

**Regular Session**

**RS**

**Milwaukie City Council**

**COUNCIL REGULAR SESSION**

City Hall Council Chambers, 10501 SE Main Street  
& Zoom Video Conference ([www.milwaukieoregon.gov](http://www.milwaukieoregon.gov))

**REVISED AGENDA**

OCTOBER 21, 2025

(Revised October 16, 2025)

**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](http://www.milwaukieoregon.gov).  
Written comments may be delivered to City Hall or emailed to [ocr@milwaukieoregon.gov](mailto:ocr@milwaukieoregon.gov).

**Note:** agenda item times are estimates and are subject to change.

Page #

1. **CALL TO ORDER** (6:30 p.m.)

- A. **Pledge of Allegiance**
- B. **Native Lands Acknowledgment**

2. **ANNOUNCEMENTS** (6:31 p.m.)

1

3. **PROCLAMATIONS AND AWARDS**

- A. **None Scheduled.**

**Agenda Order Change:** Council will take community comments, agenda item 5, before the special reports, agenda item 4. The time estimates below reflect this change.

5. **COMMUNITY COMMENTS** (6:35 p.m.)

6

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](mailto:ocr@milwaukieoregon.gov)), or in person to city staff.**

4. **SPECIAL REPORTS**

A. **New Business Introductions** (6:40 p.m.)

Presenters: The Little Blue Store  
Toolbox Gallery  
Circus Upcycled  
1847 Food Park

B. **Clackamas County Water Environment Services (WES) – Annual Report**

(7:20 p.m.)  
Presenter: Greg Geist, WES Director

6. **CONSENT AGENDA** (7:50 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.

A. **Approval of Council Meeting Minutes of:**

13

- 1. **September 9, 2025, study session,**
- 2. **September 16, 2025, work session, and** (removed from the agenda)
- 3. **September 16, 2025, regular session.** (removed from the agenda)

6. **CONSENT AGENDA (continued)**
  - B. **Adoption of Updated Park and Recreation Board Bylaws – Resolution** 16
  - C. **Authorization of a Transit Van with Camera Equipment – Resolution** 24
  - D. **Additional Authorization for the Ardenwald North Improvements Project – Resolution** 27
7. **BUSINESS ITEMS**
  - A. **Annexation of 5815 Laural Street (A-2025-003) – Ordinance** (7:55 p.m.) 31  
Staff: Ryan Dyar, Associate Planner
  - B. **Transportation System Plan (TSP) Update Project – Discussion** (8:00 p.m.) 57  
Staff: Laura Weigel, Community Development Director, and Jennifer Garbely, City Engineer
  - C. **Parks District Intergovernmental Agreements – Discussion** (9:00 p.m.)  
Staff: Emma Sagor, City Manager
8. **PUBLIC HEARINGS**
  - A. **None Scheduled.**
9. **COUNCIL REPORTS** (9:20 p.m.)
10. **ADJOURNMENT** (9:30 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 [ocr@milwaukieoregon.gov](mailto:ocr@milwaukieoregon.gov) or phone at 503-786-7502. To request Spanish language translation services email [espanol@milwaukieoregon.gov](mailto:espanol@milwaukieoregon.gov) at least 48 hours before the meeting. Staff will do their best to respond in a timely manner and to accommodate requests. Most Council meetings are broadcast live on the [city’s YouTube channel](#) and Comcast Channel 30 in city limits.

**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](mailto:ocr@milwaukieoregon.gov) o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a [espanol@milwaukieoregon.gov](mailto:espanol@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.



## COUNCIL REGULAR SESSION

City Hall Council Chambers, 10501 SE Main Street  
& Zoom Video Conference ([www.milwaukieoregon.gov](http://www.milwaukieoregon.gov))

2435<sup>th</sup> Meeting

## MINUTES

OCTOBER 21, 2025

**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  
Ciara Fox, Economic Development Coordinator  
Jennifer Garbely, City Engineer  
Justin Gericke, City Attorney  
Emma Sagor, City Manager

Gabriela Santoyo Gutierrez, Equity & Inclusion Coordinator  
Scott Stauffer, City Recorder  
Laura Weigel, Community Development Director

**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** remarked on a recent gathering of regional mayors in support of the City of Portland's challenges dealing with federal immigration actions in that city.

**Mayor Batey** announced upcoming activities, including open houses for the Monroe Greenway project, the city manager, and Council President Anderson, the opening of a new warming shelter at St. John the Evangelist Episcopal Church, the annual Trick-of-Treat on Main Street event, the Ledding Library's fall author series, a Hector Campbell Neighborhood Trick-or-Treat event, and a community Day of the Dead event.

**Mayor Batey** read a fall pollinator themed haiku poem.

### 3. PROCLAMATIONS AND AWARDS

**A. None Scheduled.**

**Mayor Batey** announced that due to scheduling requests, Council would move to item 5. Community Comments before the special reports.

### 5. COMMUNITY COMMENTS

**Sagor** reviewed correspondence about the Harrison & Main Lot, traffic safety cameras, and a proposal to start a community free store that had been received, and in response to October 7 comments, provided an overview of incidents at the library, noting that staff had responded appropriately. **Mayor Batey**, **Sagor**, and **Councilor Khosroabadi** remarked on the library incidents. **Mayor Batey** reviewed the comment procedures.

**Dave Aschenbrenner**, Milwaukie resident, encouraged the Milwaukie Police Department (MPD) to proactively enforce parking regulations in residential areas, asked for clarity on where vehicles can park on Home Avenue, and noted that October 26 would be the final Milwaukie Farmers Market of the season.

**Elvis Clark**, Ardenwald/Johnson Creek Neighborhood District Association (NDA) transportation representative, expressed neighborhood concern about traffic safety incidents at 37<sup>th</sup> Avenue and Harrison Street and encouraged the city engineer to look at safety improvements at the intersection.

**Debra Torres**, Milwaukie resident, remarked on the incidents at the library and expressed support for the federal immigration actions in the City of Portland.

**4. SPECIAL REPORTS**

**A. New Business Introductions**

Owners and representatives of the Little Blue Store, Toolbox Gallery, Circus Upcycled, and 1847 Food Park, introduced themselves and provided updates on their business activities. Council asked questions about services provided, upcoming events, and when the food park planned to open.

**B. Clackamas County Water Environment Services (WES) – Annual Report**

**Geist** provided WES’ annual report to the city, reviewing the agency’s mission, governance structure, rates structure, master and capital plans, and work to improve the Tri-City Water Resource Recovery Facility. The group remarked on the branding and outreach effort related to the Tri-City improvements.

**Geist** discussed WES’ efforts to reduce odors around the Kellogg Creek Water Resource Recovery Facility in Milwaukie. **Mayor Batey** and **Geist** remarked on the recent increase of odor from the Kellogg plant.

**Geist** reported on the Intertie 2 Pump Station improvements project, a new centrifuge and administration building projects at the Kellogg plant, a tree planting event at Milwaukie Bay Park, and how WES is testing and addressing perfluoroalkyl and polyfluoroalkyl substances (PFAS) concerns.

**Geist** and **Mayor Batey** noted how WES works with the city through events, activities, facility tours, and utility billing discount programs. They commented on water quality testing WES does and how those test results could be shared with the community. **Sagor** expressed the city’s interest in working with WES on water quality reporting.

**Councilor Khosroabadi** thanked **Geist** and WES for their work. Mayor Batey thanked WES for working with the city on the utility billing low-income assistance program.

**6. CONSENT AGENDA**

It was moved by Councilor Stavenjord and seconded by Councilor Khosroabadi to approve the Consent Agenda as presented.

- A. City Council Meeting Minutes:**
  - 1. **September 9, 2025, study session,**
  - 2. ~~September 16, 2025, work session, and~~
  - 3. ~~September 16, 2025, regular session.~~ (removed from the agenda)
- B. Resolution 41-2025: A resolution of the City Council of the City of Milwaukie, Oregon, amending the Milwaukie Parks and Recreation Board (PARB) Bylaws.**
- C. Resolution 42-2025: A resolution of the City Council of the City of Milwaukie, Oregon, acting as the Local Contract Review Board, authorizing the purchase of a 2025 Ford electric transit van with camera equipment.**

**D. Resolution 43-2025: A resolution of the City Council of the City of Milwaukie, Oregon, acting as the Local Contract Review Board, authorizing an increase in the project authorization for a public improvement contract with Lands & Landis Construction, LLC for the Ardenwald North Improvements Project (CIP-2021-W61).**

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

## **7. BUSINESS ITEMS**

### **A. Annexation of 5815 SE Laural Street (A-2025-003) – Ordinance**

**Weigel** explained that Council was asked to approve the annexation ordinance.

**It was moved by Councilor Khosroabadi and seconded by Councilor Stavenjord for the first and second readings by title only and adoption of the ordinance annexing a tract of land identified as Tax Lot 1S2E30AD04500 and located at 5815 SE Laural Street into the city limits of the City of Milwaukie (File #A-2025-003). Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [5:0]**

**Sagor** read the ordinance two times by title only.

**Stauffer** polled the Council with Councilors Anderson, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [5:0]

#### **Ordinance 2257:**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, ANNEXING A TRACT OF LAND IDENTIFIED AS TAX LOT 1S2E30AD04500 AND LOCATED AT 5815 SE LAUREL STREET INTO THE CITY LIMITS OF THE CITY OF MILWAUKIE (FILE #A-2025-003).**

**Mayor Batey** recessed the meeting at 8:12 p.m. and reconvened at 8:20 p.m.

**Mayor Batey** announced that per scheduling requests, Council would proceed to agenda item 7. C. and then 7. B.

### **C. Parks District Intergovernmental Agreements (IGAs) – Discussion**

**Sagor** provided an overview of and update on the city’s ongoing negotiations with the North Clackamas Parks and Recreation District (NCPRD) Board, which is the Clackamas Board of County Commissioners, regarding IGAs for Milwaukie Bay Park (MBP) Phase 3 construction and the maintenance of all parks in Milwaukie city limits. As of October 21, the NCPRD Board had verbally proposed beginning separation proceedings for the city to leave the district with \$3.1 million in system development charge (SDC) funds and \$2.5 million in Metro Local Share funds for MBP.

**Councilor Massey, Mayor Batey, and Sagor** reviewed and remarked on the city’s draft counter proposals that focused on the city and NCPRD continuing to prioritize funding and building MBP Phase 3 and did not discuss the possibility of the city leaving the district. They noted the district would need to ask voters for more funding for the district.

The group appreciated the work of city and district staff on the IGAs and discussed how to respond to the NCPRD Board proposal and how to complete the MBP project. They

discussed asking the NCPRD Board to put their verbal proposal in writing while also providing the city’s counter proposal to the district in writing.

**Council President Anderson, Mayor Batey, and Sagor** remarked on whether the city should leave the district and the possibility that the district will ask voters to recreate the district into a different governance structure with a higher tax rate. **Councilor Massey** encouraged Council to focus on MBP and not district governance.

**Sagor** summarized Councilor Stavenjord’s proposal to send a letter asking the district to put their verbal proposal be in writing and restating the city’s request for a formal position on the drafted IGAs from the NCPRD Board by November 1. Council remarked on the wording of the letter and the city’s position, and it was Council consensus to send the proposed letter to the NCPRD Board.

**Mayor Batey** noted the NCPRD Board meets at the Milwaukie Community Center in the next week and asked Council to consider attending that meeting.

**Councilor Massey** left the meeting at 9:20 p.m.

**B. Transportation System Plan (TSP) Update Project – Discussion**

**Weigel** reviewed changes to the updated TSP since the last Council discussion and reported that the TSP Advisory Committee (TSPAC) had held its final meeting.

**Mayor Batey and Council President Anderson** asked why the TSPAC had proposed moving Project P110, a pedestrian project on 37<sup>th</sup> Avenue, to the Tier 1 list. **Weigel** reported the change had been based on a TSPAC member request. **Matt Hughart, Kittelson & Associates,** reported that the TSP project lists, with the inclusion of P110 on Tier 1, would meet the funding goal amount of \$27.5 million.

The group discussed project P110, why other projects had been moved to different priority listings, and what projects to prioritize within the funding goal amount.

**Sagor** noted the time and that Council needed to extend the meeting past 10:00 p.m.

**Councilor Khosroabadi moved, and Council President Anderson seconded, to extend the meeting to 10:15 p.m. Motion passed with the following vote: Councilors Anderson, Khosroabadi, and Stavenjord and Mayor Batey voting “aye.” [4:0]**

The group continued to discuss the prioritization of specific projects taking into consideration Americans with Disabilities Act (ADA) requirements and projects already funded that will also improve ADA ramps. **Weigel** summarized that it was Council consensus to move project P110 down the list, and move projects P10, B81 and B84 and P23 up the list.

**Mayor Batey, Hughart, and Council President Anderson** remarked on the dotted line on project maps that indicated plans to add a sidewalk on Oregon Department of Transportation (ODOT) and other properties in the future.

**Mayor Batey, Garbely, and Hughart** observed that the only TSP projects in the Milwaukie Business District, along International Way, were for new sidewalks.

**Mayor Batey** noted that not all projects listed included right-of-way (ROW) acquisition disclaimer language and that staff intended to look at the Harrison Street and 37<sup>th</sup>

Avenue intersection. **Garbely** added that staff would look at several intersections on Harrison Street.

**Council President Anderson** proposed adding a TSP sidewalk project from Oak Street to 37<sup>th</sup> Avenue. **Weigel** agreed that adding such a project was reasonable and **Hughart** noted that a wetland along Hwy 224 could present an obstacle for a sidewalk project in that area. **Weigel** and **Council President Anderson** agreed it was worth adding the project to the list with a note about the natural hazard issue.

**Weigel** reviewed next steps in presenting the TSP adopted by February 2026.

## **8. PUBLIC HEARING**

**A. None Scheduled.**

## **9. COUNCIL REPORTS**

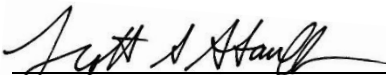
None.

## **10. ADJOURNMENT**

It was moved by Councilor Stavenjord and seconded by Councilor Khosroabadi to adjourn the Regular Session. Motion passed with the following vote: Councilors Anderson, Khosroabadi, and Stavenjord and Mayor Batey voting “aye.” [4:0]

**Mayor Batey** adjourned the meeting at 10:13 p.m.

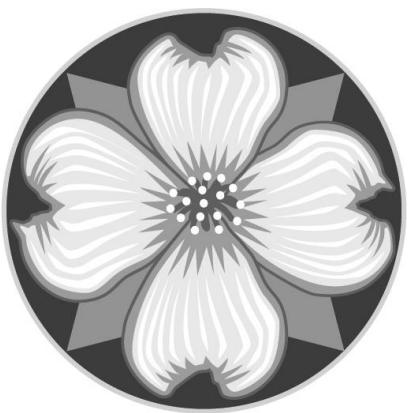
Respectfully submitted,



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Scott Stauffer, City Recorder

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**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.*

22 OCT

# Monroe St. GREENWAY

05:00 PM - 06:30 PM

29 OCT



EMMA PATTEE

06:00 PM - 07:15 PM



31 OCT



04:00 PM - 08:00 PM

01 NOV

# Día de los Muertos



1:00 PM - 03:00 PM

## Mayor's Announcements – Oct. 21, 2025

- **Monroe Greenway Central Open House – Wed., Oct. 22 (5 – 6:30 PM)**
  - Join project staff to see information boards, ask questions and give feedback. Snacks provided.
  - Public Safety Building, 3200 SE Harrison St.
- **Emergency Weather Shelter Open House – Wed., Oct. 22 (5:30 – 7 PM)**
  - St. John the Evangelist Episcopal Church invites the community to an open house to launch the new shelter in partnership with LoveOne
  - Event includes a tour of the shelter space and an opportunity to meet the people behind the project.
  - St. John the Evangelist Episcopal Church, 2036 SE Jefferson St.
- **City Manager Open Door Session – Fri., Oct. 24 (9 – 10 AM)**
  - Stop by to ask questions, raise concerns, or just find out more about the city.
  - City Hall (3<sup>rd</sup> Floor Conference Room), 10501 SE Main St.
- **Trick or Treat on Main Street – Sat., Oct. 25 (1 – 4 PM)**
  - Downtown businesses open their doors for little ghosts and goblins with candy and fun surprises
  - Find a list of participating businesses at [milwaukieoregon.gov/trick-or-treat](http://milwaukieoregon.gov/trick-or-treat)
  - Drop by the Ledding Library (10660 SE 21<sup>st</sup> Ave.) for a Halloween Craft from 1 to 4 PM
- **Author Talk – Emma Pattee – Wed., Oct. 29 (6 – 7:15 PM)**
  - Emma Pattee imagines the impact of an 9.0 magnitude earthquake on the 700-mile Cascadia fault line in her first novel, *Tilt*.
  - Ledding Library, 10660 SE 21<sup>st</sup> Ave.
- **Town Hall With City Council President Will Anderson – Wed., Oct. 29 (6:30 - 8 PM)**
  - Join Councilor Anderson and Planning Commissioner Nick Hess to share your vision for the neighborhood
  - Community workshop and Q&A (6:30-7:30) / Community mixer (7:30-8)
  - Ardenwald Elementary School, 8950 SE 36<sup>th</sup> Ave.
- **Haunted Forest at Homewood Park – Fri., Oct. 31 (4 – 8 PM)**
  - The Hector Campbell NDA invites you to their annual, little-kid-friendly haunted forest trail.
  - Homewood Park, SE 47<sup>th</sup> Ave. & SE Adams St.
- **Día de los Muertos – Sat., Nov. 1 (1 – 3 PM)**
  - Celebrate the Day of the Dead by honoring deceased loved ones in this year's community ofrenda.
  - Learn about the history and traditions of the Day of the Dead. All ages welcome.
  - Ledding Library, 10660 SE 21<sup>st</sup> Ave.

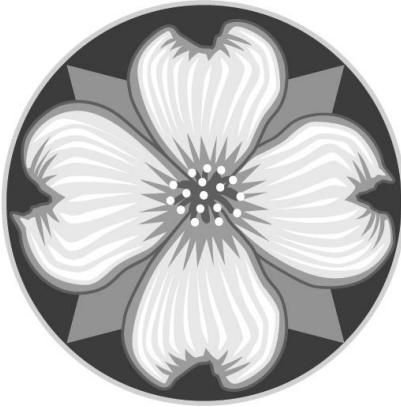
RS3

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

**The bees are nesting -  
time to leave your yard alone.  
Give our bees a home.**

**Author: Colleen Rockwell**

**Share your Milwaukie Haiku!  
Email yours to [bateyl@milwaukieoregon.gov](mailto:bateyl@milwaukieoregon.gov)**



**RS Agenda Item**

**4**

**Special Reports**

# LITTLE BLUE STORE

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RS 4. A. 10/21/25  
Presentation



address:

2936 SE Washington St

hours:

M – F, 10 am – 7 pm

website:

[facebook.com/people/  
The-Little-Blue-  
Store/61557885647163/](https://www.facebook.com/people/The-Little-Blue-Store/61557885647163/)



# TOOLBOX GALLERY

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address:

2029 SE Jefferson St

hours:

T - Sa, 10 AM – 5 PM

website:

[toolboxart.org](http://toolboxart.org)



# CIRCSUS

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## address:

10722 SE Main St (2<sup>nd</sup> Floor)

## hours:

Th - Sa, 11 am – 6 pm

Su, 11 am – 4 pm

\*3<sup>rd</sup> Wed, 5:30 pm – 8 pm  
(pFriem Makers Market)

## website:

[circsus.com](http://circsus.com)



# 1847 FOOD PARK

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address:

1925 SE Scott St

hours:

TBD

website:

[1847FoodPark.com](http://1847FoodPark.com)



RS 4. B. 10/21/25  
Presentation

# 2024 ANNUAL REPORT



CLACKAMAS  
WATER  
ENVIRONMENT  
SERVICES

# Vision & Mission

## VISION

Be a collaborative partner in building a resilient clean water future where all people benefit, and rivers thrive.

## MISSION

Clackamas Water Environment Services (WES) produces clean water, protects water quality and recovers renewable resources. We do this by providing wastewater services, stormwater management, and environmental education.

It's our job to protect public health and support the vitality of our communities, natural environment, and economy.

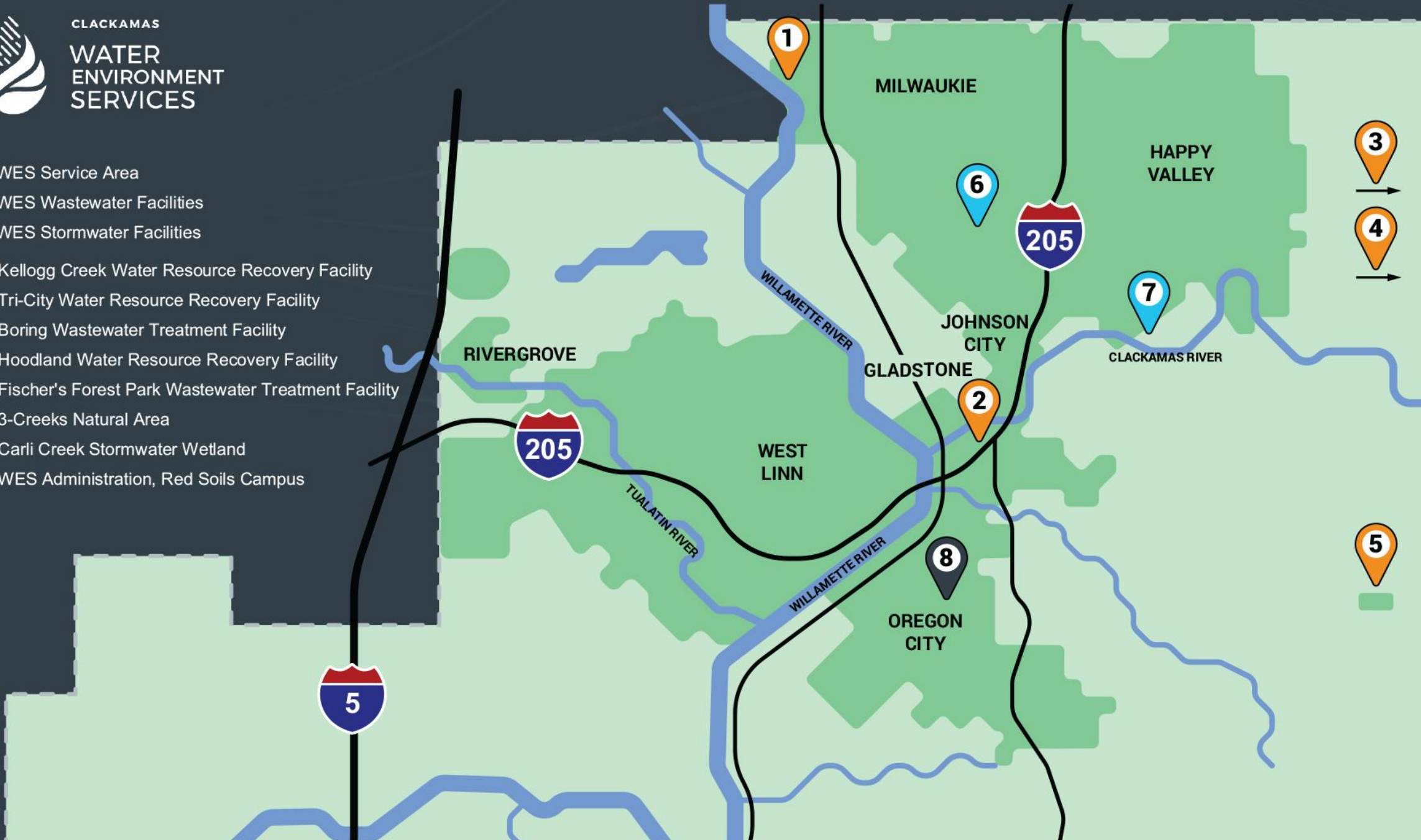




CLACKAMAS  
WATER  
ENVIRONMENT  
SERVICES

- WES Service Area
- WES Wastewater Facilities
- WES Stormwater Facilities

- 1 Kellogg Creek Water Resource Recovery Facility
- 2 Tri-City Water Resource Recovery Facility
- 3 Boring Wastewater Treatment Facility
- 4 Hoodland Water Resource Recovery Facility
- 5 Fischer's Forest Park Wastewater Treatment Facility
- 6 3-Creeks Natural Area
- 7 Carli Creek Stormwater Wetland
- 8 WES Administration, Red Soils Campus



# Our Leaders

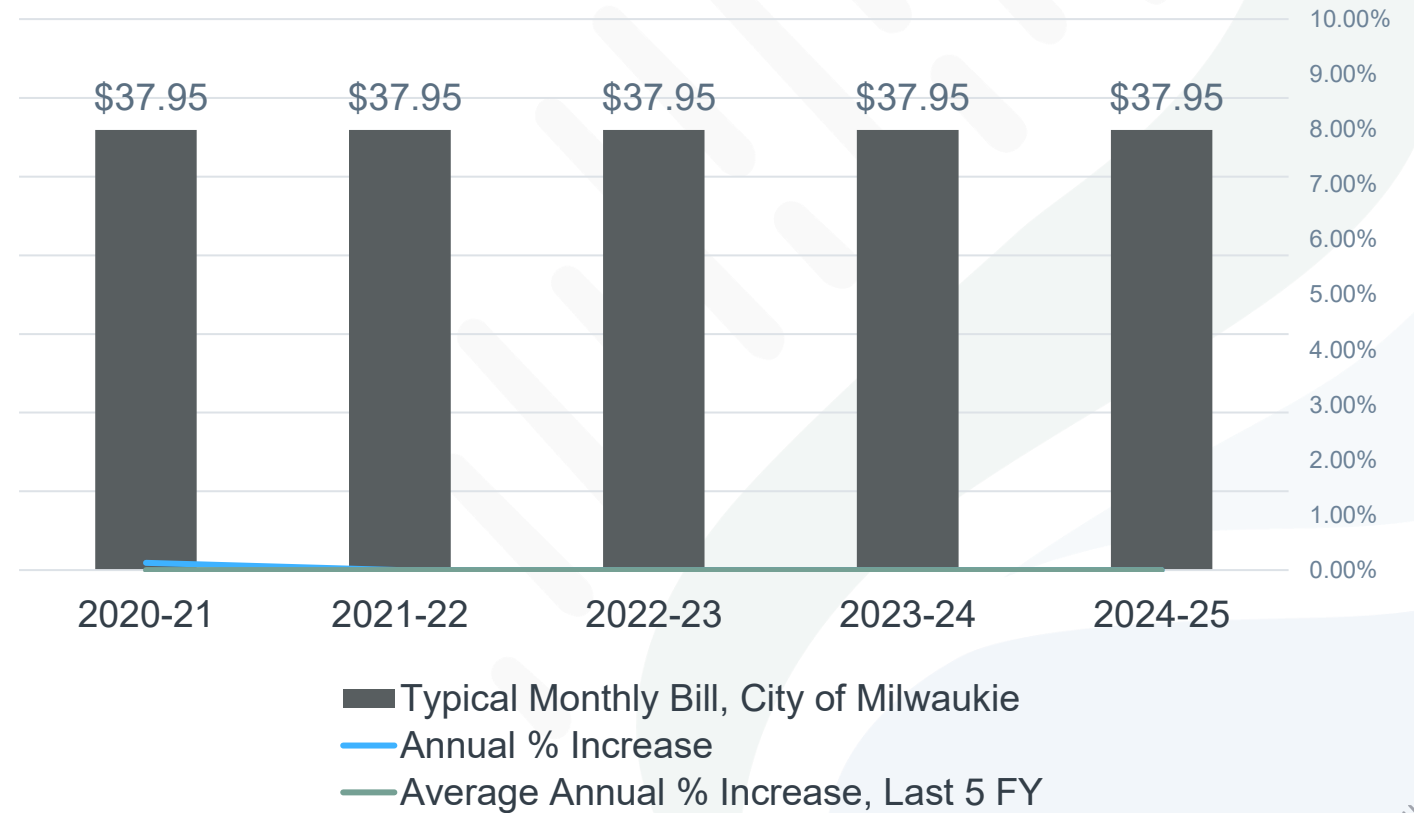
*Board of Directors and Advisory Committee*



# Commitment to reasonable and predictable rates

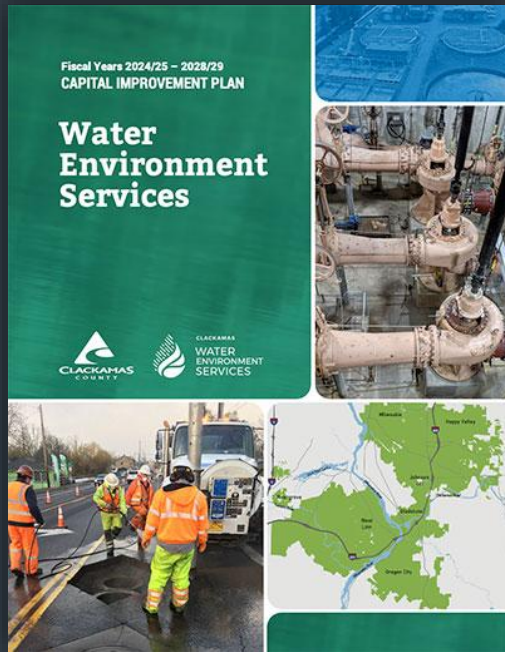
- There was no rate increase for customers in the City of Milwaukie for 2025-26

Milwaukie Monthly Rate History



# Planning for the Future

## *The WES Capital Improvement Plan*



# Upgrading and Upsizing Aging Infrastructure

*Tri-City Water Resource Recovery Facility Outfall Project*





CLACKAMAS

WATER  
ENVIRONMENT  
SERVICES

# Tri-City Water Resource Recovery Facility Outfall Project

# Serving Your Wastewater Needs

## *Kellogg Water Resource Recovery Facility*



DEPARTMENTS > CLACKAMAS WATER ENVIRONMENT SERVICES

## Clackamas Water Environment Services

Clackamas Water Environment Services produces clean water, protects water quality and recovers renewable resources. We do this by providing wastewater services, stormwater management, and environmental education. It's our job to protect public health and support the vitality of our communities, natural environment and economy.

A purple line-art icon showing a hand holding a coin with a dollar sign inside it.

**Pay Your Utility Bill**

Pay your utility bill online, access your account and sign up for paperless billing.

A purple line-art icon showing a document with a warning triangle and an exclamation mark.

**Report a Spill, Leak or Sewer Odor**

Report problems such as a sewer spill, illegal dumping into a storm drain or sewer odor from our facilities.



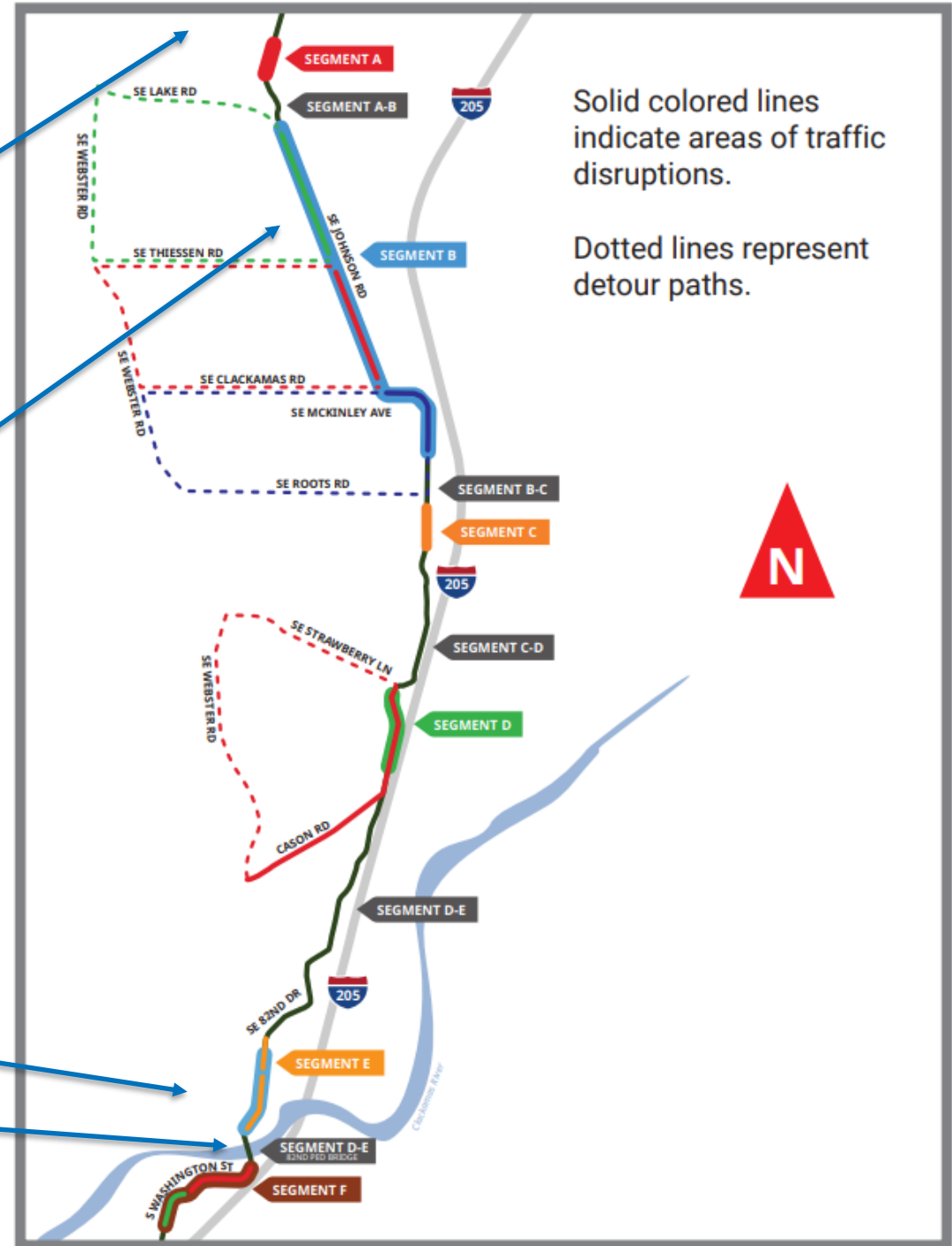
# Intertie 2 Pump Station & Force Main (IT2 Project)

Clackamas CarMax

Sabin-Schellenberg Professional  
Technical Center

Gladstone DMV

82nd Drive Pedestrian Bridge



Solid colored lines indicate areas of traffic disruptions.

