

Regular Session

RS

Milwaukie City Council

COUNCIL REGULAR SESSION

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

REVISED AGENDA

NOVEMBER 18, 2025
 (Revised November 14, 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. **Written comments** may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov.

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

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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. **Outstanding Milwaukie High School (MHS) / Milwaukie Academy of the Arts (MAA) Student – Award** (6:35 p.m.)
 Presenter: Louis Mair, MHS Principal

4. **SPECIAL REPORTS**
 - A. **None Scheduled.**

5. **COMMUNITY COMMENTS** (6:50 p.m.)
 To speak to Council, please submit a comment card to staff. Comments must be limited to city business topics that are not on the agenda. A topic may not be discussed if the topic record has been closed. All remarks should be directed at the whole Council. The presiding officer may refuse to recognize speakers, limit the time permitted for comments, and ask groups to select a spokesperson. **Comments may also be submitted in writing before the meeting, by mail, e-mail (to ocr@milwaukieoregon.gov), or in person to city staff.**

6. **CONSENT AGENDA** (6:55 p.m.)
 Consent items are not discussed during the meeting; they are approved in one motion and any Council member may remove an item for separate consideration.
 - A. **Approval of Council Meeting Minutes of:** 7
 1. **October 14, 2025, retreat,**
 2. **October 21, 2025, work session, and** (removed from the agenda)
 3. **October 21, 2025, regular session.** (removed from the agenda)
 - B. **Appointments to the Climate Action Committee (CAC) – Resolution** 8
 - C. **Reinstatement of an Agreement with FCS Group for Water and Wastewater Rate Study Services – Resolution** 11

7. **BUSINESS ITEMS**
 - A. **Speed Limits on Local Streets, continued – Discussion** (7:00 p.m.) 15
 Staff: Jennifer Garbely, City Engineer

- 7. **BUSINESS ITEMS (continued)**
 - B. **Middle Income Revolving Loan Program – Discussion** (7:30 p.m.)
Presenters: William Anderson, Council President, and
Rebecca Stavenjord, Councilor
- 8. **PUBLIC HEARINGS**
 - A. **Solid Waste Franchise Terms Change – Ordinance** (8:15 p.m.) **51**
Staff: Michael Osborne, Finance Director
 - B. **Budget Adjustments Adoption – Resolution** (8:45 p.m.) **66**
Staff: Michael Osborne, Finance Director
- 9. **COUNCIL REPORTS** (9:15 p.m.) **74**
- 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 or phone at 503-786-7502. To request Spanish language translation services email 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 o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a 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)

2437th Meeting

MINUTES

NOVEMBER 18, 2025

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

Council Absent: Councilor Rebecca Stavenjord

Staff Present: Joseph Briglio, Assistant City Manager
Mandy Byrd, Development Project Manager
Jennifer Garbely, City Engineer
Justin Gericke, City Attorney

Nicole Madigan, Deputy City Recorder
Michael Osborne, Finance Director
Peter Passarelli, Public Works Director
Emma Sagor, City Manager

Mayor Batey called the meeting to order at 6:33 p.m.

1. CALL TO ORDER

A. Pledge of Allegiance.

B. Native Lands Acknowledgment.

2. ANNOUNCEMENTS

Mayor Batey announced upcoming activities including online surveys on the city's proposed naming policy and Millie the Goose's pet pal, a King Road improvement project open house, a town hall with Council President Anderson, free leaf drop events, a Kellogg Creek clean-up event, a Thanksgiving Farmers Market, an author series event, and Thanksgiving related events.

Mayor Batey read a Goose themes haiku poem.

3. PROCLAMATIONS AND AWARDS

A. Outstanding Milwaukie High School (MHS) / Milwaukie Academy of the Arts (MAA) Student – Award

Louis Mair, MHS/MAA Principal, introduced Bellelei Bibles and Council congratulated them on their academic and extracurricular achievements.

4. SPECIAL REPORTS

A. None Scheduled.

5. COMMUNITY COMMENTS

Mayor Batey reviewed the comment procedures. **Sagor** reported there had been no comments at the November 4 meeting and noted correspondence received about an incident at the Ledding Library. No audience member wished to address Council.

6. CONSENT AGENDA

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

A. City Council Meeting Minutes:

- 1. **October 14, 2025, retreat,**
- 2. ~~October 21, 2025, work session, and~~
- 3. ~~October 21, 2025, regular session.~~ (removed from the agenda)

B. Resolution 45-2025: A resolution of the City Council of the City of Milwaukie, Oregon, making appointments to the Climate Action Committee (CAC).

C. Resolution 46-2025: A resolution of the City Council of the City of Milwaukie, Oregon, acting as the Local Contract Review Board, reinstating a personal services agreement with FCS Group, a Bowman Company, for water and wastewater rate study services.

Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Mayor Batey voting “aye.” [4:0]

7. BUSINESS ITEMS

A. Speed Limits on Local Streets, continued – Discussion

Garbely provided an overview of the benefits of reducing vehicle speeds on local streets and discussed community support for reduction and staff recommendation to work on reducing speeds over two years. **Mayor Batey** and **Garbely** noted that the proposal to reduce speeds came from the Transportation System Plan Advisory Committee (TSPAC).

Councilor Khosroabadi, Garbely, and Sagor commented that bikeway and neighborhood streets would be part of the program, and they noted the importance of sharing data about the program with the public.

Council President Anderson and **Garbely** commented on not hiring a consultant to keep the project in-house and agreed that it was important to share information about the need for lowering speeds. They also remarked on program signage.

Councilor Massey and **Garbely** agreed about the need to tell the story about the benefits of lowering speeds. **Mayor Batey** and **Massey** noted the importance of speed limit signage, public outreach, and enforcement. **Sagor** and **Passarelli** discussed how the program would be prioritized among the public works department’s other projects.

Sagor asked for Council feedback on how quickly the program should be administered. **Councilor Khosroabadi** commented on inconsistent speed limits on Johnson Creek Boulevard. **Passarelli** and **Garbely** remarked on whether rolling out new speeds all at once was better than doing it over two years. **Council President Anderson** remarked on prioritizing funding for projects like reducing speed limits while balancing the needs of all the city’s transportation projects. **Councilor Massey** supported the staff recommendation to efficiently integrate the program with other city projects.

Mayor Batey summarized that it was the Council consensus to roll the speed reduction program out over two years as recommended by staff.

B. Middle Income Revolving Loan (MIRL) Program – Discussion

Council President Anderson provided an overview of the state’s MIRL program and how local governments could apply to use the dedicated state funding. **Mayor Batey** had heard that the MIRL program rulemaking process would not finish until summer 2026.

Briglio reviewed the state MIRL program's creation, goals, and how it was scheduled to be implemented through state rulemaking and local adoption and administration of the program and intergovernmental agreements (IGAs) between the city, county, and state. **Mayor Batey** and **Briglio** remarked on when the loan is repaid to the state.

Briglio presented staff concerns about adopting a MIRL program, including liability exposure, accounting and administration burdens, and uncertainty of the new state program. **Mayor Batey** and **Sagor** remarked on the taxing authority requirements that would need to be discussed with the city's district partners.

Jason Maki, Oregon Housing and Community Service (OHCS) technical advisor, clarified that all special districts except fire districts were exempt from the tax deferral of the MIRL program. **Mayor Batey** and **Maki** clarified that the MIRL act did not require 51% of the taxing districts to agree to adopt the program.

Maki reported that the state MIRL program rules were expected to go live in 2026 but not on January 1, 2026.

Councilor Khosroabadi, **Maki**, and **Mayor Batey** noted that if a MIRL recipient homeowner defaulted on the loan the city would take on that debt.

The group remarked that the order of adopting and implementing a local MIRL program. **Council President Anderson**, **Maki**, and **Mayor Batey** commented on the discretion the city would have in setting up a local MIRL program, including setting the area median income (AMI) level of residents of MIRL-supported affordable housing projects.

Council President Anderson, **Maki**, and **Megan Ellertson**, OHCS MIRL program manager, discussed how local MIRL program's compliance plan would be spelled out in the originating ordinance. They noted that the MIRL program places an affordability covenant on the property and could require developers to report to the city, and that the city would have discretion in approving any applications and taking on financial risk.

Sagor and **Maki** confirmed that without an IGA with the county the city could not administer a MIRL program. **Sagor** remarked on the administrative burden placed on city staff to administer a new program.

Mayor Batey asked if other cities in Clackamas County had inquired about MIRL. **Maki** and **Ellertson** had not discussed the program with other Clackamas County cities or with Clackamas County and remarked on how Coos County and the City of Coos Bay had coordinated on adopting a MIRL program.

Andy Fisher, developer, noted that the MIRL program would include administrative fees to help the city and county recover staff costs, that the city already had processes in place to address defaulted property taxes, and remarked that deed restrictions could be administered by local non-profits as set by the city and noted the city would lose property taxes for a specific period. **Mayor Batey** and **Fisher** commented on different property tax deferral structures in affordable housing programs.

Austin Turner, developer, remarked on the risk to the city of taking on the liability of defaulted MIRL properties and to the developer in seeking a loan for an affordable housing project. **Mayor Batey** and **Turner** noted that Turner and Fisher intended to seek a MIRL for the cost of purchasing land for an affordable housing project.

Turner discussed how developers were held accountable to pay the loans through deed restrictions and covenants. **Council President Anderson** and **Turner** noted that Turner and Fisher were looking at developing 42-50 affordable housing units on Linwood

Avenue and that they could not guarantee affordable housing would be included in the project if they did not secure a MIRL. The group noted that if a MIRL affordable home was sold before the number of set loan payback years expired, the next owner would be responsible for paying the rest of the loan.

Council President Anderson asked Council to direct staff to prepare an ordinance to adopt a local MIRL program and begin having conversations with county staff about an IGA. **Mayor Batey** believed there were too many unresolved questions still and hoped other cities in the county could help move the program forward before Milwaukie adopted an ordinance. **Councilor Massey** had concerns about the program and the workload burden on city staff. **Mayor Batey** believed MIRL was a useful tool and commented on other tools to create a simpler loan program.

Council President Anderson expressed support for the MIRL program to act on Council’s affordability goal. **Mayor Batey** and **Anderson** remarked on the city’s ability to determine the local MIRL program’s parameters.

Councilor Khosroabadi expressed support for the program’s aims and raised concerns about program details, remaining unknowns and putting the city at risk for defaulted loans. **Khosroabadi** suggested Milwaukie wait to see how other cities implement MIRL or if the state revised the program. **Mayor Batey** suggested Council wait until March to see what conversations OHCS has with the county and for the city to get deeper into the budgeting process to see what the city’s staff capacity may be.

Council President Anderson believed Council should adopt an originating ordinance soon to begin the IGA and allow developers to have conversations with OHCS. **Mayor Batey** observed that the developers had already started to talk to OHCS and that the state’s answers to questions about the program we’re not fully developed.

Councilor Khosroabadi suggested that adopting an ordinance that would need to be cleaned up later didn’t make sense and that negotiating an IGA with the county would not be easy. **Mayor Batey** added that directing staff to work on MIRL meant they would not be working on other affordable housing projects.

Council President Anderson reported that what OHCS could discuss with developers would be different after a MIRL ordinance was adopted and remarked on how complex the IGA negotiations with the county would be and what risk MIRL would present to the city.

Councilor Khosroabadi, **Mayor Batey**, and **Councilor Massey** noted the city’s workload burden for administering the MIRL program in the long-term.

Council President Anderson hoped Council could revisit the proposal soon.

It was Council consensus to bring the issue back in March or April 2026.

Mayor Batey recessed the meeting at 8:30 p.m. and reconvened at 8:40 p.m.

8. PUBLIC HEARING

A. Solid Waste Franchise Terms Changes – Ordinance

Call to Order: **Mayor Batey** called the public hearing on the proposed changes to the solid waste franchise terms, to order at 8:41 p.m.

Purpose: **Mayor Batey** announced that the purpose of the hearing was to receive a staff report, take public comment, and consider adopting the proposed code change.

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

Staff Presentation: **Osborne** provided an overview of the city's solid waste haulers franchise agreement and Council's interest in terminating the annual renewal of the 10-year franchise term and presented an ordinance to terminate the current term.

Correspondence: **Mayor Batey** and **Osborne** noted that Beth Vargas, with the Oregon Refuse and Recycling Association (ORRA), and several current hauler franchisees had submitted comments or were present to speak.

Sagor and **Mayor Batey** noted that terminating the current 10-year franchise term would not preclude Council from setting a different term period.

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

Audience Testimony: **Vargas**, speaking on behalf of the waste hauler companies that served Milwaukie, apologized for not responding to the mayor's previous request to propose alternative franchise terms, and suggested Council work with the haulers to amend the agreement and not terminate the agreement.

Keith Miller, Clackamas Garbage, remarked on how much Clackamas Garbage relies on the city's franchise agreement for business, and asked Council to keep the current franchise agreement and to work with the haulers to amend the agreement.

Close Public Comment: **It was moved by Councilor Khosroabadi and seconded by Councilor Anderson to close the public comment part of the solid waste franchise terms change hearing. Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Mayor Batey voting "aye." [4:0]**

Mayor Batey closed the public comment part of the hearing at 8:54 p.m.

Council Discussion: **Osborne** had no response to the haulers' comments.

Council President Anderson and **Gericke** discussed differences in amending the franchise code versus terminating the agreement. **Sagor** observed that Council could amend the terms of the franchise agreement again in the future and that if Council did not act now the franchise would renew again until January 31, 2036.

Mayor Batey expressed support for ending the 10-year annual renewing term. **Councilor Khosroabadi** and **Council President Anderson** wanted to revise the franchise term as soon as possible.

Council Decision: **It was moved by Councilor Massey and seconded by Councilor Anderson for the first and second readings by title only and adoption of the ordinance terminating the continuing solid waste franchise system pursuant to Chapter 13.24 of the Milwaukie Municipal Code (MMC). Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Mayor Batey voting "aye." [4:0]**

Sagor read the ordinance two times by title only.

Madigan polled the Council with **Councilors Anderson, Khosroabadi, Massey, and Mayor Batey** voting "aye." [4:0]

Ordinance 2258:

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, TERMINATING THE CONTINUING SOLID WASTE FRANCHISE SYSTEM PURSUANT TO CHAPTER 13.24 OF THE MILWAUKIE MUNICIPAL CODE.

Sagor asked for Council feedback on when to bring the solid waste franchise back for discussion. **Mayor Batey** and **Councilor Massey** suggested after the budget process in late 2026 and **Council President Anderson** and **Councilor Khosroabadi** suggested the haulers could let the city know if there was an urgency to discuss before late 2026.

B. Budget Adjustments Adoption – Resolution

Call to Order: **Mayor Batey** called the public hearing on the proposed budget adjustments, to order at 9:10 p.m.

Purpose: **Mayor Batey** announced that the purpose of the hearing was to receive a staff report, take public comment, and consider adopting changes to the budget.

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

Staff Presentation: **Osborne** explained the request for Council to revise the budget to consider the public safety fee Council had adopted previously and noted how the funds would be used to support new staff positions.

Correspondence: No correspondence had been received.

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

Audience Testimony: No audience member wished to speak to Council.

Close Public Comment: **It was moved by Councilor Massey and seconded by Council President Anderson to close the public comment part of the budget adjustment hearing. Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Stavenjord and Mayor Batey voting “aye.” [5:0]**

Mayor Batey closed the public comment part of the hearing at 9:12 p.m.

Council Decision: **It was moved by Councilor Massey and seconded by Council President Anderson to adopt the resolution authorizing a supplemental budget for the 2025-2026 Biennium. Motion passed with the following vote: Councilors Anderson, Khosroabadi, Massey, and Mayor Batey voting “aye.” [4:0]**

Resolution 47-2025:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING A SUPPLEMENTAL BUDGET FOR THE 2025-2026 BIENNIUM.

9. COUNCIL REPORTS

Council President Anderson proposed a Council letter congratulating the MHS/MAA cross country team’s recent success at the state tournament. It was the Council consensus to send the letter on behalf of the entire Council.

Council President Anderson apologized to the Clackamas County clerk’s office for misrepresentations made during the November 4 work session about the possibility of implementing ranked choice voting.

Councilor Khosroabadi reported on recent Clackamas County Community Action Board (CAB) activities and an information session about the future of transportation funding in Oregon hosted by the North Clackamas Chamber of Commerce.

Councilor Massey reported on recent North Clackamas Watersheds Council (NCWC) activity on the Kellogg Dam removal project, damage being caused by the arrival of the Emerald ash borer, and the firing of the contractor working in Three Creek Nature Area.

Mayor Batey reported on recent North Clackamas Parks and Recreation District (NCPRD) District Advisory Committee (DAC) meetings and activities, Metro Mayors Consortium (MMC) work. **Sagor** reported that the city will be creating a website for community members to know where to go for community and social support services.

Mayor Batey remarked on ways city police departments are raising awareness about how to identify their officers versus federal immigration officers. The group discussed whether the Milwaukie Police Department (MPD) should identify themselves and if the state legislature would be taking any action of federal immigration actions.

Mayor Batey commented on the recent posting of hateful flyers around downtown Milwaukie and whether Council should put out a statement that highlights the behavior. **Councilor Khosroabadi** and **Council President Anderson** supported issuing a statement denouncing hateful actions and highlighting Milwaukie's values. **Councilor Massey** did not think the city should give those who do evil things attention. The group discussed drafting a statement for Council to consider on December 2 that could be printed in the December edition of the Pilot newsletter.

10. ADJOURNMENT

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

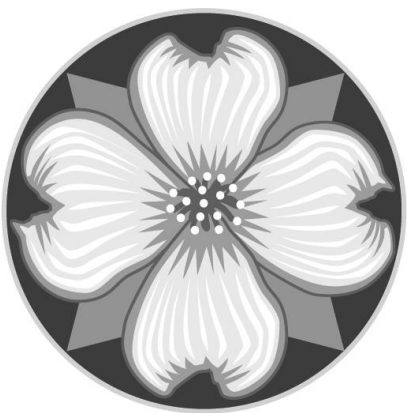
Mayor Batey adjourned the meeting at 9:48 p.m.

Respectfully submitted,



 Scott Stauffer, City Recorder

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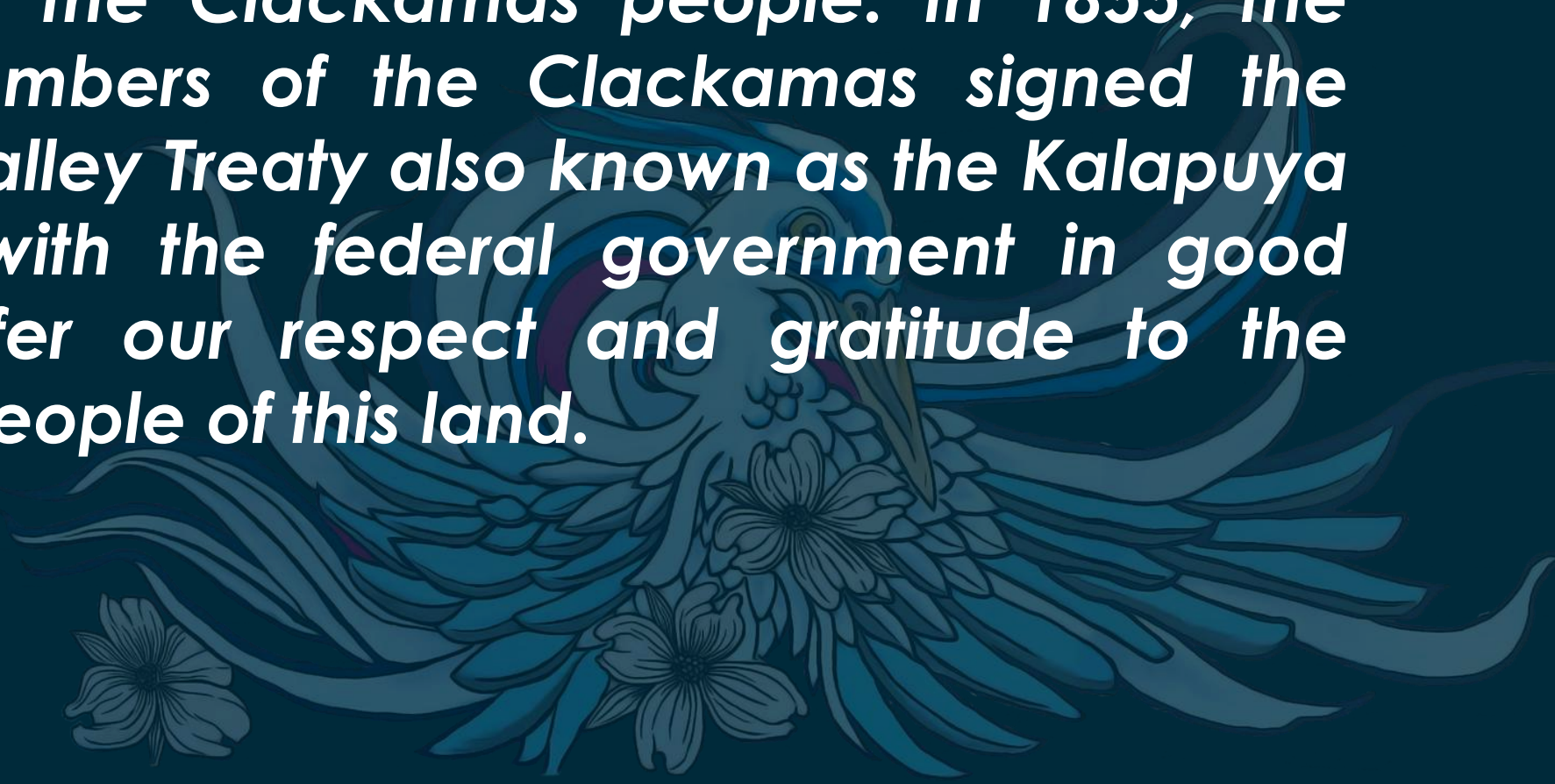
RS Agenda Item

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.



