2%	1%
Pfeifer Park	0%	19%	7%

		Area	Overall
Which of NCPRD's parks, trails, and recreation facilities do you frequent most	Milwaukie	Unincorporated	
often? (Select up to three.)	(A)	(B)	(A)
		24%	
Pioneer Park	10/	Α	00/
	1% 15%	0%	9% 10%
Risley Park Rivervilla Park	8%	0%	5%
Robert Kronberg Park	4%	0%	2%
Rose Creek Trail	0%	9%	3%
		13% A	
Sieben Park	0%	A	5%
Spring Park	4%	0%	3%
Stanley Park	2%	2%	2%
	7%		
Stringfield Family Park	В	1%	5%
Summerfield Park	0%	3%	1%
Sullillerileiu Faik	0 %	14%	1 /0
		14% A	
Trillium Creek Park	2%	,	6%
	33%		
Trolloy Troil	В	8%	24%
Trolley Trail Wichita Park	7%	6%	7%
Water Tower Park	14%	0%	9%
Other	4%	8%	6%

TABLE 56: QUESTION 4

		Overall	
Have you ever participated in any programming (youth/adult) or adaptive and	Milwaukie	Unincorporated	
inclusive recreation offered by NCPRD?	(A)	(B)	(A)
No	67%	76%	70%
Yes	33%	24%	30%

TABLE 57: QUESTION 5

	Area		Overall
What would encourage you to participate in the programs offered by NCPRD in	Milwaukie	Unincorporated	
the future?	(A)	(B)	(A)
Different types of programs	32%	28%	31%
Wider variety of program dates/times	44%	35%	41%

	Area		Overall
What would encourage you to participate in the programs offered by NCPRD in	Milwaukie	Unincorporated	
the future?	(A)	(B)	(A)
Location of programs closer to home	24%	33%	27%
Online registration/scheduling	35%	32%	34%
	13%		
Childcare options for adult programs	В	4%	10%
Reduced cost to participate	29%	29%	29%
Improved communication about programming	51%	40%	47%
Other	9%	8%	8%

TABLE 58: QUESTION 7

	Area		Overall
What are the most common ways you or someone in your household uses	Milwaukie	Unincorporated	
NCPRD's parks and recreation system?	(A)	(B)	(A)
Enjoying nature, wildlife, etc.	74%	71%	73%
Walking, hiking, running on trails/multi-use paths	73%	82%	76%
Biking on trails/multi-use paths	30%	23%	28%
Fitness classes (yoga, aerobics, etc.)	18%	14%	17%
Art, dance, music classes, etc.	12%	11%	11%
Social services (Meals on Wheels, healthy seminars, tax aid, etc.)	8%	7%	7%
		57%	
Outdoor play/playgrounds	38%	A	45%
Group gatherings (picnics, BBQ's, etc.)	26%	22%	24%
Dog walking/ off-leash dog play	31%	30%	31%
Leagues, clubs, or other organized group activities	8%	6%	7%
Field sports (baseball, soccer, softball, lacrosse)	11%	13%	12%
		16%	
Court sports (basketball, tennis, pickleball, etc.)	6%	А	10%
Swimming/aquatics	35%	37%	36%
Events (movies, concerts, cultural events etc.)	28%	23%	26%
I/We don't use NCPRD's park and recreation system	4%	3%	3%
Other	1%	0%	0%

TABLE 59: QUESTION 9

	Area		Overall
What is the maximum distance you are willing to walk, roll, or bike to a park,	Milwaukie	Unincorporated	
playground, greenway/trail, or recreation facility?	(A)	(B)	(A)
Quarter mile (approx. 5-minute walk)	9%	9%	9%
Half mile (approx. 10-minute walk)	18%	16%	18%
Three-fourth mile (approx. 15- minute walk)	14%	16%	15%
One mile (approx. 20- minute walk)	28%	31%	29%
2 miles or more	26%	24%	25%
None / Not applicable	5%	3%	5%

TABLE 60: QUESTION 10

What are the top 3 (three) things, if any, that have prevented you or other		Area	Overall
household members from using NCPRD's parks, recreation facilities, trails, and	Milwaukie	Unincorporated	
natural areas?	(A)	(B)	(A)
Nothing prevents our usage	27%	31%	29%
		45%	
W. I. de I	000	Α	0.60
We don't know about parks, programs, or events	32%		36%
Weather constraints	21%	29%	24%
Don't offer the programs or amenities we want	7%	8%	8%
Facilities are often booked or overcrowded	9%	11%	10%
Insufficient maintenance or cleanliness	5%	3%	4%
Too far to travel/lack of transportation	9%	9%	9%
Security concerns/do not feel safe	9%	10%	9%
Do not feel welcome/lack of belonging	2%	3%	2%
Difficult to get to or lacks parking	7%	6%	7%
Lack of signage or hard to find	5%	4%	4%
Lack of translation/language barriers	0%	0%	0%
Lack of computer access for registration	0%	0%	0%
Cost of participation	10%	8%	10%
Other non-NCPRD facilities work better for me/my family	3%	3%	3%
Lack of accessible spaces and/or amenities	4%	4%	4%
The hours are not convenient for me	14%	16%	15%
Other	12%	6%	10%