Dotted lines represent detour paths.



# Serving Your Wastewater Needs

*Kellogg Water Resource Recovery Facility*



# Kellogg Creek Administration Building

## *Facility Operations*



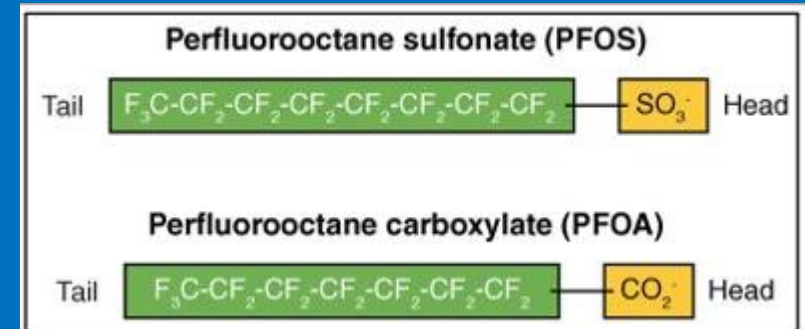
# Kellogg Park

*Tree Planting (February 2025)*



# What is PFAS?

Per- and polyfluoroalkyl substances (PFAS) are a family of **human-made chemicals** commonly used to make products that resist heat, oil, stains, grease, and water. Because these chemicals are widely used, they seep into our air, soil, and water.



# Why are PFAS a concern?

- PFAS do not break down in the environment
- High potential for human health effects
- Research to adequately measure, monitor, and evaluate the potential risks of these chemicals is ongoing



# PFAS concerns for wastewater utilities

- PFAS are present in wastewater and stormwater
- PFAS pass through to wastewater treatment plants
- Limited options to control PFAS sources
- No practicable or at this point feasible treatment options



# What is WES doing about PFAS?



## TESTING

We are voluntarily testing for PFAS



## PARTNERSHIPS

We are partnering with Oregon Association of Clean Water Agencies (ACWA) and Oregon State University



## COMMUNICATION

We have a communication plan to ensure key stakeholders are kept informed



# What can you do?



- Learn more about PFAS in everyday products
- **Make Small Changes in the Kitchen**
  - Transfer takeout foods into glass, ceramic, or other non-plastic containers before reheating them.
- **Read the Labels**
  - Seek out “waterproof”, “water-resistant”, or “stain-resistant” clothing labeled as “PFAS-free”



# Partnering with Milwaukie

## *Kellogg Good Neighbor Program*

- Partnership between WES and City of Milwaukie
- Created in 2011; updated in 2023
- **\$144,378** to City of Milwaukie as part of this program in 24/25.



# 3-Creeks Floodplain Enhancement Project

*Groundbreaking Event (September 2025)*



# Partnering with Milwaukie

## *Community Events*

- Porchfest Host at Kellogg Water Resource Recovery Facility
- Milwaukie's Winter Solstice Event
- Bing in the New Year Event
- NCPRD Movies in Park ('Trash it, Don't Flush It PSA)
- Rotary Club of Milwaukie



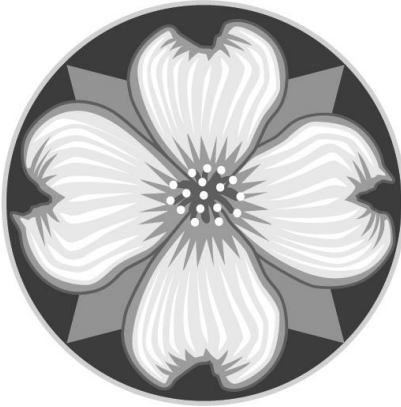
*Porchfest at Kellogg (July 2025)*



# Serving Your Wastewater Needs

*You're Invited: Tour the Kellogg Water Resource Recovery Facility*





**RS Agenda Item**

**5**

**Community Comments**



Dear Mayor Batey and City Councilors:

As Celebrate Milwaukie (CMI) concludes our 27th season of the Milwaukie Farmers market, we want to share our concerns about the development discussions for the downtown parking lots where the market currently resides.

Since 1999, we have proudly contributed the following benefits to the Milwaukie community:

- Provided a location to connect the community with fresh produce, food and craft items directly from local farmers and vendors.
- Attracted thousands of customers from the Milwaukie and Portland metro areas to the downtown Milwaukie business district every Sunday from May through October
- Secured SNAP related grants to expand access to fresh produce for local families
- Supported local farms & businesses by providing a reliable space to build a customer base
- Distributed grant funds to local events and nonprofits such as Meals on Wheels

The CMI board believes the current location is ideal for the market's success and any other downtown locations would lead to losses of vendor space and expanded difficulties in parking & market access. The market would be unable to continue in its current state.

Therefore, we encourage the city to investigate options for acquiring decision-making authority over the entire parking lot, in order to ensure that it will be used in a manner that provides maximum benefit to the community for the foreseeable future. This includes event space for the market and other local groups, and much-needed parking spaces in the downtown area.

If multi-story development must occur, we ask that the site be designed with the market and the city in mind. Our hope would be to return to the site after development, but certain requirements would be needed for success. A covered, open air ground floor with space for 80-90 vendors could open an opportunity for a year-round market. Sufficient room for loading zones, live music and public restrooms are examples of elements that would support a healthy market and other events.

If forced to relocate, even temporarily as the site is developed, we expect market operations would be in a diminished capacity. With the added costs of moving, a likely reduction in vendors, and uncertainty of customer traffic at a new site, the future of the market itself would be at risk.

The CMI board would welcome the opportunity to discuss this matter with you or your staff in the near future, before a decision is made regarding site development. Please let us know if such a meeting is possible and we look forward to collaborating with the city on the future of our downtown.

Sincerely,

Shauna Spencer, President of CMI  
*celebratemilwaukie@gmail.com*

Jillian Hall, Incoming President (Jan 2026)

Scott Lissit, Board Member

Mark Stehn, Board Member

Frank Weintraub, Board Member

David Ashenbrenner, Treasurer

Tim Taylor, Board Member

Robert Cseko, CMI Business Manager

Brendan Eiswerth, Market Manager

Debra Torres

11359 SE 27<sup>th</sup> Avenue

Portland, Oregon 97222

503-888-0712

October 14, 2025

Karla Branson, Board Chair Ledding Library Board of Directors

10660 SE 21st Ave.  
Milwaukie, OR 97222

**Subject: For Your Review: Correspondence Regarding Incident at Ledding Library**

Dear Ms. Branson,

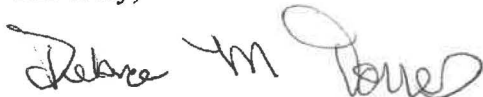
Please accept this letter and the attached copy of correspondence that I recently sent to the Milwaukie City Council and Mayor regarding a concerning incident that occurred at the Ledding Library on October 1, 2025.

As Board Chair, I wanted to ensure you and the entire Ledding Library Board of Directors are aware of this matter, as the Board plays a critical role in providing oversight and establishing policies that guide the library's operation, staff conduct, and patron experience.

The attached document details the incident and the concerns I raised with the City Council and Mayor. I believe this situation warrants the attention of the Board to ensure it is thoroughly reviewed and addressed in accordance with the library's mission and values. I hope that this review will help lead to appropriate follow-up actions, whether regarding staff training, communication protocols, or existing library policies.

Thank you for your time, dedication to the library, and attention to this important matter. I look forward to the possibility of a resolution that ensures the Ledding Library remains a safe and welcoming resource for our entire community.

Sincerely,

A handwritten signature in blue ink that reads "Debra M. Torres". The signature is written in a cursive style with a large, looped "D" and "T".

Debra M. Torres

**Attachment:** Copy of letter sent to Milwaukie City Council and Mayor.



**Debra M. Torres** 11359 SE 27th Avenue, Portland, OR 97222 503-888-0712  
debratorres321@gmail.com October 7, 2025

**Mayor Lisa Batey City Councilor Rebecca Stavenjord City Councilor Robert Massey City Councilor Adam Khosroabadi City Councilor Will Anderson** City of Milwaukie City Hall  
10722 SE Main St Milwaukie, OR 97222

**Subject: Formal Complaint Regarding Library Safety, Policy Enforcement, and Staff Conduct at Ledding Library**

Thank you for allowing me to address you this evening at 6:30 PM regarding a serious incident at the Ledding Library concerning safety, adherence to library policy, and unprofessional conduct by library management.

I have been a long-time, supportive, and law-abiding patron of the Ledding Library. My actions during the incident on Wednesday, **[Date of Incident - e.g., October 1, 2025]**, were motivated solely by a desire to enforce the Library's own policies and protect the safety of the public, particularly families and children.

## **The Incident: Alcohol and Policy Failure**

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On the afternoon of Wednesday, I observed an unopened can of alcohol left in the public **food box** within the library. Recognizing this as an **"attractive nuisance"** and a violation of the library's "No Alcohol" policy, I removed the can and handed it to a librarian for **safe disposal**.

The librarian then chose to return the can of alcohol to the patron, Alex, who claimed it was his property. This action was a direct failure to enforce the library's prohibition on alcohol on the premises, choosing instead to treat a prohibited substance as reclaimable personal property. This decision is, in my opinion, a serious policy violation.

## **Denial of Disruptive Behavior and Allegations Against Management**

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In response to my expressing my belief that the librarian was in **"deep shit"** for violating policy, Library Director Brent Husher issued me a formal written warning for "disruptive behavior." My statement, while forceful, was an expression of my sincere concern over policy failure, not aggression.

I formally deny the following accusations made in the Director's warning:

- **Directing Alex to Clean:** I did not instruct the patron, Alex, to pick up any bottle, nor was I interacting with him (I merely delivered the alcohol to the staff).
- **Sole Source of Disruption:** The conflict was subsequently and inappropriately escalated by library staff. As I was leaving the premises, the **Person in Charge (PIC) began to berate me** for reporting the alcohol and for my choice of words, prolonging the confrontation.

## Serious Allegations of Unprofessional Conduct

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Most concerning is the conduct of the Library Director himself:

1. **Luring Without Witnesses:** Following the initial incident, Director Husher deliberately **lured me outside the library, away from witnesses and surveillance cameras**, to discuss the matter privately.
2. **Inconsistent Language Enforcement:** During this off-camera conversation, the Director **used the word "shit" three times**—the very language he condemned me for using in his formal written warning. This demonstrates a clear double standard and unprofessional conduct in attempting to address a patron's complaint.

## Ongoing Safety Concerns

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This morning, I observed the patron Alex outside the library doors, **appearing intoxicated and holding a cigarette**. I also overheard him **bragging** to others about routinely violating facility rules, specifically regarding leaving food messes for janitors and consuming alcohol on public transit.

This behavior confirms my initial concern: the Library is failing to enforce its code of conduct consistently, allowing a patron to repeatedly engage in publicly disruptive and potentially illegal conduct. This creates an unsafe and hostile environment for law-abiding patrons, especially families.

## Request for Action

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I ask the City Council to immediately investigate the following:

1. The failure of the staff member to confiscate and dispose of the alcohol, and the policy regarding the public food box.
2. The conduct of Director Brent Husher, specifically his use of profanity and his alleged attempt to conduct disciplinary conversations away from recorded areas.

3. The ongoing, systemic issue of selective enforcement of the Library's Code of Conduct, which is forcing patrons to step in to address safety and policy failures.

I look forward to discussing this matter further with you tonight.

Sincerely,

**Debra M. Torres**

**Mayor Batey, Council President Anderson, and Members of the Milwaukie City Council,**

**As residents of Rose Villa, we write to express our deep concern about the unsafe conditions along the McLoughlin Boulevard corridor through Milwaukie. While Rose Villa and Willamette View are technically outside of Milwaukie's city limits, our community members frequently visit downtown Milwaukie, its parks, and local shops. We care deeply about the safety and vitality of the corridor and want it to be safe for everyone.**

**Unfortunately, current conditions are dangerous. Drivers regularly speed along McLoughlin and too often run red lights. Recently, two of our residents were involved in an accident caused by a drunk driver who ran a red light, resulting in the death of a woman who was a vital part of our community. These kinds of crashes underscore the urgent need for stronger safety measures.**

**We strongly support the City's efforts to install speed cameras and urge that they be installed along the full length of McLoughlin within Milwaukie's jurisdiction. Automated enforcement will save lives and make the road safer for people walking, biking, and driving.**

**We also support the three projects identified in the City's Transportation System Plan to build safer crossings between Milwaukie Bay Park and downtown. These crossings are critical for connecting the community to one of Milwaukie's most cherished public spaces.**

**Finally, while we understand this is a longer-term question, we encourage the City to keep the option of a full jurisdictional transfer of McLoughlin Boulevard from ODOT to Milwaukie on the table. Such a transfer should include the necessary state-funded improvements to bring the roadway into a state of good repair. We recognize the complexity of this step, but we believe it is a worthy and important conversation for the future.**

**Safety is at stake, and this is an "everything goes" situation. We urge you to act boldly and decisively to make McLoughlin Boulevard safe for everyone who uses it.**

**Sincerely,**

**The Undersigned Residents of Rose Villa**

*See attached sheets*

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Sincerely,

The Undersigned Residents of Rose Villa

Sheri E. Peram

Shirley

Patricia Reberg

Joan Hamilton

Jan Nolley

Jan Nolley

William A. Pector

Dianna Shaffer

John Sus

Cynthia Brown

Arden Brown

John Nolley

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The Undersigned Residents of Rose Villa

Diane Lee  
Maup & Marsh  
Phillip J. Alexander-Cox  
Cynthia Kuper  
Helen Umberger  
Julia Laylen

Art Martin  
Judith O'Dell  
Margaret M. Bell  
Wayne Reitz  
Linda M. Ston  
Elliot Nelson

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Sincerely,  
The Undersigned Residents of Rose Villa

Elizabeth Hosolawe

[Signature]

[Signature]

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David R. Gray

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Sincerely,  
The Undersigned Residents of Rose Villa

*Printed*

Valerie A. LeGault  
Kate Din

*Signed*

*[Handwritten Signature]*  
*[Handwritten Signature]*

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**From:** [Lisa Batey](#)  
**To:** [City Council](#)  
**Subject:** FW: Community Free Store on Sundays?  
**Date:** Monday, October 20, 2025 2:52:01 PM

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Scott, please add to the record for tomorrow's meeting. Thanks!

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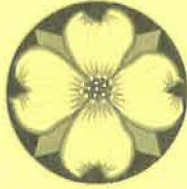
**From:** Amanda Trujillo <atrujillo12346@gmail.com>  
**Sent:** Monday, October 20, 2025 1:39 PM  
**To:** Lisa Batey <BateyL@milwaukieoregon.gov>; William Anderson <AndersonW@milwaukieoregon.gov>; Adam Khosroabadi <KhosroabadiA@milwaukieoregon.gov>; Rebecca Stavenjord <StavenjordR@milwaukieoregon.gov>; Robert Massey <MasseyR@milwaukieoregon.gov>  
**Subject:** Community Free Store on Sundays?

**This Message originated outside your organization.**

---

Hello, Mayor Batey and Council Members-I am not a resident of Milwaukie, but of Oak Grove, and spend a lot of time in the beautiful Downtown Milwaukie area (I went to Milwaukie Jr High, so it is really fun to see what has happened to my old stomping grounds). I have been talking to some of my neighbors in Milwaukie and Oak Grove and we thought, particularly with upcoming threats to SNAP benefits, we might be able to set up a community "free store" in the parking lot nearest McLoughlin on Sundays when the Farmer's Market has ended. We would keep the same hours as the market, solicit donations from community and businesses and make sure it is staffed for set up, running, and clean up. Folks would be invited to take what is needed. Is this something the city would be open to fleshing out?

Thanks for your consideration,  
Amanda Trujillo  
503-501-8729



**CITY OF MILWAUKIE  
CITY COUNCIL**

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:** DAVID ASCHENBRENNER

**Address:** 11505 SE Agave Ave

**Organization:**

**Phone:**

**Email:**

**Meeting Date:** 10/21/25

**Topic:** \_\_\_\_\_

**Agenda Item You Wish to Speak to:**

**#5 Community Comments**

**Note:** Council generally does not respond to comments during this meeting. The city manager will respond to comments at the next regular session.

**#7 Other Business, Topic:** \_\_\_\_\_

**#8 Public Hearing, Topic:** \_\_\_\_\_

**You are Speaking...**

in Support

in Opposition

from a Neutral Position

to ask a Question

**Comments:**



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**Name:** Elvis Clark      **Address:** 3536 se sherry LN  
**Organization:** Ardenvald-Johnson Creek NDA      **Phone:** 503 654 8895  
**Meeting Date:** \_\_\_\_\_      **Email:** EClarkMilwOr@yahoo.com  
**Topic:** Car Crashes at 37 & Harrison

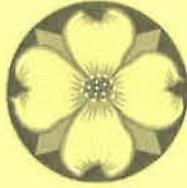
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- in Support
- in Opposition
- from a Neutral Position
- to ask a Question

**Comments:**



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**Name:** Debra Torres **Address:** 11359 SE 27<sup>th</sup> Ave 97222  
**Organization:** \_\_\_\_\_ **Phone:** 503 888 0712  
**Email:** debratorres321@gmail.com

**Meeting Date:** 10/21/25 **Topic:** Library incident

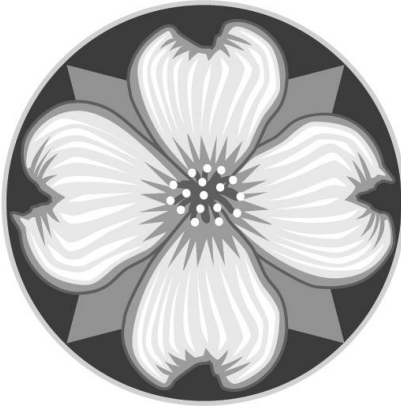
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- #8 Public Hearing, Topic:** \_\_\_\_\_

**You are Speaking...**

- in Support
- in Opposition
- from a Neutral Position
- to ask a Question

**Comments:** Plu to the previous CC Session



**RS Agenda Item**

**6**

# **Consent Agenda**

**COUNCIL STUDY SESSION**

City Hall Community Room, 10501 SE Main Street  
& Zoom Video Conference ([www.milwaukieoregon.gov](http://www.milwaukieoregon.gov))

**MINUTES****SEPTEMBER 09, 2025**

**Council Present:** Councilors Adam Khosroabadi, Robert Massey, Rebecca Stavenjord, and Council President Will Anderson, and Mayor Lisa Batey

<b>Staff Present:</b> Joseph Briglio, Assistant City Manager	Michael Osborne, Finance Director
Amy Francis, Utility Billing Technician	Peter Passarelli, Public Works Director
Jennifer Garbely, City Engineer	Emma Sagor, City Manager
Nicole Madigan, Deputy City Recorder	Judith Serio, Accountant

**Mayor Batey** called the meeting to order at 5:25 p.m.

**1. Utility Billing (UB) and Assistance 101 – Discussion**

**Osborne, Sagor,** and **Francis** provided an overview of the city’s UB process including daily operational tasks, addressing pipe leaks, and when public works staff checks meters. The group discussed the costs of manually reading meters and what it would cost to digitize all meters that would make the reading process more efficient.

**Osborne** and **Sagor** reviewed administrative tools and services involved in the UB process. The group discussed the UB software the city uses and the manual nature of adding fees to monthly UB statements and announcing new fees to UB customers.

**Osborne** and **Sagor** reviewed the monthly shut-off process for past due UB accounts and explained what the city does to provide payment assistance. The group remarked on the utility assistance program, noting income thresholds and program waivers, and how low-income housing developments could qualify for assistance.

**Osborne** provided an overview of how the UB assistance program is funded through external private non-profits and county government partners and the city’s utility fund, compared Milwaukie and other cities’ assistance programs, and noted factors that impact the city’s utility rates.

**Councilor Khosroabadi, Sagor,** and **Francis** remarked on how the assistance program was applied based on changing household incomes and what Council could look at changing in terms of program policies. The group remarked on the assistance program application process, whether the income threshold reflected Milwaukie incomes, and if Council should re-evaluate the assistance program thresholds and structure. **Sagor** and **Osborne** summarized that staff would provide additional post-COVID pandemic utility assistance information to Council during the next Council affordability goal update.

The group discussed how the assistance program was advertised to residents and what qualitative information was shared with staff when customers apply for assistance. Staff suggested now was a good time to consider rate changes that could be implemented with the new biennial budget in July 2026.

**2. Quarterly Capital Improvement Plan (CIP) Update and Prioritization – Report**

**Garbely** provided updates on current CIP projects, reporting the completion of the Meek North Phase project, and noting the status of other projects including the Washington Area Improvements, Ardenwald North Improvements, and the 2025 street maintenance.

The group discussed staff's plan to create a five-year street maintenance work plan which would mean no maintenance work done in 2026 and a better way to track, prioritize, and coordinate projects and work to address deteriorating roadways in future years.

**Garbely** continued to provide updates on CIP projects, including the Stanley Reservoir Improvements, Harvey Street Improvements, King Road Improvements, and Waverly Heights Sewer Reconfiguration. **Mayor Batey**, **Garbely**, and **Passarelli** noted how the Waverly Heights project would reduce systemic inflow and infiltration (I&I) issues.

**Garbely** continued to provide updates on CIP projects, including the Waverly South and 26<sup>th</sup> Avenue Improvements, and the Monroe Greenway. The group remarked on the Oregon Department of Transportation (ODOT) and county segments of the greenway.

**Garbely** and **Passarelli** continued to provide updates on CIP projects, including Stanley Improvements, water engineering services for Well #8, water treatment plant improvements, concrete tank improvements, and a new reservoir.

**Garbely** noted the status of the Spot Program, and the group discussed how the program would be impacted by a proposed naming and dedication policy.

**Garbely** reported that the city was waiting to hear about federal funding for the Harrison Safety Assessment, noted projects that had received grant funding, and remarked on projects coming like the Downtown Streetscape Improvements and a sewer lining project.

**Passarelli** explained the refinement process staff had undertaken to prioritize and execute CIP projects, which included developing evaluation criteria. The group discussed the draft CIP project prioritization list, noting when Council could provide feedback on the list, and how the criteria had been applied to specific projects.

**Passarelli** provided an overview of the Kellogg Creek Pump Station project, noting its estimated cost and how the city could finance the project. The group discussed whether the pump station project should be added to the CIP and how to fund the project; they noted that adding the pump station project would bump other projects down the list.

**Councilor Khosroabadi** thought the pump station project was not worth staff spending more time on. **Mayor Batey**, **Councilors Massey and Stavenjord**, and **Council President Anderson** believed staff should continue to work on funding the project and that the project should be included in the CIP.

**Council President Anderson** suggested the city's partners should take more leadership of the pump station project and the group remarked on the city's role in the project.

**Passarelli** noted next steps in developing the next CIP.

**Mayor Batey** noted that the individual that Harvey Street was named for had been accused, and acquitted, of murdering a local family, and suggested the city be aware of the history. The group commented on the development of a naming policy Council would consider soon and the process of renaming streets in Milwaukie and other cities.

### **3. Council Reports**

**Councilor Massey** reported on a recent Audit Committee meeting that included a preliminary report of the latest audit which had not found any issues.

**Mayor Batey** reported meeting with Council President Anderson about communicating and they had agreed to speak directly with each other and apologized for previous comments about how Anderson had characterized the mayor's positions.

**Mayor Batey** reported on touring a recycling facility, preparing for the League of Oregon Cities (LOC) conference, and encouraged Council to participate in LOC committees.

**Sagor** noted staff needed Council input on a site visit to the Johnson Creek restoration project and the group remarked on recent interactions with the North Clackamas Parks and Recreation District (NCPRD) intergovernmental agreements (IGAs).

#### **4. Adjourn**

**Mayor Batey** adjourned the meeting at 8:51 p.m.

Respectfully submitted,

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Scott Stauffer, City Recorder

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, City Manager

**Date Written:** 10/9/2025

**Reviewed:** Scott Stauffer, City Recorder, and  
Katie Gavares, Climate & Natural Resources Manager

**From:** Adam Moore, Parks and Greenspace Manager

**Subject:** **Bylaws Update for Parks and Recreation Board (PARB)**

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**ACTION REQUESTED**

Council is asked to review and approve revised PARB Bylaws.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

[August 20, 2025](#): At its monthly meeting PARB reviewed draft bylaws and voted to move the bylaws forward for staff review.

[September 25, 2025](#): At its monthly meeting PARB reviewed the bylaws with additions for the Bee City Committee and voted to propose the bylaws for Council consideration.

**ANALYSIS**

PARB's bylaws were drafted for the August 20, 2025, meeting. These are the first official bylaw revisions for PARB since 2014. Key additions to the bylaw template provided by the Office of the City Recorder (OCR) were:

Article II – Purpose & Authority: This section explains PARB's role in advising Council, the North Clackamas Parks and Recreation District (NCPRD), and the Clackamas Board of County Commissioners (who act as the NCPRD's Board).

Article II – Membership, Section A, Subsection 1: This section explains that PARB, at the direction and appointment of Council, can have up to two youth members, who are to be full voting members of the board.

Article IV – Meetings, Section C: This section explains that PARB meetings are to be on the third Wednesday of every month at 5:30pm at Milwaukie's City Hall.

Article V – Officers, Section B: This section explains the duties of PARB's chair and states that the chair of PARB is to be one of the representatives to NCPRD's District Advisory Committee (DAC) among other duties.

Article V – Officers, Section C: This section explains the duties of PARB's vice chair and states that the vice chair is to fill in for the duties of either the chair or the secretary if either of those two officers are unable to fulfil their duties.

Article V – Officers & Assigned Duties, Section D: This section explains the duties of PARB's secretary and states that they are to take and provide minutes for the monthly meetings.

At the August 20 meeting, PARB members voted unanimously to adopt the bylaws and agreed to move them forward for a staff review. Following the staff review, additions were made to include for the Bee City Committee. Bee City is a permanent sub-committee created by Council made up of membership from PARB and the Milwaukie Chapter of Rotary International (Rotary). These changes were drafted for the September 25 PARB meeting. A summary of the additions are:

Article V – Officers & Assigned Duties, Section G, Subsection 1: This section explains the creation of the Bee City Committee (Committee) and its role in advising PARB and Council.

Article V – Officers & Assigned Duties, Section G, Subsection 2: This section explains the membership of the Committee and states that the Committee is to be made up of no more than six members with no more than three members from PARB and no more than three members from Rotary.

Article V – Officers & Assigned Duties, Section G, Subsection 3: This section explains that the Committee is to meet with PARB on a quarterly meeting at PARB’s regularly scheduled meetings. It also states that the Bee Committee should meet regularly ahead of those quarterly PARB meetings.

Article V – Officers & Assigned Duties, Section G, Subsection 4: This section explains that the Committee may have officers and elections should they choose.

Both proposed bylaw changes were approved unanimously by the Board on September 17.

**BUDGET, CLIMATE, AND WORKLOAD IMPACT**

None.

**COORDINATION, CONCURRENCE, OR DISSENT**

The parks and greenspace manager worked with the Board on the proposed changes.

**STAFF RECOMMENDATION**

Staff recommends that Council approve the proposed bylaw revisions as written.

**ALTERNATIVES**

Council could decline to adopt the changes and direct staff to work with PARB to make additional revisions.

**ATTACHMENTS**

1. Resolution
2. Revised Bylaws

**COUNCIL RESOLUTION No.**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,  
AMENDING THE MILWAUKIE PARKS AND RECREATION BOARD BYLAWS.**

**WHEREAS** the Parks and Recreation Board (PARB) revised its bylaws and proposes updates to the City Council as appropriate; and

**WHEREAS** on September 17, 2025, the Board reviewed its bylaws and unanimously agreed to proposed changes; and

**WHEREAS** the Board is pleased to submit the attached updated bylaws (Exhibit A) for City Council approval.

**Now, Therefore, be it Resolved** by the City Council of the City of Milwaukie, Oregon, that the PARB Bylaws are amended as outlined in Exhibit A.

Introduced and adopted by the City Council on **October 21, 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

**Parks and Recreation Board**

[www.milwaukieoregon.gov/bc-prb](http://www.milwaukieoregon.gov/bc-prb)

**BYLAWS**

Adopted 9/17/2025

By Resolution 25 - #####

**ARTICLE I – NAME**

The name of this board/committee is the Milwaukie Parks and Recreation Board (PARB).

**ARTICLE II – PURPOSE & AUTHORITY**

- A. Purpose.** The purpose of the Board is to advise the City Council on matters relating to Milwaukie's recreation programs and facilities. The City Council, or its designee, will advise the North Clackamas Parks and Recreation District (NCPRD) Advisory Committee (DAC) and the Board of County Commissioners (which acts as the NCPRD Board) on park and recreation programs and facilities in the City of Milwaukie.
- B. Authority.** The Board is authorized by Milwaukie Municipal Code (MMC) Chapter 2.12.

**ARTICLE III – MEMBERSHIP**

- A. Membership.** The Board consists of seven members, representing the geographic diversity of the City, appointed by the Council, five of whom must be City residents. Whenever possible, persons will be appointed who have demonstrated interest, experience or expertise in some area of parks, recreation or related services. No member may be an officer, agent, or employee of the City of Milwaukie.
1. The Council may choose to appoint two additional youth to the Parks and Rec. Youth members are full members of the Board and retain all the rights and responsibilities contained in these bylaws. Youth members will count towards quorum of full board and may be elected as an officer.
- B. Appointment.** As outlined in the MMC, the Mayor appoints Board members with the consent of the City Council. As outlined in MMC 2.10.040 and in the city's Code of Conduct for Board and Committee Members, Board members serve at the pleasure of the City Council.
- C. Term of Office.** Board member terms are for a period of two years. Board members may serve no more than three consecutive full terms, unless there is an interval of at least one term before reappointment. Current board members may be reappointed to the board if they do not exceed the established term limits for the board/committee.
- D. Vacancies.** If a Board member resigns or otherwise vacates their position, the City Council will fill the vacancy in the same manner as the original appointment. Member resignations should be submitted in writing to the chair and staff liaison.
- E. Code of Conduct.** To ensure the city's boards and committees operate in an efficient, consistent, and orderly manner, and that board members comply with Oregon's public meetings and records laws, the City Council adopted a Code of Conduct for Board and Committee Members. PARB members are expected to review, sign, understand, and abide by the Code of Conduct.

**ARTICLE IV – MEETINGS**

1. **Open Meetings.** All Board meetings are public meetings as set forth by Oregon's Public Meetings Laws, Oregon Revised Statute (ORS) Chapter 192.
2. **Meeting Conduct.** Board meetings will be conducted efficiently and transparently as outlined in these bylaws, the MMC, relevant state and federal laws, and by the city's Code of Conduct for Board and Committee Members. Where these bylaws or other city guides do not provide direction, the most recent edition of Robert's Rules of Order will be followed.
3. **Regular Schedule.** The Board will hold regular meetings as determined by the MMC, the City Council, or the chair and staff liaison. PARB's regular schedule will be to meet monthly, on the third Wednesday of every month at 5:30pm at Milwaukie City Hall.
  1. **Special Meetings.** Special meetings may be called at the request of the chair or a majority of the board. If a special meeting is called, the chair and staff liaison will set a date and time taking into consideration such factors as the availability of the board members and staff, and the meeting location.
  2. **Closed Sessions.** The board may meet in closed, or executive, session as allowed by ORS 192.660(2) and consistent with MMC 2.04.090.
4. **Attendance & Absences.** Board members are expected to attend all meetings, events, and activities of the board. As outlined in the MMC and Code of Conduct, if a member fails to regularly attend meetings, the member may be removed from the board through the process outlined in the Code of Conduct.
  1. **Absences.** If a board member is unable to attend a meeting, it is the member's responsibility to inform the chair and staff liaison before the meeting.
5. **Quorum & Related Matters.** For the purposes of conducting board business, including holding official meetings, a majority, or quorum, is four for a seven-member board, five for a nine-member board, etc.
  1. **Lack of Quorum.** If there is no quorum of board/committee members within 15 minutes following the scheduled start time of a meeting, the meeting is cancelled. If the chair or staff liaison knows that a quorum will not be present at the meeting, they will notify the board members before the meeting about the cancellation.
  2. **Rescheduling Agenda Items.** If a meeting is canceled due to a lack of a quorum, all agenda items that were scheduled for the cancelled meeting will automatically be placed on the next regularly scheduled meeting agenda unless the chair or staff liaison determines that a special meeting is needed to address the items. The staff liaison will ensure that the required public meeting notices will be posted for the next meeting.
6. **Agenda Order.** The chair and the staff liaison will coordinate and arrange the meeting items as necessary to achieve an orderly and efficient meeting. In general, the order of business will be as follows:
  1. Call to Order
  2. Announcements
  3. Approval of Minutes
  4. Community Comments
  5. Business Items
  6. Board Member Reports
  7. Adjournment
7. **Adjournment Time.** Board meetings will end no later than 7:00 p.m. However, by majority vote of the members present the adjournment time may be extended.