MONDAY, DEC. 1 · DEADLINE

engage.milwaukieoregon.gov/naming-survey

Naming Policy Survey - Comment on policy to name parks, natural areas, and other city assets

WEDNESDAY, NOV. 19 · 6 PM – 7 PM

Lewelling Elementary School, 5325 SE Logus Rd.

King Road Open House – Ask questions and review the construction plan sets

WEDNESDAY, NOV. 19 · 6:30 PM – 8 PM

Chapel Theatre, 4107 SE Harrison St.

Town Hall with City Council President Will Anderson

SATURDAY, NOV. 22 & DEC 6,13 · 7 AM – 2 PM

Public Works Yard, 6101 SE Johnson Creek Blvd.

Free leaf drop for Milwaukie residents. Bring a utility bill for proof of residency.

More information at milwaukieoregon.gov or call 503.786.7555



SATURDAY, NOV. 22 · 9 AM – 12 PM

Milwaukie Presbyterian Church, 2416 SE Lake Rd.

Volunteer Kellogg Creek Stewardship Day – Help maintain trails and remove invasives



SUNDAY, NOV. 23 · 9:30 AM – 2 PM

Downtown Milwaukie - SE Harrison St. and SE Main St.

Thanksgiving Farmers Market



TUESDAY, NOV. 25 · 6 PM – 7:15 PM

Ledding Library, 10660 SE 21st Ave.

Author Talk – Marc James Carpenter

THURSDAY, NOV. 27 & FRIDAY, NOV. 28

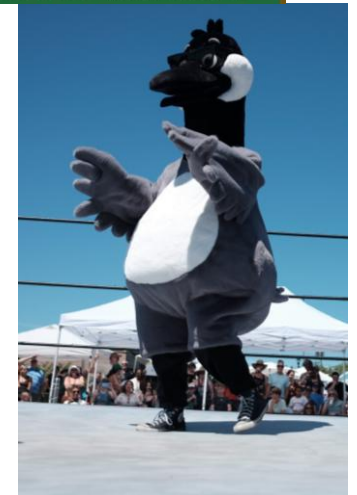
City offices and library closed for **Thanksgiving**

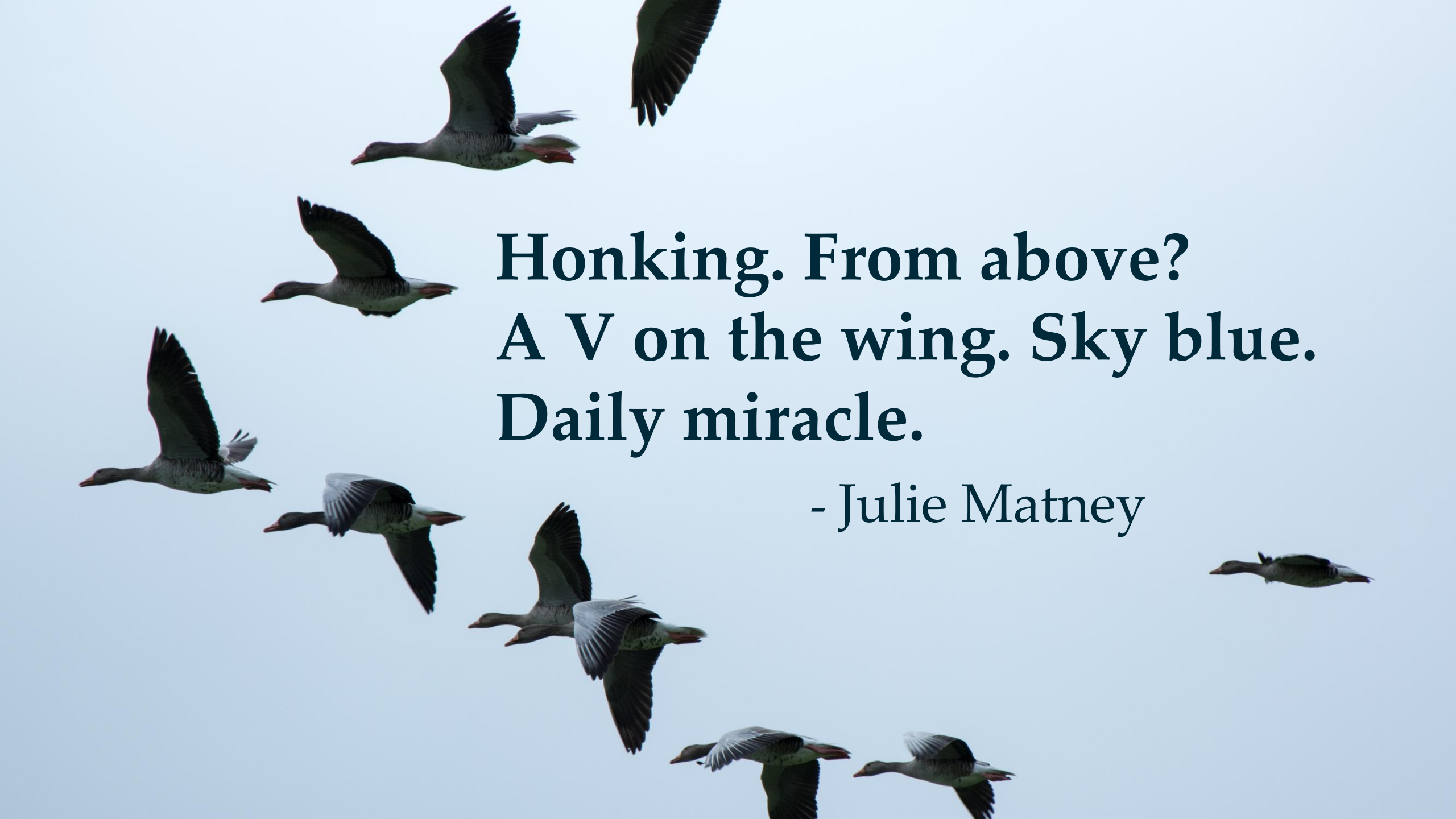
FRIDAY, JAN. 2 · DEADLINE

engage.milwaukieoregon.gov/millies-pet-pal

Help **Millie T. Goose** find a new best pet friend!

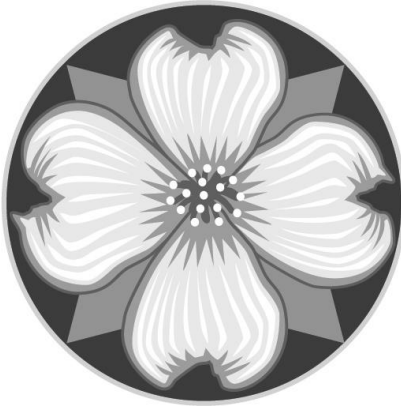
More information at milwaukieoregon.gov or call 503.786.7555



A flock of geese is shown in flight against a clear, light blue sky. The geese are arranged in a V-formation, with some in the foreground and others further back. Their wings are spread, and they appear to be moving from left to right. The text is centered in the middle of the image.

**Honking. From above?
A V on the wing. Sky blue.
Daily miracle.**

- Julie Matney



RS Agenda Item

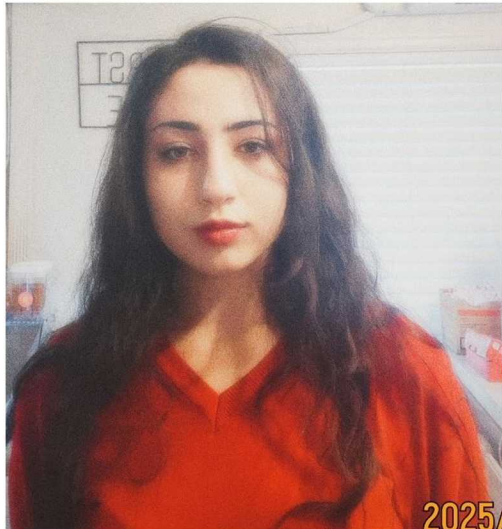
3

**Proclamations
& Awards**

Bellolei Bibles

🎓 Academic Goal

- 4.0 GPA
- On track to graduate with an **Honors Diploma**



LEADERSHIP & INVOLVEMENT

**RS 3. A. 11/18/25
Presentation**

- Principal's Student Council
- Speech & Debate Team
- Distributive Education Clubs of America (DECA)
- Gilder Lehrman Historical Institute Student Advisory Council
- Indigenous Students Association (ISA)

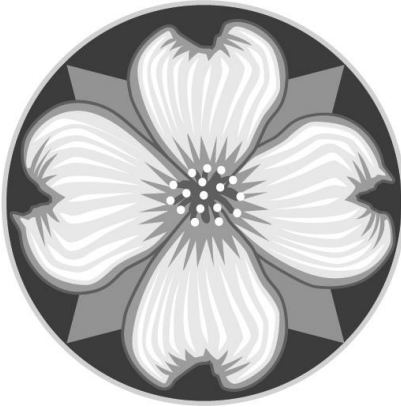
COMMUNITY & PROFESSIONAL EXPERIENCE

- Internship in local politics
- Barista at Boost n Brew Coffee Shop

ADVANCED ACADEMIC PURSUITS

- AP Literature & Composition
- AP Calculus
- Spanish 3
- Creative Writing
- Independent Study - Constitutional Law
- **Reed Young Scholars Program/Reed College**
- American Politics and Public Policy
- **Cornell University** - International Law course





RS Agenda Item

6

Consent Agenda



**MINUTES
SEPTEMBER 2, 2025**

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

Present: Commissioners Will Anderson, Adam Khosroabadi, Robert Massey, Rebecca Stavenjord, and Lisa Batey

Staff: Joseph Briglio, Executive Director
Justin Gericke, City Attorney

Emma Sagor, City Manager
Scott Stauffer, City Recorder

Commissioner Batey called the meeting of the Milwaukie Redevelopment Commission (MRC) to order at 8:05 p.m.

1. CALL TO ORDER

2. APPROVE MINUTES

It was moved by **Commissioner Khosroabadi** and seconded by **Commissioner Stavenjord** to approve the Minutes of the June 3, 2025, MRC meeting. Motion passed with the following vote: **Commissioners Khosroabadi, Massey, Anderson, Stavenjord, and Batey** voting “aye.” [5:0]

3. REGULAR BUSINESS

A. Quarterly Commission Budget Update

Briglio and **Sagor** thanked the Commission for moving funds to continue supporting the small business grant program and reported there were applications waiting to be funded.

Commissioner Batey noted an upcoming meeting with Councilor Massey and the chief executive officer of Oregon Tools. Inc.

4. INFORMATION

There were no additional reports.

5. ADJOURNMENT

It was moved by **Commissioner Khosroabadi** and seconded by **Commissioner Stavenjord** to adjourn the MRC. Motion passed with the following vote: **Commissioners Khosroabadi, Massey, Anderson, Stavenjord, and Batey** voting “aye.” [5:0]

Commissioner Batey adjourned the meeting at 8:12 p.m.

Respectfully submitted,

Scott Stauffer, City Recorder

COUNCIL STAFF REPORT

To: Mayor and City Council
Emma Sagor, City Manager

Date Written: Nov. 7, 2025

Reviewed: Katie Gavares, Climate & Natural Resources Manager, and
Nicole Madigan, Deputy City Recorder

From: Scott Stauffer, City Recorder

Subject: **Climate Action Committee (CAC) Appointments**

ACTION REQUESTED

As outlined in the Milwaukie Municipal Code (MMC), Council is asked to approve a resolution making the inaugural appointments to the CAC.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[July 15, 2025](#): To ensure that the city's sustainability and Climate Action Plan (CAP) work continues, Council established the CAC through the adoption of [Ordinance 2255](#) (OR2255). Council also directed staff to recruit members to appoint to the new committee.

September-October: Staff recruited applicants for the CAC, receiving a total of 22 applications.

November 6: A panel including Mayor Batey, Councilor Khosroabadi, and CAC staff liaison Gavares, met and interviewed 14 applicants, making recommendations to appoint the individuals named in this report to the CAC.

ANALYSIS

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

Committee appointments are made when a term is new or has expired, or when a position is vacated. All BC terms expire on June 30. Most BC positions are term-limited, meaning there is a limit to the number of times that members can be re-appointed. The nominated individuals would be appointed new terms that are scheduled to begin January 1, 2026. The nominated individuals would be eligible for reappointment.

Because this is a new committee, the appointed individuals will be the first to hold these positions and they are starting terms on January 1, which is a different start date than most other BC terms. And, as is called for in OR2255, the initial term periods will be staggered one-and-a-half or two-and-a-half terms to ensure the committee does not potentially lose all its members at any one time in the future due to term limits. Following the initial staggered terms, future CAC position terms will adhere to a two-year timeframe.

Five of the seven nominated individuals are residents of the City of Milwaukie, two live in unincorporated Clackamas County.

Additionally, the interview panel identified two individuals to serve as alternates to the committee who may be called upon to fill future vacancies.

BUDGET IMPACT

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

CLIMATE IMPACT

Appointing community members with different experiences, background, and viewpoints to the CAC ensures that the city hears many voices when shaping and meeting its climate goals.

EQUITY IMPACT

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

WORKLOAD IMPACT

The CAC is a new committee and public works staff are working to incorporate the committee into their workload.

COORDINATION, CONCURRENCE, OR DISSENT

The administrative services department worked with the climate and natural resources manager and interview panel to confirm that the individuals listed below are qualified and eligible to serve on the CAC.

STAFF RECOMMENDATION

The interview panel recommend that Council make the following appointments:

Climate Action Committee (CAC): two-year terms, limit of three consecutive terms.

Position	Name	Term Start Date	Term End Date
1	Sommer Yesenofski	1/1/2026	6/30/2028
2	Greer Ryan	1/1/2026	6/30/2028
3	Rodney Smith	1/1/2026	6/30/2028
4	Marcus Mittash	1/1/2026	6/30/2028
5	Brad Reed	1/1/2026	6/30/2027
6	Micah Meskel	1/1/2026	6/30/2027
7	Eric Freed	1/1/2026	6/30/2027

ALTERNATIVES

Council could decline to make the recommended appointment, which would result in vacancies on the committee.

ATTACHMENTS

- 1. Resolution

COUNCIL RESOLUTION No.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, MAKING APPOINTMENTS TO THE CLIMATE ACTION COMMITTEE (CAC).**

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

WHEREAS Council established the CAC in July 2025 through the adoption of Ordinance 2255; and

WHEREAS the individuals nominated for appointment were interviewed by a panel of the Mayor, a Council member, and the committee's staff liaison; and

WHEREAS the interview panel recommends that the following individual be appointed to the CAC's inaugural terms:

Position	Name	Term Start Date	Term End Date
1	Sommer Yesenofski	1/1/2026	6/30/2028
2	Greer Ryan	1/1/2026	6/30/2028
3	Rodney Smith	1/1/2026	6/30/2028
4	Marcus Mittash	1/1/2026	6/30/2028
5	Brad Reed	1/1/2026	6/30/2027
6	Micah Meskel	1/1/2026	6/30/2027
7	Eric Freed	1/1/2026	6/30/2027

Now, Therefore, be it Resolved by the City Council of the City of Milwaukie, Oregon, that the individuals named in this resolution are appointed to the CAC for the term dates noted.

Introduced and adopted by the City Council on **November 18, 2025**.

This resolution is effective immediately.

ATTEST:

Lisa M. Batey, Mayor

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney

COUNCIL STAFF REPORT

To: Mayor and City Council
Emma Sagor, City Manager

Date Written: Nov. 4, 2025

Reviewed: Michael Osborne, Finance Director, and
Kelli Tucker, Accounting & Contracts Specialist

From: Peter Passarelli, Public Works Director

Subject: **Reinstatement of FCS Group Contract for Water and Wastewater Rate Study**

ACTION REQUESTED

Council is asked to approve the reinstatement of a professional services contract with FCS Group, a Bowman Company, for services related to conducting a water and wastewater rate study.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

The original contract with FCS Group was executed in October 2024 and expired on October 31, 2025. FCS Group was providing professional services to conduct a rate and cost of service study for the city's water and wastewater utilities.

ANALYSIS

The city directly appointed the contract to FCS Group to perform a comprehensive rate and cost-of-service study for the city's water and wastewater utilities. The scope of work included developing a long-term financial plan, assessing revenue sufficiency, updating cost-of-service methodologies, and providing rate design alternatives to ensure the city's utilities remain financially sustainable and equitable.

In August, procurement team staff notified public works staff that the contract with FCS Group was nearing expiration at the end of October, providing sufficient time to ensure completion of the project or execute an amendment to extend the term.

In October, public works staff began preparing an amendment to extend the existing contract to allow FCS Group to complete their analysis related to capital financing strategies, affordability metrics, and rate stabilization options. However, due to the timing of the amendment preparation and an oversight in providing the procurement team the draft for internal review, the contract expired on October 31, 2025, before the contract term was extended.

The lapse in contract was unintentional and occurred while staff were actively pursuing an extension. FCS Group's continued services are necessary to complete the rate and cost-of-service study and support the city's 2026 utility rate-setting process. Reinstating the contract will ensure continuity of work and allow the city to make lawful payment for services performed after the contract's original expiration date.

To remedy this lapse, staff is requesting Council authorization under the city's Public Contracting Rule (PCR) 90.025, which provides a mechanism for reinstating contracts that have expired and require completion of one or more deliverables. Reinstatement of the FCS Group

contract will allow the consultant to complete the rate and cost-of-service study as if the contract had not expired.

Staff will endeavor to regard the procurement team's advance notice of expiring contracts and begin the amendment process sooner to prevent the recurrence of unwanted contract expirations in the future and to ensure there is sufficient time to complete the amendment process.

BUDGET IMPACT

Funding for this work is included in the existing budget for the Wastewater and Water Funds. No additional budget appropriation is required.

CLIMATE IMPACT

There is no direct climate impact associated with reinstating this contract.

EQUITY IMPACT

There are no direct equity impacts from this action.

WORKLOAD IMPACT

Minimal. Public works staff will coordinate the contract amendment execution and resume project services with FCS Group.

COORDINATION, CONCURRENCE, OR DISSENT

This action has been reviewed and supported by procurement team staff.

STAFF RECOMMENDATION

Staff recommend that Council approve reinstatement of the FCS Group contract to allow for the continuation and completion of the water and wastewater rate study.

ALTERNATIVES

Council may choose not to reinstate the contract. This could delay project progress and require a new procurement process for remaining services.