TABLE 61: QUESTION 12

	Area		Overall
Please rate the existing condition of the following types of properties managed	Milwaukie	Unincorporated	
by NCPRD (percent excellent or good).	(A)	(B)	(A)
Larger parks with a variety of amenities (i.e. North Clackamas Park, Milwaukie Bay Park, Pfiefer Park, Stringfield Park, and others)	88%	87%	88%
Smaller parks serving the neighborhood (i.e. Ardenwald Park, Altamont Park, Harmony Road Neighborhood Park, and others)	72%	74%	73%
Natural areas and trails (i.e. Boardman Wetlands Nature Park, Spring Park, Trolley Trail, and others)	78%	81%	79%
Community and recreation facilities (North Clackamas Aquatic Park, Milwaukie Community Center, and Concord Property)	82%	91%	85%

TABLE 62: QUESTION 14

	Area		Overall
What 3 (three) types of improvements are most needed to help get people to	Milwaukie	Unincorporated	
parks/facilities?	(A)	(B)	(A)
Safe street crossings	23%	21%	22%
Development of additional trails	28%	37%	31%
Accessibility improvements (i.e. ADA ramps, braille signage, etc.)	15%	13%	15%
Build community awareness of where to go	48%	52%	50%
More communication about amenities and programs	45%	55%	48%
Bicycle connectivity improvements/additions	19%	14%	17%
	30%		
Sidewalk improvements/additions	В	12%	24%
Public transit	10%	9%	9%
Signage	9%	9%	9%
Parking	18%	25%	21%
Other	6%	3%	5%

TABLE 63: QUESTION 16

		Area		
What 5 (five) types of parks and facilities do you want to see prioritized in the	Milwaukie	Unincorporated		
future?	(A)	(B)	(A)	
Natural areas and conserved open space	53%	58%	55%	
Community gardens	22%	27%	24%	
	12%			
	В			
Environmental education areas		3%	9%	
Ecological restoration	23%	25%	24%	

	Area		Overall
What 5 (five) types of parks and facilities do you want to see prioritized in the	Milwaukie	Unincorporated	
future?	(A)	(B)	(A)
		71%	
To the Comment to a 1-12 to a road on 18 com	E 40	Α	600
Trails for walking, biking, and rolling	54%	100	60%
Play equipment for toddlers and young kids (2-5yrs)	18%	12%	16%
Play equipment for kids (5-12yrs)	21%	16%	19%
Play equipment for people with disabilities	11%	8%	10%
Spaces for teens	9%	9%	9%
	34% B		
Spray water play/splash pads	D	21%	29%
Ways to access to the river (boat launches, beaches, etc.)	29%	28%	29%
Indoor play spaces	10%	12%	11%
Multicultural spaces	8%	3%	6%
Community disaster preparedness center(s)	8%	3%	6%
All-weather turf fields	3%	6%	4%
Sport Fields (Soccer/Football/Softball/Baseball)	4%	4%	4%
Outdoor Sport Courts (Tennis/Pickleball/Basketball)	11%	17%	13%
Gymnasiums (basketball, volleyball, indoor courts)	3%	7%	4%
Open grass fields for flexible play	4%	5%	4%
Golf	3%	5%	4%
		17%	
		Α	
Indoor swimming and aquatics	9%		12%
Outdoor swimming and aquatics	13%	13%	13%
Indoor community gathering spaces	2%	0%	1%
Skateboard, roller skating, or scootering features	6%	5%	6%
Bike skills park/BMX	3%	2%	3%
Dog parks	10%	12%	11%
Restroom facilities	22%	19%	21%
Picnic areas	9%	10%	9%
Outdoor covered areas	13%	12%	12%
Large group gathering areas/special event venues (event plaza, pavilion, green,	2.52		
amphitheater)	11%	5%	9%
	13%		
Displays of arts, history, and culture	В	5%	10%
Other	2%	1%	2%