8. **Voting.** All Board members who are present at a meeting, including the chair and officers, are allotted one vote each on all motions. The concurrence of a majority of the whole PARB present shall be required to determine any matter before the PARB. In the case of a tie vote, the matter fails. When a vote is taken all members must vote unless a member abstains from voting and cites the reason for abstaining for the record. The board secretary or staff liaison will call the roll, altering the order of members called. The chair will vote last.
9. **Motions & Related Matters.** Any board member may make a motion. A motion needs a second to be considered, otherwise it fails.
  1. **Reconsideration of Actions Taken.** A board member who voted with the majority may move for a reconsideration of an action at the same meeting only. The second of a motion may be a member of the minority. Once a matter has been reconsidered, no motion for further reconsideration may be made without unanimous consent of the Board.
10. **Minutes & Related Matters.** The written and approved meeting minutes are the official record of the meeting.
  1. **Preparing the Minutes.** The board secretary or city staff will be present at each meeting and will provide written minutes. Written minutes should not be a verbatim transcript but should give a true reflection of the matters discussed at the meeting and the views of the participants. The written minutes must include at least the following information:
    - a. The date, time, location of the meeting;
    - b. Names of the Board members present;
    - c. All motions and proposals;
    - d. The results of all votes;
    - e. The substance of any discussion on any matters; and,
    - f. A reference to any document discussed at the meeting.
  2. **Recordings.** As allowed by state law, all public meetings may be recorded by the city, board, or the public. It will be at the discretion of city staff if an official audio, video, or digital recording of the meeting is created, and if the meeting video is broadcast or streamed live.
  3. **Posting & Approval.** The staff liaison will make the draft written meeting minutes available to the public within a reasonable time after the meeting. The Board will review and vote upon the minutes at its next meeting after the minutes have been written. Approved minutes will be posted on the city's website and retain permanently as required by Oregon Administrative Rule (OAR) 166-200-0235(5)(a).

## ARTICLE V – OFFICERS & ASSIGNED DUTIES

- A. **Officers.** The officers of the Board will consist of a chair, vice chair, and secretary.
  1. **Election of Officers.** Members will elect the officers annually during the first meeting in July. Any member may nominate another member as an officer. Officers may be re-elected. If an officer is unable to complete their term, the board will hold a special election to fill the vacant officer position.
- B. **Duties of the Chair.** The chair will preside and preserve the order of Board meetings, review agendas and confer on business with the staff liaison and sign all documents memorializing board/committee actions. The chair will set reasonable time limits for community comments and testimony. The chair shall represent the City of Milwaukie and its residents at NCPRD's District Advisory Committee (DAC) meetings. The chair shall be responsible for notifying the board of pertinent actions by NCPRD and the DAC.

- C. Duties of the Vice Chair.** If the chair is absent or otherwise disqualified from serving, the vice chair will perform all duties and be subject to all the responsibilities of the chair. If both the chair and vice chair are absent from a meeting, the remaining members present will elect an acting chair for that meeting. If the secretary is absent or otherwise disqualified from serving, the vice chair will perform all duties and be subject to all the responsibilities of the secretary.
- D. Duties of the Secretary.** The secretary shall record minutes of the meeting in accordance with Article III Section J of these bylaws. The secretary shall provide minutes to the staff liaison at least eight days prior to the next scheduled meeting.
- E. Duties of Board Members.** The role of a PARB member is to participate in the Board's work and activities as assigned by the City Council, by attending meetings and events, and participating in discussions and decisions. As outlined in the city's Code of Conduct, board members must behave in an appropriate manner when performing their duties as board members in-person and in written or digital communications.
- 1. Meeting Preparation.** Board members must prepare for participation at a meeting by fully reviewing the staff report and any materials provided by city staff.
  - 2. Site Visits.** Before board/committee meetings, members are encouraged to visit sites that are subjects for design review actions. If a board/committee member visits a site, the member will report on the record any information gained from the site visit that is not consistent with the information included in the application or staff report.
  - 3. Compensation.** Board members will receive no compensation for their service. However, the city may reimburse a member for an authorized expense.
  - 4. Conflicts of Interest.** In accordance with ORS 244.120, a member of the Board may not participate in any board proceeding in which any of the following persons or businesses have a direct or substantial financial interest:
    - i. The board member or the spouse, brother, sister, child, parent, father-in-law, or mother-in-law of the board/committee member;
    - ii. Any business in which the board member is then serving or has served within the previous two years; or
    - iii. Any business with which the board member is negotiating for or has an arrangement or understanding concerning prospective partnership or employment.
    - iv. A member must disclose any actual or potential interest at the meeting of the board where the action is being taken.
- F. Duties of City Staff.** The city will assign a staff liaison to PARB and, as appropriate and available, will assign administrative staff to support the board. Staff liaisons will act as the board's primary point of contact for board members, city staff, and the general public. Staff will ensure that the board's meetings are held in accordance with state public meeting laws and will support the board's activities.
- 1. Orientation of New Members.** When new board members are appointed, the staff liaison and chair will provide an orientation to the new members as necessary. In addition, city staff may provide other training opportunities to board members.
  - 2. Board Manual.** For the efficient documentation of the board's operations, city staff may compile and maintain a PARB manual.
- G. Subcommittees & Other Committees.** The board may find it necessary to form subcommittees to investigate areas relevant to PARB's purpose. The board may identify members to serve on select subcommittees. A majority of the members will need to consent

to the formation and membership of a subcommittee. When requested by the City Council, city staff, or other city boards and committees, PARB may select members to serve as a Board representative on another committee.

1. **Bee City Committee.** The City Council created a permanent sub-committee comprising PARB members and members of the Milwaukie chapter of Rotary International as part of the city's membership in the Bee City USA program. As a permanent sub-committee of PARB, the Bee City Committee will form its own bylaws and provide regular reports to PARB and the City Council as necessary.

## **ARTICLE VI – GOALS & AMENDMENTS**

- A. **Goals.** The board will annually establish project and outcome goals that align with the goals of the City Council and the city. The board will establish an annual workplan to document its progress towards achieving its goals.
- B. **Amending the Bylaws.** The board will review its bylaws annually or as necessary and will prepare and propose appropriate bylaw amendments to the City Council. The City Council retains all authority to amend these bylaws as outlined in MMC 2.10.050.
- C. **Annual Review.** The board will meet annually with the City Council to review the board/committee's goals, workplan, and any proposed bylaw amendments.



**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, City Manager

**Date Written:** Sept. 24, 2025

**Reviewed:** Kelli Tucker, Accounting & Contracts Specialist

**From:** Shane Hart, Wastewater/Stormwater Manager, and  
Peter Passarelli, Public Works Director

**Subject: Vehicle Purchase: Wastewater Camera Vehicle**

**ACTION REQUESTED**

Council is asked to authorize the city manager to approve the purchase order of a replacement closed-circuit television (CCTV) camera vehicle for the Wastewater division totaling \$290,633.64.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

2007: The city purchased a CCTV camera vehicle for wastewater division operational purposes.

June 2024: Council adopted the 2025-2026 biennial budget, which included funding to replace the current CCTV camera vehicle.

**ANALYSIS**

City currently owns a CCTV camera-equipped truck used by the wastewater division. Camera-equipped vehicles are built with equipment necessary to inspect any defects in the sewer lines, and to video and snap photos of any issues found. The camera equipment allows the crew to inspect the mainlines and manholes and retrieve information integrated into the city’s geographical information system (GIS) and asset management system.

The current truck is built on a 2007 Chevrolet chassis. As an older vehicle, it is at the end of its lifecycle and needs replacement. Repairs for the current vehicle, equipment, and on-board generator are becoming more costly and occurring more often.

Public works staff tested several new camera vehicles in preparation of purchasing a new CCTV camera-equipped vehicle and selected a 2025 Ford Electric Transit van for replacement of the existing vehicle. This vehicle and all the camera equipment will operate 100% off an electric charge, thus improving efficiencies resulting in zero fossil fuel usage, and reducing costs to the city. Additionally, with all camera functions being powered solely by electric, there will no longer be a need for an auxiliary generator to power the unit – this will decrease maintenance costs over time.

In accordance with section 10.040 of the city’s Public Contracting Rules (PCRs), staff will purchase the vehicle from CUES, Inc., by way of an established a price agreement with the joint cooperative purchasing program, the Houston-Galveston Area Council. Since the purchase exceeds \$250,000, staff have also completed the requirement to publish a public notice of intent to purchase with CUES in accordance with Oregon Revised Statute (ORS) 279A.215(2)(a-d).

## **CLIMATE IMPACTS**

The transition to an all-electric Ford Transit van represents a significant reduction in lifecycle greenhouse gas emissions and other air pollutants. Gasoline engines emit carbon dioxide, carbon monoxide, nitrogen oxides, and particulate matter that contribute to both global warming and local air quality degradation. The new fully electric chassis will eliminate direct tailpipe emissions entirely, resulting in zero transportation emissions during operation.

The project aligns with the city's Climate Action Plan (CAP) goals to reduce fossil fuel dependency in municipal operations and demonstrates continued progress toward fleet electrification and operational efficiency.

## **BUDGET IMPACTS**

The total purchase price of \$290,633.64 is under the Wastewater Fund's established budget of \$300,000 for this vehicle purchase, as outlined in the 2025-2026 biennium budget.

## **WORKLOAD IMPACTS**

By replacing the current truck with the new electric transit van, the city will improve sewer inspection and investigation efficiency and realize labor, fuel, and water savings.

## **COORDINATION, CONCURRENCE, OR DISSENT**

Fleet staff provided input during the specification and selection process and agreed that the proposed 2025 Ford Electric Transit van was acceptable to meet the needs of public works.

## **STAFF RECOMMENDATION**

Staff recommend that Council authorize the city manager to approve the purchase of a 2025 Ford Electric Transit van, including camera equipment, with CUES in the amount of \$290,633.64, as well as authorizing designated staff to administer the purchase in accordance to vehicle specifications up to \$300,000.

## **ALTERNATIVES**

Council could decide to defer the purchase of the vehicle to the next budget cycle.

## **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, AUTHORIZING THE PURCHASE OF A 2025 FORD ELECTRIC TRANSIT VAN WITH CAMERA EQUIPMENT.**

WHEREAS sewer inspections and investigations are required in the day-to-day operation of the city’s public works’ wastewater division; and

WHEREAS the city’s current sewer inspection vehicle and camera equipment is 18 years old, outdated, heavily used, and at the end of its lifecycle; and

WHEREAS a replacement sewer inspection vehicle with camera equipment is budgeted for the Wastewater Fund in the 2025-2026 biennial budget; and

WHEREAS in accordance with section 10.040 of the city’s Public Contracting Rules (PCRs), the city may purchase goods and services through established price agreements without following a subsequent competitive procurement; and

WHEREAS staff selects to purchase a 2025 Ford Electric Transit van through the Houston-Galveston Area Council’s price agreement #SC06-24 with CUES, Inc. in the amount of \$290,633.64

**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 approve the purchase of a 2025 Ford Electric Transit van, including camera equipment, with CUES, Inc. in the amount of \$290,633.64, and to authorize the city manager or public works director to administer the purchase in accordance with vehicle specifications up to an amount not exceeding \$300,000.

Introduced and adopted by the City Council on October 21, 2025.

This resolution is effective **immediately**.

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Lisa M. Batey, Mayor

ATTEST:

APPROVED AS TO FORM:

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Scott S. Stauffer, City Recorder

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Justin D. Gericke, City Attorney

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, City Manager

**Date Written:** Oct. 8, 2025

**Reviewed:** Jennifer Garbely, City Engineer

**From:** Josh Neath, Associate Engineer

**Subject:** **Additional Authorization for Ardenwald North Improvements Project**

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**ACTION REQUESTED**

Council is asked to approve a resolution to increase the project authorization amount for the Ardenwald North Improvements project by an additional \$113,200, making the total project authorization not to exceed \$3,190,259.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

June 2024: The Ardenwald North Improvements project was included in the 2025-2030 Capital Improvement Plan (CIP) and the 2025-2026 biennium budget adopted by Council. The project's water and sanitary sewer work is being funded in part by the federal American Rescue Plan Act (ARPA) grant revenues.

November 5, 2024: Council authorized a contract with Landis & Landis Construction via [Resolution 58-2024](#) for construction of the Ardenwald North Improvements project with an authorized project budget of \$3,077,059.

**ANALYSIS**

This project included street repair on Van Water Street, Roswell Street, Sherrett Street, 28<sup>th</sup> Avenue, 28<sup>th</sup> Place, 29<sup>th</sup> Avenue, 30<sup>th</sup> Avenue, and 31<sup>st</sup> Avenue with a shared street design for bicycles, pedestrians, and vehicles. A few Americans with Disabilities Act (ADA) ramp and sidewalk repairs was also included within the project boundary. Stormwater catch basins in the project boundary were upgraded, the water system upsized on 29<sup>th</sup> Avenue, 30<sup>th</sup> Avenue, 31<sup>st</sup> Avenue, and Roswell Street, and wastewater improvements on 28<sup>th</sup> Avenue, 29<sup>th</sup> Avenue, and 31<sup>st</sup> Avenue to address multiple bellies and root intrusion to reduce debris buildup.

Additional work was requested by the contractor and public works to address unforeseen impacts on the project. The additional work includes water work for the city's ageing system, repair of the roadway base for longevity of the pavement, and increased asphalt pavement from 2-inches to 3-inches thick. Additional authorization of \$113,200 is required for these added costs as the project nears substantial completion.

**BUDGET IMPACT**

The increased costs for this project will be covered through the current FY 2025-2026 biennium budget. The original CIP budget for this project covers the additional expenses from the Safe Access for Everyone (SAFE), Transportation-State Gas Tax, and Stormwater Funds. However, the additional expenses from the Street Surface Maintenance Program (SSMP) and Water Funds will be covered by pulling capital from other CIP projects within the respective fund that will

not be completed in this biennium, such as King Road Improvements or Lead Service Line Replacements. No cost increases were made to the Wastewater Fund for this project.

**CLIMATE IMPACT**

None.

**EQUITY IMPACT**

Change order work benefits the Ardenwald neighborhood by increasing the lifespan of the roadway, providing street drainage improvements, and updating the water, stormwater, and sanitary sewer systems to meet public works standards.

**WORKLOAD IMPACT**

None.

**COORDINATION, CONCURRENCE, OR DISSENT**

Public works staff worked together to make improvements that were needed beyond what was outlined in the approved plans.

**STAFF RECOMMENDATION**

Staff recommend the additional project authorization for the Ardenwald North Improvements project of \$113,200.

**ALTERNATIVES**

None.

**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, AUTHORIZING AN INCREASE IN THE PROJECT AUTHORIZATION FOR A PUBLIC IMPROVEMENT CONTRACT WITH LANDIS & LANDIS CONSTRUCTION, LLC FOR THE ARDENWALD NORTH IMPROVEMENTS PROJECT (CIP-2021-W61).**

**WHEREAS** Council approved Resolution 58-2024, which awarded a contract to Landis & Landis Construction, LLC for the construction of the Ardenwald North Improvements project up to \$3,077,059; and

**WHEREAS** the contractor and the city’s public works staff have requested additional water work, roadway base repairs, and increased asphalt pavement thickness for this project; and

**WHEREAS** additional funds are required to complete the project with the additional work; and

**WHEREAS** the current project authorization amount previously authorized by Council must be increased to reflect the additional funding needed to finalize the project.

**Now, Therefore, be it Resolved** by the City Council of the City of Milwaukie, Oregon, that the project authorization amount for the construction of Ardenwald North Improvements project with Landis & Landis Construction, LLC be increased by \$113,200 and that the city manager, city engineer, public works director, or designee is authorized to administer the project in accordance with the public improvement contract in the amount not to exceed \$3,190,259.

Introduced and adopted by the City Council on **October 21, 2025**.

This resolution is effective immediately.

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Lisa M. Batey, Mayor

ATTEST:

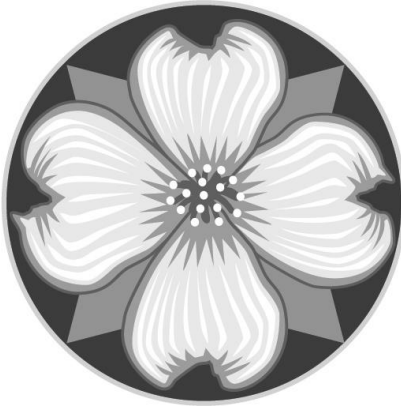
APPROVED AS TO FORM:

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Scott S. Stauffer, City Recorder

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Justin D. Gericke, City Attorney



**RS Agenda Item**

**7**

**Business Items**

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, City Manager

**Reviewed:** Laura Weigel, Community Development Director, and  
Acting Planning Manager

**From:** Ryan Dyar, Associate Planner

**Subject:** **Annexation of Property at 5815 SE Laurel Street**

**Date Written:** Oct. 2, 2025

**ACTION REQUESTED**

Council is asked to approve application A-2025-003, an annexation petition, and adopt the attached ordinance and associated findings in support of approval (Attachment 1). Approval of this application would result in the following actions:

- Annexation into the city of 5815 SE Laurel Street (Tax Lot 12E30AD04500), the “annexation property.”
- Application of a moderate density residential (MD) Comprehensive Plan land use designation and a moderate density residential (R-MD) zoning designation to the annexation property.
- Amendments to the city’s Comprehensive Plan land use map and zoning map to reflect the city’s new boundary and the annexation property’s new land use and zoning designations.
- Withdrawal of the annexation property from the following urban service districts:
  - Clackamas County Service District for Enhanced Law Enforcement
  - Clackamas County Service District #5 for Street Lights

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

**July 1990:** Clackamas County Order No 90-726 established an urban growth management agreement (UGMA) in which the city and county agreed to coordinate the future delivery of services to the unincorporated areas of north Clackamas County. With respect to Dual Interest Area “A,” the agreement states: “The city shall assume a lead role in providing urbanizing services.”

**January 2010:** Council annexed the rights-of-way (ROW) in the Northeast Sewer Extension (NESE) project area making all properties in this area contiguous to the city limits and eligible for annexation (Ordinance #2010).

**June 2010:** Council approved the first annexation of property in the NESE project area (Ordinance #2016, land use file #A-10-01). Since then, Council has approved the annexation of approximately 175 additional properties in the NESE area. To date, there are approximately 84 properties within the NESE project area that have not yet been annexed.

**August 2025:** The property owner at 5815 SE Laurel Street approached the city’s community development department to initiate the expedited annexation process and make an emergency

connection to the city sewer system. The owners signed a consent to annex form and paid the necessary fees and charges.

## ANALYSIS

### Proposal

The applicant, Diane Lyn Harris-Bogenhagen, has applied to annex the approximately 14,745-sq-ft (0.34-acre) site to the city. The annexation property is developed with a single unit detached dwelling. It has residential Clackamas County land use and zoning designations and will receive equivalent residential city land use and zoning designations upon annexation.

### Site and Vicinity

The annexation property is within the city's UGMA area and is contiguous to the existing city limits along the public right-of-way (ROW) of Laurel Street to the south and where adjacent to the neighboring property at 5731 SE Laurel Street to the west (see Figure 1). The annexation property is currently developed with a single-unit house; the surrounding area consists primarily of other single-unit detached residential dwellings.

### Annexation Petition

The petition is being processed as an expedited annexation. Under the expedited process, a city land use and zoning designation is automatically applied to the property upon annexation. Any property that is within the UGMA area and contiguous to the city boundary may apply for an expedited annexation so long as all property owners of the area to be annexed and at least 50% of registered voters within the area to be annexed consent to the annexation. Clackamas County has certified that these thresholds are met for the annexation property.

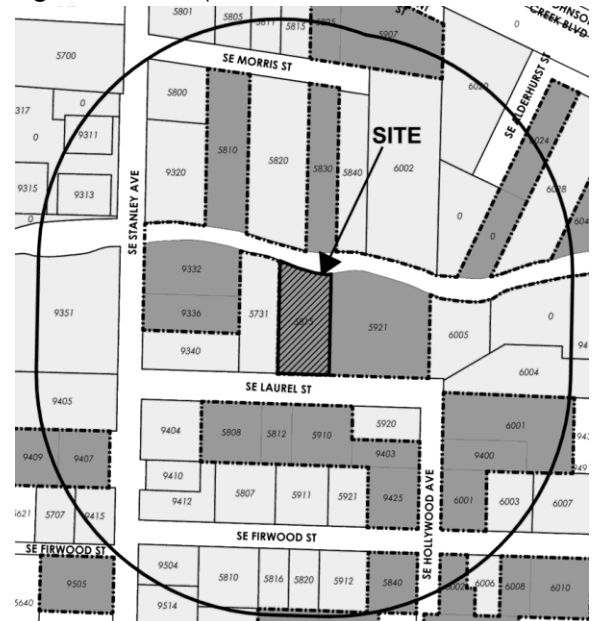
As set forth in Milwaukie Municipal Code (MMC) Table 19.1104.1.E, the expedited annexation process automatically assigns city land use and zoning designations to the annexation property based on the existing Clackamas County land use and zoning designations. The existing county Comprehensive Plan land use designation for the annexation property is low density residential (LDR), which corresponds to the city's moderate density (MD) Comprehensive Plan designation upon annexation. The current county zoning designation for the annexation property is urban low-density residential R-7, which corresponds to a city zoning designation of moderate density residential (R-MD) upon annexation.

Pursuant to city, regional, and state regulations on expedited annexations, all necessary parties, interested persons, and residents and property owners within 400 feet of the site were notified of these proceedings under MMC 19.1103.4.1.C. A public hearing is not required for an expedited annexation; however, Council must adopt an ordinance to implement the annexation.

### Annexation Approval Criteria

The annexation application is subject to Milwaukie Comprehensive Plan Section 12 Urban Growth Management, Oregon Revised Statutes (ORS) Chapter 222 City Boundary Changes,

Figure 1. Site Map



Metro Code Chapter 3.09 Local Government Boundary Changes, and MMC Chapter 19.1100 Annexations and Boundary Changes.

Expedited annexations must meet the approval criteria of MMC 19.1102.3. Compliance with the applicable criteria is detailed in Attachment 1 (Exhibit A, Findings).

### **Utilities, Service Providers, and Service Districts**

The city is authorized by ORS 222.120(5) to withdraw the annexation property from non-city service providers and districts upon annexation to the city. This allows for a more unified and efficient delivery of urban services to the newly annexed property and is in keeping with the city's Comprehensive Plan policies relating to annexation.

- Wastewater: The annexation property is within the city's sewer service area and, via an emergency connection allowed in conjunction with the proposed annexation, is served by the city's 8-inch sewer line accessible in Laurel Street.
- Water: The annexation property is currently served by Clackamas River Water (CRW) through CRW's existing water line in Laurel Street. Pursuant to the city's intergovernmental agreement (IGA) with CRW, water service will continue to be provided by CRW, and the annexation property will not be withdrawn from this district at this time.
- Storm: The annexation property is not connected to a public stormwater system. Treatment and management of on-site stormwater will be required when new development occurs.
- Fire: The annexation property is currently served by Clackamas Fire District #1 and will continue to be served by this fire district upon annexation since the entire city is within this district.
- Police: The annexation property is currently served by the Clackamas County Sheriff's Office and is within the Clackamas County Service District for Enhanced Law Enforcement, which provides additional police protection to the area. The city has its own police department, and this department can adequately serve the site. To avoid duplication of services, the site will be withdrawn from this district upon annexation to the city.
- Street Lights: As of July 1, 2011, an IGA between the city and Clackamas County Service District No. 5 for Street Lights (the "district") transferred operational responsibility to the city for the street lights and street light payments in the city's NESE project area. The annexation property will be withdrawn from the district upon annexation to the city.
- Other Services: Community development, public works, planning, building, engineering, code enforcement, and other municipal services are available through the city and will be available to the site upon annexation. The annexation property will continue to receive services and remain within the boundaries of certain regional and county service providers, such as TriMet, North Clackamas School District (NCSD), Vector Control District, and North Clackamas Parks and Recreation District (NCPRD).

### **BUDGET IMPACTS**

This annexation will have minimal fiscal impact on the city. As with most annexations of residential properties, the costs of providing governmental services will likely be offset by the collection of property taxes. According to Clackamas County Assessor data, the total current

assessed value of the annexation property is \$195,713. Based on the latest information available (from the Clackamas County Rate Book for 2024), total property tax collection of approximately \$4,283 is anticipated for the annexation property. The city will receive approximately \$928 of this total.

### **WORKLOAD IMPACTS**

For most city services, workload impacts from the annexation itself will be minimal and will likely include, but are not limited to, utility billing, provision of general governmental services, and the setting up and maintenance of property records.

### **EQUITY IMPACTS**

The annexation is not expected to have any equity impacts.

### **CLIMATE IMPACTS**

The annexation is not expected to have any impact on the climate. The property is currently occupied by a single-unit home and redevelopment is not anticipated in the short term.

### **COORDINATION, CONCURRENCE, OR DISSENT**

All city departments, necessary parties, interested persons, and residents and property owners within 400 feet of the annexation property were notified of these proceedings as required by city, regional, and state regulations. The Lewelling Neighborhood District Association (NDA) also received notice of the annexation petition and the Council meeting.

The city did not receive comments from any necessary parties with objections to the proposed annexation.

### **STAFF RECOMMENDATION**

Approve the application and adopt the ordinance and findings in support of approval.

### **ALTERNATIVES**

Council has two decision-making options:

1. Approve the application and adopt the ordinance and findings in support of approval.
2. Deny the application and adopt findings in support of denial.

### **ATTACHMENTS**

1. Annexation Ordinance
  - Exhibit A. Findings in Support of Approval
  - Exhibit B. Legal Description and Annexation Map
2. Annexation Site Map
3. Applicant's Annexation Application

**COUNCIL ORDINANCE No.**

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, ANNEXING A TRACT OF LAND IDENTIFIED AS TAX LOT 1S2E30AD04500 AND LOCATED AT 5815 SE LAUREL STREET INTO THE CITY LIMITS OF THE CITY OF MILWAUKIE (FILE #A-2025-003).**

**WHEREAS** the territory proposed for annexation is contiguous to the city's boundary and is within the city's urban growth management area (UGMA); and

**WHEREAS** the requirements of the Oregon Revised Statutes (ORS) for initiation of the annexation were met by providing written consent from a majority of electors and all owners of land within the territory proposed for annexation; and

**WHEREAS** the territory proposed for annexation lies within the territory of the Clackamas County Service District for Enhanced Law Enforcement and Clackamas County Service District #5 for Street Lights; and

**WHEREAS** the annexation and withdrawals are not contested by any necessary party; and

**WHEREAS** the annexation will promote the timely, orderly, and economic provision of public facilities and services; and

**WHEREAS** Table 19.1104.1.E of the Milwaukie Municipal Code (MMC) provides for the automatic application of city zoning and comprehensive plan land use designations; and

**WHEREAS** the city conducted a public meeting and mailed notice of the public meeting as required by law; and

**WHEREAS** the city prepared and made available an annexation report that addressed all applicable criteria, and, upon consideration of such report, the City Council favors annexation of the tract of land and withdrawal from all applicable districts based on findings and conclusions attached as Exhibit A.

**Now, Therefore, the City of Milwaukie does ordain as follows:**

Section 1. The Findings in Support of Approval attached as Exhibit A are adopted.

Section 2. The tract of land described and depicted in Exhibit B is annexed to the City of Milwaukie.

Section 3. The tract of land annexed by this ordinance and described in Section 2 is withdrawn from the Clackamas County Service District for Enhanced Law Enforcement and Clackamas County Service District #5 for Street Lights.

Section 4. The tract of land annexed by this ordinance and described in Section 2 is assigned a Comprehensive Plan land use designation of moderate density residential (MD) and a municipal code zoning designation of moderate density residential (R-MD).

Section 5. The city will immediately file a copy of this ordinance with Metro and other agencies required by Metro Code Chapter 3.09.030, ORS 222.005, and ORS 222.177. The annexation and withdrawal will become effective upon filing of the annexation records with the Secretary of State as provided by ORS 222.180.

Read the first time on \_\_\_\_\_ and moved to second reading by \_\_\_\_\_ vote of the City Council.

Read the second time and adopted by the City Council on \_\_\_\_\_.

Signed by the Mayor on \_\_\_\_\_.

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Lisa M. Batey, Mayor

ATTEST:

APPROVED AS TO FORM:

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Scott S. Stauffer, City Recorder

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Justin D. Gericke, City Attorney

## EXHIBIT A

### FINDINGS IN SUPPORT OF APPROVAL

Based on the staff report for the annexation of 5815 SE Laurel St, the “annexation property,” the Milwaukie City Council finds:

1. The annexation property consists of one tax lot comprising 0.34 acres (tax lot 1S2E30AD04500). The annexation property is contiguous to the existing city limits along the public right-of-way (ROW) in Laurel Street to the south and where adjacent to the neighboring property at 5731 SE Laurel St to the west. The annexation property is within the regional urban growth boundary and also within the city’s urban growth management area (UGMA).

The annexation property is developed with a single-unit detached dwelling. The surrounding area consists primarily of single-unit detached dwellings.

2. The current owners of the annexation property seek annexation to the city to access city services, namely sewer service. The owners have signed a consent to annex form and paid the necessary fees and charges to allow an emergency connection to the city sewer service.
3. The annexation petition was initiated by consent of the single owner of the property on August 11, 2025, with a complete application for annexation submitted to the city on August 13, 2025. It meets the requirements for initiation set forth in ORS 222.125, Metro Code Section 3.09.040, and Milwaukie Municipal Code (MMC) Subsections 19.1104.1.A.3 and 19.1102.2.C.
4. The annexation petition was processed and public notice was provided in accordance with ORS Section 222.125, Metro Code Section 3.09.045, and MMC 19.1104. The annexation petition is being processed as an expedited annexation at the request of the property owner. It meets the expedited annexation procedural requirements set forth in MMC Section 19.1104.
5. The expedited annexation process provides for automatic application of city comprehensive plan land use and zoning designations to the annexation property based on their existing comprehensive plan land use and zoning designations in the county, which are urban low density residential (LDR) and residential R-7, respectively. Pursuant to MMC Table 19.1104.1.E, the automatic city comprehensive plan land use and zoning designations for the annexation property are both moderate density residential, MD and R-MD, respectively.
6. The applicable city approval criteria for expedited annexations are contained in MMC 19.1102.3. They are listed below with findings in italics.

- A. The subject site must be located within the city’s urban growth boundary (UGB);

*The annexation property is within the regional UGB and within the city’s UGMA.*

- B. The subject site must be contiguous to the existing city limits;

*The annexation property is contiguous to the existing city limits along the public ROW of Laurel Street to the south and where adjacent to the neighboring property at 5731 SE Laurel St to the west.*

- C. The requirements of Oregon Revised Statutes for initiation of the annexation process must be met;

*Diane Lyn Harris-Bogenhagen, the current property owner, consented to the annexation by signing the petition. The current property owner is the only registered voters for the annexation property. As submitted, the annexation petition meets the Oregon Revised Statutes requirements for initiation pursuant to the "Consent of All Owners of Land" initiation method, which requires consent by all property owners and a majority of the electors, if any, residing in the annexation territory.*

- D. The proposal must be consistent with Milwaukie Comprehensive Plan policies;

*Chapter 12 of the comprehensive plan contains the city's annexation policies. Applicable annexation policies include: (1) delivery of city services to annexing areas where the city has adequate services and (2) requiring annexation in order to receive a city service. With annexation, the city will take over urban service provision for the property. City services to be provided include wastewater collection, stormwater management, police protection, and general governmental services. As proposed, the annexation is consistent with Milwaukie Comprehensive Plan policies.*

- E. The proposal must comply with the criteria of Metro Code Sections 3.09.045(d) and, if applicable, (e).

*The annexation proposal is consistent with applicable Metro code sections for expedited annexations as detailed in Finding 7.*

- F. The proposal must comply with the criteria of Section 19.902 for Zoning Map Amendments and Comprehensive Plan Map Amendments, if applicable.

*The annexation would add new territory within the city limits, and the new territory must be designated on both the zoning map and the comprehensive plan map for land use. These additions effectively constitute amendments to the zoning and comprehensive plan land use maps.*

The approval criteria for zoning map amendments and comprehensive plan amendments are provided in MMC 19.902.6.B and 19.902.4.B, respectively.

Collectively, the criteria address issues such as compatibility with the surrounding area, being in the public interest and satisfying the public need, adequacy of public facilities, consistency with transportation system capacity, consistency with goals and policies of the Milwaukie Comprehensive Plan and relevant Metro plans and policies, and consistency with relevant State statutes and administrative rules.

*MMC Table 19.1104.1.E establishes automatic zoning map and comprehensive plan land use map designations for expedited annexations. If a proposed designation is consistent with the table, it is consistent with the various applicable plans and policies.*

*In the case of the proposed annexation, the annexation property will assume the zoning and comprehensive plan designations provided in MMC Table 19.1104.1.E, which are R-MD and moderate density residential, respectively. The approval criteria for both proposed amendments are effectively met.*

7. Prior to approving an expedited annexation, the city must apply the provisions contained in Section 3.09.045.D of the Metro Code. They are listed below with findings in italics.