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, REINSTATING A PERSONAL SERVICES AGREEMENT WITH FCS GROUP, A BOWMAN COMPANY, FOR WATER AND WASTEWATER RATE STUDY SERVICES.

WHEREAS the city entered a contract with FCS Group for personal services to prepare a rate and cost of service study for the city’s water and wastewater utilities; and

WHEREAS the rate study is required for rate setting and budget forecasting purposes; and

WHEREAS staff determined that services were still necessary to complete the rate study work after the contract with FCS Group expired on October 31, 2025; and

WHEREAS staff would like to reinstate this contract through June 30, 2026, to allow FCS Group sufficient time to complete the remaining scope of services; and

WHEREAS Council has the authority to reinstate contracts under the city’s Public Contracting Rules (PCR) 90.025.

Now, Therefore, be it Resolved by the City Council of the City of Milwaukie, Oregon, acting as the Local Contract Review Board, that the personal services agreement with FCS Group is reinstated effective upon execution of a contract amendment between the City and FCS Group. Upon execution of the amendment, the contract will be in full force and effect, as if it had not expired.

Introduced and adopted by the City Council on **November 18, 2025**.

This resolution is effective immediately.

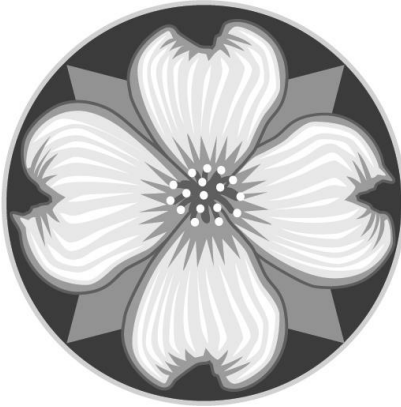
Lisa M. Batey, Mayor

ATTEST:

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney



RS Agenda Item

7

Business Items

COUNCIL STAFF REPORT

To: Mayor and City Council
Emma Sagor, City Manager

Date Written: Nov. 5, 2025

Reviewed: Peter Passarelli, Public Works Director

From: Jennifer Garbely, City Engineer

Subject: **Speed Limits on Local Streets**

ACTION REQUESTED

Staff request direction from Council on reducing speeds on local and collector streets.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

Council discussed speed limits on [September 16](#), and asked staff to collect additional information via an Engage Milwaukie survey about public opinion on the topic.

ANALYSIS**Background: Why reduce speeds?**

In recent years, many cities have implemented measures to reduce street speeds by five miles per hour (MPH). This seemingly small adjustment can have significant benefits for public safety, environmental impact, and overall quality of life in urban areas. The primary reasons behind reducing street speeds are discussed below.

1. Enhancing Road Safety

One of the most compelling reasons for reducing street speeds is the enhancement of road safety. Studies have consistently shown that lower speeds lead to fewer accidents and less severe injuries when collisions do occur. A reduction of just five MPH can dramatically increase the likelihood of survival for pedestrians and cyclists involved in traffic accidents. At lower speeds, drivers have more time to react to unexpected events, reducing the chances of collisions.

2. Improving Pedestrian and Cyclist Safety

Lowering speed limits is particularly beneficial for vulnerable road users like pedestrians and cyclists. These groups are at a higher risk of severe injury or death in high-speed collisions. By reducing speeds, cities create a safer and more welcoming environment for those who choose to walk or cycle, encouraging more residents to use these healthier and more sustainable modes of transportation.

3. Reducing Environmental Impact

Driving at lower speeds can also contribute to a reduction in environmental impact. Vehicles tend to consume less fuel and emit fewer pollutants when driven at moderate speeds. This can lead to a decrease in air pollution and greenhouse gas emissions, contributing to cleaner air and a healthier environment.

4. Enhancing Quality of Life

Lowering street speeds can enhance the overall quality of life in urban areas. Reduced speeds often lead to calmer, quieter streets, making neighborhoods more pleasant places to live and work. This can also boost local economies, as safer and more attractive streets can encourage more foot traffic and patronage of local businesses.

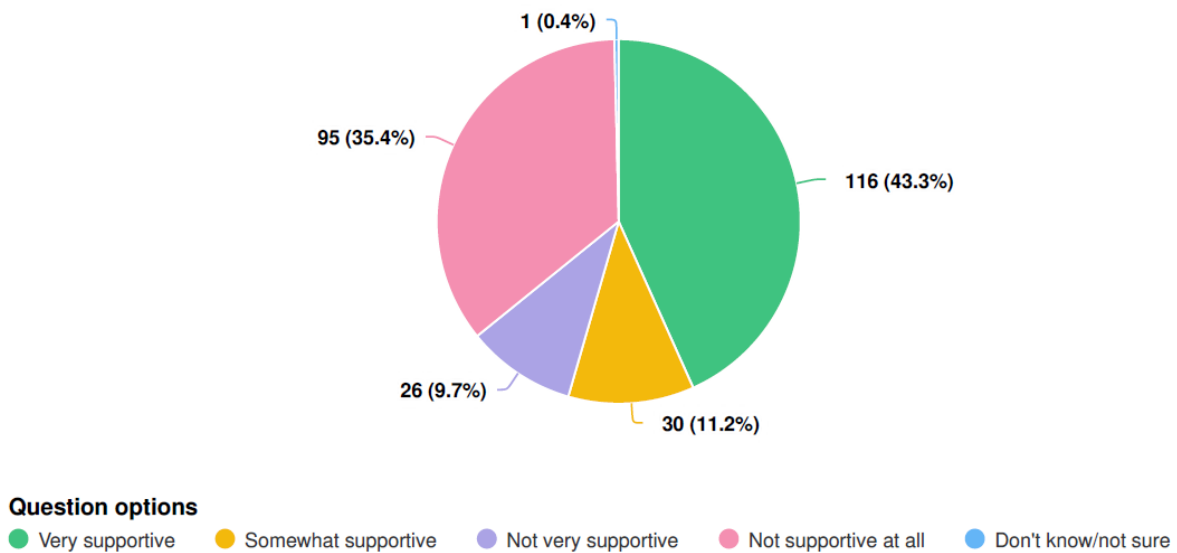
5. Encouraging Active Transportation

By creating a safer environment for pedestrians and cyclists, cities can encourage more residents to opt for active transportation options. This shift can reduce traffic congestion, decrease the demand for parking, and promote a healthier, more active lifestyle.

Engage Milwaukie survey results

At Council direction, staff conducted a survey on Engage Milwaukie to understand public sentiment on the issue. This survey was not statistically valid but does give a sense of the range of opinions among Milwaukians on the topic. The survey ran from October 22 through November 10, 2025. In total, 268 people completed the survey.

The survey asked respondents how supportive they were of reducing speeds by 5 MPH on local roads, neighborhood routes, and collectors.



A majority (54.5%) were supportive, with 43.3% overall stating they were “very supportive.” In turn, 45.1% expressed opposition, with 35.4% saying they are “not supportive at all.”

The survey also asked respondents if they would like to provide additional comments to staff and Council as an open-ended question. In total, 197 people commented. Approximately 45% of comments were supportive of lowering speeds, about 30% opposed the proposal, and 25% were neutral or said their support was conditional on either more data or the changes being more targeted. Frequently mentioned themes included the following:

- Enforcement needed (police presence, radar/photo enforcement, camera vans): ~30–35% of comments
- Safety for pedestrians, children, seniors, and cyclists (want lower speeds to reduce injuries): ~25–35%
- Support for 20 mph on local/neighborhood streets (or even lower): ~20–25%

- Preference for targeted/data driven changes rather than citywide blanket reductions: ~15–20%
- Physical traffic calming (speed humps, bump outs, roundabouts, turn pockets): ~15–20%
- Need for sidewalks, bike lanes, better pedestrian infrastructure (not just signs): ~15–20%
- Concerns about congestion, travel time, pollution, and driver frustration: ~10–15%
- Cost and sign replacement concerns (budget, signage confusion): ~8–12%
- Requests for better signage, flashing crosswalk lights, radar feedback signs: ~8–12%
- Requests to keep certain roads at higher speeds or to exempt them (e.g., Railroad Rd, some collectors): ~8–10%
- Calls for a targeted approach to specific problem corridors / crash locations: ~8–12%

Some streets were mentioned in several comments as areas of particular interest, including:

- Lake Road
- McLoughlin Boulevard / 99E
- Railroad / Harmony Road
- Harrison Street (hill / school area)
- Monroe (section with apartments)
- 34th / 35th and other neighborhood collectors (e.g., Stanley, King, Johnson Creek Blvd)

Common suggestions raised by many commenters include the following:

- The importance of enforcing existing speed limits: more patrols, targeted speed enforcement, bring back photo radar vans (~30% mention).
- Suggestions to use physical traffic calming on problem streets: speed humps/bumps, curb extensions, roundabouts (~15–20%).
- Suggestions to add targeted engineering and infrastructure improvements: sidewalks, separated bike lanes, flashing crosswalk lights, left turn pockets (~15–20%).
- Suggestions to deploy speed feedback (radar) signs and camera/photo enforcement at repeat problem locations (~10–15%).
- Calls to make changes data driven and prioritize streets with crash history or heavy pedestrian use rather than a blanket citywide change (~15–20%).

Recommended next steps

Based on the Engage Milwaukie feedback, TSPAC recommendations, initial discussions with Council, and internal consultation between departments involved in traffic safety, staff recommend including a speed reduction program in the city's Capital Improvement Plan (CIP). Staff recommend this program be designed and managed in-house, which will allow for a slower (likely 5-year) roll out, beginning with designated bikeways and walkways where safe speeds are of greatest concern. This programmatic approach will also allow for education prior to and during roll out and implementation of other enforcement tools like photo red-light/speed and green cameras and strategic deployment of traffic speed reader signs.

BUDGET IMPACTS

Staff will work on program design as part of development of the 2027-28 CIP. This program would likely be funded by SAFE and/or General Transportation revenues.

CLIMATE IMPACTS

Reducing speeds can help to reduce air pollution and greenhouse gas emissions (GHG) and also make active transportation options like walking and biking safer and more attractive, which can reduce reliance on single-occupancy vehicles.

EQUITY IMPACT

Reducing speeds helps protect the most vulnerable, which are pedestrians and bicyclist using the roadway.

WORKLOAD IMPACTS

If adopted, the program could be planned and added to the city's upcoming 2027-2032 Capital Improvement Plan (CIP).

COORDINATION, CONCURRENCE, OR DISSENT

Engineering staff coordinated with public works, community development, and the city manager's office on the possibility of reducing speeds in the city. In addition, the Transportation System Plan (TSP) committees had recommended reducing speeds. Staff also conducted a survey on Engage Milwaukie between October 22 and November 10, 2025.

STAFF RECOMMENDATION

Staff recommend developing a program to drop street speeds on local streets, neighborhood routes, and collectors by 5 mph, which is a simple yet effective measure that can yield significant benefits for road safety, environmental sustainability, and overall quality of life. It represents a proactive step towards creating safer, cleaner, and more livable urban environments for everyone. Staff proposes to design and run this program in-house, phasing implementation over a 5-year period, starting with walkways and bikeways.

ATTACHMENTS

1. Data from Milwaukie Resident Jacob Sherman
2. Full Engage Milwaukie survey results

Attachment 7. A. 1.

From: Jacob Sherman <jdbsherman@gmail.com>
Sent: Tuesday, September 16, 2025 9:14 PM
To: OCR <OCR@milwaukieoregon.gov>
Cc: Emma Sagor <SagorE@milwaukieoregon.gov>; Joseph Briglio <BriglioJ@milwaukieoregon.gov>;
Laura Weigel <Weigell@milwaukieoregon.gov>; Jennifer Garbely <GarbelyJ@milwaukieoregon.gov>
Subject: More info on "20 is plenty"

This Message originated outside your organization.

Hi Scott,

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

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

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

[20mph is Key to Vision Zero. No Fatal or Serious Injuries - 20's Plenty for Us](#)

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

[Safety Over Speed | Vision Zero Network](#)

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

[Celebrating Vision Zero Successes: Small Wins, Big Impact | Vision Zero Network](#)

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

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

[Report: City's new 20 mph signs have reduced top-end speeds – BikePortland](#)

Beyond average speeds, the study looked at three specific speed behaviors: exceeding 25, 30, and 35 mph. This is where the results are most significant. In each scenario there was a “substantial reduction” in people going over those thresholds. From the study: “Specifically, there was a 15.9% reduction in odds of observing speeds greater than 25 mi/hr, a 33.6% reduction in odds of observing speeds greater than 30 mi/hr, and a 49.6% in odds of observing speeds greater than 35 mi/hr.” Based on that data, researchers claimed the speed limit reduction, “significantly decreases the odds of observed high speeds.”

I hope the City Council finds this useful.

Best wishes,
Jacob Sherman

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

Help Set the Pace

SURVEY RESPONSE REPORT

22 October 2025 - 10 November 2025

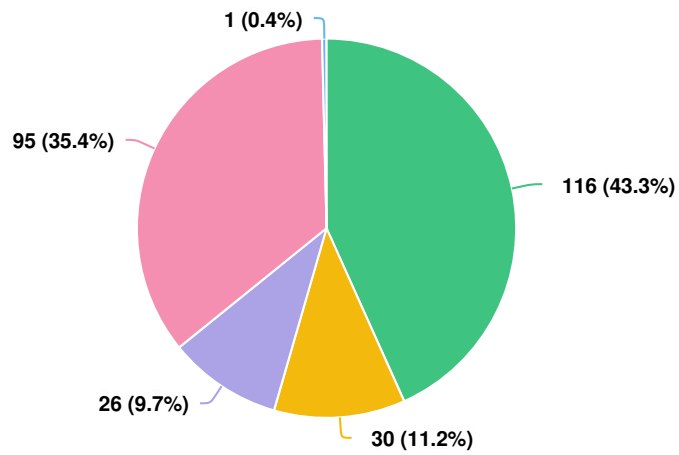
PROJECT NAME:
Set the Pace





SURVEY QUESTIONS

Q1 | How supportive are you of the city decreasing speed limits by 5 miles per hour (mph) on local streets, neighborhood routes,...



Question options

- Very supportive
- Somewhat supportive
- Not very supportive
- Not supportive at all
- Don't know/not sure

Mandatory Question (268 response(s))
Question type: Radio Button Question

Q2 | Would you like to provide additional comments for city staff and City Council as they consider this change?

Anonymous

10/22/2025 08:51 PM

Many cities have done this and we should too!

Anonymous

10/22/2025 08:51 PM

So very often when crossing McLoughlin Boulevard, walking or biking, cars stop well within the crosswalk, often blocking the entire crosswalk. So it doesn't feel safe crossing the road. Can we create some vehicle stop buffers around 10 to 15 feet so vehicles are encouraged to stop well before the crosswalk rather than inside of it? I've nearly been hit so many times.

Anonymous

10/22/2025 08:59 PM

20 is plenty!

PetPolitics

10/22/2025 09:12 PM

Common sense traffic control and speed limit reductions are vital to ensuring that as Milwaukie grows, it remains safe and accessible to all residents and visitors. I'm highly supportive of lowering speed limits on arterials to 20mph.

Anonymous

10/22/2025 09:21 PM

Please make it happen!

Anonymous

10/22/2025 09:25 PM

Safety is a top priority for me and my family when moving about on Milwaukie streets. Lowering the speed limit will make the neighborhood streets my young children walk and ride their bikes on much safer!

Anonymous

10/22/2025 09:29 PM

This will only increase road rage

Anonymous

10/22/2025 10:16 PM

I would love for you to consider reducing the speed on Harrison as well coming down the hill, past the school and rounding the s curves to the stop sign at the library. Too many people take that too fast, go over the curb and knock out street signs making it extremely unsafe to walk on the sidewalk on the west side from the neighborhoods to the library and downtown. At very least a guard rake that starts at the pole by the law office around the corner to the bridge. Thanks for considering.

Anonymous

10/22/2025 10:23 PM

Add more blinking lights at cross walks. Also, when adding bike lanes and better pedestrian walkways, don't forget to actually include left turn pockets!!! Linwood Ave is a mess when anyone wants to turn left.

Anonymous

10/22/2025 11:30 PM

Local streets 20mph for sure, I think our collector streets are marked appropriately throughout the city.

Anonymous

10/23/2025 07:05 AM

I am in favor of local streets being 20 mph. I think collector streets, like Railroad, should remain at 35. Also, is this a solution in search of a problem? How many injuries or fatalities have we had between bikes/pedestrians and cars in the City? The past year? The past 5 years? The past 10 years?

Anonymous

10/23/2025 08:47 AM

We have been asking for this for years in our neighborhood!! Especially given the fact that most of us lack sidewalks. It will make all all pedestrians and cyclists safer.

Anonymous

10/23/2025 09:17 AM

Slower speeds will be safer for everyone, especially pedestrians and cyclists. Thank you.

Anonymous

10/23/2025 11:50 AM

It will make things worse because people will get so frustrated gong that slow.

Anonymous

10/23/2025 01:11 PM

I would be fine with going to a 25mph limit even on collector streets.

cmckone

10/23/2025 01:22 PM

local streets and neighborhood routes should be even lower than 20. We should talk to our state reps to see what it would take for ODOT to allow lower speed limits carte blanche

Anonymous

10/23/2025 01:59 PM

Please don't mistake Milwaukie for Portland. We are not Portland. We don't want to be like them in any way.

Anonymous

10/23/2025 02:00 PM

There is a TON of pedestrian foot traffic on Monroe from SE 34 by Oak St to SE 40th...this really should start to be considered a neighborhood street with the apartments. Tons of people speed on this road despite the stop signs.

Anonymous

10/23/2025 02:02 PM

I don't think it would have an impact beyond increasing speeding tickets.

Anonymous

10/23/2025 02:03 PM

Harmony road near se 71st Ave speed limit is way too fast and dangerous in my opinion. That might be the county though.

Anonymous

10/23/2025 02:04 PM

Please stop making our community less friendly for commuters.

Anonymous

10/23/2025 02:04 PM

Keep the costs down

Anonymous

10/23/2025 02:05 PM

Safety should not be a popularity contest. Please make the speed limits lower and save a life.

Anonymous

10/23/2025 02:07 PM

37th Ave. though very short near Planet Fitness has high speed traffic going north.

Anonymous

10/23/2025 02:08 PM

Traffic is already becoming growing, and this is just going to make it worse.

Anonymous

10/23/2025 02:10 PM

Even more helpful would be to enforce existing speed limits and other traffic laws that are routinely ignored.

Anonymous

10/23/2025 02:10 PM

Lower speed limits don't mean a thing without enforcement. My street is already posted at 25 mph plus has a school zone nearly right in front of my house. Virtually no one observes the posted speed.

Anonymous

10/23/2025 02:12 PM

I think the speed limit is low enough. I really disagree with the lowering of the speed limit on 99E.

Anonymous

10/23/2025 02:12 PM

I like the idea of lowering the speed limit, but curious what the costs will be re: changing out the speed limit signs.

Anonymous

10/23/2025 02:16 PM

I think things are fine as they are.

Anonymous

I don't think the expense of lowering speed limits by 5 mph makes

10/23/2025 02:21 PM

sense, since it would have no effect without enforcement. It would make more sense to spend the money on enforcing the current speed limits.

Anonymous

10/23/2025 02:22 PM

Don't see the need to reduce the speed by 5 miles per hour.

Anonymous

10/23/2025 02:23 PM

After looking at the map, I am supportive of lowering the speed limits on all proposed streets and routes except for Railroad Avenue which should remain the same.

Anonymous

10/23/2025 02:24 PM

In addition to or as a replacement for lowering speed limits, I strongly believe Milwaukie could benefit from more speed limit signs with radar showing the speed of the traveling cars. On Stanley in between King and Johnson Creek in particular, most cars travel well over the speed limit and I don't know if lowering the speed limit would help.

Anonymous

10/23/2025 02:24 PM

Put a stop sign on both sides of SE BOYD as it intersects with SE 29th and remove the single yield sign on SE 29th that does nothing but confuse people. This intersection is dangerous.

Anonymous

10/23/2025 02:25 PM

I am extremely impressed that city staff and City Council are considering speed limit reduction and strongly support it.

Anonymous

10/23/2025 02:26 PM

The city of Portland has implemented lowered speed limits as part of the Vision Zero plan. There have been more fatal crashes since employed. I don't see the benefits of driving uncomfortable slow, without benefits. I would much rather see targeted solutions to problems.