TABLE 64: QUESTION 18

	Area		Overall
For which 3 (three) age ranges would you like to see more	Milwaukie	Unincorporated	
programming/services provided for?	(A)	(B)	(A)
Pre-Kindergarten (5 and under)	33%	27%	31%
Youth (age 12 and under) recreation and sports programs	47%	41%	45%
Teen (age 13 to 19) recreation and sports programs	47%	50%	48%
Adult (age 20 to 61) recreation and sports programs	51%	56%	53%
Older adult (age 62 and over) recreation and sports programs	47%	55%	50%

TABLE 65: QUESTION 19

	Area		Overall
What types of programs/services would you like to see prioritized in the	Milwaukie	Unincorporated	
future? Select top 5 (five) programs/services.	(A)	(B)	(A)
Arts and crafts	28%	20%	25%
Classes about safety and emergency preparedness	23%	27%	24%
Classes or events to bring cultures together	24%	26%	25%
Computer and technology programs	15%	16%	15%
Cultural events and arts programs	24%	26%	25%
Environmental education	23%	17%	21%
Food growing, preparation, preserving	37%	38%	37%
Inclusive/adaptive programs	9%	5%	8%
Language classes	14%	13%	13%
LGBTQIA+ events	8%	10%	9%
Meals programs for residents in need	16%	17%	17%
Movie events	18%	20%	18%
Music events	41%	34%	38%
Opportunities to volunteer to support the parks system	15%	21%	17%
Outdoor education, nature exploration, and outdoor recreation skills building	33%	23%	29%
Programs for people with low household income	23%	19%	21%
Programs for people with special needs (support all abilities and developmental needs)	13%	8%	12%
Social services for seniors (flu shots, tax preparation, etc.)	13%	14%	14%
Swimming and aquatics	31%	22%	28%
	20%		
	В		
Youth summer camps		10%	16%
Other	1%	4%	2%

TABLE 66: QUESTION 21

	Area		Overall
How important do you think it is for NCPRD to invest in the following in the	Milwaukie	Unincorporated	
next twenty years in response to community growth?	(A)	(B)	(A)
Increase resources devoted to maintenance	66%	72%	68%
Increase resources for recreation programs, events, and activities	50%	49%	50%
Complete undeveloped parks	61%	63%	62%
Renovate and upgrade existing parks, recreation facilities, and natural areas	51%	56%	53%
Build significant additional indoor recreation/community center facilities	24%	27%	25%
	37%		
Add or replace significant outdoor amenities such as outdoor pool, amphitheater/pavilion, sports fields/courts, etc.	В	24%	33%
Expand the park system by acquiring property for future parks, facilities, open			
space, or trails	42%	54%	46%
Increase amount of larger destination parks	28%	20%	25%
Increase amount of smaller neighborhood parks	53%	47%	51%
Other	30%	50%	38%

TABLE 67: QUESTION 23

		Area	
What are the top 5 (five) most important things that you feel parks and	Milwaukie	Unincorporated	
recreation spaces and programs should bring to the District in the future?	(A)	(B)	(A)
Provide places for people of all ages and abilities to play	60%	69%	63%
Make the district more attractive to live, work and do business	39%	35%	37%
Provide places and programs for people to improve their health and fitness	46%	48%	46%
	52%		
Provide places and events for people to come together as a community	В	34%	46%
Provide ecosystem benefits and non-human habitat areas	37%	31%	35%
		45%	
Contribute to a more beautiful community	29%	А	35%
Provide opportunities to spend time outdoors and connect with nature	52%	54%	53%
	26%		
	В		
Offer recreation and programs for lower income community members		5%	18%
Provide spaces and programs for sports team play and skill development	14%	9%	12%
Promote appreciation and preservation of culture and heritage	11%	10%	10%
Attract visitors and/or promote tourism	6%	7%	7%
Provide trails and pathways for improved exercise, connectivity and transportation	42%	47%	44%
Protect natural environments and provide environmental resiliency	40%	40%	40%

		Area	Overall
What are the top 5 (five) most important things that you feel parks and	Milwaukie	Unincorporated	
recreation spaces and programs should bring to the District in the future?	(A)	(B)	(A)
None	0%	0%	0%
Other	0%	3%	1%

TABLE 68: QUESTION 25

	Area		Overall
How likely would you be willing to support additional funding and spending for	Milwaukie	Unincorporated	
parks and recreation improvements in the future?	(A)	(B)	(A)
Very likely	43%	42%	43%
Somewhat likely	35%	30%	33%
Somewhat unlikely	8%	9%	8%
Very unlikely	9%	12%	10%
Not sure/Don't know	5%	7%	6%