A. Find that the change is consistent with expressly applicable provisions in:

(1) Any applicable urban service agreement adopted pursuant to ORS 195.065;

*There is one applicable urban service agreement adopted pursuant to ORS 195 in the area of the proposed annexation (see Finding 8, Street lights). The City has an UGMA agreement with Clackamas County that states that the City will take the lead in providing urban services in the area of the proposed annexation. The proposed annexation is in keeping with the city's policy of encouraging properties within the UGMA to annex to the city.*

*The City has an intergovernmental agreement with Clackamas Water Environment Services (WES) regarding wholesale rates for wastewater treatment, but that agreement does not address issues related to annexations.*

(2) Any applicable annexation plan adopted pursuant to ORS 195.205;

*There are no applicable annexation plans adopted pursuant to ORS 195 in the area of the proposed annexation.*

(3) Any applicable cooperative planning agreement adopted pursuant to ORS 195.020  
(2) between the affected entity and a necessary party;

*There are no applicable cooperative planning agreements adopted pursuant to ORS 195 in the area of the proposed annexation.*

(4) Any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services;

*Clackamas County completed a North Clackamas Urban Area Public Facilities Plan in 1989 in compliance with Goal 11 of the Land Conservation and Development Commission for coordination of adequate public facilities and services. The city subsequently adopted this plan as an ancillary comprehensive plan document. The plan contains four elements:*

- Sanitary Sewerage Services*
- Storm Drainage*
- Transportation Element*
- Water Systems*

*The proposed annexation is consistent with the four elements of this plan as follows:*

*Wastewater: The City is the identified sewer service provider in the area of the proposed annexation and maintains a public sewer system that can adequately serve the annexation property via an 8-inch sewer line accessible in Laurel Street.*

Storm: *The annexation property is not connected to a public storm water system. Treatment and management of on-site storm water will be required when new development occurs.*

Transportation: *Access is provided to the annexation property via the public ROW of Laurel Street, a local street maintained by the city. The City may require public street improvements along the annexation property's frontage when new development occurs.*

Water: *Clackamas River Water (CRW) is the identified water service provider in this plan. However, the City's more recent UGMA agreement with the county identifies the City as the lead urban service provider in the area of the proposed annexation. The City's water service master plan for all of the territory within its UGMA addresses the need to prepare for future demand and coordinate service provision changes with CRW. As per the City's intergovernmental agreement (IGA) with CRW, CRW will continue to provide water service to the annexation property through its existing water line in Laurel Street.*

(5) Any applicable comprehensive plan.

*The proposed annexation is consistent with the Milwaukie Comprehensive Plan, which is more fully described on the previous pages. The Clackamas County Comprehensive Plan contains no specific language regarding city annexations. The comprehensive plans, however, contain the city-county UGMA agreement, which identifies the area of the proposed annexation as being within the city's UGMA. The UGMA agreement requires that the City notify the County of proposed annexations, which the City has done. The agreement also calls for City assumption of jurisdiction of local streets that are adjacent to newly annexed areas. The City has already annexed and taken jurisdiction of the public ROW in Laurel Street adjacent to the annexation property.*

B. Consider whether the boundary change would:

(1) Promote the timely, orderly, and economic provision of public facilities and services;

*With annexation, the City will be the primary urban service provider in the area of the proposed annexation, and the annexation will facilitate the timely, orderly, and economic provision of urban services to the annexation properties.*

*The City has public sewer service in this area in Laurel Street.*

(2) Affect the quality and quantity of urban services; and

*The annexation property consists of one tax lot developed with a single-unit detached dwelling. Annexation of the site is not expected to affect the quality or quantity of urban services in this area, given the surrounding level of urban development and the existing level of urban service provision in this area.*

(3) Eliminate or avoid unnecessary duplication of facilities and services.

*Upon annexation, the annexation property will be served by the Milwaukie Police Department. To avoid duplication of law enforcement services, the site will be withdrawn*

*from the Clackamas County Service District for Enhanced Law Enforcement upon annexation.*

8. The City is authorized by ORS Section 222.120(5) to withdraw annexed territory from non-City service providers and districts upon annexation of the territory to the city. This allows for more unified and efficient delivery of urban services to newly annexed properties and is in keeping with the city's Comprehensive Plan policies relating to annexation.

Wastewater: *The annexation property is within the City's sewer service area and, via an emergency connection allowed in conjunction with the proposed annexation, is served by the City's 8-inch sewer line accessible in Laurel Street.*

Water: *The annexation property is currently served by CRW through CRW's existing water line in Laurel Street. Pursuant to the City's IGA with CRW, water service will continue to be provided by CRW and the annexation property will not be withdrawn from this district at this time.*

Storm: *The annexation property is not connected to a public storm water system. Treatment and management of on-site storm water will be required when new development occurs.*

Fire: *The annexation property is currently served by Clackamas Fire District #1 and will continue to be served by this fire district upon annexation, since the entire city is within this district.*

Police: *The annexation property is currently served by the Clackamas County Sheriff's Department and is within the Clackamas County Service District for Enhanced Law Enforcement, which provides additional police protection to the area. The City has its own police department, and this department can adequately serve the site. To avoid duplication of services, the site will be withdrawn from this district upon annexation to the city.*

Street Lights: *As of July 1, 2011, an intergovernmental agreement between the City and Clackamas County Service District No. 5 for Street Lights (the "District") transferred operational responsibility to the City for the street lights and street light payments in the City's northeast sewer extension project area. The annexation property will be withdrawn from the District upon annexation to the city.*

Other Services: *Community development, public works, planning, building, engineering, code enforcement, and other municipal services are available through the City and will be available to the site upon annexation. The annexation property will continue to receive services and remain within the boundaries of certain regional and county service providers, such as TriMet, North Clackamas School District, Vector Control District, and North Clackamas Parks and Recreation District.*

Annexation to the City Of Milwaukie  
LEGAL DESCRIPTION

Milwaukie Annexation File No. A-2025-003

Property Address: 5815 SE Laurel St, Milwaukie OR 97222

Tax Lot Description: 1S2E30AD04500

Legal Description: The East one-half of Lot 2, all of Lot 3, and the West 10 feet of Lot 4, all in Block 1, HOLLYWOOD PARK, in the County of Clackamas and State of Oregon.

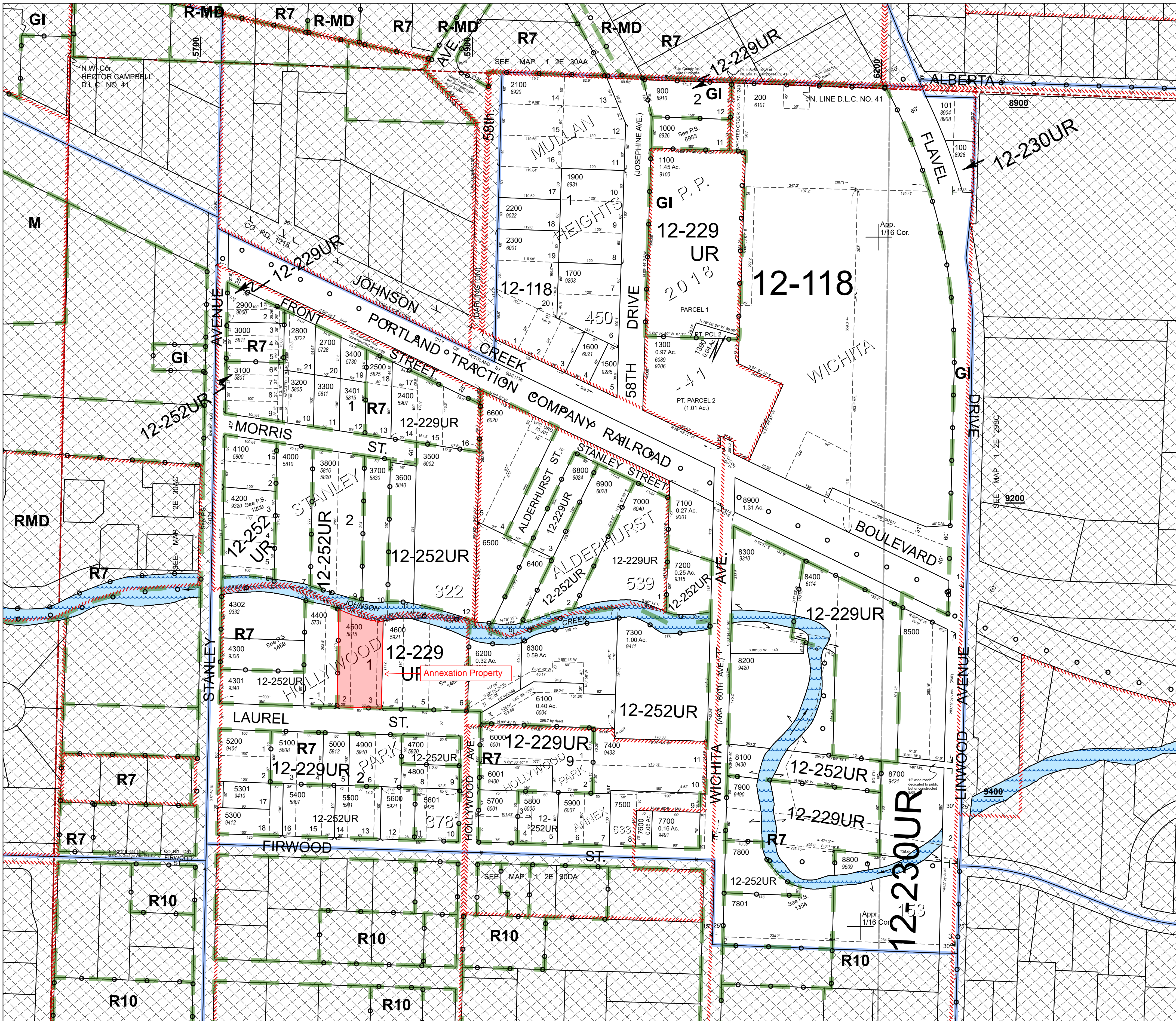
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CLACKAMAS COUNTY

1" = 100'

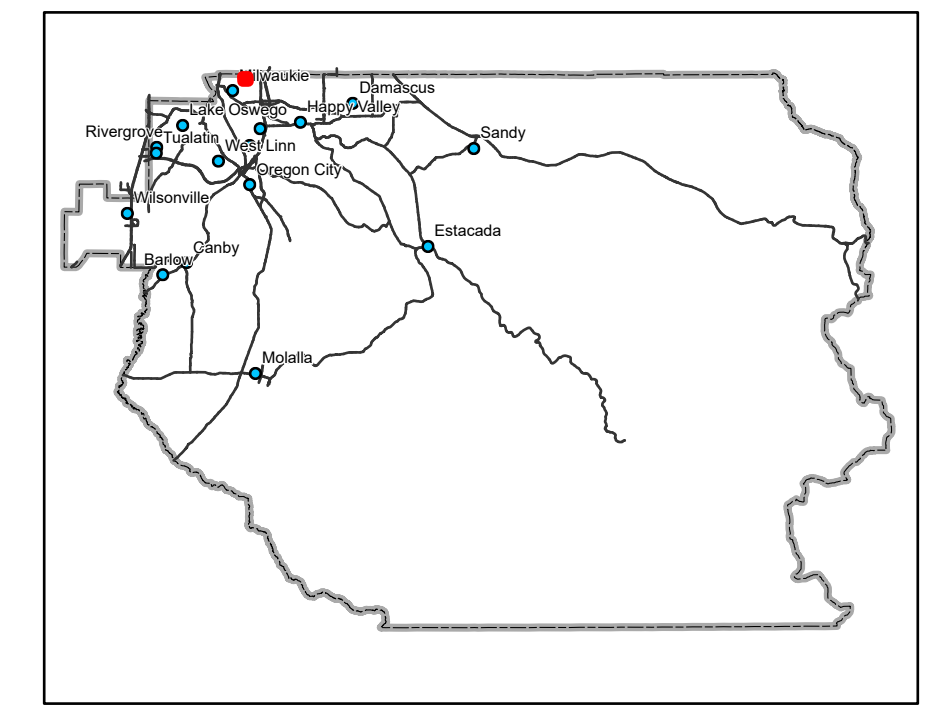
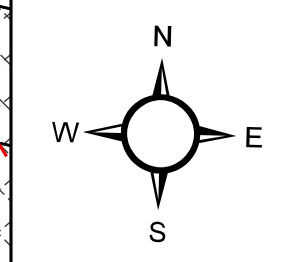
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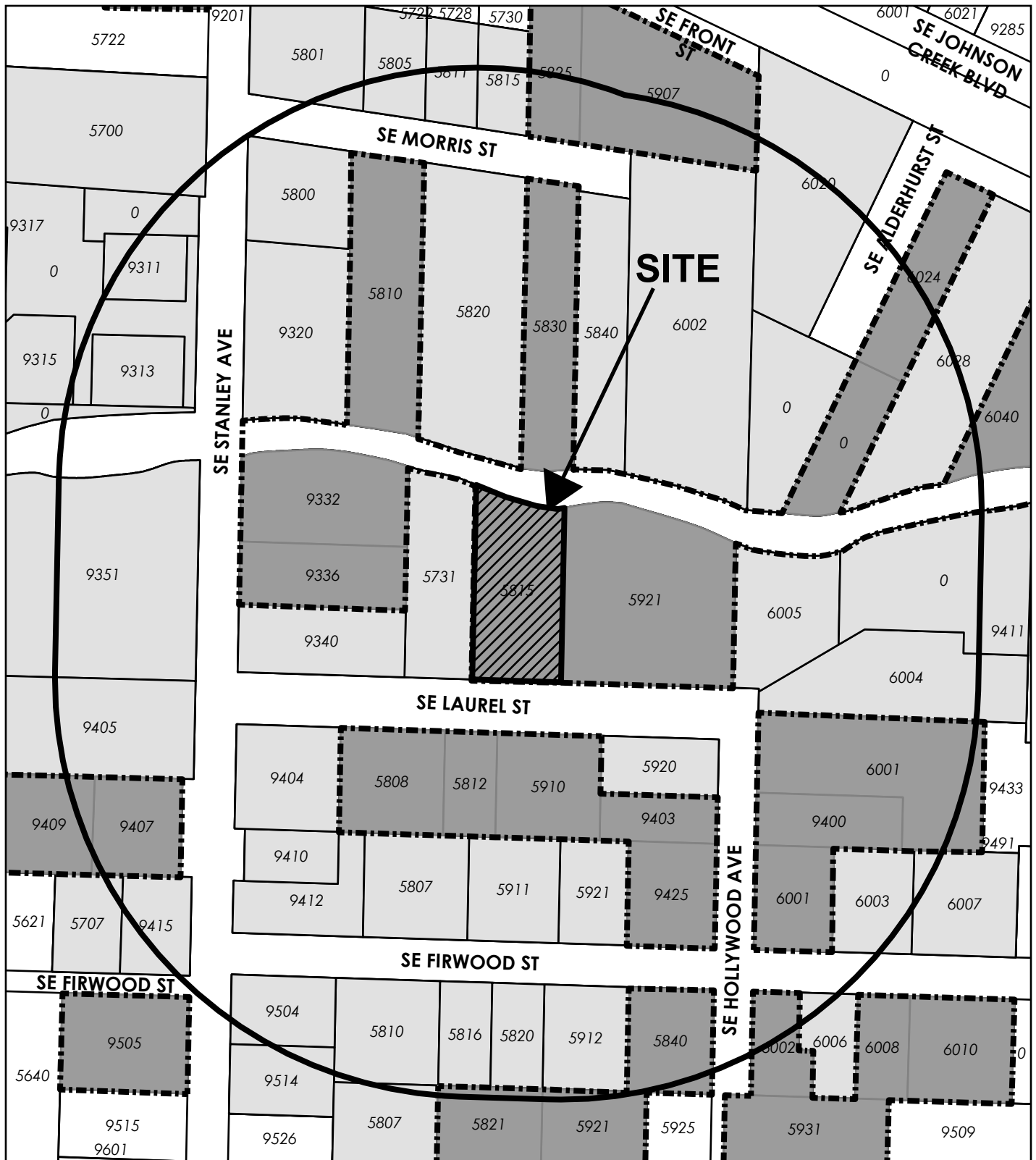
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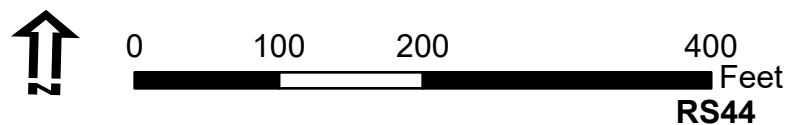
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- Private Road ROW
- Historical Boundary
- Railroad Centerline
- Tax Code Lines
- Map Index
- Water Lines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'










THIS MAP IS FOR ASSESSMENT PURPOSES ONLY



**Site Map**  
**5815 SE Laurel St**  
**(1S2E30AD04500)**  
**File # A-2025-003**

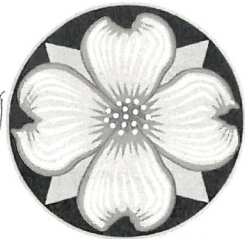


**Legend**

-  Other tax lots (Milwaukie)
-  A-2025-003 Site
-  400 ft public notice boundary
-  COM\_CityBoundary
-  Properties receiving notice (Milwaukie)
-  Properties receiving notice (unincorporated)
-  Other tax lots (unincorporated)

# Expedited Annexation Application

File # A-2025-003



**MILWAUKIE PLANNING**  
10501 SE Main St.  
Milwaukie OR 97222  
503.786.7630  
planning@milwaukieoregon.gov

**RESPONSIBLE PARTIES:**

**APPLICANT** (owner or other eligible applicant): Diane Lyn Harris - Bogenhagen

Mailing address: 5815 SE Laurel ST Milwaukie OR Zip: 97222

Phone(s): 503 707 0773 Email: dhbagb449@gmail.com

**APPLICANT'S REPRESENTATIVE** (if different than above):

Mailing address: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone(s): \_\_\_\_\_ Email: \_\_\_\_\_

**SITE INFORMATION:**

Address(es): 5815 SE Laurel St Map & Tax Lot(s): 152E30AD4500

Existing County zoning: R7 Proposed City zoning: R-MD Property size: 0.34 acres

Existing County land use designation: LDR Proposed City land use designation: MD

**PROPOSAL (describe briefly):**

\_\_\_\_\_  
 \_\_\_\_\_

**LIST OF ALL CURRENT UTILITY PROVIDERS:**

Check all that apply (do not list water or sewer service providers)

**Cable, internet, and/or phone:**  Comcast  CenturyLink

**Energy:**  PGE  NW Natural Gas

**Garbage hauler:**  Waste Management  Hoodview Disposal and Recycling

Wichita Sanitary  Oak Grove Disposal  Clackamas Garbage

Other (please list): \_\_\_\_\_

**SIGNATURE:**

**ATTEST:** I am the property owner, or I am eligible to initiate this application per Milwaukie Municipal Code (MMC) Subsection 19.1001.6.A. I have attached all owners' and voters' authorizations to submit this application. I understand that uses or structures that were not legally established in the County are not made legal upon annexation to the City. To the best of my knowledge, the information provided within this application package is complete and accurate.

Submitted by: Diane Lyn Harris - Bogenhagen Date: 8-7-25

**CONTINUED ON REVERSE**

**RS45**

**THIS SECTION FOR OFFICE USE ONLY:**

File #: <i>A-2025-003</i> Fee: \$ <i>150.00</i> Receipt #: Recd. by:	Date stamp:	
Associated application file #'s: <i>N/A</i>	<i>Materials submitted (8-11-2025)</i>	
Neighborhood District Association(s): <i>Lewelling</i>		
Notes (include discount if any): <i>Expedited annexation for emergency sewer connection.</i>		<i>Payment received on (8-13-2025)</i>

**EXPEDITED ANNEXATION  
PETITION OF OWNERS OF 100% OF LAND AREA  
AND PETITION OF AT LEAST 50% OF REGISTERED VOTERS**

**TO: The Council of the City of Milwaukie, Oregon**

**RE: Petition for Annexation to the City of Milwaukie, Oregon**

We, the petitioners (listed on reverse), are property owners of and/or registered voters in the territory described below. We hereby petition for, and give our consent to, annexation of this territory to the City of Milwaukie.

This petition includes a request for the City to assign a zoning and land use designation to the territory that is based on the territory's current zoning designation in the County, pursuant to the City's expedited annexation process.

The territory to be annexed is described as follows:

***(Insert legal description below OR attach it as Exhibit "A")***

The East one-half of lot 2, all of lot 3 and the  
West 10 Feet of lot 4 all in Block 1,  
Hollywood Park, in the County of  
Clackamas and State of OREGON

RECEIVED  
CLACKAMAS  
AUG 11 2025  
COUNTY  
ASSESSOR

MN  
08/11/25

# PETITION SIGNERS

NOTE: This petition may be signed by qualified persons even though they may not know their property description or voter precinct number.

\*PO = Property Owner    RV = Registered Voter    OV = Owner and Registered Voter

SIGNATURE	PRINTED NAME	I AM A:*			DATE
		PO	RV	OV	
<i>Diane L Harris - Bogert</i>	Diane L Harris - Bogert	X			8-7-25
PROPERTY ADDRESS	PROPERTY DESCRIPTION				VOTER PRECINCT #
	TOWNSHIP	RANGE	¼ SEC.	LOT #(S)	
5815 SE Laurel ST					

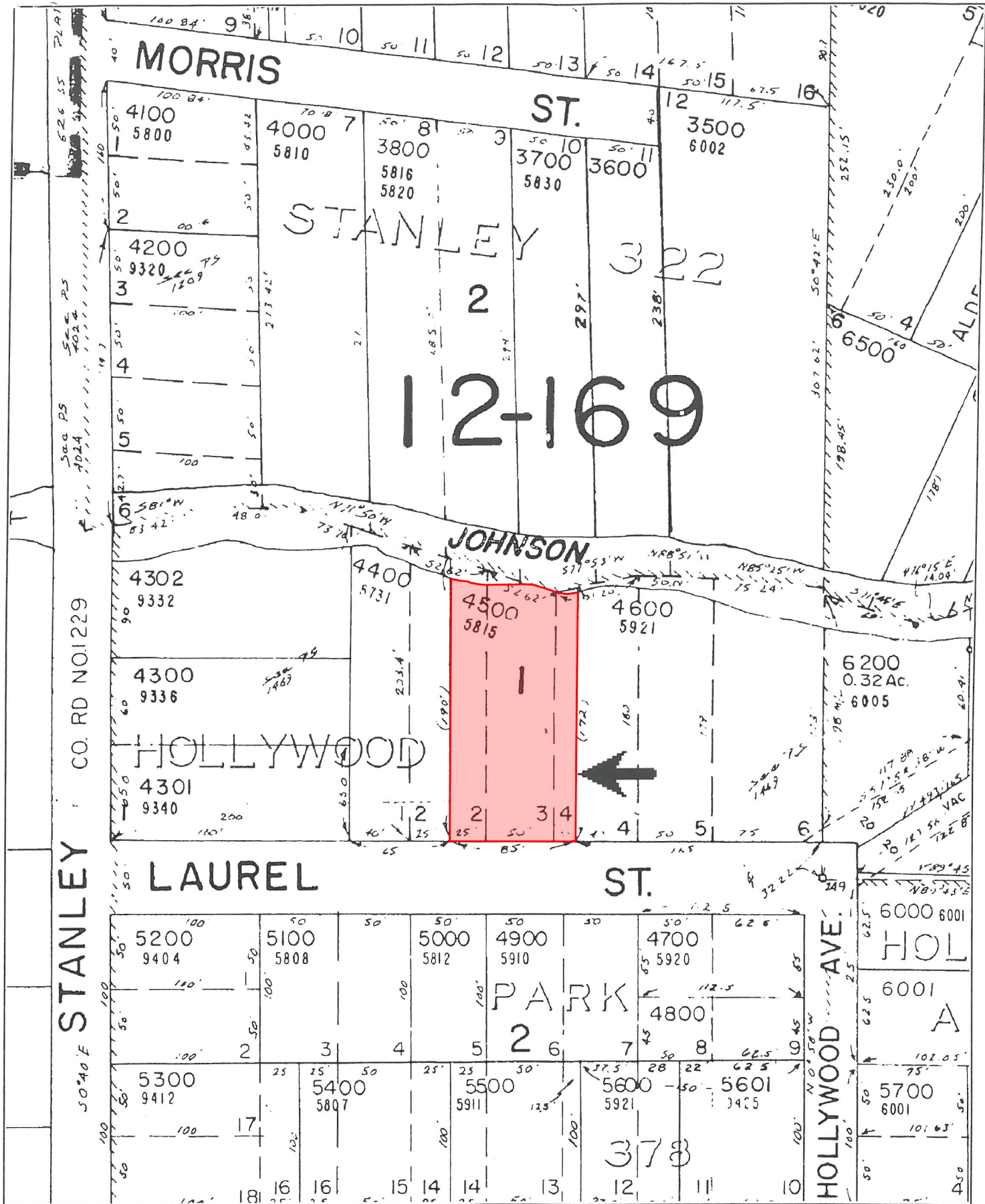
SIGNATURE	PRINTED NAME	I AM A:*			DATE
		PO	RV	OV	
PROPERTY ADDRESS	PROPERTY DESCRIPTION				VOTER PRECINCT #
	TOWNSHIP	RANGE	¼ SEC.	LOT #(S)	

SIGNATURE	PRINTED NAME	I AM A:*			DATE
		PO	RV	OV	
PROPERTY ADDRESS	PROPERTY DESCRIPTION				VOTER PRECINCT #
	TOWNSHIP	RANGE	¼ SEC.	LOT #(S)	

SIGNATURE	PRINTED NAME	I AM A:*			DATE
		PO	RV	OV	
PROPERTY ADDRESS	PROPERTY DESCRIPTION				VOTER PRECINCT #
	TOWNSHIP	RANGE	¼ SEC.	LOT #(S)	

SIGNATURE	PRINTED NAME	I AM A:*			DATE
		PO	RV	OV	
PROPERTY ADDRESS	PROPERTY DESCRIPTION				VOTER PRECINCT #
	TOWNSHIP	RANGE	¼ SEC.	LOT #(S)	

SIGNATURE	PRINTED NAME	I AM A:*			DATE
		PO	RV	OV	
PROPERTY ADDRESS	PROPERTY DESCRIPTION				VOTER PRECINCT #
	TOWNSHIP	RANGE	¼ SEC.	LOT #(S)	



THIS MAP IS MADE SOLELY FOR THE PURPOSE OF ASSISTING IN LOCATING SAID PREMISES, AND THE COMPANY ASSUMES NO LIABILITY FOR VARIATIONS, IF ANY, IN DIMENSIONS, AREAS, AND LOCATIONS ASCERTAINED BY ACTUAL SURVEY.

RS49

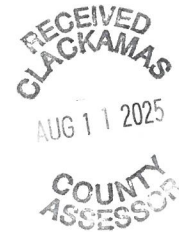




**CERTIFICATION OF LEGAL DESCRIPTION AND MAP**

I hereby certify that the description of the territory included within the attached petition (located on Assessor's Map 1 2E 30AD) has been checked by me. It is a true and exact description of the territory under consideration and corresponds to the attached map indicating the territory under consideration.

Name Mary Neigel  
Title GIS Cartographer II  
Department Assessment & Tax  
County of Clackamas  
Date 08.11.2025



**CERTIFICATION OF PROPERTY OWNERSHIP OF  
100% OF LAND AREA**

I hereby certify that the attached petition contains the names of the owners<sup>1</sup> (as shown on the last available complete assessment roll) of 100% of the land area of the territory proposed for annexation as described in the attached petition.

Name Mary Neigel  
Title GIS Cartographer II  
Department Assessment + Tax  
County of Clackamas  
Date 08.11.2025



<sup>1</sup> Owner means the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If a parcel of land has multiple owners, each consenting owner shall be counted as a percentage of their ownership interest in the land. That same percentage shall be applied to the parcel's land mass and assessed value for purposes of the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.

## CERTIFICATION OF REGISTERED VOTERS

I hereby certify that the attached petition contains the names of at least 50% of the electors registered in the territory proposed for annexation as described in the attached petition.

Name Sydney Clark  
Title deputy clerk  
Department Clackamas County Election  
County of Clackamas  
Date 8-11-2025



# NOTICE LIST

(This form is NOT the petition)

LIST THE NAMES AND ADDRESSES OF ALL PROPERTY OWNERS AND REGISTERED VOTERS IN THE TERRITORY PROPOSED FOR ANNEXATION.

	Mailing Street Address	Property Address
	Name of Owner/Voter	Mailing City/State/Zip
		Property Description <small>(township, range, ¼ section, and tax lot)</small>
1	Diane Lyn HARRIS-Bogenhagen	5815 SE Laurel ST Milwaukee OR 97222
		5815 SE Laurel St 1S2E30AD04500
2		
3		
4		
5		
6		
7		
8		
9		
10		

S

Name of Owner/Voter	Mailing Street Address	Property Address
	Mailing City/State/Zip	Property Description (township, range, ¼ section, and tax lot)
11		
12		
13		
14		
15		
16		
17		
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19		
20		
21		
22		

# EXPEDITED ANNEXATION CODE EXCERPTS

## MILWAUKIE MUNICIPAL CODE SECTIONS

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### 19.1104.1 Expedited Process

- A. A petition for any type of minor boundary change may be processed through an expedited process as provided by Metro Code Chapter 3.09.
  - 5. Approval criteria for annexations are found in subsection 19.1102.3.

**19.1102.3 Annexation Approval Criteria.** The city council shall approve or deny an annexation proposal based on findings and conclusions addressing the following criteria.

- A. The subject site must be located within the city urban growth boundary;
- B. The subject site must be contiguous to the existing city limits;
- C. The requirements of the Oregon Revised Statutes for initiation of the annexation process must be met;
- D. The proposal must be consistent with Milwaukie comprehensive plan policies;
- E. The proposal must comply with the criteria of Metro Code Sections 3.09.050(d) and, if applicable, (e).
- F. The proposal must comply with the criteria of Section 19.902 for Zoning Map Amendments and Comprehensive Plan Map Amendments, if applicable.

## METRO CODE SECTIONS

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### 3.09.050 Hearing & Decision Requirements for Decisions Other Than Expedited Decisions.

- (d) To approve a boundary change, the reviewing entity shall apply the criteria and consider the factors set forth in subsections (d) and (e) of Section 3.09.045.

## MILWAUKIE COMPREHENSIVE PLAN

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### Section 12: Urban Growth Management Goals and Policies

Overarching Section Goal: Coordinate future urban growth, development, and provision of City services in an equitable, cost-effective, and sustainable manner in cooperation with regional partners.

#### Goal 12.4: Annexation

Annex lands within the Milwaukie Planning Area.

#### Applicant Response

The proposal meets all the applicable requirements listed above.

X *Diane L Harris - Bogert-Lagen*  
(Signature)

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, Acting City Manager

**Date Written:** Oct. 9, 2025

**Reviewed:** Joseph Briglio, Assistant City Manager

**From:** Laura Weigel, Community Development Director,  
Jennifer Garbely, City Engineer, and  
Ryan Dyar, Senior Planner

**Subject:** **Transportation System Plan (TSP) Project Update**

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**ACTION REQUESTED**

This discussion is a continuation from the Council meeting on September 16, 2025. Please refer to the materials from that meeting for details. Council is asked to review changes to the Project Prioritization Table and Maps (Attachment 1) based on comments received at the last meeting (Attachment 2) and provide feedback. The Functional Classifications (Attachment 3) is also included with revisions based on Council feedback. Also attached is a preview of the project list as they are likely to appear in the final TSP (Attachment 4).

The TSP Advisory Committee (TSPAC) meets in the evening on October 16, after this packet will be distributed. If the TSPAC provides feedback that alters any of the recommendations advanced by staff in this report, staff will prepare a short addendum to the record prior to the October 21 meeting and share that with Council.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

[February 7, 2023](#): Council approved the appointment of the TSP Advisory Committee (TSPAC) including a Council representative, Councilor Rebecca Stavenjord. On March 4, 2025, Council President Will Anderson replaced 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 \$100,000 to the project.

[February 20, 2024](#): 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.

[August 6, 2024](#): 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.

[April 15, 2025](#): Council continued reviewing with staff the memos from the March 18 meeting.

[June 17, 2025](#): Council reviewed the Draft Future Conditions and Solutions Memorandum.

[September 16, 2025](#): Council reviewed Draft Project Prioritization List.

## **ANALYSIS**

Oregon's Transportation Planning Rules (TPR), which implements [Oregon's Statewide Planning Goal 12: Transportation](#) and is codified in Oregon Administrative Rule (OAR) Chapter 660, Division 12, establishes requirements for jurisdictions updating or creating a TSP. The [CFEC](#) 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.

At the September 16 Council discussion on the TSP project prioritization, feedback was received, including a list of many suggestions and ideas that had not been previously considered by staff or the TSPAC. Please see attachment 2 for staff responses to these comments.

In the other attachments included with this staff report, staff have incorporated the changes and direction they feel were provided by Council and are supported by staff/consultant analysis. The TSPAC may have further feedback when it next meets on October 16.