Anonymous

10/23/2025 02:27 PM

You can lower speed limits all you like but until you patrol and enforce the limit nothing will change. Adding stop signs where applicable or speed bumps are the only methods of slowing traffic down that will actually work.

Anonymous

10/23/2025 02:28 PM

I don't think it makes any difference. I ride bicycle sometimes.

Anonymous

10/23/2025 02:28 PM

The existing speed limits would be fine if they were enforced. The school zone on Harrison St. is routinely ignored; as is the 30 on

McLaughlin..

Anonymous

10/23/2025 02:35 PM

Would love to see traffic cameras at McLoughlin stop lights at the city limits. I witness cars running red lights too frequently... especially at the lights south of Tacoma

Anonymous

10/23/2025 02:37 PM

Reducing speeds will only work if there is enforcement. I've lived on Lake rd for 20+ years and as the chief of police position changes every few years, so does the emphasis on where to place police resources. A long time ago there was a chief who had his team regularly rotating through the different neighborhoods, near schools and in the mornings. We would see at least 1-2 days/mornings per month during the school year where they were enforcing speeds on Lake rd. That kind of enforcement sent a clear message to the community and speeds reduced due to enforcement. I'm skeptical that simply putting up new signs with lower speeds will actually affect the speeds that people are driving. I also think removing long standing speed bumps in school zones (like in 27th) actually leads to an increase in speeds, not a reduction.

Anonymous

10/23/2025 02:38 PM

The slower we drive, the safer our community. People tend to drive significantly over the limit, so slowing drivers increases safety for all, especially pedestrians and bicyclists.

Anonymous

10/23/2025 02:39 PM

I'm concerned about safety too, but 20 mph is unreasonably slow. Perhaps start by enforcing the current limits.

Anonymous

10/23/2025 02:40 PM

Keep as is. I feel it is safe.

Anonymous

10/23/2025 02:42 PM

I believe 25 mph is a reasonable speed for neighborhood and local streets. The bigger issue is enforcement!! As a regular walker on neighborhood and local streets for many years, I have been severely scared many times due to cars rolling by at high rates of speed and very close to my body. Good drivers obey speed laws; bad drivers continue to display poor judgement when there are no negative consequences for speeding.

Anonymous

10/23/2025 02:42 PM

What is needed is more enforcement of the limits we already have

Anonymous

10/23/2025 02:42 PM

Perhaps local streets from 25 to 20 *might* make a difference. But the 35 -> 30 certainly will not. Here's the reason: When there is a problem, generally it is NOT because someone was going the speed limit. The problem is generally more complicated and involves sometimes speeding combined with pedestrians wearing dark colors at night or any other combinations of mistakes. I personally have not heard a story where something unfortunate happened that didn't combine a series of errors. Changing the speed limit does not remove the errors. Perfect example, we have a law saying you cant use a cell phone while driving. But people still do it.

Anonymous

10/23/2025 02:46 PM

McLoughlin is too slow now, make it 45 like it is through Moreland

Anonymous

10/23/2025 02:49 PM

Reducing speed limits is one of the most effective, low-cost ways to prevent deaths and injuries on city streets. Slower speeds save lives without significantly affecting travel times, helping create safer, more welcoming communities for everyone. Concerns about increased travel time are often overstated. Studies show that a 5 mph reduction in the posted speed limit adds less than one minute to a 10-mile trip or about 20 seconds for typical neighborhood drives (Savolainen et al., 2014). However, research consistently shows that even small reductions in driving speed can save lives. A meta-analysis of more than 100 studies found that when average speeds drop by about 7 percent, serious crashes decline by roughly 30 percent (Musicant et al., 2016). Cities such as Seattle, Boston, and New York that adopted 20–25 mph speed limits under the Vision Zero framework have reported up to 39 percent fewer pedestrian injuries and fatalities (Staples et al., 2021). Lower speeds also improve safety perception and encourage walking and biking, particularly for children, older adults, and people with disabilities, as the presence of sidewalks, trees, and slower traffic makes residents feel safer and strengthens neighborhood livability (Hamim & Ukkusuri, 2024).

Anonymous

10/23/2025 02:49 PM

We need to keep traffic moving because roads aren't wide enough to handle current populations. Put speed cameras up for the people who are going unsafe speeds, and ticket them.

Anonymous

10/23/2025 02:52 PM

Lower speed limits contribute more pollution. If safety is a concern much of the work improving traffic management infrastructure, sidewalk enhancements and bike lane additions helps with improving safety. Lower speeds on these roads are necessary in light of all these other "expensive" but necessary improvements. Change speed limits where problems crop up.

Anonymous

10/23/2025 02:53 PM

Don't let the people who complain about this lead the front. Squeaky wheels love to squawk, while the people who agree with changes may not speak up as often. Slower is safer, and it will also help encourage people to be out on the street more, keeping the small town charm of Milwaukie alive and kicking!

Anonymous

10/23/2025 02:55 PM

I would support 25 but absolutely not 20 on the proposed streets

Anonymous

10/23/2025 02:59 PM

Maybe just enforce the speed limits we already have.

Anonymous

10/23/2025 03:01 PM

I would have to see some statistics about how this would make our streets safer. I think it would just enrage drivers.

Anonymous

10/23/2025 03:15 PM

What is the problem we are trying to fix? And if we do this, will residents follow the speed limit. I assume we are trying to make streets safer, but does this fix it? And wont people do what they normally do anyway?

Vp2022A

10/23/2025 03:26 PM

Is Local Ariel the same as local streets? Not very supportive because it will be too confusing, one will need a map just to distinguish the six different streets destination, need lot of new sign if that happened. OK with Lake Road becoming 25 mph. But what about the little section before Lake Rd that is part of Clackamas county and it is still 40 mph?

Anonymous

10/23/2025 03:33 PM

Please, for the love of god, focus on getting sidewalks in the NEIGHBORHOODS, and roundabouts on the major intersections. Want less cars in the neighborhoods? Me too. Stop blocking busy intersections and reducing the usability of major roads! What you did to Linwood only forced cars farther into my neighborhood where we don't have safe places to walk. Cripes. It's like you hate us.

Anonymous

10/23/2025 03:43 PM

Enforcing the current speed limits would be plenty. Let's have officers focusing on enforcing the current laws instead of dropping the limit that will still not be followed by those speeding now.

Anonymous

10/23/2025 03:43 PM

Changing the speed limit will only do so much without enforcement or physical changes to streets to make them narrower. People already

speed on the streets with our current limits. I would make a long term plan that can increase maintenance and capacity on higher capacity roads while continuing adding sidewalks or adding other measures to make people actually slow down and local streets and shared use streets.

Anonymous

10/23/2025 03:46 PM

Enforcing existing laws like not parking within 15 feet of a corner and making sure people trim bushes that are at corners right next to the road would go a lot further for safety than reduced speed limits. Portland's reduced speed limits hasn't done anything in regards to vision zero initiatives. Go back to the basics, then get creative, don't just follow other cities failed attempts at safety.

Anonymous

10/23/2025 03:57 PM

Not at this time

Anonymous

10/23/2025 04:21 PM

Having spent time walking on Lake Road, for recreation and to access the Milwaukie.MAX Station, I would greatly appreciate a speed reduction. It can feel like a freeway, not because of the current speed limit but because so many people travel at speeds higher than the posted limit. Lowering the speed limit would be a tremendous benefit to the feeling of safety while walking along Lake Road.

Anonymous

10/23/2025 04:25 PM

The current speed limits are not followed. We need speed cameras on the main roads.

Anonymous

10/23/2025 04:27 PM

Railroad Rd should stay at 35mpg or even get increased to 45mph The corner of King and 42nd that had temporary yellow pylons added, needs attention. Its made a whole neighborhood add two blocks to ever journey and drive down a very quiet local street thats not suited for that traffic.

Anonymous

10/23/2025 04:32 PM

While reducing speeds seems like the right option, what it has been creating is more aggressive tailgating and impatient drivers. The flow change on King Rd has made people speed down what used to be a side street and then the intersection at Safeway and 7-11 is a nightmare of people trying to turn left and right. I agree with removing the left turn from 42nd on to King, but no longer having King as a full through street has made a side street more dangerous. Not that Clackamas has lowered the speed on McLoughlin people are either aggressive or by passing and making Outfield a nightmare. If you want to lower speeds have more officers ticketing or starting putting in speed cameras. All you are doing is making people angry behind

the wheel.

Anonymous

10/23/2025 04:48 PM

They reduced the speed on McLaughlin make it 45 like it is through Moreland

Anonymous

10/23/2025 05:16 PM

Speed limits seem fine. Feels like there haven't been too many speed related accidents.

Anonymous

10/23/2025 05:20 PM

It's not going to work in making our streets safer. People are going to speed. You'll be wasting your time. A better option is to find ways to build routes for bikes and pedestrians without cars. Or barriers away from cars.

Anonymous

10/23/2025 05:29 PM

Yes - speed limit signs on the full length of Olsen St. will make a big difference as well as stop signs at 29th and Olsen.

Anonymous

10/23/2025 05:34 PM

We need better signage; more left turn lights (crossing 224) and roundabouts on JCB more. Better traffic flow = less likely to speed to make up time.

Anonymous

10/23/2025 06:16 PM

Milwaukie is a difficult city to navigate without a car. In Lewelling, getting to a bus stop requires a 5-15 minutes walk. There are not stores within walking distance. Reducing speed limits further hinders mobility in the city by making driving a car less efficient. Focus instead on making the city more walkable and accessible without a car before reducing the effectiveness of a car.

Anonymous

10/23/2025 06:34 PM

The city doesn't do anything to manage speed on city streets. It's BS.

Anonymous

10/23/2025 06:36 PM

How about having the police do their job. Just a suggestion

Anonymous

10/23/2025 06:52 PM

I live on Lake Rd across from the Milwaukie ball field. Between where Lake Rd starts at the juncture of 21st and Main streets and 34th avenue, the speed limits are 30 or 25 mph. Not sure why. I think the this whole route of Lake Rd should be 25 MPH - otherwise it would be school zone speed (20 mph) along this whole route. I think the focus should be on slowing the cars that speed - even up to about 40 mph on this street. Maybe more cameras to catch speeders and bigger

fines..

Anonymous

10/23/2025 07:08 PM

Doesn't seem like the cost benefit ratio would justify a 5mph speed reduction. That money would be better spent elsewhere.

Anonymous

10/23/2025 07:10 PM

No

Anonymous

10/23/2025 07:23 PM

Having small children, walking around Milwaukie can be anxiety producing. Especially near major connecting streets like Harrison. Cars just speed up and down the street. I like on a dead end street and it doesn't stop cars from racing to the end, and race backwards down the street.

Anonymous

10/23/2025 08:04 PM

Some main thoroughfares and even wider residential streets could use a few speedbumps here and there. I favor slower traffic on residential streets but don't necessarily think 35 is too fast on a main road. Thank you.

Anonymous

10/23/2025 08:06 PM

Bury McGloughlin! It's the only solution!

Anonymous

10/23/2025 08:09 PM

SE 35th between SE Lake and SE Washington Drive too fast and there is no posted speed .The industrial area also also would benefit from lower speeds.

Anonymous

10/23/2025 08:19 PM

This is incredibly important to kids' safety, walkers' safety, and to support and encourage people to walk and bike.

Anonymous

10/23/2025 09:18 PM

I think 25 and 35 are fine.

Anonymous

10/24/2025 06:05 AM

20mph is very slow. I'd prefer to keep 25mph in the local and neighborhood streets. But I do think a drop to 30mph in collector streets is important

Anonymous

10/24/2025 06:32 AM

It is already bad enough that McLoughlin has lowered speed limits. I am more concerned about folks running red lights on pretty much any place there is a stoplight in Milwaukie. Slower traffic on collector streets and neighborhoods will not stop that.

Anonymous

10/24/2025 06:38 AM

Better signage at the corner of Oak Street and SE Monroe or a stop sign on Oak. Driver's on Monroe often don't pay attention and cut in front of traffic coming off Oak Street that has no stop sign.

Anonymous

10/24/2025 06:49 AM

People already drive way over the speed limit so I don't think it will make any difference.

Anonymous

10/24/2025 07:00 AM

This one is a no brainer. Speeds higher than 25 and 30 are just not necessary in our neighborhoods.

Anonymous

10/24/2025 07:20 AM

Yes. Install the cameras that take pictures of auto plates and drivers. That speed. Hire more Police officers to patrol the streets..

Anonymous

10/24/2025 07:51 AM

Speed bumps would be a more effective and appropriate solution for slowing traffic on our designated walking and biking neighborhood streets. The current "Slow the Flock Down" signs, while intended to be humorous, feel inappropriate to some residents due to their suggestive language. This kind of messaging doesn't reflect the family-friendly atmosphere we value. We love the rural, community-oriented feel of Milwaukie and respectfully ask that future decisions preserve that identity. We hope the city will continue to support safety in ways that align with the character of our neighborhoods, rather than adopting styles that feel more urban or Portland-like.

Anonymous

10/24/2025 08:25 AM

As a driver and cyclist, I fully support a slowing to 20mph for neighborhood streets for safety, neighborhood calming, potential traffic reduction by diversion, and noise reduction.

Anonymous

10/24/2025 08:31 AM

I hope enforcement will be part of the plan. Thanks for your work on this. Lower speeds save lives.

Anonymous

10/24/2025 08:37 AM

I don't think it will change anything, drivers speed on my local street constantly.

Anonymous

10/24/2025 09:17 AM

Honestly, it was a bit hard for me to understand how "Multimodal Travel Priority Arterial" would change because of the map. I live off of Lake Road and bike frequently with my kids between the Rowe Middle school and downtown. People FLY on the section, sometimes

40 or more miles/hour from Rowe to the light at Oatfield road, and then slow down significantly at the Milwaukie Flower Shop. It is sketchy being on a bike in that section sometimes and that is where children should be able to travel to and from school safely. There are also some sides without sidewalks, where people walk on the road. So YES, very supportive, but would love to see Lake Road all the way reduce the speed limit. It goes from 40 - 30 - 25. Can we go from 40 - 25 where it changes from the county line to Milwaukie?

Anonymous

10/24/2025 09:29 AM

Has there been any study with actual data that shows there would be a real numbers benefit in less incidents to justify the cost of replacing all the signs needed to make this global change, or would it be more beneficial to fix known areas of high incidents?

Anonymous

10/24/2025 09:33 AM

I fully support lowering speed limits but without increased enforcement it is kind of pointless. I see cars speeding and running red lights on McLoughlin every day. I know the police have a lot on their hands already but we really need more traffic (and parking!) enforcement.

Anonymous

10/24/2025 09:57 AM

Slow is safer. Safety first for all road users.

Anonymous

10/24/2025 11:40 AM

enough with restricting freedoms.

Anonymous

10/24/2025 12:18 PM

I don't support the move from 25 to 20. It's unrealistic. I do support the move from 35 to 30.

Anonymous

10/24/2025 01:11 PM

Can we please get a 4 way stop at SE Wood Ave and SE Park Ave? Drivers FLY down Wood ever since the speed humps were installed on SE Home St and it is very unsafe. Something needs to be done before someone is seriously injured or killed.

Anonymous

10/24/2025 01:53 PM

Taken literally, this says we would increase the speed limit on Monroe from 25 to 30 mph — Instead, we should reduce it's speed limit to 20 mph All roads designated as Greenways should have a speed limit of 20 mph - including 29th Ave and Monroe for the entire length It doesn't matter what speed limits are posted if they aren't enforced - We should bring back photo radar vans and recruit officers willing to do that tedious job - Doing that would eliminate the need for many of the "traffic calming" measures that calm traffic by forcing drivers to

dodge bump-outs (and often force bicyclists to suddenly veer into traffic lanes)

Anonymous

10/24/2025 01:58 PM

I support lowering the speed limit. I live on 35th Ave off Lake Road. The map indicates that the next street over 34th Ave. is designated a "collector street". Thirty-fourth has traffic "bumps" and a 25 mph speed limit sign. I believe that some drivers use 35th in order to avoid the "bumps" on 35th. In addition 35th Avenue has no speed limit sign for drivers traveling north. Can something be done to get a speed limit sign on our street?

Anonymous

10/24/2025 02:27 PM

Thanks for everything you're doing for Milwaukie:)

Anonymous

10/24/2025 03:39 PM

Reducing the speed limit in Milwaukie seems like a solution in search of a problem. Looking at Portland's traffic fatality reporting, 55% of deaths in 2024 occurred on 4 lane roads. The only 4 lane roads in Milwaukie wouldn't be covered by this change. Of all the streets identified for speed reductions, Railroad is the only one that stands out as making sense for this type of safety improvement. Even that one doesn't seem particularly pressing. Many of the identified streets already have speed bumps and bioswales, both of which are more effective at encouraging attentive driving than a speed limit. Considering the selection of streets, it seems the city wants to improve safety primarily with pedestrians in mind. While the speed limit might be a quicker to implement solution, it will never be as effective as installing proper pedestrian infrastructure, namely sidewalks. Signs are less expensive than sidewalks, crosswalks, etc, but they still cost money. I would prefer the city prioritize other safety plans with a greater return. What portion of traffic incidents happen on the identified streets?

Anonymous

10/24/2025 03:46 PM

I would consider decreasing speeds for a specific street or problem area, but not a city wide reduction. Please do not look to Portland for all of your policy decisions. People live here, and NOT Portland, for a reason..

Anonymous

10/24/2025 03:51 PM

20 mph is way too low for Railroad Avenue. 30 is somewhat low for King Road.

Anonymous

10/24/2025 06:48 PM

I think wider enforcement of our current speed limits is the answer.

Anonymous

10/24/2025 08:03 PM

20 mph is just too slow. 25 mph is more reasonable.

Anonymous

10/24/2025 08:31 PM

I don't think lower limits will reduce speeders. I know the large speed bump installed in front of my house doesn't slow them down.

Anonymous

10/24/2025 08:59 PM

Speed limit is currently 30 up until freeman. Most vehicles-travel 35-40 then the Loud ones go 40-50

Anonymous

10/25/2025 01:38 AM

I support lowering the speed limits to 20 mph because slower speeds will save lives, reduce the severity of crashes, and make our streets safer and more comfortable for walking and biking.

Anonymous

10/25/2025 08:31 AM

Enforcement is more effective than this change. Law abiders would be disadvantaged, while everyone else will continue to speed. If school zones are reduced further, streets will become impassable

Anonymous

10/25/2025 08:35 AM

Harmony Road is still 40mph. People speed constantly down it. There is a playground and aquatic park on Harmony and many kids in the area. Please help protect us and lower the speed to 30mph. McLoughlin and are at 35mph. Why do the families in the Cedarcrest/Linwood neighborhood have to suffer with such a dangerous speed limit. Please help us

Anonymous

10/25/2025 08:41 AM

As the city allows more housing density, traffic is increasing. Also increasing are the tailgating aggressive drivers. Slower might mean injuries instead of death.

Anonymous

10/25/2025 08:53 AM

Road bumps have already reduced speeds to a crawl . Don't feel the need for a change

Anonymous

10/25/2025 08:53 AM

I prefer Milwaukie focus on traffic controls. All the cramming of apartments have made it jammed up traffic considerably. Example of new control needed: Southbound on 32nd at Harrison. No left turn, or I suggest you install left turn or signal for a left turn and route thru traffic to the right. Same Northbound. Left turns are jamming traffic in both directions. You sit thru several lights due to increased traffic and left turns. Many other places difficult due to heavy traffic. If people are speeding, start enforcing the law. On McLoughlin going through town at 30, most all traffic is speeding. It's frustrating with the tailgaters when you are driving the speed limit. Enforce the current speeds! No

need to lower if there's no enforcement.

Anonymous

10/25/2025 09:16 AM

ENFORCE the current speed limits, especially on both sides of a Mcloughlin entering Downtown Milwaukie. Bring back the Camera vans and photo enforced signs in certain areas. Also make sure ALL speed limit signs are clear and not obstructed by any trees. Thanks

Anonymous

10/25/2025 10:04 AM

Great idea! As a former emergency responder I would also like to see police and fire adjust their speeds. They'll hit 50 mph going down Harrison into downtown. A monumental slap in the face to responsible drivers in the area, and a prime safety concern for pedestrians and cyclists. But I am certainly in favor of slower paced, safer streets for all. I bicycle commuted for years into Portland, and coming home, crossing into Clackamas county and Milwaukie, the road traffic speed increased, bike lanes disappeared, and my safety became a more noticeable concern.