TABLE 69: QUESTION 38

	Area		Overall
How do you prefer to receive information on District news, projects, programs	Milwaukie	Unincorporated	
and events?	(A)	(B)	(A)
Email	59%	64%	61%
Text	13%	17%	14%
	34% B		
Website		22%	30%
	60% B		
Mailer		34%	51%
	31% B		
Printed program guide		14%	25%
Online/PDF program guide	25%	24%	25%
Facebook	18%	10%	15%
Instagram	11%	8%	10%
TikTok	7%	2%	5%
Staff presentations to community groups (Neighborhood Associations, Community Planning Organizations, etc.)	8% B	2%	6%
Other	5%	3%	4%

Written comments explaining no vote on System Plan adoption

Dear NCPRD Staff, DAC Members, and NCPRD Board of Directors,

I voted "no" tonight on recommending the system plan draft for adoption because accessibility was not prioritized adequately. While I commend the inclusion of accessibility improvements in the short-term projects, placing the accessibility audit in the 5–10 year range is unacceptable.

The audit itself does not make parks accessible. Once complete, its recommendations would still require budgeting, approvals, bidding, and construction, delaying real improvements well beyond the 5–10 year window. By 2030, it will have been 40 years since both the ADA and NCPRD were established. I will, hopefully, also be 40 years old in 2030. After four decades, to only begin preparing for accessibility improvements is a fundamental failure.

As a disabled person, have felt these gaps in accessibility personally. For example, up until this past year, I needed to use a cane every day to get around due to some mobility disabilities I was experiencing. While visiting a park with my child, she needed help on one of the play structures. There was no ramp to get into the area with the bark dust. When stepping down from the concrete to the bark dust, the distance was so far that my balance was off and I ended up falling on my face. Luckily, the only witness to this was my child who expressed concern and came to help me, even though I was supposed to be helping her. I was mostly uninjured and so we laughed it off. What might seem like a small inconvenience to some (no ramp access to the playground) meant a bit of soreness and embarrassment for me. Experiences like this remind me that inaccessibility is not an abstract issue, it affects our ability to be part of community life right now.

The ADA is not optional. It is the law of the land that NCPRD, as a government entity, must comply with. Yet many of our parks remain inaccessible: children who use walkers struggle to navigate the playgrounds, sensory-friendly play options are limited, and it is unclear if we can even provide basic accommodations such as ASL interpretation for public meetings (the public meetings page of the website does not mention what someone should do if they need interpretation services at our DAC meetings, for example). Yes, progress has been made: the accessible play equipment at Alma Myra Park and sensory-friendly swim events at North Clackamas Aquatic Park are wonderful steps. But accessibility for some, not all, has been the reality for disabled people for decades. How many more decades will it take for all residents to enjoy our public parks and community centers equitably?

Recent service cuts at the Milwaukie Community Center further underscore this concern. Older adults, who are more likely to be disabled, lost vital transportation and programming. When budget cuts and delayed audits align, the effect is compounded: disabled residents are consistently the ones asked to wait.

Judith Heumann once said, "The truth is, the status quo loves to say no. It is the easiest thing in the world to say no, especially in the world of business and finance. But for the first time we were discussing civil rights, and no other civil rights issue has ever been questioned because of the cost." Accessibility is a civil rights issue. Disability can affect anyone, at any time. Prioritizing accessibility is not only the right thing to do for those already disabled, but also for every community member who may one day join the ranks of the disabled community.

Thank you for taking the time to read my comments. I hope they are received in the spirit intended: as an urgent but constructive call to center accessibility in this system plan. I welcome any questions or further discussion by email or phone.

Best wishes,
Josh Fisher, MPA
They/Them
DAC member, Sub Area 4

From: <u>Lisa Batey</u>
To: <u>City Council</u>

Subject: Hillside floor plans and site views

Date: Monday, September 15, 2025 6:32:57 PM

Attachments: image001.pnd

Hillside Park - Stakeholder Design Package - 2025.09.15.pdf

Scott: Please add to the packet under Council Reports.

All: [Please do not reply all]

I previously mentioned that Councilor Khosroabadi and I got a preliminary tour of Hillside last month. I asked the developer to give us an electronic copy of the handouts we got that day, which show the current and second phase of Hillside which will start construction in 2026. Attached, FYI.

--Lisa

From: Grein, Nate <ngrein@related.com>
Sent: Monday, September 15, 2025 4:25 PM

Subject: RE: Hillside Park

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This Message originated outside your organization.

Hi Mayor Batey,

Please see the attached rendering and site plan package, including all of the requested information. Please note that this is a point in time based on the latest information and subject to change as the projects continue to evolve.

If you need anything else, please don't hesitate to reach out!

All the best, Nate

Nate Grein

Senior Development Associate

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Hillside Park - Buildings D&E



Hillside Park - Buildings D&E