## **Next Steps**

As noted above, the TSPAC meets in the evening on October 16, after this packet will be distributed. If the TSPAC provides feedback that alters any of the recommendations advanced by staff in this report, staff will prepare a short addendum to the record prior to the October 21 meeting and share that with Council.

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 sent to TSPAC and TSP Technical Committee (TSPTC) in late October/early November. There will also be an online review opportunity via Engage Milwaukie. Planning Commission hearings for the final TSP are tentatively 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 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. Project Prioritization Table and Maps
2. Council comments from September 16 and staff response
3. Functional Classifications
4. TSP Project List Preview

Cost by Tier - Suggested Edits per 9/16 City Council 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 9/16 City Council 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)	\$1,330,000
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 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)	\$100,000
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.	\$555,000
Tier 1 - Financially Constrained	R-4	SE King Rd/ SE 42nd Ave	Intersection	-	Install permanent <del>geometric delineators</del> <u>median treatments</u>	\$250,000
Tier 1 – Financially Constrained	P-62	SE 32nd Ave/ SE Meek St	Intersection	-	Install enhanced pedestrian crossing treatment	\$175,000
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	\$245,000
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	\$680,000
Tier 1 – Financially Constrained	P-4	SE King Rd	SE 34th Ave	SE 40th Ave	Construct new 5ft minimum curb-tight sidewalk (north side)	\$525,000
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)	\$105,000
Tier 1 – Financially Constrained	P-118	32nd Ave/ Harvey St	Intersection	-	Construct ADA accessibility upgrades and other enhanced pedestrian crossing improvements	\$125,000
Tier 1 – Financially Constrained	P-112	<u>OR 99E</u> / SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000
Tier 1 – Financially Constrained	P-113	<u>OR 99E</u> / SE Monroe St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125,000
Tier 1 – Financially Constrained	P-114	<u>OR 99E</u> / SE Washington St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000

**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

**Commented [MH10]:** TC/AC moved up to Tier 1 Financially Constrained from Tier 2

**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

**Commented [MH14]:** PC moved up to Tier 1 Financially Constrained from Tier 2

**Commented [MH15]:** PC moved up to Tier 1 Financially Constrained From Tier 2

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

**Commented [MH17]:** PC moved up to Tier 1 Financially Constrained From Tier 2

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	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	Stipe 5.5ft bike lanes (both directions)	\$1,465,000
<del>Tier 1 – Financially Unconstrained</del>	<del>P-31</del>	<del>SE 29th Ave</del>	<del>SE Sherrett St</del>	<del>SE Balfour St</del>	<del>Maintain shared roadway environment with signing and striping enhancements</del>	<del>\$160,000</del>
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.
- Commented [MH21]:** TC/AC moved up to Financially Unconstrained from Tier 2
- Commented [MH22]:** TC/AC moved up to Financially Unconstrained from Tier 3
- Commented [MH23]:** TC/AC moved up to Financially Unconstrained from Tier 3
- Commented [MH24]:** TC/AC moved up to Financially Unconstrained from Tier 3
- Commented [MH25]:** TC/AC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained
- Commented [MH26]:** TC/AC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained
- Commented [MH27]:** TC/AC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained
- Commented [MH28]:** Project removed based on direction from City staff. Public Safety Advisory Committee is working on a proposal for safety improvements and the funding for the funding could come from SPOT program.

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	<del>\$3,000,000</del>
Tier 1 – Financially Unconstrained	B-28	SE Ochoco St/SE 17 <sup>th</sup> Ave	Intersection	-	Improve safety of crossing at intersection	<del>\$1,435,000</del>
Tier 1 – Financially Unconstrained	P-23	SE 43 <sup>rd</sup> Ave	SE King Road	SE Rhodessa St	Construct 8-10ft ped/bike on-street pathway on the west side of road	\$250,000
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	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

**Commented [MH29]:** Project cost added with input from TriMet

**Commented [MH30]:** 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-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-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	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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 a <del>at</del> grade-separated bike/ped crossing of Railroad Ave and adjacent rail line to SE Mallard Way	<del>\$15,425,000</del> ,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	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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	
<u>Tier 2 - Unconstrained</u>	<u>B-7</u>	<u>SE Balfour St</u>	<u>SE 32<sup>nd</sup> Ave</u>	<u>SE 29<sup>th</sup> Ave</u>	<u>Install shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$80,000</u>
<u>Tier 2 - Unconstrained</u>	<u>B=17</u>	<u>SE Lava Dr</u>	<u>SE 17<sup>th</sup> Ave</u>	<u>SE Waverly Court</u>	<u>Install shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$80,000</u>
<u>Tier 2 - Unconstrained</u>	<u>B-46</u>	<u>SE Howe St/SE 46th Ave/SE Rockwood St</u>	<u>SE 43rd Ave</u>	<u>SE Logus Rd</u>	<u>Install shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$125,000</u>
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

**Commented [MH31]:** Added from 09/16 City Council discussion

**Commented [MH32]:** Added from 09/16 City Council discussion

**Commented [MH33]:** Added from 09/16 City Council discussion

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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	<u>SE Main St</u>	<u>SE Jefferson St</u>	<u>SE Hanna Harvester Dr</u>	Install shared roadway lane markings, signage, and traffic calming improvements	<del>\$220,190,000</del>
<u>Tier 3 – Unconstrained</u>	<u>B-68</u>	<u>SE Harvey St/ SE 42<sup>nd</sup> Ave</u>	<u>SE 32<sup>nd</sup> Ave</u>	<u>SE Johnson Creek Blvd</u>	<u>Install/enhance shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$400,000</u>
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 Licynta Ln	Maintain shared roadway environment with signing and striping enhancements	\$150,000

**Commented [MH34]:** The old B-5 was kept in the table by mistake. Using B-5 to now represent a CC request to add a shared lane project to Main Street

**Commented [MH35]:** B-68 is added back to the table after it was discovered accidentally missing. In response to CC comment/request to have the an enhanced bicycling project for SE 42<sup>nd</sup> Ave, the project description was revised to include the entirety of SE 42<sup>nd</sup> Ave to SE Johnson Creek Boulevard.

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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 OR 224	Southern City Limits	<del>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.</del> Perform a corridor study that assesses the costs/benefits of a <u>jurisdictional transfer of OR 99E within the Milwaukie Town Center</u> from ODOT to the City.	\$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, <del>and explore ways to minimize barrier effect and</del> explore ways to improve auto and freight mobility <u>such as traffic control modifications at major intersections, and explore ways to minimize the barrier effect such as grade separated pedestrian crossings.</u>	\$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 Pl 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	Transit Signal Priority			Coordinate with Clackamas County to implement transit signal priority along key transit coordinators	\$4,000,000

**Commented [MH36]:** Project description revised based on CC discussion. Description revised to focus primarily on costs/benefits of a potential jurisdictional transfer.

**Commented [MH37]:** Description modified based on CC request to include projects that look at major intersection modifications (roundabouts) and grade-separated pedestrian crossings of OR 224.

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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	<u>Vision</u>
Tier 3 - Unconstrained	T-4	Weekend service enhancements			Coordinate with TriMet to support new weekend service enhancements	<u>Vision</u>
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	<del>\$6,000,000</del>
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	<del>\$11,000,000</del>
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	<u>Vision</u>
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	<u>Vision</u>
<u>Tier 3 – Unconstrained</u>	<u>P-72</u>	<u>SE Olsen St</u>	<u>Western extents of SE Olsen St</u>	<u>SE Mailwell Dr</u>	<u>Construct grade separated bike/ped crossing of rail line to SE Mailwell Dr</u>	<del>\$15,000,000</del>
<u>Tier 3 – Unconstrained</u>	<u>P-111</u>	<u>OR 224</u>	<u>SE Harrison St</u>	<u>SE Oak St</u>	<u>Coordinate with ODOT and prepare a feasibility study for a grade-separated pedestrian crossing of OR 224 located somewhere between SE Harrison Street and SE Oak Street</u>	<del>\$100,000</del>
<u>Tier 3 – Unconstrained</u>	<u>P-124</u>	<u>OR 99E</u>	<u>SE Harrison St</u>	<u>Kellog Creek crossing</u>	<u>Coordinate with ODOT and prepare a feasibility study for a grade-separated pedestrian crossing of OR 99E located somewhere between SE Harrison Street and the Kellog Creek crossing</u>	<del>\$100,000</del>

**Commented [MH38]:** Project cost added with input from TriMet

**Commented [MH39]:** Project cost added with input from TriMet

**Commented [MH40]:** Project added back in based on CC comment, but modified to a grade-separated crossing.

**Commented [MH41]:** Project added based on CC discussion

**Commented [MH42]:** Project added based on CC discussion





**FIGURE 5-2**

**Bicycle Projects**

**Legend**

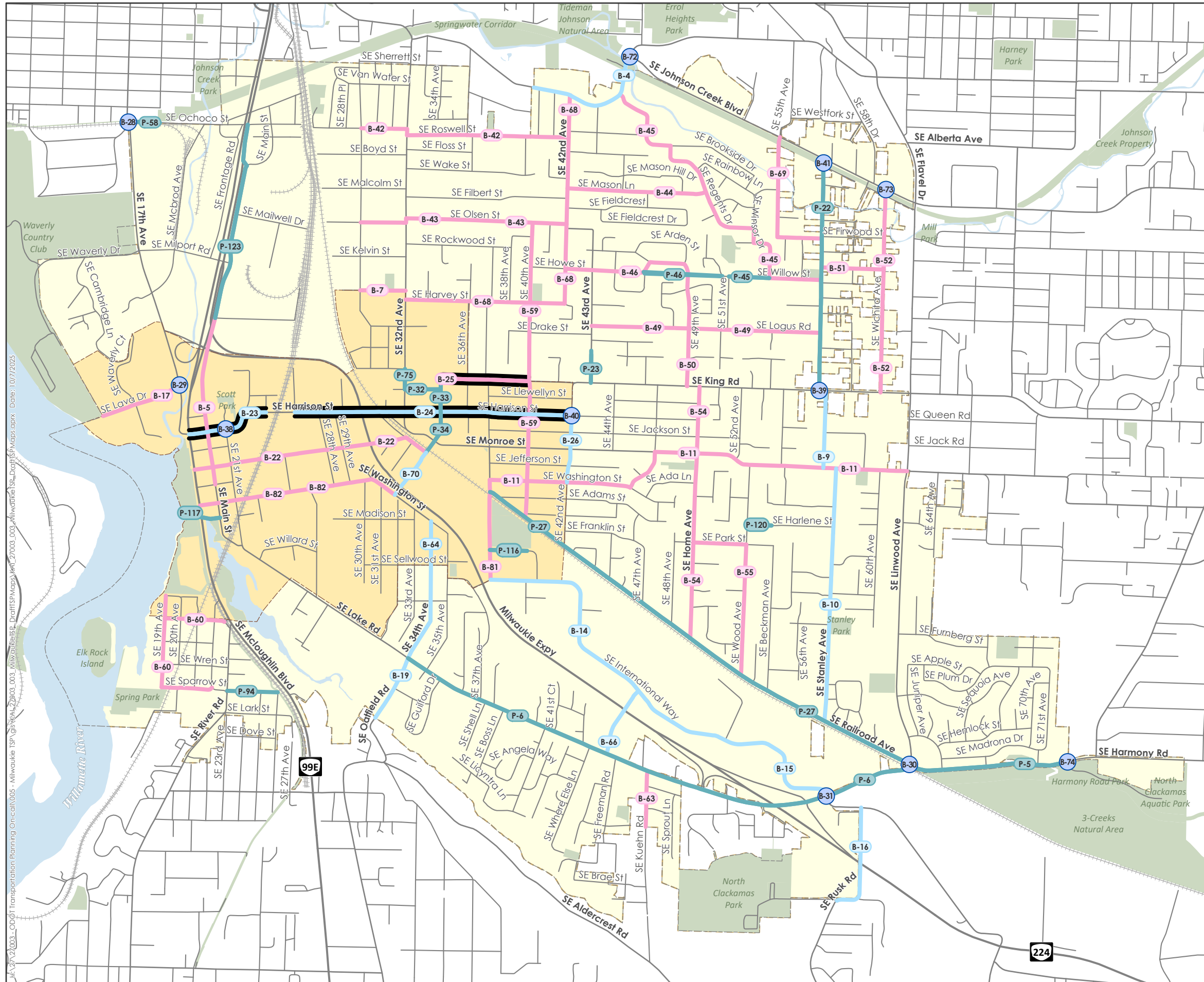
- Bike Project at Intersection
- Bike Lane Project
- On-street Bike/Ped Pathway Project
- Shared Lane Project
- Tier 1 Financially Constrained
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

**Note: Future alignments shown on the map are approximate and subject to further refinement**

Generated On: 10/7/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles





**FIGURE 5-3**

**Roadway and Intersection Projects**

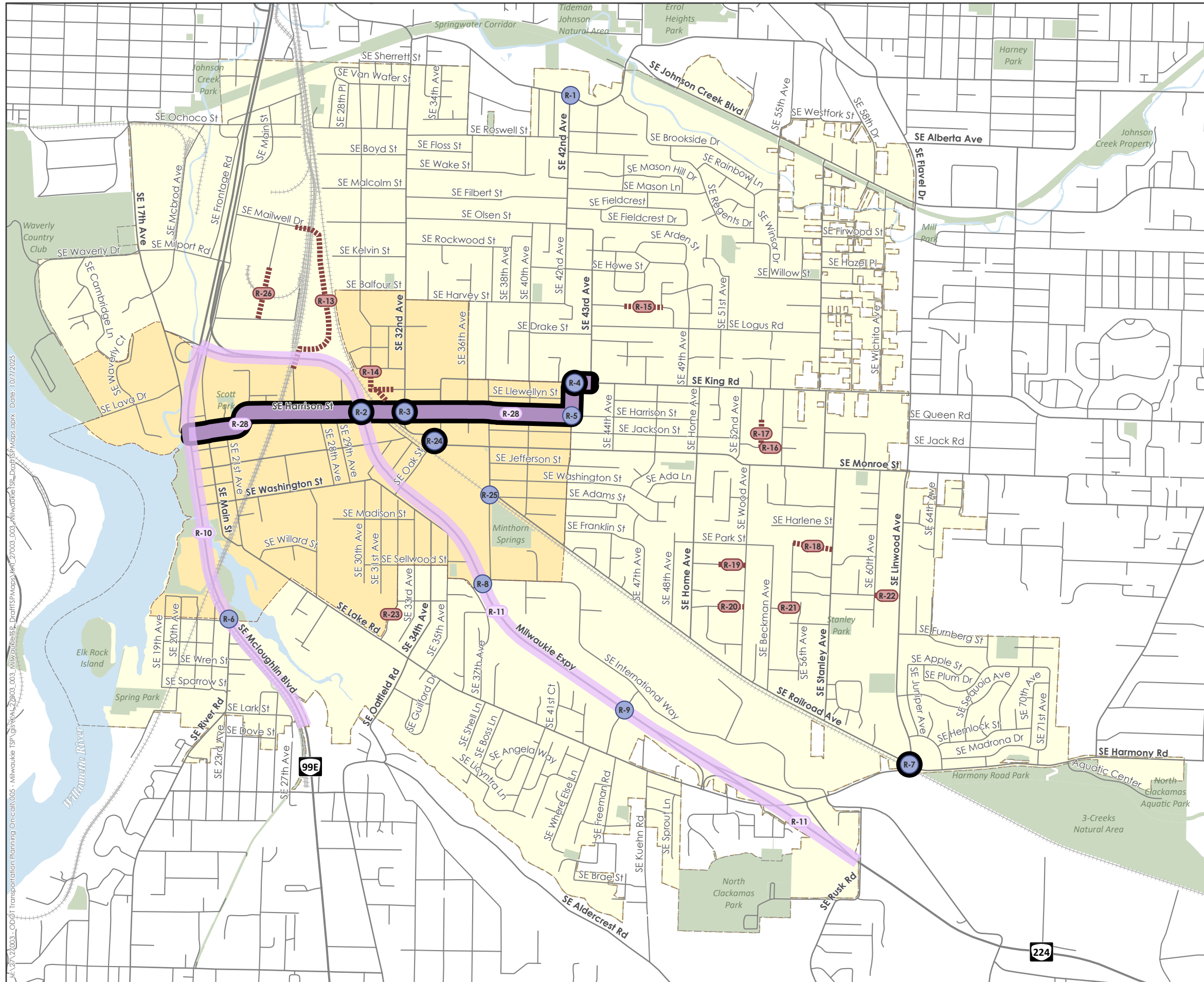
**Legend**

-  Intersection Improvement/Traffic Control Project
-  New/Roadway Extension Project
-  Corridor Refinement/Safety Plan
-  Tier 1 Financially Constrained
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks

**Note: Future alignments shown on the map are approximate and subject to further refinement**

Generated On: 10/7/2025

Data Sources: City of Milwaukie, ODOT



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FIGURE 5-4

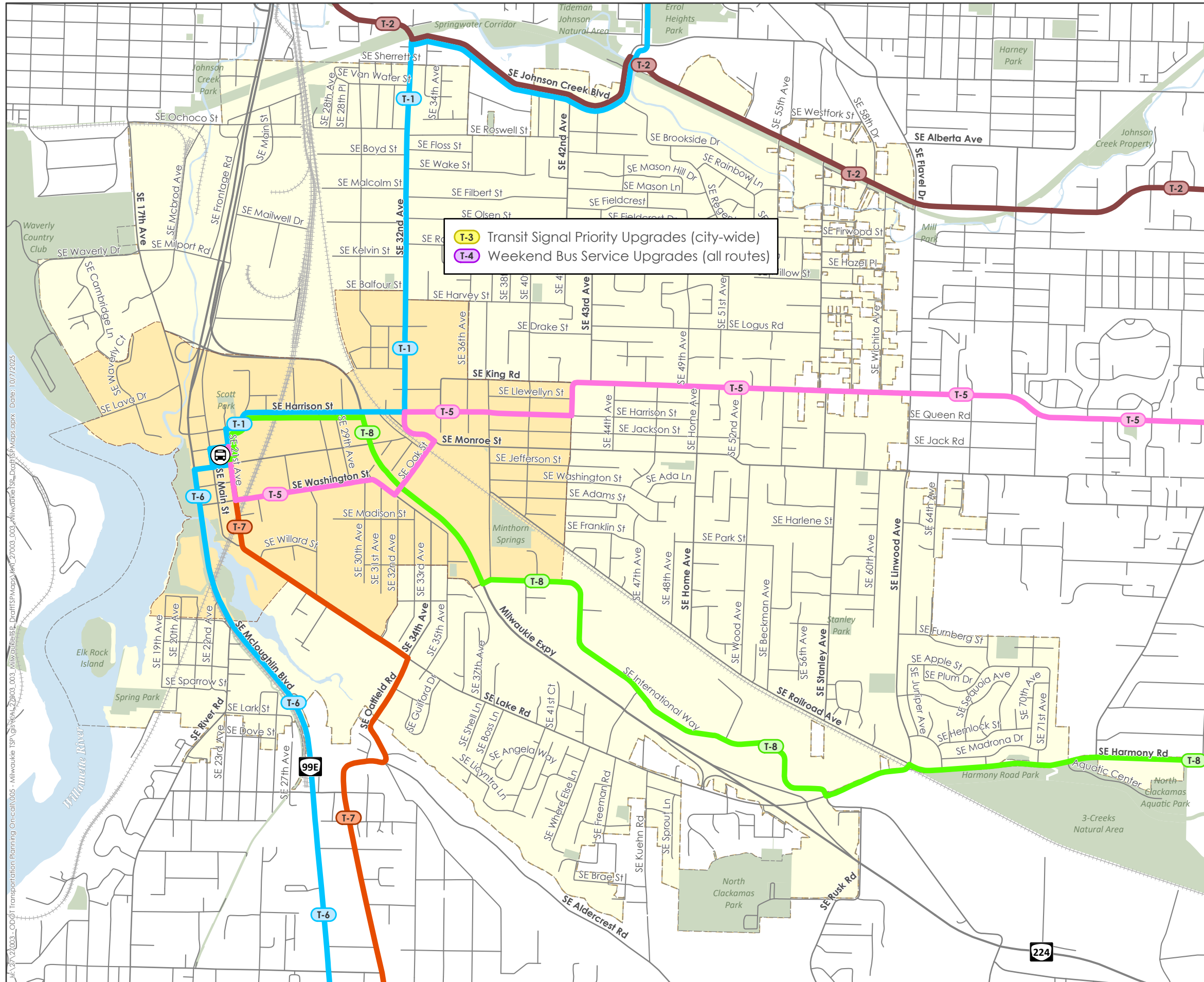
Transit Projects

Legend

See Transit project list for detailed transit improvement description. Project colors are assigned to help differentiate future transit routes.

- Transit Center
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

- T-3 Transit Signal Priority Upgrades (city-wide)
- T-4 Weekend Bus Service Upgrades (all routes)



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0 0.25 0.5 0.75 Miles








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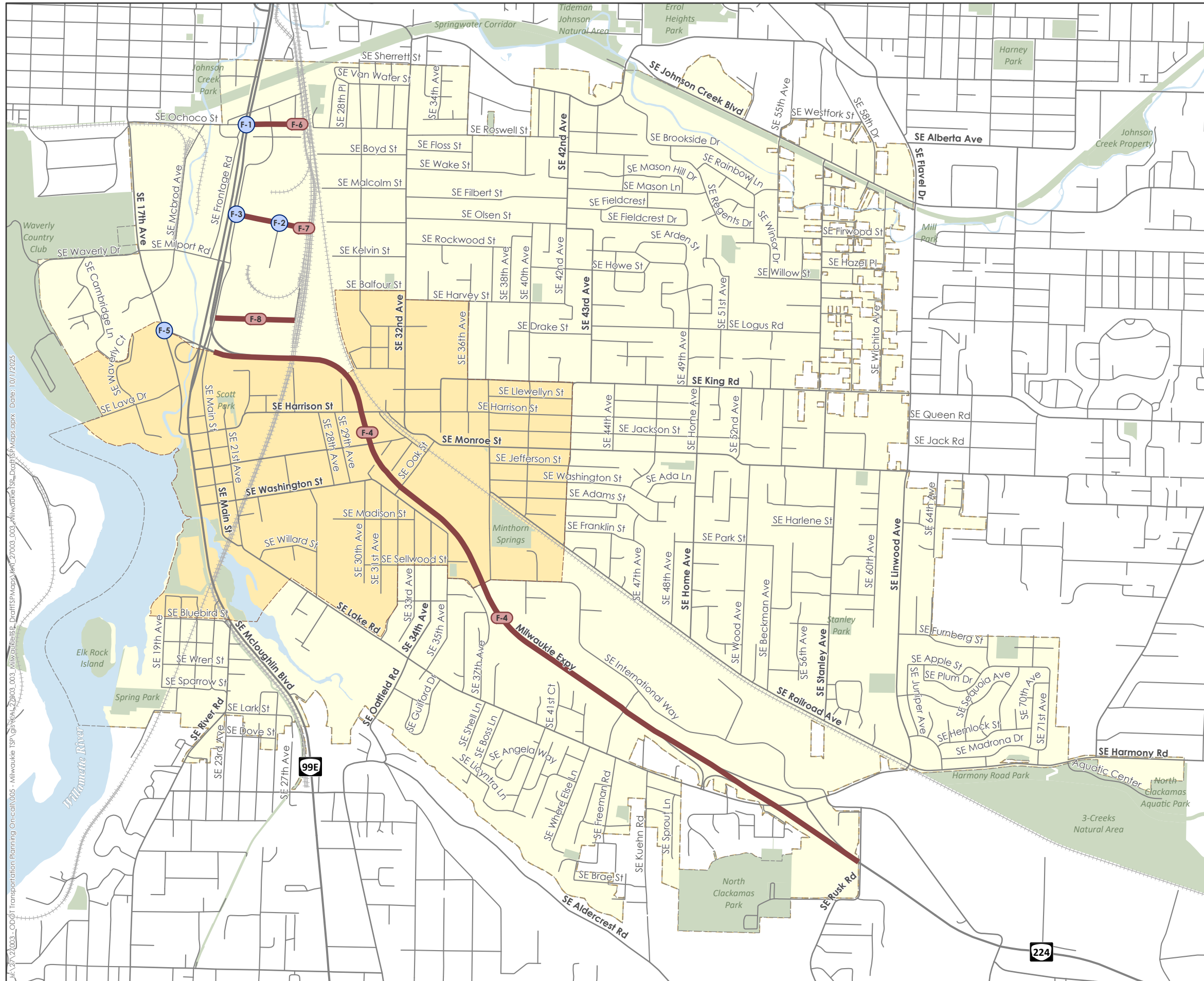


**FIGURE 5-5**

**Freight Projects**

**Legend**

-  Geometric Improvement Projects
-  Corridor Upgrade Projects
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks



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**Comments from September 16, 2025 Council meeting and Staff Response**

**CLASSIFICATIONS**

**Pedestrians**

- Reclassify 40th from RR to Harvey as a Neighborhood Walkway to promote north-south connectivity.  
*Staff: Please see the next bullet point. We think it's captured with the update below. If not, we'll need clarification regarding the request.*
- Reclassify 42nd from Railroad to Harrison as a Neighborhood Walkway to promote north-south connectivity.  
*Staff: Agree. Updated.*
- Reclassify the potential Howe/Willow connection as a Neighborhood Walkway. If multi-use path is built, it should be designed as a bike/ped route (classifications are both current and aspirational).  
*Staff: Agree. Will update on map and add project to Tier 3.*

**Bikes**

- Connect 37th bikeway to downtown via by reclassifying Sellwood St and Edison as a Neighborhood Bikeway.  
*Staff: Agree. Would like to confirm new route is correct?*
- 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-of-direction travel for people using pedestrian/bike networks).  
*Staff: Agree. Updated.*
- Reclassify the potential Howe/Willow connection as a Neighborhood Bikeway. If multi-use path 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. Same concept as bullet 3 above.  
*Staff: Agree. Updated.*

**Cars**

- Reclassify Stanley as a Neighborhood Route  
*Staff: Recommend Stanley remains as Collector to be consistent with current travel patterns. Even though it would remain as a Collector, there is plenty of flexibility in the City's roadway design standards to accommodate enhanced multimodal accommodations.*

- Reclassify 42nd as a Neighborhood Route  
*Staff: Recommend 42<sup>nd</sup> remain a Collector to be consistent with current travel patterns. Even though it would remain as a Collector, there is plenty of flexibility in the City's roadway design standards to accommodate enhanced multimodal accommodations.*
- Reclassify Monroe as a Neighborhood Route  
*Staff: Recommend Monroe remain as a Collector to be consistent with current travel patterns. Even though it would remain as a Collector, there is plenty of flexibility in the City's roadway design standards to accommodate enhanced multimodal accommodations.*
- Reclassify 43rd as a Neighborhood Route  
*Staff: Recommend 43<sup>rd</sup> remain as a Collector to be consistent with current travel patterns. Even though it would remain as a Collector, there is plenty of flexibility in the City's roadway design standards to accommodate enhanced multimodal accommodations.*
- Lake Rd, King Rd, Linwood, Harmony, and 17th Ave should be Multimodal Travel Priority Arterials, even outside the town center.  
*Staff: Agree. Updated.*
- SE 17<sup>th</sup> Ave  
*Staff: In light of other edits, we are also proposing to change the segment of SE 17<sup>th</sup> Ave from OR 99E to SE Ochoco Street from Local Access Arterial to Multimodal Travel Priority Arterial given the multi-use pathway that exists along the west side of the corridor. Updated.*

## Projects to Add

Generic **bikeway improvement projects** should be added for all bikeways identified in the classification map. Missing routes include:

- 29<sup>th</sup>  
*Staff: It is our understanding that there is a SPOT project in the works that will make bikeway improvements and therefore it is not necessary to include a project on 29<sup>th</sup> at this time.*
- 21<sup>st</sup>  
*Staff: To clarify – Is the reference to the segment of SE 21<sup>st</sup> Ave through Downtown Milwaukie? We recommend a new project not be added. SE Main Street is the*

*currently preferred north-south biking route and is already signed/striped for shared lane travel.*

- Main St  
*Staff: The shared lane markings on SE Main Street do not extend north of Jefferson Street. We recommend a separate project be added for this improvement. Project added.*
- Balfour St  
*Staff: Agree. Project added.*
- Lava Dr  
*Staff: Agree. Project added.*
- Howe  
*Staff: Agree. Project added.*

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). SE 42<sup>nd</sup> Avenue was recently upgraded to include shared lane markings.  
*Staff: Agree.*
- Bikeway project on Monroe from 37th to 47th (note: there is a SPOT grant for this).  
*Staff: Recommends that SE Washington St be the formal biking route between 37<sup>th</sup> and 47<sup>th</sup>.*

### **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).  
*Staff: Agree. Project added.*
- Highway roundabouts along the 224, akin to [the ODOT project on Highway 20](#) OR 224 is a Reduction Review Route and major freight corridor.  
*Staff: Language in project R-11 updated.*
- Roundabout at King and Linwood  
*Staff: This is a County signal and they just did upgrades.*

## **Pedestrian Projects**

- Pedestrian bridge across 99E (I would assume at Monroe)  
*Staff: Work with ODOT to study the feasibility of adding a Pedestrian Bridge across 99E (location TBD) – Tier 3. Project added.*
- Pedestrian bridge across 224 (I would assume at Monroe) ODOT is putting in ped and bike upgrades at Monroe with no car access across.  
*Staff: Work with ODOT to study a pedestrian bridge across 224 (location TBD) – Tier 3. Project added.*

## **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:

- 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 satisfies this requirement 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.  
*Staff: The city will be in compliance with the ORS for the TSP. That said, we are continuing to explore the topic through the Residential -High Density zone analysis required for the city's Housing Production Strategy.*

## **Additional projects based on discussion during the 09/16 City Council meeting:**

- Project P-72 (railroad crossing between SE Olsen St and SE Mailwell Dr. Project description revised to a grade-separated crossing.
- Project P-65 project description also revised to grade separated crossing.
- Project R-4 project description revised to include permanent median treatments.