Anonymous

10/25/2025 10:09 AM

Fix the potholes around the city first. Use my tax dollars way more wisely

Anonymous

10/25/2025 10:57 AM

Some residential streets may benefit. Most will not.

Anonymous

10/25/2025 11:23 AM

How much is this costing us? Quite frankly what is the point of lowering the speed limit? The percentage of drivers who actually pay attention to their own speed is growing smaller and smaller. There is no one to enforce this. Unless you are going to provide speed van cams or officers who can ticket to increase moneys coming into the city stop asking homeowners to pay for more and more needless things.

kadybugz

10/25/2025 12:01 PM

How about we focus on keeping people off their cell phones and their eyes on the road. This would make the streets way safer than reducing the speed limit.

Anonymous

10/25/2025 12:02 PM

We need a stop sign or a multiway stop at rockwood and SE 43rd ave.

rowchar

10/25/2025 03:13 PM

There most likely would not be an issue if current speed limits were enforced. Are there not more important issues that need to be addressed?

Anonymous

10/25/2025 03:54 PM

Unless there is clear accident data to support this change IN MILWAUKIE, please DO NOT change the speed limits. Just because Portland did this, does not mean it is a good idea.

Anonymous

10/25/2025 09:21 PM

You are so literally ruining Milwaukie, please stop with your dumb, often ridiculous and unformed ideas.

Anonymous

10/25/2025 11:28 PM

There are some roads that are definitely able to handle 25 and 35.

Anonymous

10/26/2025 12:11 AM

We have already lowered them by 5 mph in many areas, other areas are faster so we will end up having more traffic from people slowing down.

Anonymous

10/26/2025 09:31 AM

Please lower the speed limits! Every little bit helps to keep our streets safer.

Anonymous

10/26/2025 09:32 AM

Because Milwaukie has very few sidewalks and multi-use paths, pedestrians and cyclists are forced to use the streets for walking and biking. Lowering the speed for motorists makes these activities safer.

Anonymous

10/26/2025 01:33 PM

The 34th Ave Task Force is not supportive at all of 30 MPH on collector streets like 34th Ave. That is way too high for 34th Ave. based on our past history of problems with speeding cars and cut thru trucks on this street. The 34th Ave task force recommends to keep a maximum posted speed of only 25 miles an hour as posted on our street presently. 34th Ave lies between lake road and Washington street and has in the past been a cut thru and had speeds clocked with the radar gun at 70 MPH before our speed bump project was completed in 1993. We do not want a maximum speed of 30 MPH on 34th Ave. as is stated in your info above for collectors . We have fought for decades since the late 1980s to keep 34th Ave speeds low at 25 MPH maximum speed. This is a neighborhood!! Not a cut thru! We are still trying desperately to maintain our livability on this street by keeping speeds low and no trucks except trucks that have destinations on our street. I was on the Milwaukie Traffic Safety Board during that time for approximately 10 years and we wrote the Milwaukie Neighborhood Traffic Management Program for the City of Milwaukie. We developed the City of Milwaukie Traffic Calming Criteria with help from City of Portland Traffic Engineers Traffic Calming Division which Milwaukie city council then adopted. My

street 34th ave is the very successful pilot project for City of Milwaukie's first speed bumps. ODOT gave the Milwaukie Traffic Safety Board an award for an outstanding traffic calming project on 34th Ave that year. Presently we need our No Truck signs at both ends of the street posted in a larger sizes because the trucks that service Milwaukie Market place and New Seasons especially are ignoring the present small no truck signs and using 34th Ave as a cut thru Truck Route to the shopping center. 34th Ave is not a truck route. We have noticed an increase in truck traffic since new seasons went in. We do not want anything higher than 25 MPH on 34th Ave . We would welcome posted speeds of 20 MPH . Cars will always try to travel 10 MPH faster than the posted speed. If you have any questions please call me at 971-282-6456. Thank you, Julie Wisner Co Chair 34th Ave Task Force

Anonymous

10/27/2025 07:30 AM

Need flashing lights @ Crosswalks downtown....

Anonymous

10/27/2025 10:30 AM

This survey is confusing. 32nd, 42nd and 43rd are labelled as 'collector' and we are being asked if they should be reduced from 35 to 30mph. These are 25mph currently. so are we increasing or decreasing speed on these collectors. I support speed reductions on local and neighborhood streets, keep the 25 mph on 32nd, 42nd, 43rd.

Anonymous

10/27/2025 01:57 PM

Consider data driven decisions, to focus this change in areas with the highest or most frequent accidents.

Anonymous

10/27/2025 01:58 PM

Id also like to see Harrison decrease speed west of the railroad track by PWS around 24th as people prepare to enter downtown/school zone.

Anonymous

10/27/2025 08:38 PM

I'd rather focus on securing pedestrian safety through the development of consistent and quality sidewalks, dedicated bike lanes, and better traffic control at high crash intersections.

Anonymous

10/27/2025 10:38 PM

5 mph feels underwhelming and more like a means to act like local government is doing something rather than actually doing something. Most residents already drive slower through neighborhoods, will this just increase police traffic stops? Or is it all symbolic? Change it, it doesn't matter, just like the fireworks ban it will only affect those who already follow the rules.

Anonymous

10/28/2025 09:54 PM

lower speed limits do NOT help with traffic flow. you will cause more congestion and pollution with vehicles sitting and idling

Anonymous

10/29/2025 08:39 PM

enforcement of current law and ability to engage with city and county on certain streets for speed bumps and traffic slowing measures is far more important than an overall lower limit which will continue to be ignored anyway.

Anonymous

10/30/2025 11:16 AM

Granted, lowered speed limits can be a thorny issue for some constituents, and may not provide a reliable foundation for obedience nor enforcement in and of itself. However, as a pedestrian - to and from work, local activities like grocery shopping - any actions taken to reduce/mitigate the considerable risks of higher-speed vehicular traffic provide the valuable first steps. Coupled with increased enforcement, reduced speeds could result in lowered risks of injury and fatality. That's vitally important for myself and others in the communities that cannot or do not rely on vehicles for movement.

Anonymous

10/30/2025 12:13 PM

Why do we need this change? If you lower the speed limit to 5 mph, there will be virtually no accidents. But that is ridiculous. Instead of lowering the speed limits, empower the police to hand out more citations. The Portland Police park a radar van on McLoughlin quite regularly. Doesn't it make more sense to do something like that? Why inconvenience the 90% of people who follow the law when the 10% who don't are still going to speed, no matter what the limit is.

Marcie

10/30/2025 07:08 PM

Too slow of a speed limits already!

Anonymous

10/30/2025 11:02 PM

Just makes sense

Anonymous

10/31/2025 08:51 AM

My teenagers have chosen to bike instead of drive (!!) I want to support their choices and help keep them safe. We need more cyclists.

M Todd Weedman

10/31/2025 05:14 PM

I do not see a compelling need for this change

MagicalRat

11/01/2025 10:18 AM

1) ALL !!! Local street speed limits should be Reduced to 20 MPH.. 2) ALL!!! the local streets Speed limits should posted so there is no

question in any drivers mind what the speed Limit is. 3) Speed limits violations should ticketed.

Anonymous

11/01/2025 03:17 PM

You better lawyer up because we will sue the city

Samantha

11/02/2025 02:45 PM

My most controversial opinion is that I would put speed humps on EVERY residential street to slow folks down!

Anonymous

11/03/2025 09:36 PM

I would like to see better enforcement of existing speed limits and see whether that helps improve safety before reducing speed limits.

Anonymous

11/04/2025 11:27 AM

Blanketly lowering speed limits throughout the city won't actually help; the offenders are people not following the current limits and going 5 to 15 mph over the current limits. Unfortunately speed bumps also do not help, most I see speeding are changing their trajectory in the street to "miss" the bumps, causing more hazards to those on the sidewalks. Spend the money to double traffic patrols in high incident areas and increase it in lower incident areas.

Anonymous

11/04/2025 03:21 PM

If you know that 5MPH will make enough of a difference to undertake the changes, then yes! Thanks!

David Aschenbrenner

11/04/2025 04:13 PM

Enforcement, we need more enforcement in the neighborhoods.

Anonymous

11/04/2025 04:32 PM

I makes no difference if you don't have enforcement. Currently the city does not have the resources to enforce the current speed limits. How would lowering them further help.

Anonymous

11/04/2025 04:48 PM

Johnson Creek Blvd should absolutely be reduced to 20mph unless the city is willing in radar enforcement that display the speeds of driver or to put in speed bump. I live on JCB and my house how been hit twice by cars who jumped the curb, hit my mail box and my fence. This would have been fatal if my kid is outside or someone is walking on the sidewalk. There were many other crushes along Johnson Creek Blvd including several of my neighbros having the same accidents happening to their properties. Speed continues to be a big issues as it connects 99 thru the Tacoma Overpass or traffic connecting to Milwaukie downtown and then to 205.

Anonymous

11/04/2025 04:49 PM

What next?

Anonymous

11/04/2025 04:59 PM

take local streets down to 15

Anonymous

11/04/2025 05:06 PM

20 is just too slow. You will make criminal out of people just trying to get to work on time..

Anonymous

11/04/2025 05:10 PM

I'm like local streets being lowered to 20 mph, but please, please, please keep neighborhood routes at 25 mph. Neighborhood routes have been differentiated from local streets for very good reasons. So, why limit them to the same speeds as local streets? That makes no sense!

Anonymous

11/04/2025 05:28 PM

Reducing speed limits only work if A. Speed limits need to posted and B, It needs to be enforced. (Try driving 50mph, the posted speed, on 224 and watch the cars pass you!)

Anonymous

11/04/2025 05:29 PM

A ton of people don't follow the limits as it is. Don't really think lowering it is really going to make a difference. Generally the ones not obeying the limits are the ones causing/involved in the accidents. They aren't going to go slower anyway so why waist the taxes to cover new signage?

Anonymous

11/04/2025 05:46 PM

In addition to lowering speed limit I would like the city to consider adding stop signs to select local streets where there are no sidewalks and walkers must walk in the street.

Anonymous

11/04/2025 05:54 PM

I live on a busy collector street (Stanley Ave between King & Johnson Creek). It is 25 mph but people speed frequently on it. It's very dangerous as a dog walker because we also have very few sidewalks. This rampant speeding causes them to continue speeding as they turn off onto the neighborhood streets which are narrow and have no sidewalks at all. I'm all for reducing speed limits but I think speed traps should be tried on Stanley to remind people that speed limits have actual meaning. I have NEVER seen anyone pulled over on Stanley for speeding in 25 years. I'm certain this scenario plays out in other collector streets.

Anonymous

I would LOVE to change the speed limits to 20 on neighborhood

11/04/2025 05:59 PM

streets. This would certainly help make our neighborhoods better. We need more daily enforcement for speeders in the neighborhoods and around schools. Railroad ave (currently 35mph) concerns me as people often speed, tailgate, and pass drivers going the speed limit. people also walk on this road even though it is very dangerous. I don't know if lowering it to 30 without enforcement will work.

Anonymous

11/04/2025 06:17 PM

How about just enforce the speeds we have now. The cost to change all the signs would pay for a new police officer and the revenue of the speeding tickets would be a bonus

Anonymous

11/04/2025 06:25 PM

If people actually drove the current speed limits, I think we'd be just fine. Enforcing current speed limits would be a better plan.

Anonymous

11/04/2025 06:37 PM

I see no reason for this plus I see no published rationale for such a comprehensive restriction on city residents. In addition, what would be the cost to enforce this?

Anonymous

11/04/2025 06:58 PM

Improvement to safe walkways. There are no sidewalks in my neighborhood

Anonymous

11/04/2025 07:05 PM

Reducing the speed limits to unrealistic speeds is not realistic. Most people won't abide by them and unrealistic expectations of enforcing them by the PD.

Anonymous

11/04/2025 07:50 PM

Don't we want to move traffic? Pretty soon bikes will be passing cars. I think 25 and 35 are just fine. McLoughlin speed should not have been changed to 35 from 40. This is coming from a relatively slow driver.

Luminaria

11/04/2025 08:16 PM

There are approximately 100 other things we should be focusing this money and energy on. This is a pointless and wasteful endeavor that serves as nothing more than a money grab. Also, without giving proper warning (with appropriate traffic control signage), the recent reduction on 99 could (and should) be considered entrapment. I would be cautious moving forward with regards to potential lawsuits - if you ignore the negative feedback from residents, and reduce speeds anyway, you absolutely NEED to install the correct traffic control change signage. Posting once on Facebook doesn't count. As we've seen, people either aren't logged in enough to see that, the post gets hidden/buried, or people don't even have social media. I

know feedback often is disregarded and you'll reduce speeds anyway, but I do hope you'll at least consider the potential lawsuits and provide warning.

Anonymous

11/04/2025 09:13 PM

Slower is better. Wouldn't want everyone to get tickets. Hopefully the lower number would generally slow drivers.

Anonymous

11/04/2025 10:03 PM

100% support this change.

Emylou

11/05/2025 04:04 AM

I think that for a street like Harmony/Railroad between Linwood and 37th, it's hard to enforce without redesigning the street to naturally reduce speed, like adding sidewalks and more safety milestones. I highly encourage you to redesign Harmony to accommodate that.

Anonymous

11/05/2025 06:51 AM

Where Washington street empties onto 37th ave. People from the apartments park on the curb on Washington close to the intersection. This is creating a situation where only one car can enter or exit Washington street. So if the a car is on Washington trying to turn left or right no one from 37th is able to turn onto Washington. I think creating a no parking situation for about 2 car lengths on either side of Washington (starting at 37th) would solve this issue.

Lesakt

11/05/2025 07:20 AM

I don't know if a blanket change to each type of street is ideal. It seems like consideration should be taken for streets with known issues, and changing just those streets. I feel like our speed limits are low enough in most areas.

Anonymous

11/05/2025 07:21 AM

Consider spreading your "density build up" more evenly throughout the city. The infrastructure doesn't support cramming it all in the same area. The increased traffic all in one area is more dangerous than your concerns about speed limits.

Anonymous

11/05/2025 07:43 AM

provide police patrols.

Anonymous

11/05/2025 08:03 AM

I would love to see Lake Road speed limit dropped to 25 from Rowe Middle School to Freeman. Seems like it's the new Portland International Raceway.

Anonymous

11/05/2025 09:16 AM

The speed limit on neighborhood streets is already 25 miles an hour. That is slow enough to forestall any accidents, if you really want to take care of this problem, you need to have more police out..

Anonymous

11/05/2025 09:43 AM

Milwaukie has many local streets without sidewalks or bike lanes. As a result, people bike, roll or walk in the travel portion of streets. There is no reason why people need to drive faster than 20 MPH on local streets. Many of our collector streets are very much like local streets and they also warrant lower speed limits.

Anonymous

11/05/2025 11:46 AM

Flashing Stop signs would be amazing at a few intersections downtown. thank you for considering

Anonymous

11/05/2025 02:10 PM

i hope the change can come with additional enforcements/engineering changes (i know that's not within this project's budget but can be a longer term goal), otherwise just changing the signs doesn't mean much if people don't follow it.

Anonymous

11/05/2025 05:03 PM

My only concern is enforcement, I would love to see slower traffic through these neighborhoods but is there data to support that people adhere to these adjustments?

Anonymous

11/05/2025 07:34 PM

Have lived in Milwaukie 60 years, driven here 52 years. Drivers fly through neighborhoods....this includes, delivery drivers as well AND school buses. I say, the lower the limit the better the chance of drivers going a little slower.

Anonymous

11/06/2025 06:51 AM

Not all streets are the same. There may be some instances where maintaining the 25mph limit is more appropriate.

Anonymous

11/06/2025 08:51 AM

The cross street traffic between Wichita and SE Stanley seems to be a race as to how fast you can cut between. It is a small area with lots of walkers, children moving back and forth to bus routes. This is only a matter of time before there is a serious injury.

Anonymous

11/06/2025 12:15 PM

Enforcing the current speed limit should be done.

Anonymous

11/06/2025 12:42 PM

As long as it is done where needed for safety.

Anonymous

11/06/2025 04:34 PM

20 on local streets is fine. Stop lowering limits on the neighborhood and collector streets that we need to use to get anywhere. There are very few of them as it is.

shawchris

11/06/2025 06:07 PM

I support the goal of improving safety, but I'd like to see supporting data on where speeding and crashes are most prevalent before applying a citywide change. A targeted, data-driven approach may yield greater safety benefits while maintaining public support.

Anonymous

11/07/2025 12:18 AM

Possibly

Anonymous

11/07/2025 07:13 AM

I think a 20 mph limit would be nice but not enforceable or very practical. It's pretty hard to drive only 20 mph and I'm a slow "grandma" driver.

Anonymous

11/07/2025 07:33 AM

Lower it on Harrison too after the train tracks by the Waldorf school coming down the hill and around the a curves. You don't need to be going faster in a school zone, coming into a town and by a library. People take that corner too fast and 25 is too fast. Make our city safe for pedestrians in an area frequented by children. Thanks!

JoeMac

11/08/2025 02:45 PM

Lake road DESPERATELY NEEDS to be slowed down. similar to the Linwood safety the city added recently- speed bumps and 25 miles per hour the whole way is needed now. Just trying to get out of our neighborhood on freeman/lake is a daily struggle to turn on to lake takes forever and 90% of the reason being they are driving 45+ mph. Also the bike lane in front of the n clackamas school district (south lane) building off freeman with no sidewalk there is nowhere for pedestrians to safely walk and impatient drivers who are waiting for left hand turns onto freeman always drive into the bike lane and around the car turning I've seen several pedestrians almost get hit with nowhere to go. Please fix the speeding and thank you for your efforts. We love milwaukie, we're a 4 generation Milwaukie family and we love the revitalization work the city has done over the last 20 years. Thank you Joe & Jocey McGinley.

maitri

11/08/2025 02:51 PM

Yes I'm happy to provide additional comments in support of this proposal.

Anonymous

11/09/2025 09:22 AM

I do not support lowering the citywide speed limit by 5 mph. Oregon's standard speeds—25 mph in residential areas, 35 mph on collectors and arterials, and around 40–50 mph on expressways and divided highways—are already consistent and familiar to drivers. Lowering them further would create confusion, lead to unintentional speeding, and make enforcement more difficult. Traffic in Milwaukie is already increasing, and slower posted limits will only add to congestion and driver frustration. Studies show that changing posted limits alone has little long-term effect on actual driving speeds unless roadway design also changes. Broad reductions often decrease compliance and respect for traffic laws. Instead of a citywide change, I'd encourage a targeted approach: focus on enforcement, add radar feedback signs in problem areas, and address congestion points through engineering. These measures directly improve safety without slowing the entire community.

Optional question (197 response(s), 71 skipped)

Question type: Essay Question



CITY OF MILWAUKIE

Speed Limits of Local Streets

November 18, 2025



Jennifer Garbely, City Engineer

Why reduce speeds?

01

Enhancing
Road Safety

02

Improving
Pedestrian
and Cyclist
Safety

03

Reducing
Environmental
Impact

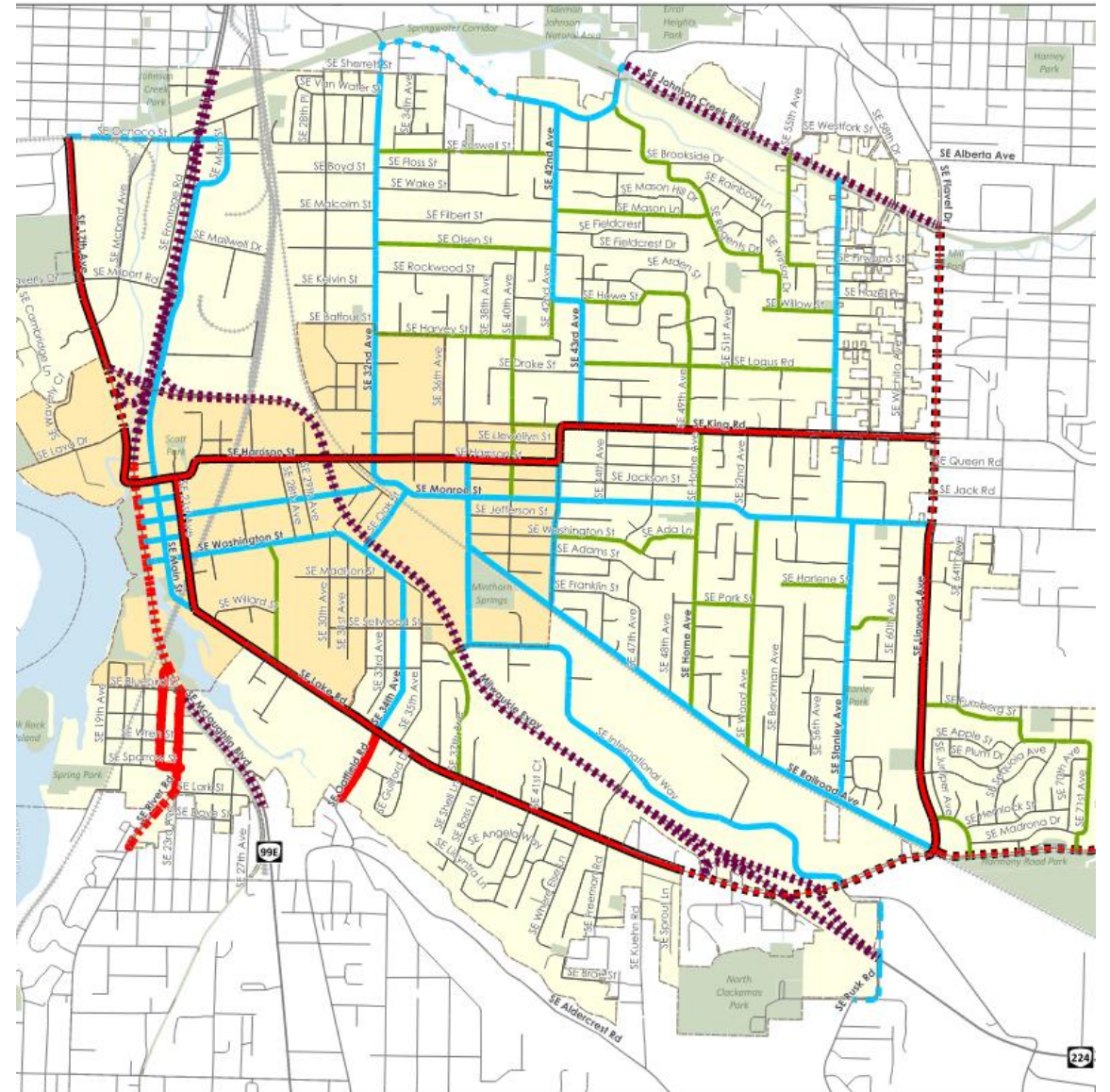
04

Enhancing
Quality of Life

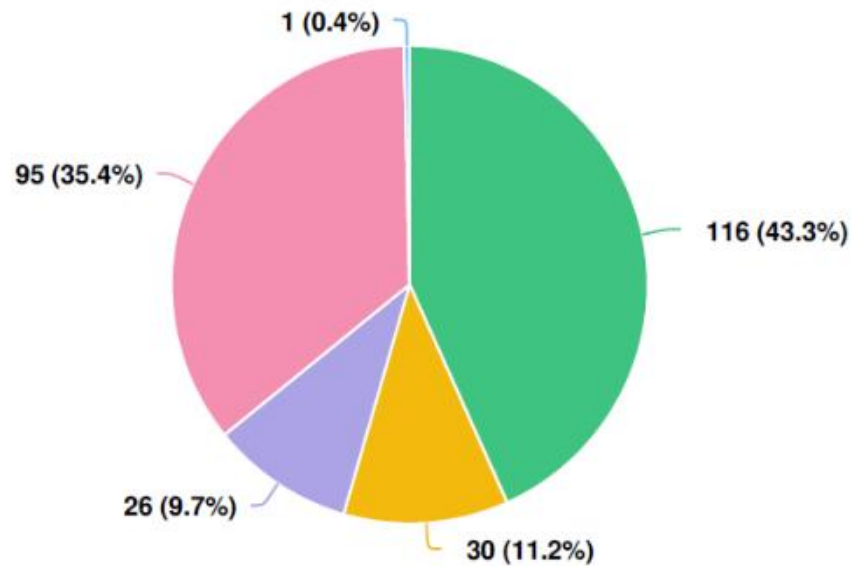
05

Encouraging
Active
Transportation

Road Classification Map



Engage Milwaukie Survey



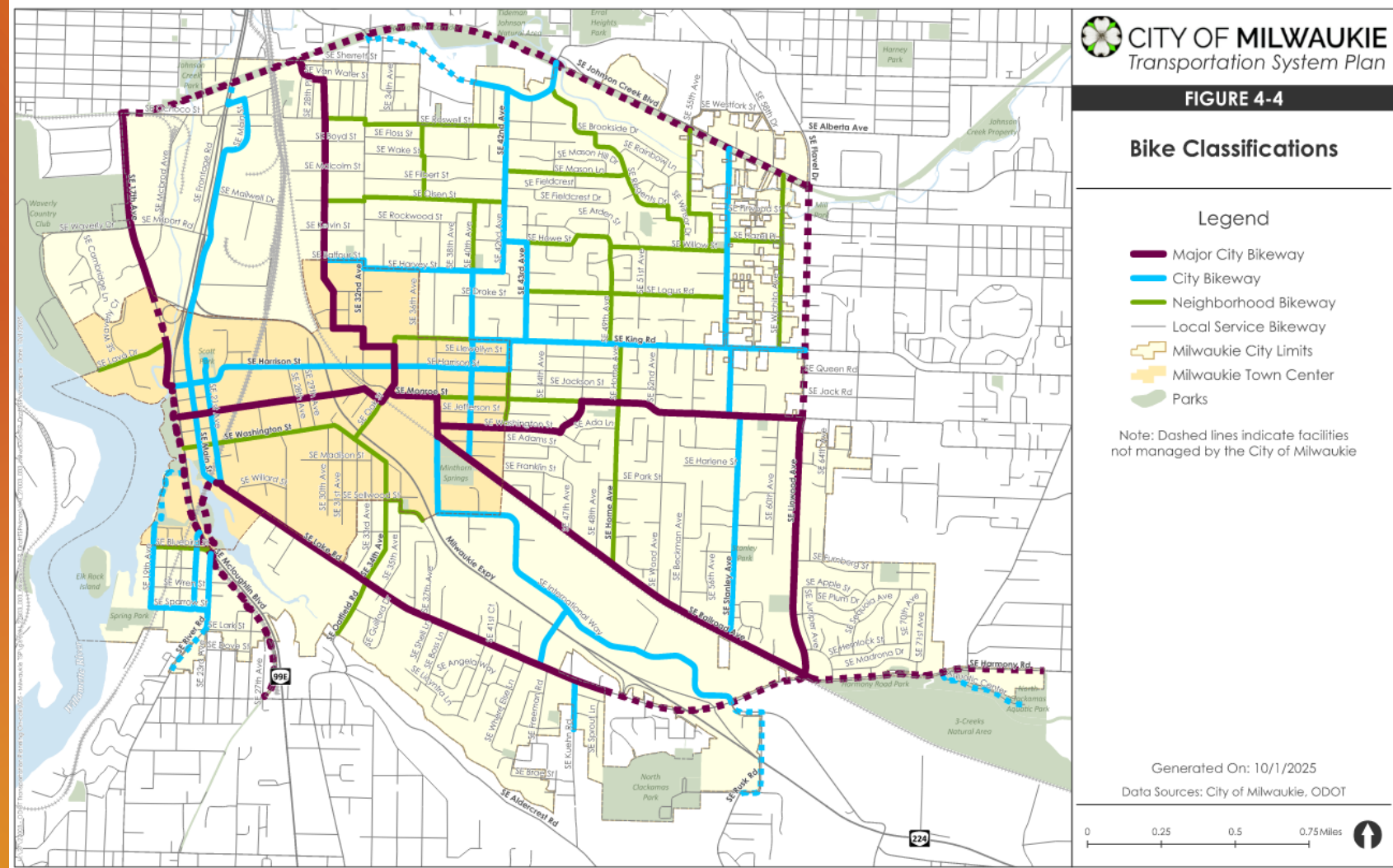
- 268 people completed the survey
- Majority (54.5%) supportive
- In line with our proposed TSP

Question options

● Very supportive ● Somewhat supportive ● Not very supportive ● Not supportive at all ● Don't know/not sure

Staff Recommendation

- Roll the program out over multiple years
- Complete the work in house
- Install engineering tools with signage
- Focus next biennium on bikeways first
- Addresses our most vulnerable using the roadway
- Allows time to educate the importance of reducing speeds



Questions



RS 7. B. 11/18/25
Presentation

Oregon Moderate- Income Revolving Loan (MIRL) Program

City Council
November 18, 2025

Joseph Briglio, Assistant City Manager
briglioj@milwaukieoregon.gov

and

Mandy Byrd, Development Project Manager
byrdm@milwaukieoregon.gov



MIRL – What is it?

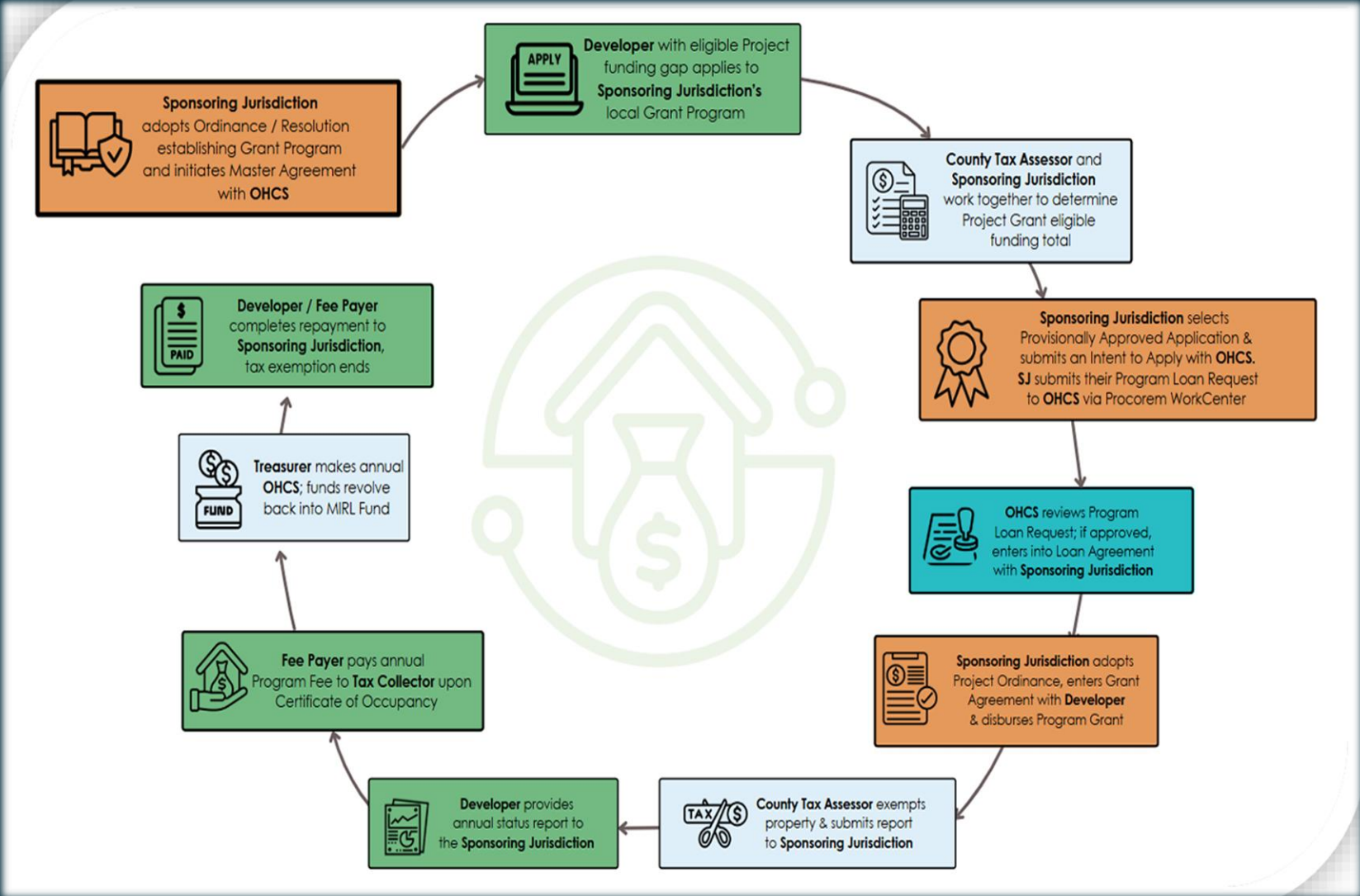
Senate Bill 1537 (2024 Legislative Session) - MIRL is a State program administered by Oregon Housing and Community Services (OHCS)

The Basics

- **Goal:** Incentivize middle housing production between 80–120% AMI
- **How:** State provides no-interest loans to Sponsoring Jurisdictions for grants to Eligible Housing Projects/Developers
 - 🏠 Property tax exemption (10 years) on building improvements (Not Land)
 - 💰 Program fee paid in lieu of property taxes on housing improvements (Paid by homeowner or developer) to pay back the loan
 - ↻ Repaid funds go back into the State revolving loan fund for moderate-income housing

MIRL – How It Works

1. City adopts program
2. IGA's
3. Developers apply
4. City/County determine funding eligibility
5. City applies for loan with OHCS
6. OHCS awards loan
7. City awards grant
8. Project is built
9. Homeowners payback the loan during tax exemption period



MIRL – The Opportunity



Benefits

- Supports middle and moderate-income housing that is missing in the market
- Attracts private investment with predictable, short-term incentives
- No permanent loss of property tax revenue
- Reinvests in future housing through state revolving fund
- Aligns with City & statewide housing production goals

MIRL – Local Role & Responsibilities

- Adopt a local ordinance or resolution establishing program
- Coordinate with county tax assessor (IGA County/OHCS) for repayment
- City Intergovernmental Agreement (IGA) with OHCS
- Program Administration
 - Identify eligible projects and developers, review project applications, apply for loans with OHCS
 - Define local project selection or design priorities (Components of Ordinance)
 - Assure Loan Repayment
 - Assure On-Going Affordability Enforcement & Compliance*
 - Annual Reporting & Tracking to OHCS

MIRL – Key Considerations

Risk Type	Description	Impact or Concern
Liability Exposure	The City technically holds the debt instrument/loan agreement with OHCS.	May need to enforce repayment or manage foreclosure.
Accounting Burden	The City must process, monitor, and report loan payments.	Requires staff time for coordinating accounting systems with County
New Program Administration	MIRL requires cities to assure ongoing affordability compliance, tracking, and reporting	Requires staff time and reprioritizing current projects. (Additional FTE)
Uncertainty of program rules	MIRL is new (2024) with limited precedent.	Unclear how OHCS will handle defaults, delinquencies, and program implementation. 51% of Taxing District approval?



MIRL – Key Considerations

Implementation Details:

- MIRL cannot be combined with other property tax exemptions
- Applies only to **new housing improvements**, not land
- **10-year exemption term**, then full taxes resume
- Fire districts receive their share from the Program Fee
- OHCS provides templates, legal forms, and support to local jurisdictions
- Potential risks as loan holder

MIRL – Key Considerations

Under the MIRL program structure:

- The city or county is the “loan holder” (technically the lender to the developer), even though the funds come from the state through OHCS.
- This means the city signs the loan documents with the developer, administers repayments, and remits those repayments back to the state revolving fund.

Why that matters:

It creates the appearance or the legal potential of risk — if a project defaults, the city is responsible for enforcing the loan terms, managing any foreclosure, or addressing repayment issues.

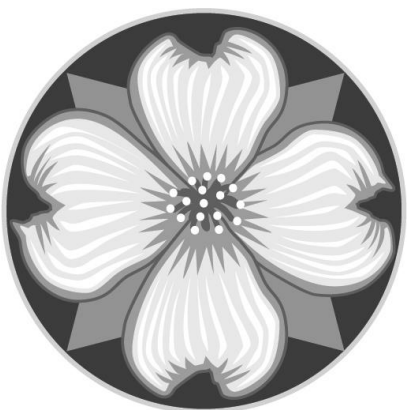
MIRL – Next Steps

Potential Path Forward

Council
discussion &
direction to
proceed

Staff review
of OHCS IGA
template

Draft city
participation
ordinance



RS Agenda Item

8

Public Hearings

COUNCIL STAFF REPORT

To: Mayor and City Council
Emma Sagor, City Manager

Reviewed: Peter Passarelli, Public Works Director

From: Michael Osborne, Finance Director

Subject: **Termination of Solid Waste Franchise Agreement**

Date Written: Nov. 13, 2025

ACTION REQUESTED

This is a public hearing to consider the termination of the current solid waste franchise agreement. The current agreement is a 10-year rolling agreement that automatically renews on January 1 of each year. Council is asked to listen to public testimony (if any). Following testimony Council is asked to vote on whether to terminate the current franchise system, transitioning the current franchisees to a 10-year, fixed-term franchise that terminates 10 years from the date of the last renewal, or January 1, 2035.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[February 3, 2015](#): Council adopted Resolution 7-2015 granting non-exclusive franchises for solid waste management services to five companies. Since 2015 these companies have consolidated into three current companies: Waste Management (WM), Waste Connections, and Clackamas Garbage. Per Section 3 of the resolution, it established that “these franchises shall be for a rolling term of 10 years unless canceled by either party pursuant to chapter 13.24, as amended.”

[October 8, 2024](#): Council discussed franchise agreements.

[February 18, 2025](#): Council again discussed franchise agreements and indicated interest in reconsidering the 10-year rolling nature of the current solid waste franchise agreement, as stipulated in city code

[May 20, 2025](#): Council discussed the Fiscal Year (FY) 2026 Solid Waste Rates review with the city’s rate consultant Chris Bell.

[October 7, 2025](#): Council discussed with Chris Bell on terminating the 10-year agreement and the impacts on the city. Council directed staff to schedule a public hearing for November.

ANALYSIS

Since 2015 the city has had a 10-year rolling agreement with the city’s haulers. Council has met over the past year to evaluate the franchise agreement structure and has asked staff to explore the pros and cons of a 10-year rolling agreement.

The current agreement was adopted in 2015 when other cities in the region were making similar 10-year agreements. According to the waste haulers, the extended rolling agreement helps them plan for future capital investments needed for their business such as the purchase of trucks that haul solid waste in the community and technological investments. The haulers and Metro also make large capital investments in facilities for recycling collection and sorting in the Portland

metro area. These longer-term contracts give the haulers planned revenue streams to make these investments at affordable rates to customers.

Council reviewed the 10-year rolling agreement on October 7 with consultant Chris Bell. Bell advised Council that it was within their right to terminate the agreement and which would start the 10-year clock to terminate the agreement on January 1, 2036. Council directed staff to schedule a public hearing to consider terminating the 10-year rolling franchise system. According to Milwaukie Municipal Code (MMC) 13.24.100, if the city chooses to terminate the agreement it would be as follows:

*“Unless grounds exist for suspension, modification, or revocation of a franchise under Section [13.24.140](#) of this chapter, each franchise shall be considered as a continuing 10-year term. Beginning on 1 January of each year, each franchise will be considered renewed for an additional 10-year term, unless **at least 30 days prior to 1 January** of any year the City notifies all the franchisees of the intent to terminate the continuing franchise system. Upon the giving of such notice, the franchisees will each have a franchise which will terminate on 1 January, 10 years from the date of the last renewal prior to the notice of termination.... Any such election to continue or terminate the continuing franchise system shall only be made after notice to all interested parties and public hearing.”*

BUDGET IMPACT

The waste haulers pay a franchise fee of 5% of gross revenues to the city quarterly. In FY 2023 the solid waste franchises paid \$290,000; in FY 2024 they paid \$315,000; and in FY 2025 they paid \$330,000.