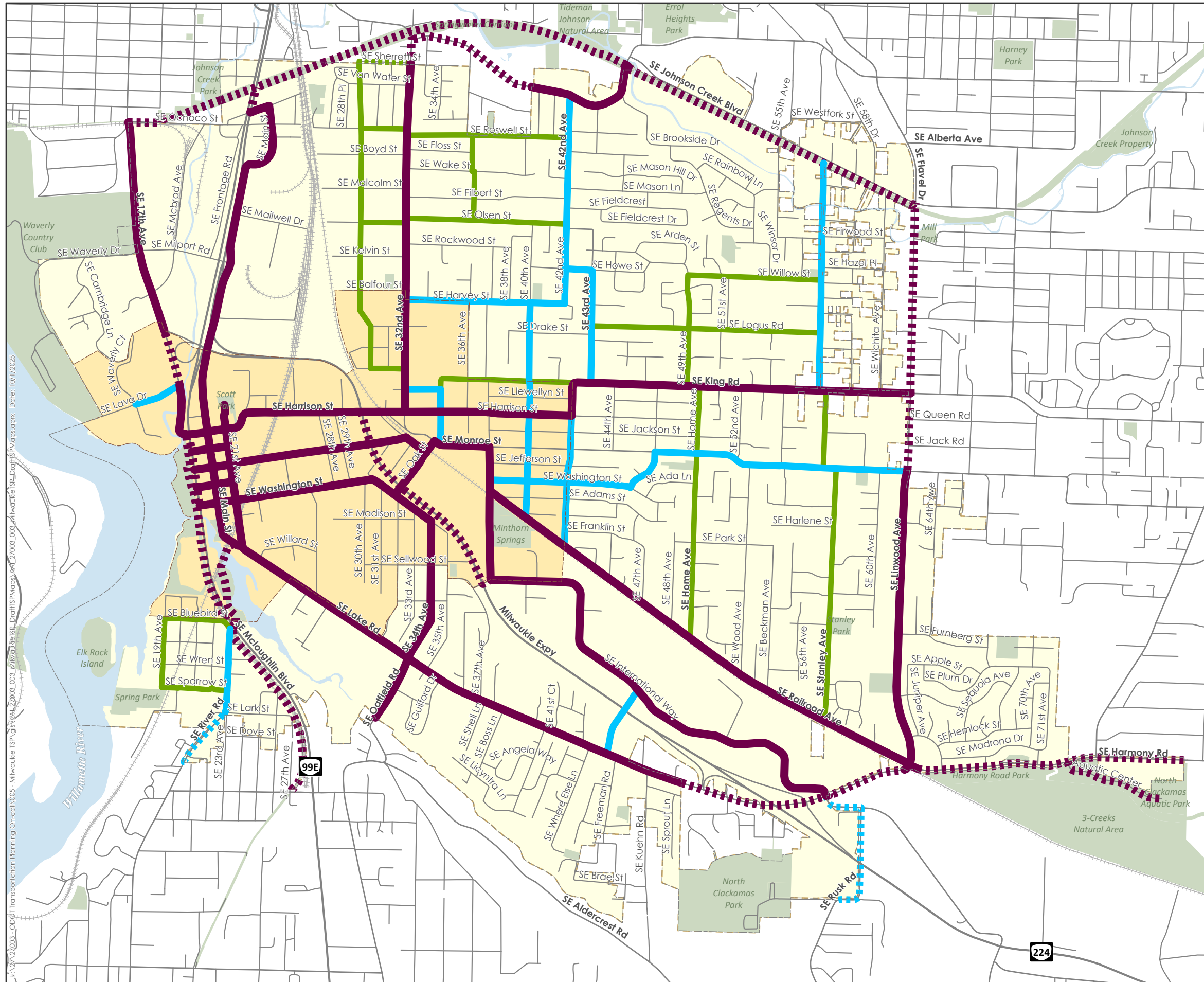
FIGURE 4-3

Pedestrian Classifications

Legend

- Major City Walkway
- City Walkway
- Neighborhood Walkway
- Local Service Walkway
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

Note: Dashed lines indicate facilities not managed by the City of Milwaukie



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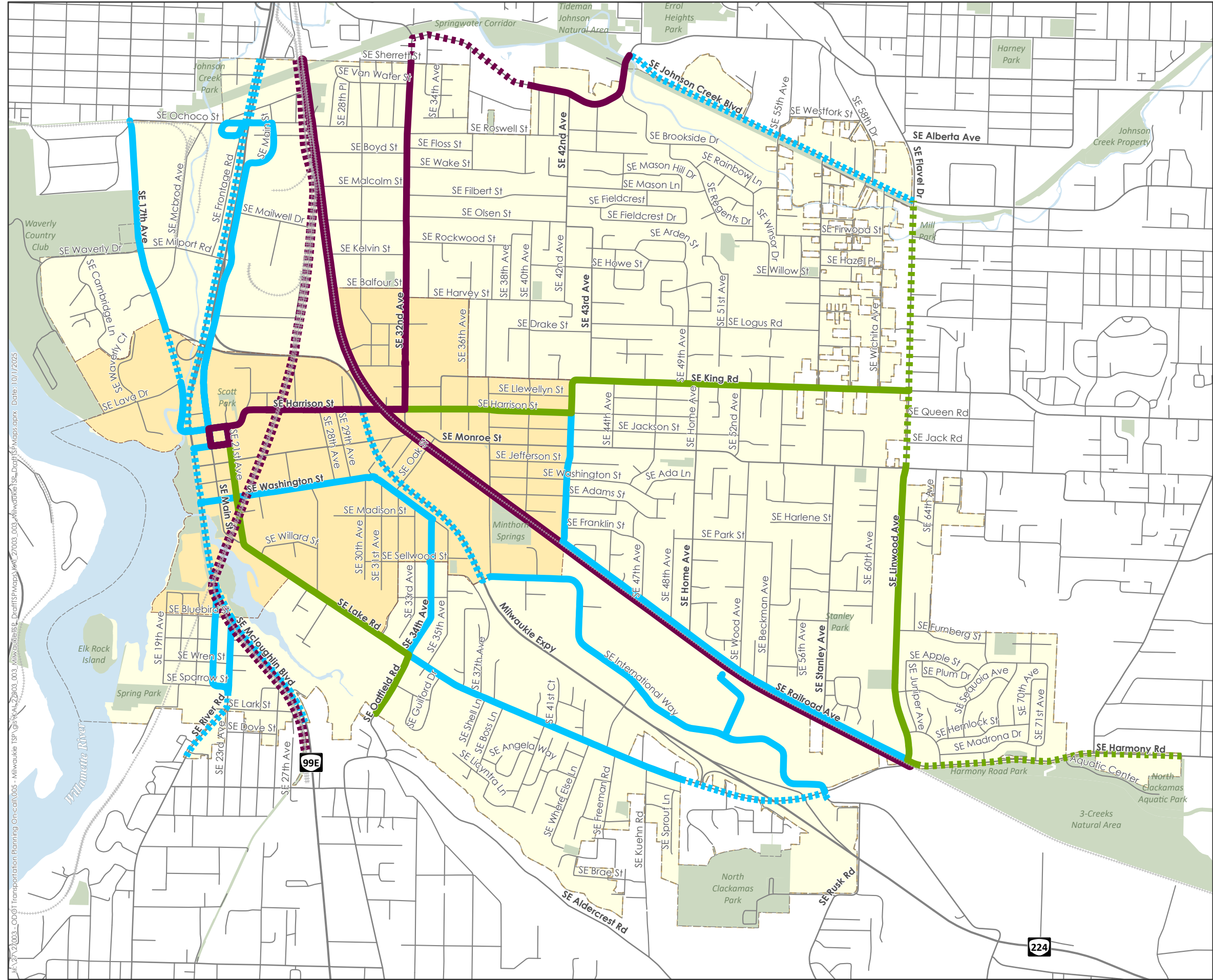
**FIGURE 4-5**

**Transit Classifications**

**Legend**

- Regional Transitway
- Major Transit Priority Street
- Transit Access Street
- Local Service Transit Street
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

Note: Dashed lines indicate facilities not managed by the City of Milwaukie



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Data Sources: City of Milwaukie, ODOT











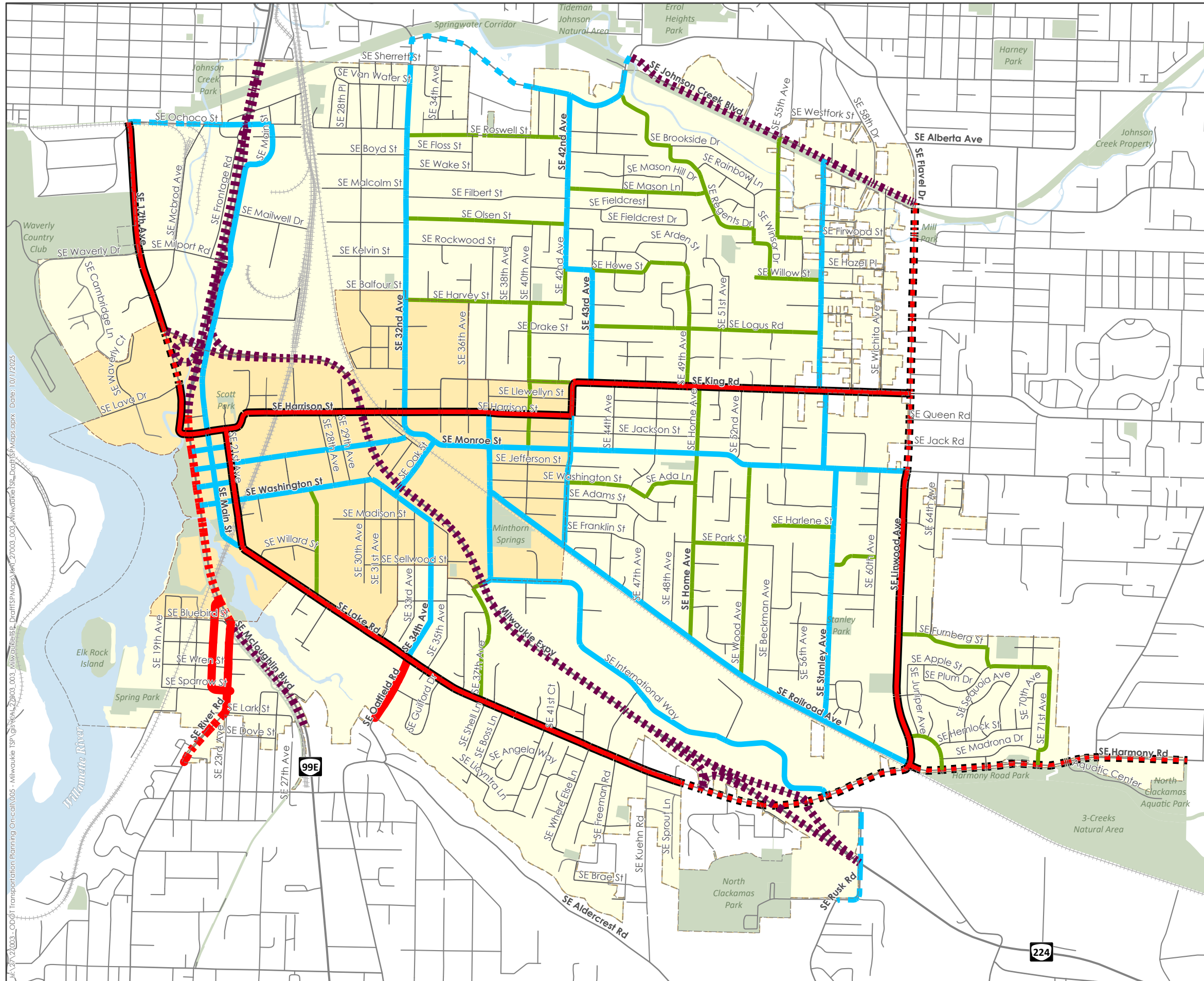
**FIGURE 4-7**

**Roadway Classification**

**Legend**

-  Through Movement Priority Arterial
-  Local Access Arterial
-  Multimodal Travel Priority Arterial
-  Collector
-  Neighborhood Routes
-  Local Street
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks

Note: Dashed lines indicate facilities not managed by the City of Milwaukie



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Data Sources: City of Milwaukie, ODOT





Table 5-1 - Pedestrian Improvement Projects

Project ID	Street	Start Extents	End Extents	Pedestrian Project Description	Cost Estimate	Prioritization
P-27	SE Railroad Ave	SE 37th Ave	SE Harmony Rd	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2 target	\$3.5M	Tier 1 - Financially Constrained
P-117	OR 99E	SE Harrison St	Kellow Creek	Construct a new ped/bike pathway under OR 99E at Kellog Creek following dam removal	\$0.3M	Tier 1 - Financially Constrained
P-22	SE Stanley Ave	SE Johnson Creek Blvd	SE King Rd	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2 target	\$1.6M	Tier 1 - Financially Constrained
P-6	SE Lake Rd	SE 34th Ave	SE Harmony Rd	Construct a new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2 target	\$3.2M	Tier 1 - Financially Constrained
P-119	SE 32nd Ave/ SE Harrison St	Intersection	-	Construct ADA accessibility upgrades and signal modifications	\$0.1M	Tier 1 - Financially Constrained
P-43	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Fill gaps and construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$1.3M	Tier 1 - Financially Constrained
P-16	SE Harrison St	SE 29th St	SE 32nd Ave	Reconstruct new buffered pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$2.0M	Tier 1 - Financially Constrained
P-99	SE Logus Rd	SE Stanley Ave	SE 43th Ave	Construct new ADA accessibility upgrades at intersection quadrants	\$0.8M	Tier 1 - Financially Constrained
P-5	SE Harmony Rd	SE Linwood Ave	Aquatic Center Access Rd	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2. Construct new ADA accessibility upgrades at intersection quadrants	\$1.2M	Tier 1 - Financially Constrained
P-62	SE 32nd Ave/ SE Meek St	Intersection	-	Install enhanced pedestrian crossing treatment across SE 32nd Ave	\$0.2M	Tier 1 - Financially Constrained
P-75	SE 32nd Ave	SE Meek St	SE Llewellyn St	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 1 target	\$0.3M	Tier 1 - Financially Constrained
P-32	SE Llewellyn St	SE 32nd Ave	SE 34th Ave	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2	\$0.2M	Tier 1 - Financially Constrained
P-33	SE 34th Ave	SE King Rd	SE Harrison St	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2	\$0.4M	Tier 1 - Financially Constrained
P-34	SE 34th Ave	SE Harrison St	End of SE 34th Ave	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2. Install an enhanced pedestrian crossing treatment at SE Harrison St	\$0.7M	Tier 1 - Financially Constrained
P-4	SE King Rd	SE 34th Ave	SE 40th Ave	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.5M	Tier 1 - Financially Constrained
P-118	32nd Ave/ Harvey St	Intersection	-	Construct ADA accessibility upgrades	\$0.1M	Tier 1 - Financially Constrained
P-112	OR 99E/ SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.5M	Tier 1 - Financially Constrained
P-113	OR 99E/ SE Monroe St	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.5M	Tier 1 - Financially Constrained
P-114	OR 99E/ SE Washington St	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.1M	Tier 1 - Financially Constrained

Project ID	Street	Start Extents	End Extents	Pedestrian Project Description	Cost Estimate	Prioritization
P-17	SE Harrison St	SE 32nd Ave	SE 42nd Ave	Reconstruct buffered pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$1.9M	Tier 1 - Unconstrained
P-71	OR 224/ SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.4M	Tier 1 - Unconstrained
P-45	SE Willow St	SE Winsor Dr	SE 51st Ave	Construct ped/bike pathway, as constraints allow, to achieve PLTS 1 target	\$0.3M	Tier 1 - Unconstrained
P-46	SE Willow Ave alley	SE Winworth Ct	SE Howe St	Obtain right-of-way (as opportunities allow) and construct a formal ped/bike pathway, to achieve PLTS 1 target	\$0.2M	Tier 1 - Unconstrained
P-25	SE Monroe St	SE 37th Ave	SE Garrett Dr	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$1.9M	Tier 1 - Unconstrained
P-9	SE 34th Ave	SE Washington St	SE Lake Rd	Construct new pedestrian facilities (both sides), as constraints allow, to achieve PLTS 2 target	\$1.2M	Tier 1 - Unconstrained
P-2	SE 32nd Ave	SE Sherrett St	SE Harrison St	Reconstruct barrier-free pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$3.9M	Tier 1 - Unconstrained
P-42	SE Stanley Ave	SE King Rd	SE Monroe St	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$0.8M	Tier 1 - Unconstrained
P-57	SE Sparrow St	SE 19th Ave	SE River Rd	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.3M	Tier 1 - Unconstrained
P-36	SE Roswell St	SE 32nd Ave	SE 42nd Ave	Remove sidewalk barriers/obstructions, as constraints allow, to achieve PLTS 2 target	\$0.6M	Tier 1 - Unconstrained
P-23	SE 43 <sup>rd</sup> Ave	SE King Rd	SE Rhodesa St	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 2 target	\$0.3M	Tier 1 - Unconstrained
P-58	SE Ochoco St	SE 17th Ave	Springwater Trail	Coordinate with City of Portland to ensure construction of multi-use pathway, as constraints allow, to achieve PLTS 1 target	\$0.2M	Tier 2 - Unconstrained
P-8	SE Oatfield Rd	SE Lake Rd	City Limits	Construct new buffered pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$1.0M	Tier 2 - Unconstrained
P-47	SE 37th Ave	SE Wister St Path	SE Edison St	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.4M	Tier 2 - Unconstrained
P-40	SE 49th Ave	SE Willow Ave	SE King Rd	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.5M	Tier 2 - Unconstrained
P-54	SE Edison St	SE 35th Ave	OR 224	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.2M	Tier 2 - Unconstrained
P-10	SE 37th Ave	SE Washington St	SE International Way	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.1M	Tier 2 - Unconstrained
P-116	SE Minthorn Loop Rd	SE 37th Ave	SE Minthorn Loop Road	Construct a new ped/bike pathway along the south side of Minthorn North Natural Area	\$0.5M	Tier 2 - Unconstrained
P-123	SE Main St	SE Hanna Harvester Dr	SE Ochoco St	Construct new on-street ped/bike pathway on one side, as constraints allow, to achieve PLTS 1	\$3.7M	Tier 2 - Unconstrained
P-28	SE International Way	SE Freeman Way	SE Lake Rd	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$2.3M	Tier 2 - Unconstrained
P-41	SE Logus Rd	SE 43rd Ave	SE 49th Ave	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.5M	Tier 2 - Unconstrained

Project ID	Street	Start Extents	End Extents	Pedestrian Project Description	Cost Estimate	Prioritization
P-59	SE Ochoco St	Springwater Trail	SE McBrod Ave	Coordinate with City of Portland to ensure construction of new pedestrian facilities on the north side, as constraints allow, to achieve PLTS 2 target	\$0.2M	Tier 2 - Unconstrained
P-61	SE 42nd Ave/ SE Roswell St	Intersection	-	Install enhanced pedestrian crossing treatment across SE 42nd Ave	\$0.2M	Tier 2 - Unconstrained
P-95	SE Balfour Street	SE 32nd Ave	Balfour Park	Construct new pedestrian facilities on one side, as constraints allow, per Local Street standards to achieve PLTS 2 target	\$0.0M	Tier 2 - Unconstrained
P-77	SE Olsen St/ SE 42nd Ave	Intersection	-	Improve pedestrian crossing	\$0.2M	Tier 2 - Unconstrained
P-78	SE Millport Rd	99E	SE 17th Ave	Construct new pedestrian facilities on both sides, as constraints allow, per Local Street standards to achieve PLTS 2 target	\$0.8M	Tier 2 - Unconstrained
P-69	OR 224/ SE Oak St	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.2M	Tier 2 - Unconstrained
P-63	SE King Rd/ SE Home St	Intersection	-	Install enhanced pedestrian crossing treatment across SE King Rd	\$0.2M	Tier 2 - Unconstrained
P-73	SE Stanley Ave/ SE Monroe St	Intersection	-	Install enhanced pedestrian crossing treatment across SE Monroe St	\$0.2M	Tier 2 - Unconstrained
P-30	SE Rusk Rd	HWY 224	South City Limit	Coordinate with Clackamas County to ensure construction of pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.3M	Tier 2 - Unconstrained
P-67	SE Stanley Ave/ SE Logus Rd	Intersection	-	Install enhanced pedestrian crossing treatment across SE Stanley Rd	\$0.2M	Tier 2 - Unconstrained
P-7	SE Johnson Creek Blvd	West city limits	SE Linwood Ave	Coordinate with City of Portland to ensure construction of new pedestrian facilities on the north side, to achieve PLTS 2 target	\$1.9M	Tier 2 - Unconstrained
P-37	SE Olsen St	SE 29th Ave	SE 32nd Ave	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.2M	Tier 2 - Unconstrained
P-107	SE Hazel Pl	SE Stanley Ave	SE Wichita Ave	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.3M	Tier 2 - Unconstrained
P-11	SE 37th Ave	Intersection	-	Install enhanced pedestrian crossing treatment across SE 37th Ave	\$0.1M	Tier 2 - Unconstrained
P-110	SE 37th Ave	SE Lake Rd	SE Grogan Ave	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.5M	Tier 2 - Unconstrained
P-38	SE Olsen St	SE 32nd Ave	SE 42nd Ave	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.8M	Tier 2 - Unconstrained
P-106	SE Harlow St/ SE 56th Ave	SE 56th Ave	SE Stanley Ave	Reconstruct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.2M	Tier 2 - Unconstrained
P-108	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.6M	Tier 2 - Unconstrained
P-39	SE Willow St	SE Winsor Dr	SE 49th Ave	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.1M	Tier 2 - Unconstrained
P-44	SE 51st Ave	SE Logus Rd	SE Winworth Ct	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.3M	Tier 2 - Unconstrained
P-51	SE 44th Ave	SE Monroe St	SE Harrison St	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$0.3M	Tier 2 - Unconstrained

Project ID	Street	Start Extents	End Extents	Pedestrian Project Description	Cost Estimate	Prioritization
P-52	SE Harrison St	SE 44th Ave	SE Home St	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$0.8M	Tier 2 - Unconstrained
P-115	OR 99E/ SE River Rd	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.5M	Tier 2 - Unconstrained
P-65	SE Railroad Ave/ SE Home Ave	Intersection	-	Install a grade-separated pedestrian crossing across Railroad Ave and adjacent rail line	\$15.0M	Tier 2 - Unconstrained
P-29	SE Rusk Rd	SE Lake Rd	OR 224	Coordinate with Clackamas County to ensure construction of pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.3M	Tier 2 - Unconstrained
P-79	OR 99E/ SE Ochoco St	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.2M	Tier 2 - Unconstrained
P-60	SE Mallard Way	End of road	SE International Way	Construct new pedestrian facilities on both sides, as constraints allow, per Local Street standards to achieve PLTS 2 target	\$0.7M	Tier 2 - Unconstrained
P-80	OR 99E/ SE Milport RD	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.2M	Tier 2 - Unconstrained
P-94	SE Sparrow Street	SE River Road	Trolley Trail / SE 26th Ave	Construct new ped/bike pathway on one side, as constraints allow, to achieve PLTS 1	\$0.2M	Tier 2 - Unconstrained
P-76	OR 224/ SE Rusk Rd	Intersection	-	Coordinate with ODOT to identify and implement ADA accessibility upgrades and pedestrian/bicycle crossing enhancements	\$0.2M	Tier 2 - Unconstrained
P-120	SE Harlene St	west extents	SE Wood Ave	Construct a ped/bike on-street pathway	\$0.6M	Tier 2 - Unconstrained
P-48	SE Brookside Drive	SE Johnson Creek Blvd	SE Regents Dr	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.4M	Tier 2 - Unconstrained
P-49	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.7M	Tier 2 - Unconstrained
P-50	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.7M	Tier 2 - Unconstrained
P-66	SE Stanley Ave/ SE Harlow St	Intersection	-	Install enhanced pedestrian crossing treatment across SE Stanley Rd	\$0.2M	Tier 2 - Unconstrained
P-93	SE Mailwell Drive	SE Main St	UPRR	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$0.2M	Tier 2 - Unconstrained
P-97	SE 26th Ave	SE Lake Rd	Lake Village Apartments	Construct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.1M	Tier 2 - Unconstrained
P-121	SE Frontage Rd	SE Ochoco St	SE Millport Rd	Reconstruct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$1.7M	Tier 2 - Unconstrained
P-122	SE Ochoco St	east extents	OR 99E	Reconstruct new pedestrian facilities on one side, as constraints allow, to achieve PLTS 2 target	\$0.6M	Tier 2 - Unconstrained
P-96	SE Park St/ SE Lloyd St	SE Home Ave	Stanley Avenue	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$0.7M	Tier 2 - Unconstrained
P-19	SE River Rd	SE Lark St	South City Limit	Construct new pedestrian facilities on both sides, as constraints allow, to achieve PLTS 2 target	\$0.5M	Tier 3 - Unconstrained
P-13	SE Harrison St	OR 99E	SE Main Street	Remove sidewalk barriers, as constraints allow, to achieve PLTS 2 target	\$0.1M	Tier 3 - Unconstrained
P-91	SE King Road	SE 40th Ave	SE 43rd Ave	Construct ADA accessibility upgrades at SE King Road intersections	\$0.2M	Tier 3 - Unconstrained

Project ID	Street	Start Extents	End Extents	Pedestrian Project Description	Cost Estimate	Prioritization
P-105	SE 28th Ave	SE Washington St	Harrison Street	Construct ADA accessibility upgrades at SE 28 <sup>th</sup> Ave intersections	\$0.3M	Tier 3 - Unconstrained
P-35	SE Roswell St	SE 29th Ave	SE 32nd St	Maintain shared roadway environment with signing and striping enhancements	\$0.2M	Tier 3 - Unconstrained
P-92	SE Main St	SE Harrison St	SE Hanna Harvester Dr	Construct ADA accessibility upgrades at SE Main St intersections	\$0.3M	Tier 3 - Unconstrained
P-21	SE 42nd Ave	SE Harvey St	SE Johnson Creek Blvd	Remove barriers, as opportunities allow, to achieve PLTS 2 target	\$0.8M	Tier 3 - Unconstrained
P-53	SE 27th Ave	SE Lake Rd	SE Washington St	Reconstruct barrier-free pedestrian facilities on east side, to achieve PLTS 2 target	\$0.6M	Tier 3 - Unconstrained
P-109	SE Boss Ln	SE Lake Rd	SE Licynta Ln	Maintain shared roadway environment with signing and striping enhancements	\$0.2M	Tier 3 - Unconstrained
P-3	SE Johnson Creek Blvd	SE 40th Ave	SE 45th Ave	Reconstruct barrier-free pedestrian facilities on both sides, to achieve PLTS 2 target	\$1.2M	Tier 3 - Unconstrained
P-104	SE 35th Ave	SE Lake Rd	Edison Street	Construct ADA accessibility upgrades at SE 35th Ave intersections	\$0.3M	Tier 3 - Unconstrained
P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Maintain shared roadway environment with signing and striping enhancements	\$0.2M	Tier 3 - Unconstrained
P-55	SE Bluebird St	SE 19th Ave	SE 22nd Ave	Maintain shared roadway environment with signing and striping enhancements	\$0.0M	Tier 3 - Unconstrained
P-56	SE 19th Ave	SE Eagle St	SE Sparrow St	Maintain shared roadway environment with signing and striping enhancements	\$0.1M	Tier 3 - Unconstrained
P-100	SE Lava Drive / SE Waverly Court	SE 17th Ave	Highland Apartments Entrance	Construct ADA accessibility upgrades at SE Lava Dr intersections	\$0.2M	Tier 3 - Unconstrained
P-103	SE 47th Ave	SE Franklin St	SE Railroad Ave	Construct ADA accessibility upgrades at SE 47th Ave intersections	\$0.2M	Tier 3 - Unconstrained
P-101	SE Where Else Lane	SE Lake Rd	Bowman and Brae Park	Construct ADA accessibility upgrades at SE Where Else Lane intersections	\$0.3M	Tier 3 - Unconstrained
P-102	SE Aspen St	SE Lindwood Ave	Furnberg Park	Maintain shared roadway environment with signing and striping enhancements	\$0.3M	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	\$0.3M	Tier 3 - Unconstrained
P-111	OR 224	SE Harrison St	SE Oak St	Work with ODOT and prepare a feasibility study for a grade-separated pedestrian crossing of OR 224 located somewhere between SE Harrison St and SE Oak St	\$0.1M	Tier 3 - Unconstrained
P-124	OR 99E	SE Harrison St	Kellog Creek crossing	Work with ODOT and prepare a feasibility study for a grade-separated pedestrian crossing of OR 99E to be located between SE Harrison Street and the Kellog Creek crossing		

**Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics.**



Table 5-2 - Bicycle Improvement Projects

Project ID	Street	Start Extents	End Extents	Bicycle Project Description	Cost Estimate	Prioritization
B-24	SE Harrison St	SE 26th Ave	SE 42nd Ave	Stripe/construct bike lanes on both directions, as constraints allow, to achieve BLTS 2 target	\$3.4M	Tier 1 - Financially Constrained
B-23	SE Harrison St	OR 99E	SE 24th Ave	Stripe bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$0.1M	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)	\$0.1M	Tier 1 - Financially Constrained
B-26	SE 42nd Ave	SE Harrison St	SE Washington St	Construct bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$0.7M	Tier 1 - Unconstrained
B-81	SE 37th Ave	SE International Way	SE Washington St	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.1M	Tier 1 - Unconstrained
B-59	SE 40th Ave	SE Olsen St	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.3M	Tier 1 - Unconstrained
B-64	SE 34th Ave	SE Lake Rd	SE Washington St	Stripe bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$1.5M	Tier 1 - Unconstrained
B-10	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Construct bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$2.7M	Tier 1 - Unconstrained
B-28	SE Ochoco St/ SE 17th Ave	Intersection	-	Coordinate with the City of Portland to identify and implement ADA accessibility and bicycle crossing improvements at the intersection	\$1.4M	Tier 1 - Unconstrained
B-19	SE Oatfield Rd	SE Lake Rd	City limits	Construct bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$0.7M	Tier 2 - Unconstrained
B-15	SE International Way	SE Freeman Way	SE Lake Rd	Construct buffered bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$3.0M	Tier 2 - Unconstrained
B-66	SE Freeman Way	SE International Way	SE Lake Rd	Stripe bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$0.4M	Tier 2 - Unconstrained
B-9	SE Stanley Ave	SE King Rd	SE Monroe St	Construct bike lanes on both directions, as constraints allow, to achieve BLTS 1 target	\$0.8M	Tier 2 - Unconstrained
B-16	SE Rusk Rd	SE Lake Rd	SE Kellog Creek Rd	Coordinate with Clackamas County on future bicycle facilities, to achieve BLTS 1 target	\$1.2M	Tier 2 - Unconstrained
B-70	SE Oak St	SE Campbell St	SE Washington St	Construct bike lanes on both directions, as constraints allow, to achieve BLTS 2 target	\$0.1M	Tier 2 - Unconstrained
B-14	SE International Way	SE 37th Ave	SE Freeman Way	Restripe roadway with buffered bicycle facilities, as constraints allow, to achieve BLTS 1 target	\$0.4M	Tier 3 - Unconstrained
B-4	SE Johnson Creek Blvd	SE 40th	SE 45th Ave	Restripe bicycle facilities, as constraints allow, to achieve BLTS 1 target	\$0.2M	Tier 3 - Unconstrained
B-38	SE Harrison St/ SE 21st Ave	Intersection	-	Identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection	\$0.4M	Tier 3 - Unconstrained
B-40	SE Harrison St/ SE 42nd Ave	Intersection	-	Identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection	\$0.4M	Tier 3 - Unconstrained

Project ID	Street	Start Extents	End Extents	Bicycle Project Description	Cost Estimate	Prioritization
B-30	SE Railroad Ave/ SE Linwood Ave	Intersection	-	Coordinate with Clackamas County to identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection	\$1.7M	Tier 3 - Unconstrained
B-39	SE King Rd/ SE Stanley Ave	Intersection	-	Identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection	\$0.4M	Tier 3 - Unconstrained
B-22	SE Monroe St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-29	SE Lava Dr/ SE 17th Ave	Intersection	-	Identify and implement signing/striping improvements that would increase safety of bicycle movements through the intersection	\$0.2M	Tier 3 - Unconstrained
B-31	SE Lake Rd/ SE International Way	Intersection	-	Improve Identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection of crossing at intersection	\$0.4M	Tier 3 - Unconstrained
B-41	SE Johnson Creek Blvd/SE Stanley Ave	Intersection	-	Identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection	\$0.2M	Tier 3 - Unconstrained
B-72	SE Johnson Creek Blvd/SE 45 Pl	Intersection	-	Coordinate with City of Portland to identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection	\$0.2M	Tier 3 - Unconstrained
B-73	SE Johnson Creek Blvd/SE Wichita Ave	Intersection	-	Identify and implement geometric and signing/striping improvements that would increase safety of bicycle movements through the intersection	\$0.1M	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	\$0.5M	Tier 3 - Unconstrained
B-43	SE Olsen St	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-82	SE Washington St	OR 99E	SE Oak St	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-42	SE Roswell Ave	SE 29th Ave	SE 42nd Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-44	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-49	SE Logus Rd	SE 43rd Ave	SE Stanley Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.3M	Tier 3 - Unconstrained
B-50	SE 49th Ave	SE King Rd	SE Logus Rd	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.1M	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	\$0.2M	Tier 3 - Unconstrained
B-54	SE Home Ave	SE King Rd	SE Railroad Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.3M	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	\$0.1M	Tier 3 - Unconstrained

Project ID	Street	Start Extents	End Extents	Bicycle Project Description	Cost Estimate	Prioritization
B-51	SE Hazel St	SE Stanley Ave	SE Wichita Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.1M	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	\$0.2M	Tier 3 - Unconstrained
B-55	SE Park St	SE Home Ave	SE Wood Ave	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-63	SE Kuehn Rd	SE Lake Rd	City limits	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.1M	Tier 3 - Unconstrained
B-45	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-5	SE Main St	SE Jefferson St	SE Hanna Harvester Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$0.2M	Tier 3 - Unconstrained
B-68	SE Harvey St/ SE 42 <sup>nd</sup> Ave	SE 32 <sup>nd</sup> Ave	SE Johnson Creek Blvd	Install/enhance shared roadway lane markings, signage, and traffic calming improvements	\$0.4M	Tier 3 - Unconstrained
<b>Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics.</b>						

**FIGURE 5-3**

**Roadway and Intersection Projects**

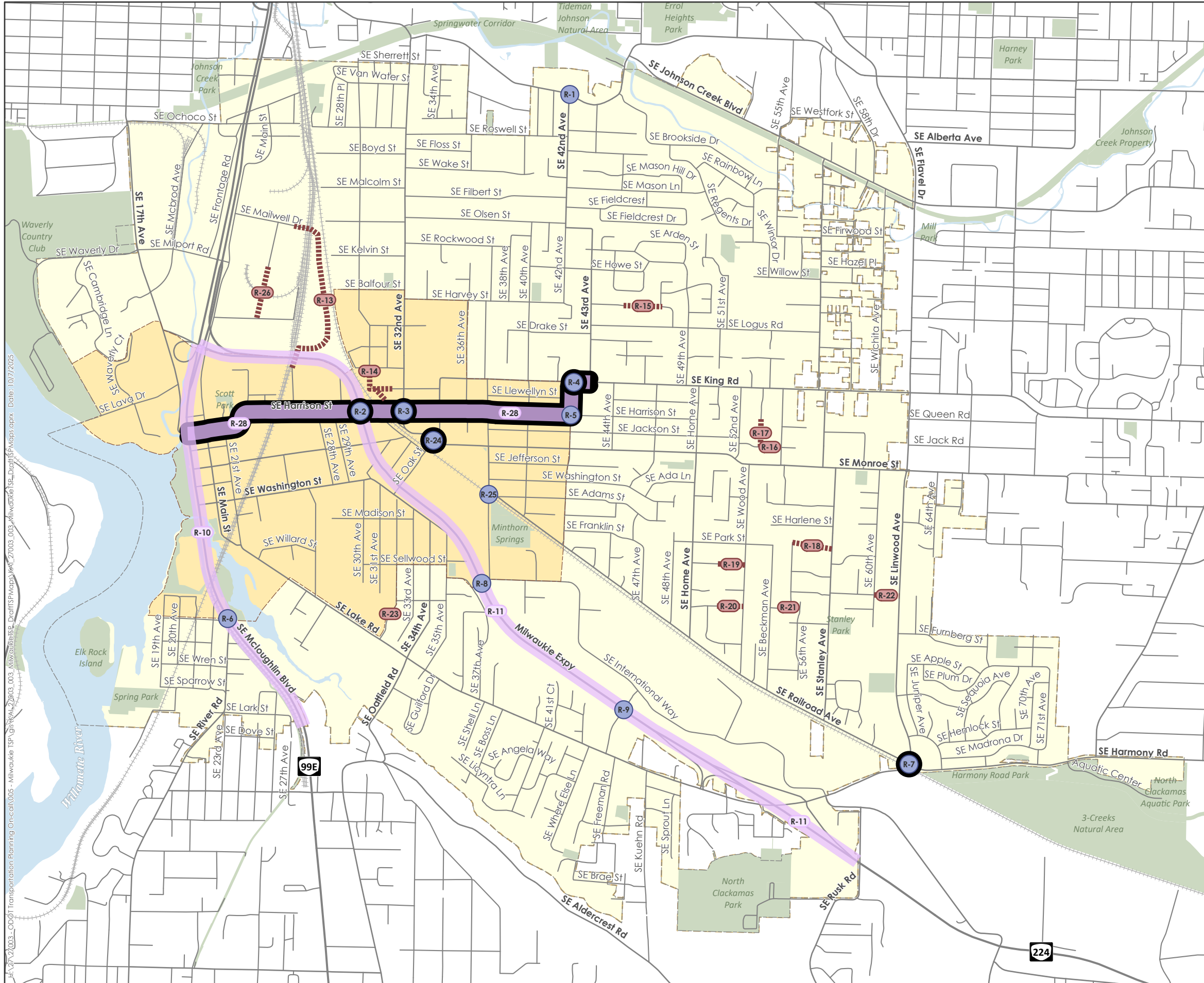
**Legend**

-  Intersection Improvement/Traffic Control Project
-  New/Roadway Extension Project
-  Corridor Refinement/Safety Plan
-  Tier 1 Financially Constrained
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks

**Note: Future alignments shown on the map are approximate and subject to further refinement**

Generated On: 10/7/2025

Data Sources: City of Milwaukie, ODOT



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Table 5-3 - Roadway/Intersection Improvement Projects

Project ID	Street	Start Extents	End Extents	Roadway/Intersection Project Description	Cost Estimate	Prioritization
R-24	SE Oak St/ SE Railroad Ave/ SE Monroe St	Intersection	-	Coordinate with Clackamas County to identify and implement traffic control revisions	\$4.3M	Tier 1 - Financially Constrained
R-3	SE Harrison St/ SE 32nd Ave	Intersection	-	Acquire right of way in the southeast quadrant of the intersection as opportunities allow. Modify the north and south SE 32 <sup>nd</sup> Ave approaches to provide separate through and turn lanes.	\$1.5M	Tier 1 - Financially Constrained
R-27	Local Streets	-	-	Change the speed zone signing on all local streets to 20 mph	\$0.4M	Tier 1 - Financially Constrained
R-28	SE Harrison St	Highway 99E	SE 42nd Ave	Prepare a multimodal safety and infrastructure needs assessment of the Harrison Street corridor focusing on safety improvements, multimodal accommodations, access management, and traffic control.	\$0.4M	Tier 1 - Financially Constrained
R-2	OR 224/ SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement traffic signal, travel lane, geometric, and multimodal refinements that balance capacity, vehicle queuing, and multimodal safety needs.	\$2.1M	Tier 1 - Financially Constrained
R-7	SE Linwood Ave/ SE Harmony Road/ SE Railroad Ave	Intersection	-	Perform an intersection refinement study that will identify traffic control and geometric improvements that will more efficiently accommodate vehicles, pedestrians, bicycles, mobility devices, and the adjacent rail crossing.	\$0.6M	Tier 1 - Financially Constrained
R-4	SE King Rd/ SE 42nd Ave	Intersection	-	Implement permanent access management treatments at the intersection	\$0.3M	Tier 1 - Financially Constrained
R-25	SE Railroad Ave/ SE 37th Ave	Intersection	-	Widen the westbound SE Railroad Ave approach to SE 37 <sup>th</sup> Ave to provide additional left-turn storage	\$2.2M	Tier 1 - Unconstrained
R-5	SE Harrison St/ SE 42nd Ave	Intersection	-	Implement new traffic control treatments and geometric refinements	\$4.9M	Tier 1 - Unconstrained
R-6	OR 99E/ SE River Rd/ SE Bluebird St	Intersection	-	Coordinate with ODOT to identify and implement geometric refinements that balance capacity needs, efficient intersection operations, and multimodal safety	\$2.7M	Tier 1 - Unconstrained
R-1	SE Johnson Creek/ SE 42nd Ave	Intersection	-	Implement new traffic control treatments and geometric refinement	\$5.1M	Tier 2 - Unconstrained
R-9	OR 224/ SE Freeman Way	Intersection	-	Coordinate with ODOT to identify and improve signing/stripping and traffic signal operations at the intersection. Improve pedestrian and bicycle crossings of OR 224.	\$0.5M	Tier 3 - Unconstrained
R-13	SE Mailwell Drive extension	SE Crystal Lake Dr	SE Mailwell Dr	As part of future redevelopment opportunities, establish a new local street connection between SE Mailwell Drive and SE 26th Ave	\$20.0M	Tier 3 – Unconstrained <sup>1</sup>
R-8	SE 37th Ave/ International Way/ OR 224	Intersection	-	Prepare a detailed geometric, traffic control, access management, and multimodal accommodation refinement plan for the SE 37 <sup>th</sup> Ave/SE International Way intersection. Coordinated with ODOT to identify and improve pedestrian and bicycle crossings of OR 224.	\$0.8M	Tier 3 - Unconstrained
R-14	SE 29th Ave extension	SE Meek St	SE 32nd Ave	As part of future redevelopment opportunities, establish a new local street connection between SE Meek Street and SE 32nd Ave	\$1.4M	Tier 3 – Unconstrained <sup>1</sup>
R-21	SE Beckman Terrace	East Extents	SE 56th Ave	Extend SE Beckman Terrace to SE 56th Ave at the local street standard	\$2.0M	Tier 3 - Unconstrained

Project ID	Street	Start Extents	End Extents	Roadway/Intersection Project Description	Cost Estimate	Prioritization
R-23	SE 32nd Ave	-	-	As part of future redevelopment opportunities, construct the missing segment of SE 32nd Ave at the local street standard	\$0.3M	Tier 3 – Unconstrained <sup>1</sup>
R-20	SE Guido Bocci Dr	SE Home Ave	SE Wood Ave	As part of future redevelopment opportunities, extend SE Guido Bocci Dr to SE Wood Ave	\$2.6M	Tier 3 – Unconstrained <sup>1</sup>
R-10	OR 99E	Northern City Limits	Southern City Limits	Perform a corridor study that assesses the costs/benefits of a jurisdictional transfer of OR 99E within the Milwaukie Town Center) from ODOT to the City	\$0.2M	Tier 3 - Unconstrained
R-11	OR 224	SE McLoughlin Blvd	Southern City Limits	Perform a corridor refinement plan focused on establishing alternative motor vehicle mobility targets, identifying freight accommodations, and ped/bike accommodations	\$0.2M	Tier 3 - Unconstrained
R-15	SE Melody Lane	East Extents	-	As part of future infill development opportunities, extend SE Melody Lane to serve infill development	\$1.6M	Tier 3 – Unconstrained <sup>1</sup>
R-16	SE Jackson Street	SE 55th Ave	SE 55th Ave	As part of future redevelopment opportunities, extend SE Jackson St to SE 55th Ave	\$2.6M	Tier 3 – Unconstrained <sup>1</sup>
R-17	SE 53rd Pl	South extents	SE Jackson St extension	As part of future redevelopment opportunities, extend SE 53rd Pl to a future SE Jackson St extension	\$2.7M	Tier 3 – Unconstrained <sup>1</sup>
R-18	SE Park St	SE 56th Ave	SE Stanley Ave	As part of future redevelopment opportunities, establish a new SE Park Street roadway connection between SE 56th Ave and SE Stanley Ave	\$4.5M	Tier 3 – Unconstrained <sup>1</sup>
R-19	SE Hunter Ct	SE Home Ave	SE Wood Ave	As part of future redevelopment opportunities, extend SE Hunter St to SE Wood Ave	\$5.8M	Tier 3 – Unconstrained <sup>1</sup>
R-22	SE Lloyd St	SE 60th Ave	SE Linwood Ave	As part of future redevelopment opportunities, extend SE Lloyd St from SE 60th Ave to SE Linwood Ave	\$4.0M	Tier 3 – Unconstrained <sup>1</sup>
R-26	SE Omark Dr	SE Mailwall Dr	SE Hanna Harvester Dr	As part of future redevelopment opportunities, extend SE Omark Dr to SE Hanna Harvester Dr	\$13.6M	Tier 3 – Unconstrained <sup>1</sup>

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics.

<sup>1</sup> Project anticipated to be primarily development driven



FIGURE 5-4

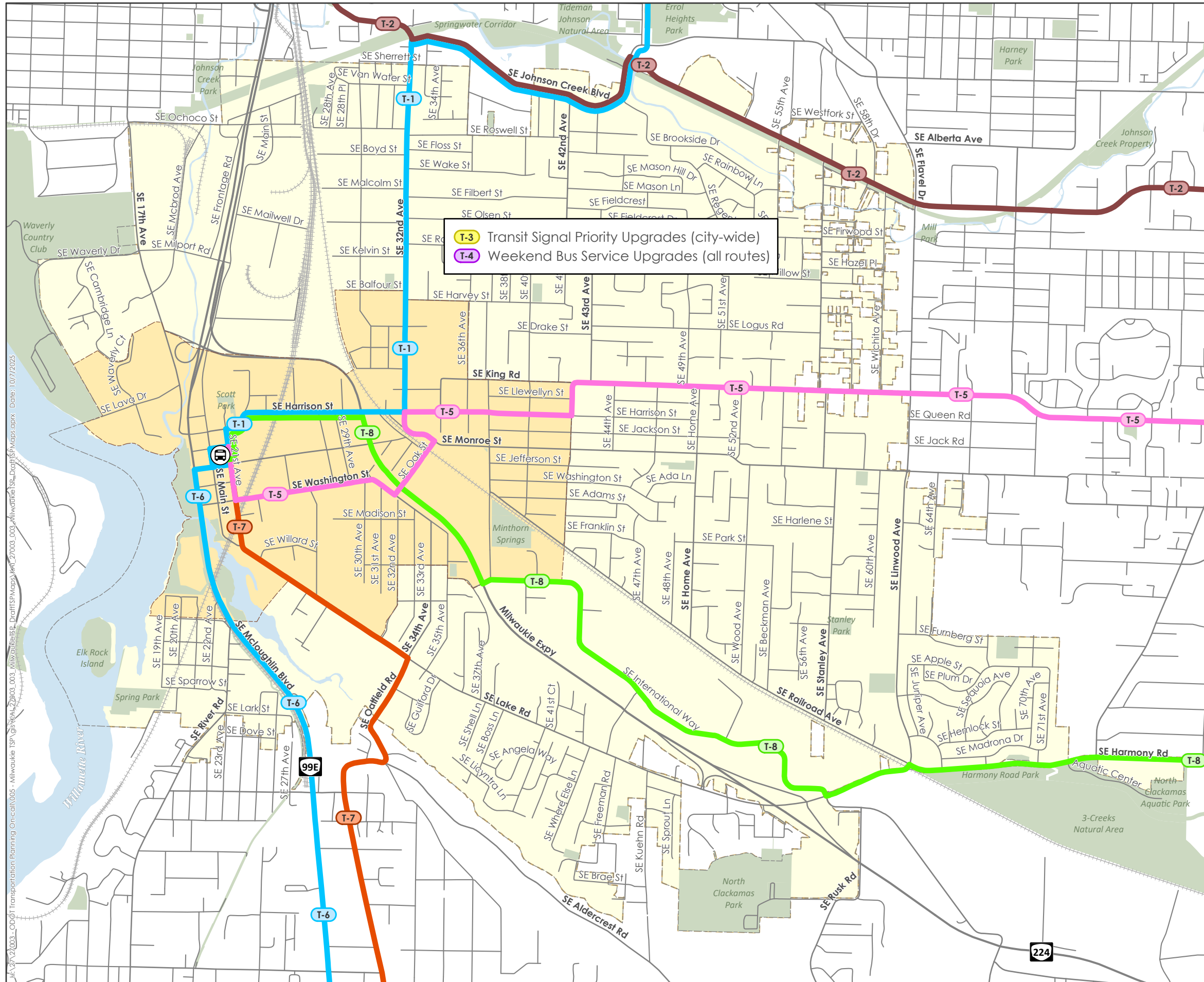
Transit Projects

Legend

See Transit project list for detailed transit improvement description. Project colors are assigned to help differentiate future transit routes.

- Transit Center
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

- T-3 Transit Signal Priority Upgrades (city-wide)
- T-4 Weekend Bus Service Upgrades (all routes)



Generated On: 10/7/2025

Data Sources: City of Milwaukie, ODOT



Table 5-4 - Transit Improvement Projects






Project ID	Street	Start Extents	End Extents	Transit Project Description	Cost Estimate	Prioritization
T-1	New Bus Rapid Transit/Express Service route	-	-	Coordinate with TriMet to support and help implement new Bus Rapid Transit/Express Service route connecting Milwaukie Town Center to northerly regional destinations	\$3.0M	Tier 1 - Unconstrained
T-3	Transit Priority Signalization	Citywide	-	Work with Clackamas County to implement transit priority signalization along key transit corridors	\$4.0M	Tier 2 - Unconstrained
T-4	Weekend Service Improvements	Citywide	-	Coordinate with TriMet and support new weekend service enhancements	\$0.0M	Tier 2 - Unconstrained
T-8	Upgrade to Frequent Service route	-	-	Coordinate with TriMet to help implement and support an upgrade to Frequent Service Route	Vision	Tier 3 - Unconstrained
T-5	New Bus Rapid Transit/Express Service route	-	-	Coordinate with TriMet to help support and implement new Bus Rapid Transit/Express Service route along King Road/Harrison Street corridors, connecting to regional destinations	\$6.0M	Tier 3 - Unconstrained
T-6	New Bus Rapid Transit/Express Service route	-	-	Coordinate with TriMet to support and help implement new Bus Rapid Transit/Express Service route connecting Milwaukie Town Center to southerly regional destinations	\$11.0M	Tier 3 - Unconstrained
T-7	Upgrade to Frequent Service route	-	-	Coordinate with TriMet to help implement and support an upgrade to Frequent Service Route	Vision	Tier 3 - Unconstrained
T-2	New Frequent Service route	-	-	Coordinate with TriMet to help implement and support new Frequent Service Route along Johnson Creek Boulevard connecting to regional destinations	Vision	Tier 3 - Unconstrained

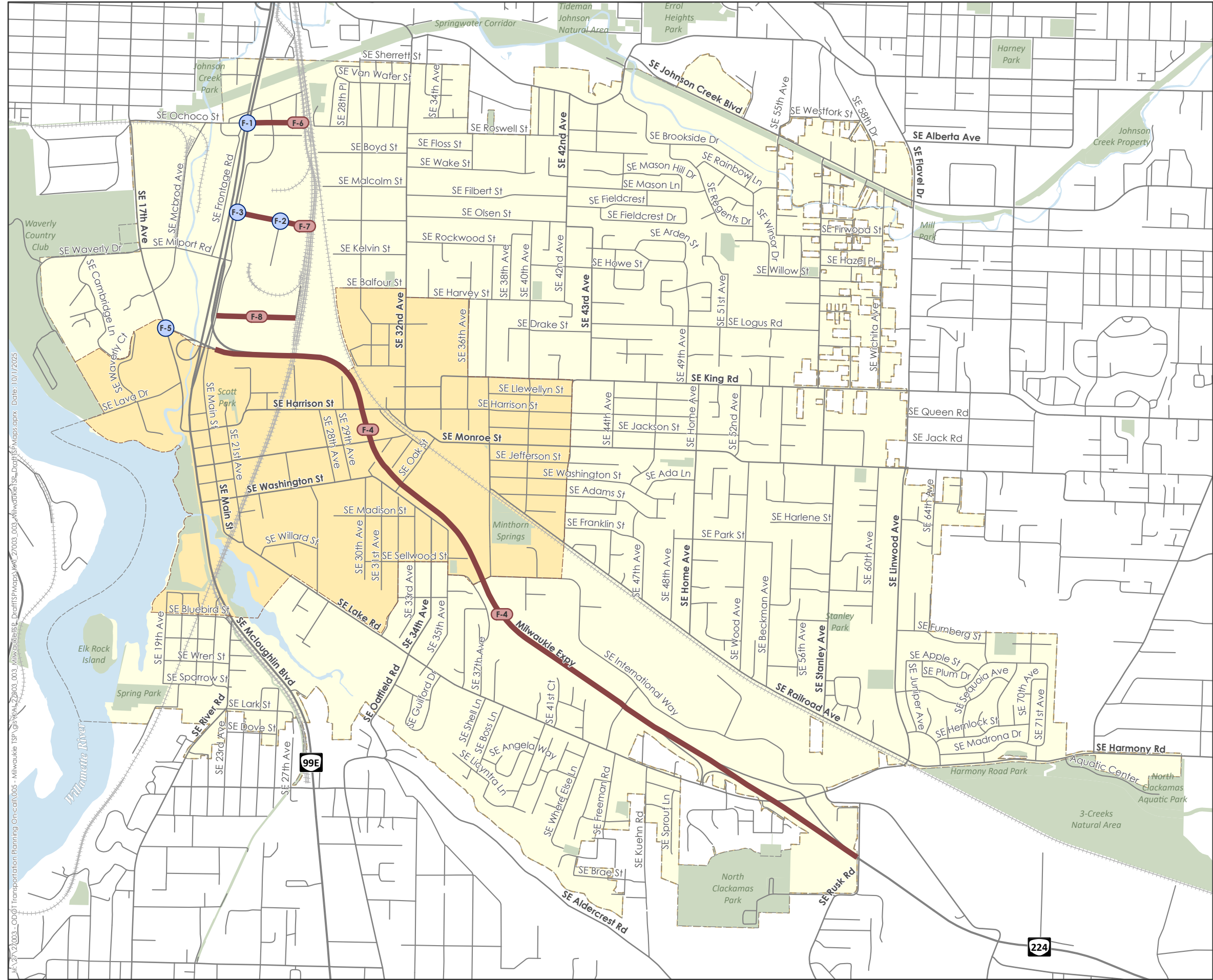


**FIGURE 5-5**

**Freight Projects**

**Legend**

-  Geometric Improvement Projects
-  Corridor Upgrade Projects
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks



Generated On: 10/1/2025

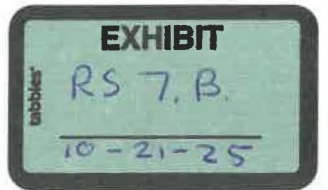
Data Sources: City of Milwaukie, ODOT



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Table 5-5 - Freight Improvement Projects

Project ID	Street	Start Extents	End Extents	Freight Project Description	Cost Estimate	Prioritization
F-4	OR 224	OR 99E	Lake Rd	Conduct refinement plan with a focus on motor and freight mobility	\$0.2M	Tier 1 - Unconstrained
F-1	OR 99E/ SE Ochoco St	Intersection	-	Improve geometric and wayfinding/signage to improve freight access	\$0.2M	Tier 3 - Unconstrained
F-3	SE Main St/ SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii to better accommodate freight movements	\$0.2M	Tier 3 - Unconstrained
F-5	OR 224 Ramp/ SE 17th Ave	Intersection	-	Upgrade intersection turning radii to better accommodate freight movements	\$0.1M	Tier 3 - Unconstrained
F-6	SE Ochoco St	SE Main St	East extents	Upgrade street to better accommodate freight vehicles	\$1.1M	Tier 3 - Unconstrained
F-7	SE Mailwell Dr	SE Main St	SE Omark Dr	Upgrade street to better accommodate freight vehicles	\$0.9M	Tier 3 - Unconstrained
F-8	SE Hanna Harvester Dr	SE Main St	SE Hanna Dr	Upgrade street to better accommodate freight vehicles	\$1.9M	Tier 3 - Unconstrained
F-2	SE Omark Dr/ SE Mailwell Dr	Intersection	-	Upgrade intersection turning radii to better accommodate freight movements	\$0.1M	Tier 3 - Unconstrained



**Cost by Tier - Suggested Edits per 9/16 City Council Work Session (Updated 10/21/25)**

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	-	<del>\$8,095,000</del> \$8,610,000	\$8,405,000	<del>\$9,865,000</del> \$6,760,000	-	<del>\$29,940,000</del> \$27,350,000

**Prioritized Project List - Suggested Edits per 9/16 City Council Work Session (Updated 10/21/25)**

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 <i>(\$345,000 city match)</i>
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)	\$1,330,000
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

**Commented [MH1]:** In recognition that the City would most likely pursue grant funding for the construction of this particular project, we have revised the amount to report both the total project cost and the amount of the likely 10% city match. Only the 10% city match is being used in the Financially Constrained cost.

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**Commented [MH2]:** 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-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
Tier 1 - Financially Constrained	B-23	SE Harrison St	Hwy 99E	SE 24th Ave	Construct 5.5ft bike lanes (both directions)	\$100,000
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.	\$555,000
Tier 1 - Financially Constrained	R-4	SE King Rd/ SE 42nd Ave	Intersection	-	Install permanent <del>geometric delineators</del> <u>median treatments</u>	\$250,000
Tier 1 - Financially Constrained	P-62	SE 32nd Ave/ SE Meek St	Intersection	-	Install enhanced pedestrian crossing treatment	\$175,000
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	\$245,000
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	\$680,000
Tier 1 - Financially Constrained	P-4	SE King Rd	SE 34th Ave	SE 40th Ave	Construct new 5ft minimum curb-tight sidewalk (north side)	\$525,000
Tier 1 - Financially Constrained	B-25	SE King Rd	SE 34th Ave	SE 40th Ave	<del>Improve roadway surface and</del> install shared lane markings, <u>signage, and traffic calming improvements</u> (both directions)	\$105,000
Tier 1 - Financially Constrained	P-118	32nd Ave/ Harvey St	Intersection	-	Construct ADA accessibility upgrades and other enhanced pedestrian crossing improvements	\$125,000
Tier 1 - Financially Constrained	P-112	OR 99E/ SE Harrison St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000
Tier 1 - Financially Constrained	P-113	OR 99E/ SE Monroe St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$125,000
Tier 1 - Financially Constrained	P-114	OR 99E/ SE Washington St	Intersection	-	Coordinate with ODOT to identify and implement pedestrian and bicycle crossing improvements of OR 99E	\$495,000

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

**Commented [MH4]:** TC/AC 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 1 Financially Unconstrained

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

**Commented [MH9]:** PC moved up to Tier 1 Financially Constrained from Tier 2

**Commented [MH10]:** TC/AC moved up to Tier 1 Financially Constrained from Tier 2

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

**Commented [MH12]:** TC/AC moved up to Tier 1 Financially Constrained from Tier 2

**Commented [MH13]:** PC moved up to Tier 1 Financially Constrained from Tier 2

**Commented [MH14]:** PC moved up to Tier 1 Financially Constrained from Tier 3. City recently completed paving project, so that detail from the description was removed

**Commented [MH15]:** PC moved up to Tier 1 Financially Constrained from Tier 2

**Commented [MH16]:** PC moved up to Tier 1 Financially Constrained From Tier 2

**Commented [MH17]:** TC/AC moved up to Tier 1 Financially Constrained from Tier 2

**Commented [MH18]:** PC moved up to Tier 1 Financially Constrained From Tier 2

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 1 – Financially Constrained	P-110	SE 37th Ave	SE Lake Rd	SE Grogan Ave	Construct 5ft minimum curb-tight sidewalks (east side)	\$515,000
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	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	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

**Commented [MH19]:** AC moved up to Tier 1 Financially Constrained from Tier 2 unconstrained

**Commented [MH20]:** PC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained

**Commented [MH21]:** TC/AC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

PC moved back down to Tier 1 Financially Unconstrained.

**Commented [MH22]:** TC/AC moved up to Tier 1 Financially Constrained from Tier 1 Financially Unconstrained

PC moved back down to Tier 1 Financially Unconstrained.

**Commented [MH23]:** TC/AC moved up to Financially Unconstrained from Tier 2

**Commented [MH24]:** TC/AC moved up to Financially Unconstrained from Tier 3

**Commented [MH25]:** TC/AC moved up to Financially Unconstrained from Tier 3

**Commented [MH26]:** TC/AC moved up to Financially Unconstrained from Tier 3

**Commented [MH27]:** TC/AC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained

**Commented [MH28]:** TC/AC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained

**Commented [MH29]:** TC/AC moved down to Tier 1 Financially Unconstrained from Tier 1 Financially Constrained

**Commented [MH30]:** Project removed based on direction from City staff. Public Safety Advisory Committee is working on a proposal for safety improvements and the funding for the funding could come from SPOT program.

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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-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	\$3,000,000
Tier 1 - Financially Unconstrained	B-28	SE Ochoco St/SE 17 <sup>th</sup> Ave	Intersection	-	Improve safety of crossing at intersection	\$1,435,000
Tier 1 - Financially Unconstrained	P-23	SE 43 <sup>rd</sup> Ave	SE King Road	SE Rhodessa St	Construct 8-10ft ped/bike on-street pathway on the west side of road	\$250,000
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	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

**Commented [MH31]:** Project cost added with input from TriMet

**Commented [MH32]:** 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-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-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

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Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 2 - Unconstrained	P-11	SE 37th Ave	Intersection	-	Install RRFB across SE 37th Ave	\$50,000
<del>Tier 2 - Unconstrained</del>	<del>P-110</del>	<del>SE 37th Ave</del>	<del>SE Lake Rd</del>	<del>SE Grogan Ave</del>	<del>Construct 5ft minimum curb-tight sidewalks (east side)</del>	<del>\$515,000</del>
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 a grade-separated 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

Commented [MH33]: AC requested that this be moved up to Tier 1 FC

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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	
<u>Tier 2 - Unconstrained</u>	<u>B-7</u>	<u>SE Balfour St</u>	<u>SE 32<sup>nd</sup> Ave</u>	<u>SE 29<sup>th</sup> Ave</u>	<u>Install shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$80,000</u>
<u>Tier 2 - Unconstrained</u>	<u>B=17</u>	<u>SE Lava Dr</u>	<u>SE 17<sup>th</sup> Ave</u>	<u>SE Waverly Court</u>	<u>Install shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$80,000</u>
<u>Tier 2 - Unconstrained</u>	<u>B-46</u>	<u>SE Howe St/SE 46th Ave/SE Rockwood St</u>	<u>SE 43rd Ave</u>	<u>SE Logus Rd</u>	<u>Install shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$125,000</u>
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

**Commented [MH34]:** Added from 09/16 City Council discussion

**Commented [MH35]:** Added from 09/16 City Council discussion

**Commented [MH36]:** Added from 09/16 City Council discussion

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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

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Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	B-60	SE 19th Ave/SE Bluebird/SE Sparrow	SE Bluebird St	SE Sparrow St	Install <u>additional</u> shared roadway lane markings, signage, and traffic calming improvements <u>to emphasize a shared travel environment for bicyclists, pedestrians, and motorists</u>	\$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 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	<u>SE Main St</u>	<u>SE Jefferson St</u>	<u>SE Hanna Harvester Dr</u>	Install shared roadway lane markings, signage, and traffic calming improvements	<del>\$220</del> 190,000
<u>Tier 3 - Unconstrained</u>	<u>B-68</u>	<u>SE Harvey St/ SE 42<sup>nd</sup> Ave</u>	<u>SE 32<sup>nd</sup> Ave</u>	<u>SE Johnson Creek Blvd</u>	<u>Install/enhance shared roadway lane markings, signage, and traffic calming improvements</u>	<u>\$400,000</u>
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

**Commented [MH37]:** We found some unintentional overlap between B-60 and P-55/P-56. We are dropping P-55/P-56 and expanding the description for B-60 for simplification purposes

**Commented [MH38]:** The old B-5 was kept in the table by mistake. Using B-5 to now represent a CC request to add a shared lane project to Main Street

**Commented [MH39]:** B-68 is added back to the table after it was discovered accidentally missing. In response to CC comment/request to have the an enhanced bicycling project for SE 42<sup>nd</sup> Ave, the project description was revised to include the entirety of SE 42<sup>nd</sup> Ave to SE Johnson Creek Boulevard.

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	P-109	SE Boss Ln	SE Lake Rd	SE Licynta 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
<del>Tier 3 - Unconstrained</del>	<del>P-55</del>	<del>SE Bluebird St</del>	<del>SE 19th Ave</del>	<del>SE 22nd Ave</del>	<del>Maintain shared roadway environment with signing and striping enhancements</del>	<del>\$35,000</del>
<del>Tier 3 - Unconstrained</del>	<del>P-56</del>	<del>SE 19th Ave</del>	<del>SE Eagle St</del>	<del>SE Sparrow St</del>	<del>Maintain shared roadway environment with signing and striping enhancements</del>	<del>\$65,000</del>
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

Commented [MH40]:

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
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 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 OR 224	Southern City Limits	<del>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</del> Perform a corridor study that assesses the costs/benefits of a jurisdictional transfer of OR 99E within the Milwaukie Town Center) from ODOT to the City	\$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, <del>and explore ways to minimize barrier effect and explore ways to improve auto and freight mobility</del> such as traffic control modifications at major intersections, and explore ways to minimize the barrier effect such as grade separated pedestrian crossings.	\$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 Pl 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

**Commented [MH41]:** Project description revised based on CC discussion. Description revised to focus primarily on costs/benefits of a potential jurisdictional transfer

**Commented [MH42]:** Description modified based on CC request to include projects that look at major intersection modifications (roundabouts) and grade-separated pedestrian crossings of OR 224.