CLIMATE IMPACT

Solid waste handling and disposal in the city has a large impact on the city’s climate goals. The city wants to promote recycling and proper food waste disposal for residents and partner with the solid waste haulers to ensure maximum climate benefits are achieved.

EQUITY IMPACT

Solid waste fees impact lower income and fixed income residents hardest. Staff are aware of this and are working hard to keep the costs low.

WORKLOAD IMPACT

If Council chooses to terminate the existing 10-year rolling franchise agreement, staff will eventually need to work on a request for proposal (RFP) to establish a new franchise for solid waste hauling, prior to the conclusion of the 10-year period started by this termination. The number of companies providing these services in the area has decreased significantly with many selling or merging with other haulers and staff cannot predict what companies will exist at the time the 10-year rolling franchise agreement concludes. Staff would need time to prepare an RFP so there would be no disruption of customer service.

COORDINATION, CONCURRENCE, OR DISSENT

Staff have been in continued contact with Rick Winterhalter of Clackamas County, Chris Bell of Bell and Associates, David Huber of WM, and Kris Wright of Waste Connections. The haulers, the county, and the city are working together to make sure all customers get the high-quality service the city expects from its haulers.

STAFF RECOMMENDATION

Per direction provided on October 7, 2025, staff recommend Council vote officially to terminate the 10-year continuing franchise system.

ALTERNATIVES

Council could not vote to terminate the franchise system. If this occurs, another 10-year rolling franchise would automatically renew with all haulers on January 1, 2025.

ATTACHMENTS

1. Ordinance

COUNCIL ORDINANCE No.**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, TERMINATING THE CONTINUING SOLID WASTE FRANCHISE SYSTEM PURSUANT TO CHAPTER 13.24 OF THE MILWAUKIE MUNICIPAL CODE.**

WHEREAS Milwaukie Municipal Code (MMC) Chapter 13.24 regarding management and collection of solid waste and recycling was last amended in 2015; and

WHEREAS Chapter 13.24 outlines a continuous franchise system whereby a 10-year solid waste franchise is automatically renewed on January 1 of each year for an additional 10-year term unless at least 30 days prior to January 1, the city notifies all franchisees of the intent to terminate the continuing franchise system; and

WHEREAS the City Council considered the merits of the continuing franchise system at several meetings in 2024 and 2025 and concluded that the 10-year, rolling nature of the franchise was no longer in the best interest of the city; and

WHEREAS the City Council directed staff to hold a public hearing on November 18, 2025, to consider termination of the continuing franchise system; and

WHEREAS formal notice of the public hearing was provided to all franchisees on November 7, 2025, thereby satisfying the notice requirement in Chapter 13.24.100.B; and

WHEREAS the city held a public hearing on November 18, 2025, heard the testimony and evidence presented, and deliberated on whether to terminate the continuing franchise system.

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

Section 1. The continuing franchise system set forth in MMC Chapter 13.24, under which Waste Management, Kahut, and Clackamas Garbage Co. Inc., are the current franchise holders, is hereby terminated.

Section 2. As provided in MMC 13.24.100.B, the current franchise held by franchisees Waste Management, Kahut, and Clackamas Garbage Co., shall transition to a 10-year fixed-term franchise that terminates 10 years from the date of the last renewal prior to the November 7 notice, or **January 1, 2035**.

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 _____.

Lisa M. Batey, Mayor

ATTEST:

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney

**RS 8. A. 11/18/25
Correspondence**

From: [Lisa Batey](#)
To: [City Council](#); [Michael Osborne](#)
Subject: FW: Corrected RE: Milwaukie Garbage & Recycling Franchisee's Proposed Amendment
Date: Thursday, October 30, 2025 2:29:56 PM
Attachments: [We sent you safe versions of your files.msg](#)
[Milwaukie Proposed Franchise Letter and Exhibits October 30 2025.pdf](#)
[October 30 2025 Exhibit A to Milwaukie Proposed Franchise Amendment Redlined Version.docx](#)

Scott, I guess this should replace the earlier version in terms of adding it to the next meeting record. . .

From: Beth Vargas Duncan <bethvd@orra.net>
Sent: Thursday, October 30, 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>
Cc: Keith Miller <keith@clackamasgarbage.com>; Kris Wright (Kristopher.Wright@WasteConnections.com) <Kristopher.Wright@WasteConnections.com>; David Huber (Dhuber@wm.com) <Dhuber@wm.com>; Michael Osborne <OsborneM@milwaukieoregon.gov>; City Manager <CityManager@milwaukieoregon.gov>; chris@bellassociatesinc.com
Subject: Corrected RE: Milwaukie Garbage & Recycling Franchisee's Proposed Amendment

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

This Message originated outside your organization.

Good afternoon Mayor Batey and Council Members,

Please accept the attached documents in place of the ones I sent you earlier this morning. After sending, I noticed I did not copy everyone as I intended, and I caught a couple typos. I have corrected those, and converted the letter and two exhibits into one PDF for easier review.

I also have attached the Word version of Exhibit A, so you can review the document either in "track changes" or you can convert to a clean copy for easier reading.

Thank you,

Beth Vargas Duncan (she, they)
Regional Director
Oregon Refuse and Recycling Association
PO Box 2186

Salem, OR 97301-2186

Cell: 971-707-1683

bethvd@orra.net

www.orra.net

From: Beth Vargas Duncan

Sent: Thursday, October 30, 2025 11:30 AM

To: Lisa Batey <bateyl@milwaukieoregon.gov>; William Anderson <andersonw@milwaukieoregon.gov>; Adam Khosroabadi (khosroabadia@milwaukieoregon.gov) <khosroabadia@milwaukieoregon.gov>; Rebecca Stavenjord (stavenjordr@milwaukieoregon.gov) <stavenjordr@milwaukieoregon.gov>; Robert Massey <masseyr@milwaukieoregon.gov>

Cc: Keith Miller <keith@clackamasgarbage.com>; Kris Wright (Kristopher.Wright@WasteConnections.com) <Kristopher.Wright@WasteConnections.com>; David Huber (Dhuber@wm.com) <Dhuber@wm.com>

Subject: Milwaukie Garbage & Recycling Franchisee's Proposed Amendment

Good morning Mayor and Council Members,

The garbage, recycling, and organic franchisees of Milwaukie are submitting the attached letter and propose amending Milwaukie's franchise code.

We look forward to the opportunity to discuss our proposal with you further in the near future, and we would be glad to address any questions or concerns.

Thank you,

Beth Vargas Duncan (she, they)

Regional Director

Oregon Refuse and Recycling Association

PO Box 2186

Salem, OR 97301-2186

Cell: 971-707-1683

bethvd@orra.net

www.orra.net

Milwaukie Solid Waste Haulers

October 30, 2025

VIA EMAIL ONLY

RE: City of Milwaukie Solid Waste Franchises

Dear Mayor Batey and Members of the City Council,

We would like to start with an apology to Mayor Batey. The Mayor's comments during the October 7, 2025, city council meeting prompted us to review previous council meetings in 2025, and we realize we missed the Mayor's request back in February to offer alternatives to the existing rolling franchise term. This was completely inadvertent on our part; we have no excuse, we just missed it, and we hope you will accept our apology.

As Milwaukie's solid waste haulers, we hope you will consider our proposal for amending the City of Milwaukie's franchises. In addition to our proposal, we have also included some background and clarification that we hope will be helpful in your deliberations.

Proposed Amendment. In lieu of terminating the existing franchise, we propose that the City of Milwaukie amend it instead, adding language to Milwaukie's existing franchise code as depicted in **Exhibit A**. As Mayor Batey suggested, we have modeled our proposal after Lake Oswego's solid waste franchise. Our proposal changes Milwaukie's franchises to a 10 year fixed term and keeps Milwaukie's current code requirement of a five year franchise review. Our understanding is that the city has not performed a five year review under the current code. If this is accurate, we propose the city conduct a review to inform any further discussion or action regarding the franchises.

Milwaukie does not have to terminate the franchise in order to change it. In 1983, the Oregon Legislature upheld the legality of the franchised collection system, passing SB 405, later codified as ORS 459A.085. That statute allows a city or county to award or renew a franchise, with or without bid. Most cities and counties in Oregon have adopted this regulatory system, and many of them (according to a recent internal review, over 100 Oregon cities and counties) use rolling terms in their solid waste collection franchises. We understand the Mayor has asked to consider a set term instead of a rolling term, however we did want to offer some information about how changes can, and have occurred, in rolling franchises.

Many programs have changed since the Legislature acted in 1983, including moving to curbside recycling via SB 66 in 1991, and most recently, the adoption of the Plastic Pollution and Recycling Modernization Act (RMA) in 2021. As laws have changed, and local programs along with them, franchises have been flexible in their ability to change as well.

Franchises allow the city and its service providers to make changes within the franchise, at any point in the process – of course, those changes must be negotiated between the parties, and that happens frequently in rolling franchises around the state. For example, in 2017, the Milwaukie City Council adopted a voluntary food scraps recovery program and a new solid waste rate to support it and noted that commercial food waste collection would be included in integrated solid waste collections. All of this was done within the current franchise, as the Council worked with its service providers to make changes that allowed for a seamless continuance and enhancement of services.

Nothing in a rolling franchise precludes a city from enforcing existing service standards, nor would it protect a service provider from a “for cause” termination – nor should it. A “for cause” termination, absent franchisee(s) correction of the violation via due process, ends the franchise. If a city determines a service provider is not meeting the standards of the franchise, the city has every right, and authority – and quite frankly, the responsibility - to require it of the service provider. The franchised service providers are accountable to the city for their performance because the service providers must meet local government standards as a condition of the franchise.

Termination is costly and could burden a future city council. Noting the current city council has the ability to amend the city’s solid waste franchise, we suggest changes be made now instead of waiting for a future council to review. If the franchise is terminated, a new city council would need to start from scratch for Milwaukie’s solid waste services, which is both labor and resource intensive. Terminating the franchises creates new costs to develop and implement a Request for Proposals process, analyze bidders, and deal with potential objections. A new provider would need to purchase equipment while Milwaukie’s ratepayers have already paid for equipment (trucks, carts and containers) that current franchisees use to service this community. It will take time and money, and the city runs the risk that a new service provider may increase costs above the current rates under the existing franchises.

A 10 year franchise makes sense financially. Franchises are long-term because the assets (e.g. trucks, containers, and carts) involved in the collection system have lives that are 10 years and longer. For example, Hoodview Disposal uses a depreciation schedule of 10 years for trucks, 12 years for containers, and 7 years for carts. In addition, a longer-term franchise gives strength to negotiate lower financing costs with lenders that finance purchase of such equipment. **(Please see Comerica Bank letter in Exhibit B.)**

Rolling franchises with regular rate reviews are helpful because franchisees can replace equipment when it wears out without fear of deploying new capital late in a contract period. In fixed term contracts, contractors often “stretch” assets out beyond their ideal performance specifications when they become uncertain of their ability to recover their new investments. Unlike most fixed term contracts, rate payers benefit when a franchisee can extend the life of assets or share incrementally in the cost of adding new programs or adopting new trends. This all happens through the rate review process, which avoids procurement and legal hassles, allowing city staff to focus more on developing an effective program than traversing bureaucratic processes.

Longer-term, and rolling franchise agreements allow franchisees to be immediately responsive to requests from the city to adopt new programs, particularly in the sustainability and recycling arena, with the knowledge that the assets have a targeted use, purpose and life. All of this reduces the cost of financing and risk, which are then passed on to rate payers through the annual rate review process. This benefit also applies to replacement of the carts and equipment used for existing programs.

Call for engagement and requested action. We believe continuing the current rolling franchise is the best and most cost effective option, so we ask that you do not terminate the franchise, but instead please follow the process in the existing code and conduct a five year review and consider our proposed amendment to the existing franchise term prior to taking action on the existing franchise agreements.

As Milwaukie's franchisees, we are proud of the service we provide and the connection we have with this community. We are engaged and interested in further discussion. If you have more questions or concerns, we are always happy to meet with you and work toward answers that meet or exceed your expectations.

Thank you again for your consideration,

Clackamas Garbage
Hoodview Disposal/Waste Connections and
WM

C: Michael Osborne, Finance Director City of Milwaukie
Emma Sagor, City Manager City of Milwaukie
Chris Bell, President at Chris Bell & Associates, Consultant to City of Milwaukie

Exhibit A

City of Milwaukie Solid Waste Code
Franchisee Proposed Amendment
October 30, 2025

§ 13.24.100 TERM OF FRANCHISE.

A. A franchise to provide collection service for solid waste, recyclable materials, and yard debris in a portion of the city shall be granted for a period of ten (10) years, beginning ~~January 1, 2026~~ March 5, 2015 subject to termination as follows:

B. Unless grounds exist for suspension, modification, or revocation of a franchise under Section 13.24.140 of this chapter, each franchise shall be considered as a ~~fixed continuing~~ fixed ten (10) year term. Beginning 1 January of each year, each franchise is ~~granted~~ will be considered renewed for an additional fixed ten (10) year term. Upon the tenth anniversary of the grant or renewal of the franchise, the particular franchise shall be renewed for an additional ten year term, unless at least thirty (30) days prior to 1 January of any year the City sends written notices to all the franchisees, prior to the eighth anniversary. The City may give notice at any time prior to the eighth anniversary, however, in that case the termination may not occur prior to ten years following the notice of termination the intent to terminate the continuing franchise system. Upon the giving of such notice, the franchisees will each have a franchise which will terminate on 1 January, ten (10) years from the date of the last renewal prior to the notice of termination.

Commented [BV1]: The redline changes model Lake Oswego's language (see Section 6): Ordinance 2501_Public Services Franchise.pdf

C. At least ~~every~~ five (5) years ~~thereafter~~ commencement of any term, the City Manager or designee shall report to the Council a comprehensive review of the rates, customer service, franchise performance and overall state of the franchise system to determine if the system is achieving waste reduction, increased recycling, cost effective collection services and providing a high level of service to residents and businesses.

1. Upon consideration of this system status report, as noted in subsection B, the Council may elect to continue or terminate ~~the continuing a franchise system~~. If Council elects to terminate a the continuing franchise system, ~~all the franchises will expire ten (10) years after the last renewal~~, as provided in subsection B.
2. Any such election to continue or terminate a the continuing franchise system shall only be made after notice to all interested parties and public hearing.
3. The City shall review franchises annually to evaluate rates.

D. The City may initiate proceedings to terminate a the continuing franchise system at any time, whether or not a five (5) year review is being conducted.

E. A decision by Council to terminate ~~a the continuing franchise system~~ shall in no way affect the franchisee's obligations under the existing franchise agreement.

F. Nothing in this section restricts the Council from suspending, modifying, or revoking a franchise for cause pursuant to Section 13.24.140 of this chapter.

G. A franchisee who desires to terminate its rights and obligations under a franchise, shall give not less than ninety (90) days' notice of its intent. Upon receipt of such notice the Council shall initiate proceedings to consider applications by any other person for a franchise to serve the same area. (Ord. 2092 § 1, 2015; Ord. 1955 § 1, 2005)

H. When a franchisee give notice to voluntarily terminate the franchise, the remaining franchisees shall have the first right and option to purchase all or part of the equipment and geographic territory of the terminating franchise at a price to be agreed upon by the parties. The remaining franchisees shall exercise this first right and option within six weeks following the notice to terminate the franchise.

Peyton Jacks
Vice President
Comerica Bank
Environmental Services Group
1717 Main St.
4th Floor; MC 6625
Dallas, TX 75201
214-462-4425

February 12, 2025

Kristan Mitchell, Executive Director
Oregon Refuse & Recycling Association
P.O. Box 2186
Salem, OR 97308

Re: Rolling Franchise Agreement for the Refuse Industry

Dear Kristan,

When evaluating any loan request, banks in general look to the company's historical as well as future ability to generate sufficient cash flow to repay a loan. Weaknesses are identified and mitigated, or the loan is not approved. Mitigations to risk include shortening the term of the loan, requiring additional collateral, and/or charging appropriately for risks.

In recent years, with both the expansion of recycling programs and general growth, the refuse industry has had to spend additional sums on specialized equipment and facilities. Further compounding the issue is the inflation of equipment and facility costs. For example, a typical garbage truck can cost in the range of \$350,000 - \$450,000 depending on specifications. This is not just a one-time expense but an ongoing cost of business due to the equipment replacement needs.

With the rising investment requirements, companies are borrowing larger sums over longer periods of time. Lending concerns over a company's ability to continue to legally have the right to operate under its stated franchise agreement are amplified when the company's contract is nearing expiration. This concern is often difficult to mitigate because the loan needs to amortize over a period of time sufficient enough to keep payments affordable.

One way to mitigate this concern is the use of continuing, or "rolling" franchise terms in franchise agreements. The franchise agreement stipulates the requirements of service, which is the basis for needed specialized equipment and facilities. If a company is going to act in good faith based on a franchise agreement and purchase specialty equipment and expand facility capacity to service its customers, a continuing or "rolling" franchise agreement provides some assurance to a lender that the company will be able to operate for a period of time sufficient to recoup its ongoing investment; this in turn allows lenders to look more favorably on loan requests because some of the risk is mitigated.

Very truly yours,

COMERICA BANK

By: 
Name: Peyton Jacks
Title: Vice President, Commercial Loan Officer

Exhibit A

City of Milwaukie Solid Waste Code
Franchisee Proposed Amendment
October 30, 2025

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C. At least ~~every~~ five (5) years ~~thereafter~~ commencement of any term, the City Manager or designee shall report to the Council a comprehensive review of the rates, customer service, franchise performance and overall state of the franchise system to determine if the system is achieving waste reduction, increased recycling, cost effective collection services and providing a high level of service to residents and businesses.

1. Upon consideration of this system status report, as noted in subsection B, the Council may elect to continue or terminate ~~the continuing a franchise system~~. If Council elects to terminate ~~a the continuing franchise system, all the franchises~~ will expire ~~ten (10) years after the last renewal~~, as provided in subsection B.
2. Any such election to continue or terminate ~~a the continuing franchise system~~ shall only be made after notice to all interested parties and public hearing.
3. The City shall review franchises annually to evaluate rates.

D. The City may initiate proceedings to terminate ~~a the continuing franchise system~~ at any time, whether or not a five (5) year review is being conducted.

Commented [BV1]: The redline changes model Lake Oswego's language (see Section 6):
[Ordinance 2901_Republic Services Franchise.pdf](#)

E. A decision by Council to terminate ~~a the continuing franchise system~~ shall in no way affect the franchisee's obligations under the existing franchise agreement.

F. Nothing in this section restricts the Council from suspending, modifying, or revoking a franchise for cause pursuant to Section 13.24.140 of this chapter.

G. A franchisee who desires to terminate its rights and obligations under a franchise, shall give not less than ninety (90) days' notice of its intent. Upon receipt of such notice the Council shall initiate proceedings to consider applications by any other person for a franchise to serve the same area. (Ord. 2092 § 1, 2015; Ord. 1955 § 1, 2005)

H. When a franchisee give notice to voluntarily terminate the franchise, the remaining franchisees shall have the first right and option to purchase all or part of the equipment and geographic territory of the terminating franchise at a price to be agreed upon by the parties. The remining franchisees shall exercise this first right and option within six weeks following the notice to terminate the franchise.