Tier	Project ID	Street	Start Extents	End Extents	Detailed Project Description	Estimated Cost
Tier 3 - Unconstrained	T-3	Transit Signal Priority			Coordinate with Clackamas County to implement transit signal priority along key transit coordinators	\$4,000,000
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	Vision
Tier 3 - Unconstrained	T-4	Weekend service enhancements			Coordinate with TriMet to support new weekend service enhancements	Vision
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	\$6,000,000
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	\$11,000,000
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	Vision
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	Vision
Tier 3 - Unconstrained	P-72	SE Olsen St	Western extents of SE Olsen St	SE Mailwell Dr	Construct grade separated bike/ped crossing of rail line to SE Mailwell Dr	\$15,000,000
Tier 3 - Unconstrained	P-111	OR 224	SE Harrison St	SE Oak St	Coordinate with ODOT and prepare a feasibility study for a grade-separated pedestrian crossing of OR 224 located somewhere between SE Harrison Street and SE Oak Street	\$100,000
Tier 3 - Unconstrained	P-124	OR 99E	SE Harrison St	Kellog Creek crossing	Coordinate with ODOT and prepare a feasibility study for a grade-separated pedestrian crossing of OR 99E located somewhere between SE Harrison Street and the Kellog Creek crossing	\$100,000
Tier 3 - Unconstrained	B-84	SE Monroe St	SE 37th Ave	SE Garrett Dr	Install shared roadway lane markings, signage, and traffic calming improvements	\$160,000

**Commented [MH43]:** Project cost added with input from TriMet

**Commented [MH44]:** Project cost added with input from TriMet

**Commented [MH45]:** Project added back in based on CC comment, but modified to a grade-separated crossing.

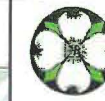
**Commented [MH46]:** Project added based on CC discussion

**Commented [MH47]:** Project added based on CC discussion

**Commented [MH48]:** Project added at request of AC







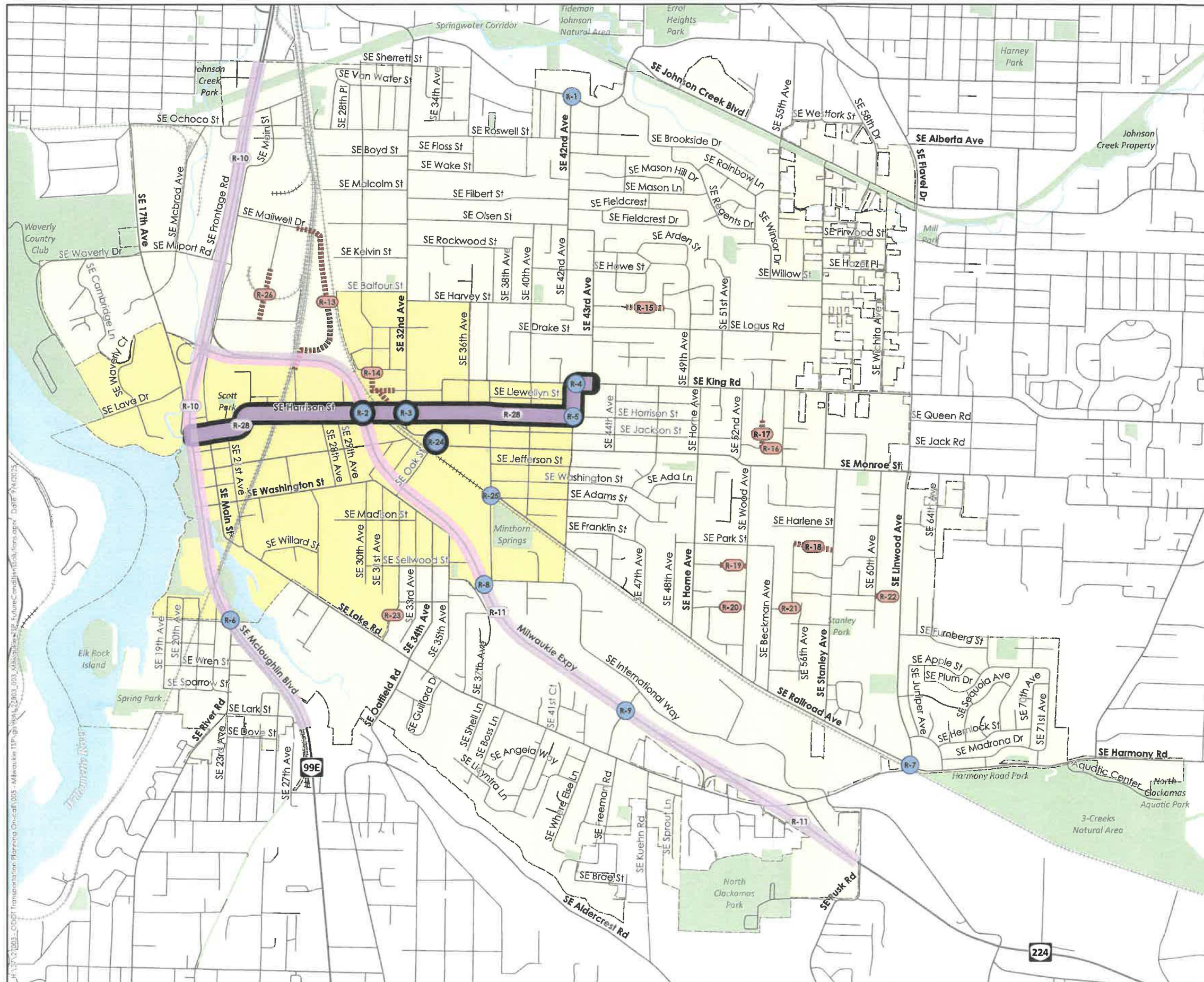
**FIGURE 3**

**Roadway and Intersection Projects - DRAFT - TCAC**

**Legend**

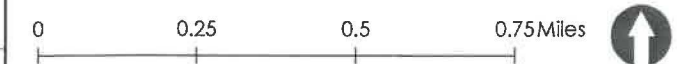
-  Intersection Improvement/Traffic Control Project
-  New/Roadway Extension Project
-  Corridor Refinement/Safety Plan
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks

**\*Note**  
 = Tier 1 Financially Constrained



Generated On: 9/4/2025

Data Sources: City of Milwaukie, ODOT



**RS 7. B. 10/21/25 Presentation**  
**UPDATES SINCE PACKET WAS POSTED**

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- **P- 27:** Revised costs to reflect City's grant match not full construction
- **B-25:** Revised project description to reflect that repaving is complete.  
“Install shared lane markings, signage and traffic for calming improvements.”
- **P-110:** moved up to Tier 1 based on TSPAC review
- **B-60:** Kept and revised while removing **P-55** and **P-56** to simplify.  
Revised B-60 Description: “Install **additional** shared lane markings, signage, and traffic calming improvements **to emphasize a shared travel environment for bicyclists, pedestrians, and motorists.**”
- **B-84:** Added – Monroe from 37<sup>th</sup> to Garrett to reflect that Monroe from Oak to 37<sup>th</sup> already has the on-street multi-use pathway

## **RS 7. B. 10/21/25 Correspondence**

Dear Mayor Batey, Council President Anderson, Councilors Massey, Stavenjord, and Khosroabadi; and City Manager Sagor

Community Comment, October 21, 2025, Regular Session

### **Re: The accident hot spot at 37<sup>th</sup> & Harrison is the legitimate highest priority, among TSP priorities**

There have been a number of car crashes at the intersection of 37<sup>th</sup> and Harrison in recent weeks (photos attached), and this is not a new trend but one that has persisted for decades now. The City Engineering department recognizes this intersection as an accident hot spot. A neighbor living near this intersection says even one of the City's police officers tells him, that he -the police officer -tries to avoid driving Harrison and 37<sup>th</sup>.

The Transportation System Plan Update (TSP) cannot legitimately be described as multi-modal as it neglects addressing accident hot spots such as 37<sup>th</sup> and Harrison (while maintaining vehicle mobility, a key component of economic prosperity).

Look at the aggregate allocation of the financially constrained budget among cars/trucks, bicyclists and pedestrians. The car/truck mode of travel is getting allocated only \$3.6 million out of a total budget of nearly \$30 million (or only 12% of total financially constrained budget, per TSP document for the October 16, 2025, TSP update meeting.) Bicyclists are allocated nearly half of the constrained budget and Pedestrians are getting the remainder.

Why is 37<sup>th</sup> and Harrison an accident hot spot? Because there is poor visibility for drivers trying to cross or turn onto Harrison from both directions. There is a bend in Harrison as it approaches 37<sup>th</sup> going west, and on the other side of 37<sup>th</sup> there is a hill cars are traveling up on Harrison, hurting visibility for drivers on 37th. I attach a photo of the 37<sup>th</sup> and Harrison intersection.

The TSP Update allocates to Harrison Street safety (Project R28) only \$400,000 for a safety study of the Harrison arterial. At the same time the TSP update is allocating over \$3 million for putting bicycle lanes on the Harrison corridor (B-24). If the accident hot spot at 37<sup>th</sup> and Harrison is not addressed, then bicyclists using the Harrison bicycle lanes will face the same crash risks.

The Ardenwald Neighborhood Association District Board met Saturday, October 11, 2025 regarding transportation safety problems in the District, and it is determined by the Board members that 37<sup>th</sup> and Harrison needs addressing, as the key priority.

Sincerely,  
Elvis Clark, Milwaukie



Above are 2 photos of several recent car crashes at 37<sup>th</sup> & Harrison



This photo illustrates the visibility problems for drivers heading south or north, or turning onto Harrison, at 37<sup>th</sup>. In the upper left of this photo, you see the bend in Harrison and the retaining wall that both impair visibility. Not so quite apparent in this photo is the uphill on Harrison, also reducing visibility.

I should think there is an engineering solution - somehow straightening Harrison, lowering the retaining wall, and other improvements for this intersection.



PROTECTING YOUR  
RIGHT TO ROAM

October 15th, 2025

Re: Oregon Walks Supports Mixed-Use Development

Dear Milwaukie City Councilors,

My name is Zachary Lauritzen and I am the executive director at Oregon Walks, a pedestrian advocacy organization. I'm writing to encourage you to adopt mixed-used friendly standards and strategies as you plan for new housing production. Mixed-use growth creates places where people can meet their daily needs close to home, which is beneficial for a number of reasons.

When homes are located near coffee shops, groceries, barbers, restaurants, and other small businesses, it creates real choices for how people move through their day. This type of development reduces daily dependence on driving for every trip, which in turn improves air quality, reduces road noise, lowers greenhouse gas emissions, and lessens wear and tear on the roads.

Mixed-use neighborhoods also strengthen our social fabric. When people can walk to local destinations, they see their neighbors, exchange greetings, and build the kinds of relationships that make a community resilient and connected. At a time when research shows growing social isolation and loneliness, those simple, daily connections matter more than ever.

Finally, mixed-use, walkable communities are not just good policy, they're good economics. Market trends indicate that people—especially older adults in our aging society—increasingly seek out neighborhoods where they can live, recreate, and shop within walking distance. These places increase property value while supporting small, local businesses.

For all these reasons—environmental, social, and economic—I urge you to adopt mixed-use development strategies throughout Milwaukie. Doing so will help ensure the city grows in a way that is sustainable, connected, and livable.

Thank you for your leadership and service!

Sincerely,

A handwritten signature in black ink, appearing to read "Zachary Lauritzen".

Zachary Lauritzen  
Executive Director, Oregon Walks

## Timeline of Negotiations between the North Clackamas Parks and Recreation District (NCPRD) and the City of Milwaukie on Milwaukie Bay Park

### Prior context

Date	Actions
1990	NCPRD is formed and original cooperative intergovernmental agreement (Cooperative IGA) signed with the City of Milwaukie. Milwaukie retains ownership of its parks, and NCPRD assumes maintenance and operations, funded by district tax rate
2008	Cooperative IGA is amended to reflect new parks, including "Riverfront Park" (original name of Milwaukie Bay Park)
2012	City completes Phase 1 of Milwaukie Bay Park (improvements funded and led by the city)
2015	City completes Phase 2 of Milwaukie Bay Park (improvements funded and led by the city)
2017	NCPRD and City agree to advance Phase 3 of Milwaukie Bay Park. NCPRD requests to lead project management and delivery.
2020	NCPRD and City work collaboratively on funding and construction IGAs for Phase 3 of Milwaukie Bay Park. City approves both in November. NCPRD Board repeatedly pulls IGAs from agendas to avoid voting to approve.
2021	Negotiations resume with elected involvement. In November, City again adopts funding and construction IGAs; NCPRD Board adopts construction IGA but says vote won't be taken on funding IGA until the Cooperative IGA is updated.
2022	NCPRD Board continually pulls funding IGA from meeting agendas to avoid vote. An updated draft of the Cooperative IGA is sent by County Counsel to the City, removing all language related to the Milwaukie's ability to depart the district by a vote of Council (provisions which had been included since 1990).  Milwaukie City Council, frustrated by the lack of cooperation and wasted time of the NCPRD Board, votes to consider leaving the district, but withdraws ballot measure to allow for more community conversation and legal research.
2023	City files a petition to the court to clarify if terms in original IGA are valid regarding potential city departure. A county circuit judge ruled that the withdrawal method agreed by the city and NCPRD in their 2008 IGA was beyond their legal authority under state law. The judge's ruling states that the NCPRD Board must agree to allow Milwaukie to withdraw and refer the question to voters district wide. The City of Milwaukie appeals the circuit judge's decision to the Oregon Court of Appeals. No decision on the appeal has been issued to date.  The County implements a communication freeze with the City until the validation petition proceedings conclude.

### 2025 negotiations

Date	Action
January '25	City requests a meeting with the NCPRD Board to restart discussions of Milwaukie Bay Park. NCPRD Board agrees to begin 2:2 "listening sessions." First session is held on January 24. The group agrees to continue to meet monthly to try and advance the project. City requests NCPRD bring a report of what System Development Charge (SDC) funding could be available for Milwaukie Bay Park to the next session and requests a funding allocation similar to the in-construction Concord Community Center project (also categorized as a "regional asset")
February '25	NCPRD Board cancels listening session scheduled for February 25.
March '25	NCPRD informs the city that two significant grants secured for Milwaukie Bay Park project have been cancelled due to lack of confidence in NCPRD's ability to deliver the project by September 2026.

	City and NCPRD Board representatives meet for second listening session on March 19. No updated SDC funding projections are provided, despite request at January meeting.
April '25	City and NCPRD Board representatives meet for third session (now referred to as "negotiation sessions" at request of NCPRD) on April 29. NCPRD Board states they will not discuss Milwaukie Bay Park until the parties update the Cooperative IGA. While the City believes these agreements are not related, City agrees to expedite Cooperative IGA negotiations in order to make progress on Milwaukie Bay Park.
May – June '25	City and NCPRD staff meet <b>6 times</b> to work on Cooperative IGA addendum. Significant progress is made, and a draft is circulated in early July.
July '25	City and NCPRD Board representatives meet for fourth negotiation session on July 31. The parties agree to continue efforts to finalize the draft Cooperative IGA addendum (to resolve concerns over who will fund/capitalize asset improvements in Milwaukie parks) and begin work on a Milwaukie Bay Park IGA.
August '25	<p>City and NCPRD staff meet <b>4 times</b> to finalize the draft Cooperative IGA addendum and develop a Milwaukie Bay Park IGA. Staff agree to language that would ensure NCPRD would be compensated for any assets funded by NCPRD in the event the city ever leave the district in the future. Staff also agree to parameters for Milwaukie Bay Park, including potential phasing. NCPRD staff agree to provide estimate of SDC funding available for the project. This is never provided.</p> <p>Draft Cooperative IGA Addendum is delivered by City to NCPRD on August 8 and draft Milwaukie Bay Park IGA is delivered by City to NCPRD on September 2, per agreed upon deadlines. No response is received to either transmittal.</p>
September '25	<p>On September 17, NCPRD Counsel informs the city that the Board does not want to consider the work completed since July but wants to instead discuss the July draft of the Cooperative IGA at the next session.</p> <p>City and NCPRD Board representatives meet for fifth negotiation session on September 22. Board explains they have not had ample time to review the draft IGAs and are still concerned about the overall financial health of the District. City agrees to give the Board until October 1 to review the IGAs and the parties scheduled the next session for October 1.</p> <p>On September 26, Board representatives send a letter to the City asking the City to develop a funding strategy for fully funding Milwaukie Bay Park by the October 1 meeting.</p>
October '25	<p>City and NCPRD Board representatives meet for the sixth negotiation session on October 1.</p> <ul style="list-style-type: none"> <li>• City provides a summary of what funds it could provide for Milwaukie Bay Park</li> <li>• City communicates October 21 deadline for finalizing terms of park agreement</li> </ul> <p>City and NCPRD staff to continue work on agreements, in advance of October 21 deadline.</p> <p>On October 21, NCPRD staff relay new proposal to the city regarding a separation agreement from the District.</p>

### **Notes and data points**

Since 2020, NCPRD has collected more than **\$3.5M in SDCs** from the City of Milwaukie for parks improvements. No substantial investments in parks improvements have been made by NCPRD within Milwaukie city limits in that timeframe.

RS 7. C. 10/21/25  
Presentation

# Update: Negotiations with NCPRD about Milwaukie Bay Park

October 21, 2025



# TIMELINE: MBP background

Date	Actions
1990	<p>NCPRD is formed and original cooperative intergovernmental agreement (Cooperative IGA) signed with the City of Milwaukee.</p> <ul style="list-style-type: none"><li>• Milwaukee retains ownership of its parks</li><li>• NCPRD assumes maintenance and operations, funded by district tax rate</li></ul>
2008	<p>Cooperative IGA is amended to reflect new parks, including “Riverfront Park” (original name of Milwaukee Bay Park)</p>
2012	<p>City completes Phase 1 of Milwaukee Bay Park (funded and led by the city)</p>
2015	<p>City completes Phase 2 of Milwaukee Bay Park (funded and led by the city)</p>
2017	<p>NCPRD and City agree to advance Phase 3 of Milwaukee Bay Park. NCPRD requests to lead project management and delivery.</p>
2019	<p>NCPRD unveils designs for Milwaukee Bay Park, the result of two years of public involvement</p>

# TIMELINE: MBP background, ctd.

Date	Actions
2020	<p>NCPRD and City work collaboratively on funding and construction IGAs for Phase 3 of Milwaukie Bay Park.</p> <ul style="list-style-type: none"><li>• City approves both in November.</li><li>• NCPRD Board repeatedly pulls IGAs from agendas to avoid voting to approve.</li></ul>
2021	<p>Negotiations resume with elected involvement.</p> <ul style="list-style-type: none"><li>• In November, City adopts funding and construction IGAs again</li><li>• NCPRD Board adopts construction IGA but says vote won't be taken on funding IGA until the Cooperative IGA is updated.</li></ul>
2022	<p>NCPRD Board pulls funding IGA from several meeting agendas to avoid vote. An updated draft of the Cooperative IGA is sent to the City, removing all language related to the Milwaukie's ability to depart the district by a vote of Council (provisions which had been included since 1990).</p> <p>Milwaukie City Council votes to consider leaving the district but withdraws ballot measure to allow for more community conversation and legal research.</p>
2023	<p>City files a petition to the court to clarify if terms in original IGA are valid regarding potential city departure.</p> <p>County circuit judge ruled that the withdrawal method agreed by the city and NCPRD in their 2008 IGA was beyond their legal authority under state law.</p> <p>City of Milwaukie appeals the circuit judge's decision to the Oregon Court of Appeals. No decision on the appeal has been issued to date.</p> <p>The County implements a communication freeze with the City until the validation petition proceedings conclude.</p>

# TIMELINE: 2025 MBP negotiations

Date	Actions
January	<p>City requests a meeting with the NCPRD Board to restart discussions of Milwaukie Bay Park. NCPRD Board agrees to begin 2:2 “listening sessions.”</p> <ul style="list-style-type: none"><li>• First session is held on January 24.</li><li>• The group agrees to continue to meet monthly to try and advance the project. City requests NCPRD bring a report of what System Development Charge (SDC) funding could be available for Milwaukie Bay Park to the next session and requests a funding allocation similar to the Concord Community Center project (also categorized as a “regional asset”)</li></ul>
February	<p>NCPRD Board cancels listening session scheduled for February 25.</p>
March	<p>NCPRD informs the city that two significant grants secured for Milwaukie Bay Park project have been cancelled due to lack of confidence in NCPRD’s ability to deliver the project by September 2026.</p> <p>City and NCPRD Board representatives meet for second listening session on March 19. No updated SDC funding projections are provided, despite request at January meeting.</p>

# TIMELINE: 2025 MBP negotiations

Date	Actions
April	<p>City and NCPRD Board representatives meet for third session (now referred to as “negotiation sessions” at request of NCPRD) on April 29.</p> <ul style="list-style-type: none"><li>• NCPRD Board states they will not discuss Milwaukie Bay Park until the parties update the Cooperative IGA.</li><li>• While the City believes these agreements are not related, City agrees to expedite Cooperative IGA negotiations in order to make progress on Milwaukie Bay Park.</li></ul>
May – June	<p>City and NCPRD staff meet <b>6 times</b> to work on Cooperative IGA addendum. Significant progress is made, and a draft is circulated in early July.</p>
July	<p>City and NCPRD Board representatives meet for fourth negotiation session on July 31.</p> <ul style="list-style-type: none"><li>• The parties agree to continue efforts to finalize the draft Cooperative IGA addendum and begin work on a Milwaukie Bay Park IGA.</li></ul>

# TIMELINE: 2025 MBP negotiations

Date	Actions
August	<p>City and NCPRD staff meet <b>4 times</b> to finalize the draft Cooperative IGA addendum and develop a Milwaukie Bay Park IGA.</p> <ul style="list-style-type: none"> <li>• Staff agree to compensate NCPRD for assets capitalized by the District in the event the city ever leave the district in the future.</li> <li>• Staff also agree to parameters for Milwaukie Bay Park, including potential phasing.</li> <li>• NCPRD staff agree to provide estimate of SDC funding available for the project.</li> </ul> <p>Draft Cooperative IGA Addendum is delivered by City to NCPRD on August 8 and draft Milwaukie Bay Park IGA is delivered by City to NCPRD on September 2, per agreed upon deadlines.</p>
September	<p>On September 17, NCPRD Counsel informs the City that the Board wants to discuss the July draft of the Cooperative IGA at the next session (not work progressed in August)</p> <p>City and NCPRD Board representatives meet for fifth negotiation session on September 22.</p> <ul style="list-style-type: none"> <li>• Board explains they have not had ample time to review the draft IGAs and are still concerned about the overall financial health of the District.</li> <li>• City agrees to give the Board until October 1 to review the IGAs.</li> </ul> <p>On September 26, Board representatives send a letter to the City asking the City to develop a funding strategy for fully funding Milwaukie Bay Park by the October 1 meeting.</p>
October	<p>City and NCPRD Board representatives meet for the sixth negotiation session on October 1.</p> <ul style="list-style-type: none"> <li>• City provides a summary of what funds it could provide for Milwaukie Bay Park</li> <li>• City communicates October 21 deadline for finalizing terms of park agreement</li> </ul>

## October 21, 2025 update

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Board authorized County staff to relay the following to City staff today:

- Board is supportive of starting separation proceedings
- Board willing to provide \$3.1M of Zone 1 SDCs to the City for MBP
- Board willing to loan \$2.5M of Metro Local Share to the City for MBP (loan terms to be negotiated)
- Request parties to work on a separation plan over a period of time

Separation from the District was never discussed as a topic of negotiation through these proceedings

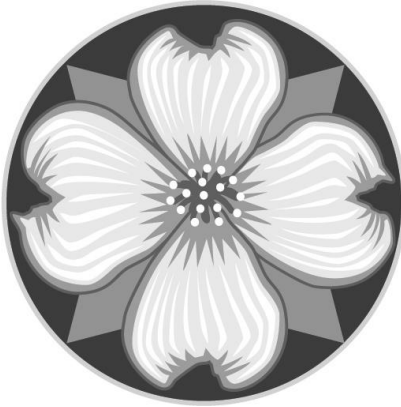
## October 21, 2025 update

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### City appointed representatives (Mayor Batey and Councilor Massey) recommend:

- Prepare an official letter to the Board clarifying City's position and ask on MBP
  - City to lead development of MBP
  - NCPRD to transfer designs/contracts to city
  - NCPRD to contribute financially, including \$3.1M of Zone 1 SDCs and \$2.5M of Metro Local Share (not as a loan)
  - City willing to adopt negotiated addendum to Cooperative IGA at same time, in which the city has made several concessions
- Set a **November 1** deadline for a written response
  - NCPRD Board next meets on October 29
- Discuss governance issue separately, beginning in 2026





**RS Agenda Item**

**9**

**Council Reports**

**RS 9. 10/21/25  
Council Reports -  
Mayor Batey**

[View this email in your browser](#)



Dear friends and neighbors,

Fall in Milwaukie has a way of sneaking up on us. One minute we're biking down to Milwaukie Bay Park for a picnic in the sun, the next you're holed up at home cooking chili. The changing of the seasons isn't the only transition in Milwaukie, though. Here are some other updates on what's happening in Milwaukie.

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**Call to Action: Speak Up for Walkable Neighborhoods**



### A Great Example of Neighborhood Scale Mixed-Use on Gladstone St

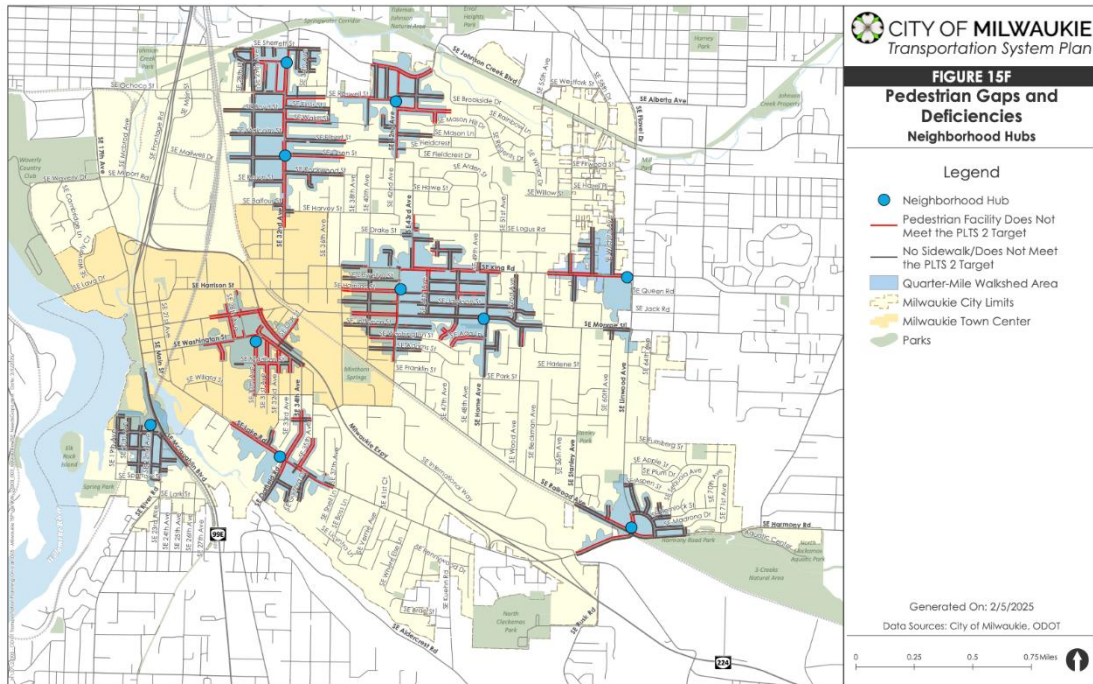
Yes, Milwaukie is growing, but how we grow matters.

In accordance with state requirements, in 2023, Milwaukie has adopted a Housing Production Strategy (HPS) to help reduce the cost of housing and ensure Milwaukie remains an accessible option for working families. Over the coming months, the City will be considering how to implement the strategies laid out in our HPS to meet those goals.

While I fully support the goal of expanding housing opportunities, Milwaukians also care deeply about what that growth looks like. People want more walkable neighborhoods and mixed-use areas; something livable, vibrant, and exciting, not just rows of soulless apartment buildings that don't fit the character of their neighborhoods.

**Growth can and should bring positive change to a community;** we are seeing some of these changes in our downtown as Main Street experiences a renaissance. But right now, Milwaukie's zoning rules don't allow for mixed uses in many residential neighborhoods. Most Milwaukians live more than a 15-minute walk from stores or services. The map

below illustrates the scarcity of walkable commercial shops in Milwaukie's neighborhoods. That means many of us have no choice but to drive for everyday needs.



### A Map of the Areas Within a 15-Minute Walk of Where Mixed Use is Allowed

Both our Comprehensive Plan and our Climate Action Plan call for the creation of walkable, mixed-use neighborhoods. Downtown has thrived because it's walkable and vibrant, with shops, cafes, and small businesses woven together with housing. But that kind of walkability shouldn't be limited to our downtown. We want neighborhood-scale mixed-use development, places where you can walk to a coffee shop, pick up groceries, and see neighbors without having to get in your car.

**Right now, City Council is preparing to make a major decision about how we implement our Housing Production Strategy. Will we just allow for more apartment**

## **complexes or use this as an opportunity to allow for more mixed-use growth as well?**

On our October 21st discussion about the HPS I'll be championing an amendment to change course and allow for more mixed-use growth. We won't be deciding the specifics on the 21st, but we will decide the trajectory of where we head next. That's why its so important for the rest of your City Council to hear from you.

The mayor doesn't allow public testimony at work sessions, but I'm asking you to **write in ahead of time to make your voice heard!**

### How to Write In

You can email the full Council at: [ocr@milwaukieoregon.gov](mailto:ocr@milwaukieoregon.gov)

Include your name and neighborhood, and let them know what kind of growth you want to see. Letters sent before October 17th will be included in the Council packet.

### Sample Letter #1 — Short & Simple

Dear City Council,

I'm writing to urge the city to prioritize neighborhood-scale mixed-use development, not just expanding high-density apartment zones. Walkable neighborhoods with local shops and small businesses make Milwaukie a stronger, more connected community. Please reflect the goals of our Comprehensive Plan and Climate Action Plan by legalizing more mixed-use zoning outside of downtown.

Thank you for your service to our community.

### Sample Letter #2 — Personal Story


Dear City Council,

One of the reasons I love Milwaukie is because of our walkable downtown. But I wish I didn't have to drive there every time I want to grab a coffee, meet a friend, or run an errand. I want that kind of walkable, mixed-use development in my own neighborhood too.

As you plan for future growth, please expand mixed-use zoning so more of Milwaukie can enjoy the benefits of walkability, small businesses, and vibrant neighborhood life. Growth should reflect our values, not just our housing numbers.

Sincerely,

[Your Name]

 Sample Letter #3 — Policy-Focused

Dear City Council,

I support the city growing in a way that aligns with the Comprehensive Plan and Climate Action Plan. That means prioritizing neighborhood-scale mixed-use development that brings housing and small businesses together, not just building more apartments without services.

Walkable neighborhoods reduce carbon emissions, support local businesses, and make our community more resilient. I urge Council to take bold action to expand mixed-use zoning in neighborhoods across Milwaukie.

Sincerely,

[Your Name]

[Neighborhood or Street]

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**Vote on Where To Build the Next Park In Milwaukie**



### Rending of a Proposed Swimming Dock at Milwaukie Bay Park

Every few years, Metro’s Nature in Neighborhoods Community Choice Grant gives Clackamas County residents the power to vote on real investments in our parks, natural areas, and community spaces. This year, \$2–\$3 million will be distributed to projects that make our region greener, more connected, and more accessible; and your vote will help decide which ones move forward.

There are dozens of incredible proposals across the region, but I want to highlight a few Milwaukie projects that I’m personally excited about and hope you’ll support:

#### Milwaukie Bay Park Swim Dock

Our very own Jacob Sherman and Nick Hess have been strong advocates for this project, pushing to make the river a truly accessible community space. Paired with future improvements at Milwaukie Bay Park, this project would help create an inviting, inclusive

river access point in the heart of our city; the kind of place where families, kids, and neighbors can gather to swim, play, and enjoy the water.

### New Boardwalk Through Minthorn Wetlands

The Milwaukie Parks Foundation has long been a supporter of improving access to Minthorn Wetlands. Investing in this project would not only enhance the natural habitat but also provide residents with a serene, accessible space to walk, reflect, and enjoy the outdoors, just steps from their homes. A beautiful new boardwalk walking trail that connects surrounding neighborhoods to one of Milwaukie's most peaceful natural areas would be incredible.

### Restore Furnberg Wetlands


This project would bring significant restoration investments to one of Linwood Neighborhood's most beloved natural spaces. It focuses on wetland restoration, invasive species removal, and building a boardwalk for public access, creating a richer wildlife habitat and a place for neighbors to explore and connect with nature. I've heard a lot of conversation in the Linwood Neighborhood District Association about improving Furnberg Park. This project would bring real funding to support the work neighbors are already doing and help transform this area into a vibrant, accessible natural space for the whole community.

Voting is open through November 7. You can vote using this link: [oregonmetro.gov/communitychoice](https://oregonmetro.gov/communitychoice)


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**Join Me at Our Upcoming Ardenwald Town Hall**

# Ardenwald Town Hall



**WILL ANDERSON**  
City Council  
President



**NICK HESS**  
Planning  
Commissioner

★ DINNER WILL BE PROVIDED ★

A Photo of a Rider Biking Down 17th Ave

Join us for a Neighborhood Town Hall on Wednesday, October 29 from 6:30–8:00 p.m. at Ardenwald Elementary School with me and your neighbor, Planning Commissioner Nick Hess.

We'll be talking about what would make our neighborhood an even more delightfully livable place—whether that means more parks and green spaces, improving safety on our streets, or supporting local businesses to create more walkable, connected community hubs.

The evening will kick off with a hands-on workshop, followed by a Q&A where you can share your ideas and ask questions. At 7:30 p.m., we'll shift into a casual community

mixer—a chance to meet neighbors, connect with your Neighborhood District Association, and find ways to get more involved in shaping Milwaukie’s future.

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## A DAM Lot of Work Downtown



A Rendering of the Milwaukie Passport DAM is Creating

If you’ve walked through downtown Milwaukie lately, you can feel the energy. A huge shoutout is owed to the Downtown Alliance of Milwaukie (DAM) for all the work they’ve been doing to bring our downtown to life. From coordinating between businesses to organizing creative storefront decorations, they’re helping build real community downtown.

One fun example of their work: **storefront decorating for Halloween. Head downtown to see it for yourself; it looks fantastic.** I’ll even be giving out a prize check to the winner at this year’s Trick or Treat on Main Street event on Friday, October 25 from 1:00 to 4:00 p.m.

Retrieved from the link below on October 20, 2025.

<https://mailchi.mp/1ce60f4d5909/council-newsletter-why-milwaukie-just-received-10m-1825705?e=fd61d7fc34>

DAM is also launching a Downtown Milwaukie Passport to encourage folks to explore our local businesses. If you fill out the passport by visiting participating spots, you'll unlock perks and rewards at shops, cafés, and restaurants downtown. I'm proud to have helped fund the printing of these passports. It's a simple but powerful way to support our small business community!

This is just the beginning. DAM is also leading the launch of the Milwaukie Lights Walk, a new winter art and light installation that will brighten up Main Street from December through March. Their vision is to make downtown a winter destination, encouraging people to shop local, enjoy the arts, and experience Milwaukie in a new way.

A special thank you to Andy Fisher, who has been a driving force behind these projects (and a host of other ventures across town). Andy's leadership and creativity are a big reason downtown Milwaukie is coming alive in new and exciting ways.

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## **An Update on the Hillside Project**



### A Rendering of the Completed Hillside Development

If you've passed by the Hillside site lately, you've probably noticed a lot of construction activity, and right now, it might look a little rough. But behind those fences, an exciting project is taking shape.

The first phase of the Hillside redevelopment, three new buildings with 275 affordable housing units, is on track for completion in spring of 2026. Once finished, this area will feature a new plaza space and thoughtfully designed landscaping, creating a welcoming, green public space for residents and neighbors alike.

The second phase of the project is expected to begin later in 2026. When fully built out, Hillside will include a range of amenities like resident community rooms, on-site services, EV charging stations, raised garden beds, and energy-efficient infrastructure. These spaces are designed not just for housing, but for community, including resilience hubs that can provide support during emergencies.



### An Aerial View of the Two Phases of Development

This project will also make a big difference for connectivity. Once complete, Hillside will provide a new bike connection to the 29th Avenue Greenway, giving people a safer, more direct route and reducing the need to bike down 32nd Avenue to access the greenway network.

This is a major investment in affordable housing, climate resilience, and neighborhood connectivity, and it will help shape Milwaukie’s future for decades to come.

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As always, if you have any questions or suggestions, you can email me at [andersonw@milwaukieoregon.gov](mailto:andersonw@milwaukieoregon.gov) or call/text me at 541-480-9204.

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Thanks for reading,



Will Anderson

Milwaukie City Councilor

Join the conversation and stay connected! Follow me on social media!

[Visit my website!](#)



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