**RS 8. A. 11/18/25
Presentation**

CITY OF MILWAUKIE

Solid Waste Franchise
Terms Change

November 18, 2025



HISTORY

- **February 2015** – Council adopted Resolution 7-2015
 - “Franchises shall be for a rolling term of 10 years unless canceled by either party pursuant to chapter 13.24”
- **October 2024** – Council discussed performance of current franchise system
- **February 2025** – Council indicated interest in reconsidering the 10-year rolling nature of the current agreement
- **October 2025** – Council discussed 10-year rolling system w/ Chris Bell
 - Directed staff to schedule a public hearing to consider terminating franchise system; has to occur before Dec. 1 per code or system will automatically renew for a 10-year rolling duration on Jan. 1
- **Today** – Public hearing to consider the termination of the current solid waste franchise system



TERMINATING THE AGREEMENT

According to Milwaukie Municipal Code (MMC) 13.24.100, if the city chooses to terminate the agreement it would be as follows:

*“Unless grounds exist for suspension, modification, or revocation of a franchise under Section [13.24.140](#) of this chapter, each franchise shall be considered as a continuing 10-year term. Beginning on 1 January of each year, each franchise will be considered renewed for an additional 10-year term, unless **at least 30 days prior to 1 January** of any year the City notifies all the franchisees of the intent to terminate the continuing franchise system. Upon the giving of such notice, the franchisees will each have a franchise which will terminate on 1 January, 10 years from the date of the last renewal prior to the notice of termination.... Any such election to continue or terminate the continuing franchise system shall only be made after notice to all interested parties and public hearing.”*



ORDINANCE UNDER CONSIDERATION TONIGHT

- If passed, ordinance would terminate 10-year continuing franchise system
- Existing franchisees would transition to a 10-year fixed agreement with the city, with an expiration date of Jan. 1, 2035
 - All other terms would remain in place
- Ordinance only considers termination per Council direction
 - Terminating the agreement does not preclude Council from considering code changes to the franchise system in future years



QUESTION FOR DISCUSSION AND VOTE

Does Council wish to terminate the current solid waste system tonight, and transition the current franchisees to a 10-year, fixed-term franchise that terminates 10 years from the date of the last renewal, January 1, 2035?





**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: Keith Miller

Address: 8934 SW 172nd Bonview

Organization: Clackamas Garbage Co.

Phone: 503-867-6412

Email: kmiller@clackamassgarbage.com

Meeting Date: 11/10

Topic: Franchise

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: Franchise

Comments:

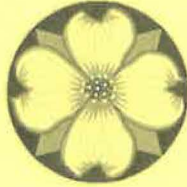
You are Speaking...

in Support

in Opposition

from a Neutral Position

to ask a Question



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Name: Beth Vargas Duncan **Address:** 727 Center St, Salem
Organization: Oregon Refuse + Recycling Assoc **Phone:** 971-707-1483
Meeting Date: 11/18/25 **Topic:** SW franchise terms
Email: Bethvd@ORRA.net

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: SW franchise terms

You are Speaking...

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

Comments:

COUNCIL STAFF REPORT

To: Mayor and City Council

Reviewed: Matt Deeds, Assistant Finance Director,
Peter Passarelli, Public Works Director,
Ryan Burdick, Police Chief, and
Brent Husher, Library Director

From: Michael Osborne, Finance Director

Subject: **Budget Adjustment Adoption**

Date Written: Nov. 13, 2025

ACTION REQUESTED

Council is asked to adopt a budget adjustment that would enable the hiring of new staff positions, all of which were identified in the recently completed organizational assessment. This adjustment was unanimously supported by Budget Committee on November 10. The funds to support these positions come from the recent passage of the Public Safety Fee and capital budget underspends.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[May 12, 2025](#): The Budget Committee considered several potential revenue strategies to support continuation of core city services and voted to advance three main strategies: payment card transaction fees, a red light/speed on green camera program, and a Public Safety Fee on the utility bill.

[August 11, 2025](#): City Manager Sagor presented the results of the six-month, comprehensive organizational assessment completed between January and July 2025. This assessment identified critical staffing and resource gaps that, if not addressed, will harm the city's ability to maintain quality services and meet operational goals.

[August 18, 2025](#): Council adopted the Public Safety Fee, which will begin being collected on the November 2025 utility bills. Staff provided an update on the positions intended to be funded by the new fee.

[November 10, 2025](#): The Budget Committee considered this budget adjustment and voted unanimously to support its adoption.

ANALYSIS

This staff report was shared with Budget Committee (which includes all five members of City Council) in the packet for the November 10, 2025, Budget Committee meeting. It is being included in the packet for the November 18, 2025, Council meeting for transparency.

Organizational assessment and position needs

Between January and July 2025, the city undertook a comprehensive organizational assessment. This effort involved focus group conversations with all city divisions to identify structural and process "pain points" that inhibit the ability of the city to provide or sustain effective, efficient public services. The findings from the assessment helped inform updates to the city's

organizational structure, changes to processes and standard operating procedures, and needed investments across the organization where resources do not match workload demands.

In total, the assessment identified several positions to be reclassified or retitled to better match their job duties; multiple divisions to be relocated within the organizational structure to improve efficiency; and 13 desired new full-time equivalent (FTE) positions to fill critical gaps in the organization. The assessment made clear that these positions are *not* guaranteed and would be prioritized and reviewed through the city’s quarterly budget adjustment and biennial budget development processes.

Of the 13 identified new positions, city management recommends advancing 8 of them in this fiscal year for several reasons:

- These 8 positions represent the highest needs in the organization and are critical to ensure core services can continue at current expected levels.
- Recruitment for these positions is a near-term priority to avoid any cuts in service quality or efficiency. Waiting to hire these until the next biennial budget is adopted leaves the city at risk of not being able to meet mandated and expected service levels.
- These positions have secured sustainable funding streams (more detail is provided below).

The following sections describe what positions are being requested in this budget adjustment and how they will be funded.

Public Safety Fee-funded positions

On August 18, Council adopted a new Public Safety Fee to be placed on city utility bills. This fee is anticipated to generate a minimum of \$866,000 in annual revenue.

Staff were transparent through the fee adoption process about the intention to use this revenue to support the city’s public safety continuum of care, including new positions that fill critical needs along that continuum. This budget adjustment asks for approval to begin hiring the following positions that will be funded by the Public Safety Fee revenues:

Position (Number Requesting)	Annual Position cost (Fully loaded)	Fund Source
Behavioral Health Specialist (1 FTE)	\$179,447	General Fund (Public Safety Fee)
Patrol Officers (2 FTE)	\$178,395 each	General Fund (Public Safety Fee)
Library Assistant (1 FTE)	\$106,867	General Fund (Public Safety Fee)
Deputy Court Clerk	\$122,924	General Fund (Public Safety Fee)
TOTAL	\$766,027	Public Safety Fee

Management is recommending advancing the hire of these positions now for the following reasons:

- **Behavioral Health Specialist:** Behavioral health crises continue to rise in the city. The recent opening of Hillside Park and the Clackamas County Stabilization Center may further increase demand for these services. Expediting the hire of this position will better enable the city to be able to provide compassionate response to those in crisis and support more behavioral health response needs on nights and weekends.

- **Patrol Officers:** The Milwaukie Police Department (MPD) is required to maintain a minimum staffing level of three on-duty officers 24/7. Because of staff shortages, the department has been utilizing significant staff overtime to meet this statutory minimum. Furthermore, calls for service are up 20% since 2021, but staffing has remained unchanged. Adding patrol FTE will reduce the utilization of overtime, ensure we can maintain 24/7 staffing, address increasing call for service in the community, and continue the department's average response time of 3-5 min.
- **Library Assistant:** Library traffic has returned to pre-pandemic levels, and the library has also become the local hub for behavioral health outreach services. While providing these services supports the city's values, it has also increased the number of safety incidents at the library and the need for adequate staffing to ensure patron and staff safety in the building. Adding 40 hours of FTE at the library will ensure this adequate coverage and avoid reducing social service or outreach programming.
- **Deputy Court Clerk:** The number of citations issued by MPD and the Code Compliance team have returned to pre-pandemic levels, which has led to a steady increase in the administrative work required to process citations. Court staffing was reduced by one FTE during the COVID-19 years, and only one full-time staff member currently supports municipal court. Adding a court position ensures that court day dockets are efficiently processed and customer service and administration can remain at current service levels during city hall's regular business hours.

Capital budget underspend-funded positions

In addition to the positions above, management is seeking approval to add three additional positions identified in the organizational assessment within the public works department. These positions are funded directly or indirectly by utility funds. Staff are projecting significant budgetary savings from deferred, rescope, or unneeded fiscal year (FY) 2025-2026 capital projects, which frees up funding to support these positions in the near term. Furthermore, staff are right-sizing capital budget for the next biennium to more sustainably fund operations and maintenance and reflect the realistic capacity of our capital engineering team. Given these two factors, staff are confident in the city's ability to sustainably fund these new positions. These personnel costs have also already been incorporated into the city's draft budget forecast, which will be presented to Budget Committee on November 10.

Position (Number Requesting)	Annual Position cost (Fully loaded)	Fund Source
Administrative Specialist – CIP Engineering	\$114,636	General Fund (Supported by transfers from the Water, Wastewater, Stormwater and Transportation Funds)
Natural Resources Technician	\$124,189	Stormwater Fund
Water Utility Technician	\$124,189	Water Fund
TOTAL	\$363,015	\$114,636 from General Fund (offset by increased utility transfers) \$124,189 from Stormwater Fund* \$124,189 from Water Fund**
<p><i>*Staff are projecting \$378,000 savings in budgeted FY25-26 capital expenses from the Stormwater Fund, which will help fund this position.</i></p> <p><i>**Staff are projecting \$1,100,000 in savings in budgeted FY25-26 capital expenses from the Water Fund, which will help fund this position</i></p>		

Management is recommending advancing the hire of these positions now for the following reasons:

- Administrative Specialist – CIP Engineering:** The Capital Engineering Division has relocated to the Johnson Creek campus and now reports to the Public Works Director following the organizational assessment. This was a move made to better integrate infrastructure design with the divisions that operate and maintain the city’s infrastructure. This move combined with the growing sophistication and complexity of the city’s capital program necessitates a dedicated Administrative Specialist to support project tracking and management, contract administration, public communication, and inter-divisional coordination.
- Natural Resources Technician:** The city continues to add green infrastructure to its portfolio given our planning and climate policies. We currently have one technician who is responsible for maintaining more than 160 rain gardens and all other green infrastructure owned and operated by the city. This is not a sustainable workload for one person. Council has also directed the development of a Greenspace Management Plan, which will likely identify further maintenance responsibilities and standards that will require an additional FTE to meet.
- Water Utility Technician:** The city’s water infrastructure is aging and requires significant ongoing maintenance and repair. Adding an additional Water Utility Technician will allow the water distribution crew to address deferred maintenance activities such as valve exercising, hydrant maintenance and main flushing, while improving overall response times to customer service needs and system repairs.

Budget Committee recommendation and proposed next steps

On November 10, 2025, Budget Committee unanimously voted in support of approving this budget adjustment. If the resolution is approved by Council, staff anticipate being able to successfully fill these positions in the below timeframes:

Position	Anticipated start month
Behavioral Health Specialist (1 FTE)	January '26
Administrative Specialist – CIP Engineering	January '26
Natural Resources Technician	January '26
Water Utility Technician	January '26
Library Assistant (1 FTE)	February '26
Patrol Officers (2 FTE)	March '26 (could be up to 18 months until on duty if hire needs to go through academy)
Deputy Court Clerk	March '26

BUDGET IMPACTS

The detailed budget impacts have been summarized above. These positions are expected to have an annual combined maximum cost of \$1,129,042, funded in the following ways:

- \$766,027 from the General Fund, funded through Public Safety Fee revenues
- \$114,636 from the General Fund, funded through transfers from the city's utility funds
- \$124,189 from the Stormwater Fund
- \$124,189 from the Water Fund

CLIMATE IMPACTS

The three positions being added to Public Works will support the city's ability to design, deliver, and maintain infrastructure that supports our climate goals, including greenspaces, water distribution systems, active transportation projects and more.

EQUITY IMPACT

The city's public safety "continuum of care" will be strengthened by this budget adjustment. That continuum seeks to ensure high levels of safety and security for all Milwaukie residents while taking a trauma-informed approach to supporting people in crisis and connecting them with resources.

WORKLOAD IMPACTS

This budget adjustment was developed in direct response to the city's organizational assessment, which looked at workload pain points and places in the organization where staffing resources do not match service level expectations. Filling these positions will result in a more sustainable workload for staff while ensuring the city meets its service expectations to the community.

COORDINATION, CONCURRENCE, OR DISSENT

Staff from the City Manager's Office, Public Works, Public Safety, Library, and Administrative Services departments were all involved in preparing these proposals. Budget Committee voted unanimously to support the adoption of this Budget Adjustment.

STAFF RECOMMENDATION

Staff recommend Council adopt the resolution, adjusting the city's budget to accommodate these new positions.

ATTACHMENTS

1. Resolution

COUNCIL RESOLUTION No.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING A SUPPLEMENTAL BUDGET FOR THE 2025-2026 BIENNIUM

WHEREAS the City of Milwaukie budget for the 2025-2026 biennium was adopted by the City Council on June 5, 2024; and

WHEREAS certain conditions and situations have arisen since the initial adoption of the 2025-2026 biennium budget that necessitate changes in financial planning as allowed by Oregon Revised Statute (ORS) 294.338(3)(b); and

WHEREAS public safety fee revenue and transfers from utility funds are being recognized in the general fund to fund additional full-time employees (FTEs); and

WHEREAS in accordance with local budget law, notice was published on November 11, 2025, of a budget adjustment being considered before Council on November 18, 2025.

Now, Therefore, be it Resolved that the supplemental budget shown below is hereby adopted.

Resolution - Supplemental Budget (Biennium FY2025-FY2026)

	Adopted	Revised	Increase / (Decrease)
<u>General Fund</u>			
Resources:			
Public Safety Fee	\$ -	\$ 775,000	\$ 775,000
Transfers from Other Funds	13,612,000	13,727,000	115,000
			<u>\$ 890,000</u>
Requirements:			
Public Works Admin	\$ 4,899,000	\$ 5,014,000	\$ 115,000
Municipal Court	407,000	532,000	125,000
Library	4,926,500	5,036,500	110,000
Police	18,307,350	18,847,350	540,000
			<u>\$ 890,000</u>

Introduced and adopted by the city council on **November 18, 2025**.

This resolution is effective immediately.

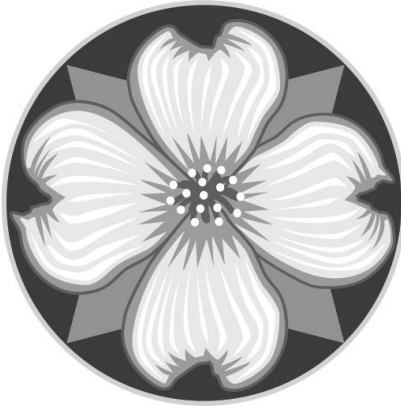
Lisa Batey, Mayor

ATTEST:

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney



RS Agenda Item

9

Council Reports

From: [Lisa Batey](#)
To: [City Council](#); [Peter Passarelli](#); [Katie Gavares](#); [Adam Moore](#)
Subject: Council Report: NCPRD DAC packet for next Wednesday -- presentation on older adult services
Date: Thursday, November 6, 2025 1:59:11 PM
Attachments: [Pages from 2025 1112 DAC Agenda Packet 0bce61e9cc.pdf](#)

Scott, please include in packet for our Nov 18 meeting

All: (please do not reply all)

The packet for next Wednesday's DAC meeting came out yesterday and can be found here.

https://cms-assets.ncprd.org/2025_1112_DAC_Agenda_Packet_0bce61e9cc.pdf

Much of the packet is pretty routine stuff, but I did want to call out a few things. References are to pages of the whole PDF file (shown at the top of screen) as there is no through-numbering of the individual documents.

At page 10, there's an item indicating that NCPRD is about to be awarded a state trails grant for a consultant to create a trails plan. My sense is that this work is all outside of Milwaukie, but I guess we will see.

At page 16, the quarterly financial report starts. It indicates that there is \$3.67mil in the Milwaukie SDC account, and over \$4mil in the SDC account for our UGMA. The other two zones lumped together have a total just under \$5mil.

The last item in the packet, beginning at page 37, is a powerpoint presentation for launching the 26-27 budget process. It is a combo of education on the process (sort of "NCPRD Budget 101") and info we have seen before about the dire state of NCPRD funding.

In between those two is another powerpoint presentation on funding issues for the older adult services programming, which I asked Scott to excerpt out as a standalone document, and it is attached. [Thanks. Scott!]

A lot of it is information we have seen before, but a few things are new:

- there's a chart that compares federal and state money going to all the older adult programs across the county. The MCC allocation is the highest by far — but this doesn't mean a whole lot unless without showing the number of people served at each.
- The following slide appears to say that the older adult services costs coming out of the

NCPRD general fund is more than half of the costs of these services. In other words, that the revenue from state, local (and Milwaukie Community Center Foundation – MCCF?) covers less than 50% of the cost. And this "NCPRD subsidy" is projected to increase in the coming years.

- The following slide identifies potential next steps, which include asking the MCCF for more support, as well as identifying other sources of grants and other potential partnerships. But it doesn't say who is working on this or where such conversations stand.

I would also note that at last week's NCPRD Directors' meeting, Kia Selley indicated that they are working on trying to find some replacement transportation services for the service that NCPRD is cutting on December 31. There was little detail. But there was certainly no indication that this was expected to be resolved before current services end.

Lisa M. Batey

Mayor, City of Milwaukie

Email: bateyl@milwaukieoregon.gov

Message line: 503-786-7512

Milwaukie Community Center

MILWAUKIE COMMUNITY CENTER

Older Adult Services

NCPRD District Advisory Committee (DAC) Meeting
November 2025



Agenda

- FY 25-26 Budget/Operations Update
- Older Adult Services
 - Staff and Volunteers
 - Social Services: Community-Based Support Services
 - Social Services: Older Americans Act Offerings
 - Nutrition
- Clackamas County Comparison: Federal/State Funding Allocation FY 24-25
- Budget Challenge
- Opportunities/Next Steps
- MCC Foundation Fundraisers and Events



Mission: To enrich community vitality and promote healthy living through connections to nature and play, now and for the future.



FY 25-26 Budget/Operations Update

Transportation



Budget includes funding for 6 months (July-Dec)
Effective January 2026, Transportation services will transition to Tri-Met and other resources

Center Operations



Budget includes funding for 6 months (July-Dec)
Milwaukie CC Foundation will fund operations January-June 2026



Older Adult Services



Staff and Volunteers

- NCPRD Staff = 4 FT and 7 PTT
 - Social Services Staff
 - 1.23 FTE
 - 1.05 FTE with 5 PTT
 - NCPRD Nutrition Staff
 - 2.06 FTE
 - 1.68 FTE with 5 PTT
- Volunteers support all programs
- 400 volunteers provided ~30,000 hours of service (=14 FTE) in FY 24-25
- Volunteer service valued at ~\$1.4M based on the Do Good Institute value of \$34.75/hr.



Mission: To enrich community vitality and promote healthy living through connections to nature and play, now and for the future.



Social Services: Community-Based Support Services

Staff Supported, Volunteer Powered Programs

- Healthy Aging Workshops
- Grief Support Group
- Foot Care Clinic
- Senior Law Project
- Aphasia Support Group
- Emergency Firewood Program
- Medical Equipment Loaner Program
- Blood Pressure Checks
- Caregiver Support Group



Mission: To enrich community vitality and promote healthy living through connections to nature and play, now and for the future.



Social Services: Older Americans Act Offerings

Partial Funding Through County Contract

- Family Caregiver Support Program (APAC)
- Energy Assistance (LIEAP)
- Case Management
- Reassurance
- Information and Referral
- Assessments and Reassessments (For Meals on Wheels eligibility)



Mission: To enrich community vitality and promote healthy living through connections to nature and play, now and for the future.



Nutrition

- Meals on Wheels* are delivered to residents five days/week with optional frozen meals on weekends.
 - 63,050 meals were delivered to 396 individuals in FY 24-25
- Congregate Meal* Service provides a hot meal at the MCC.
 - 7,730 meals served to about 600 people in FY 24-25
 - Suggested donation of \$4 per meal
- Pete's café offers coffee, pastries, soups, salads, and sandwiches, each priced per item. About 20 customers visit daily.

*Older Americans Act reimbursement per unit served



Mission: To enrich community vitality and promote healthy living through connections to nature and play, now and for the future.

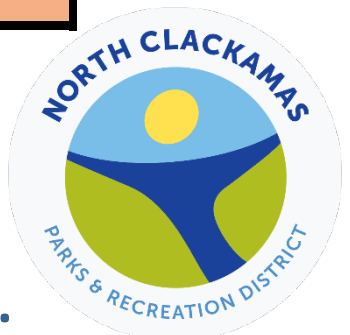


Clackamas County Service Comparison: Federal/State Funding Allocation FY 24-25

		OAA Total (Primarily Nutrition)	Transportation Total	Shelf Stable Meals (one- time grant) STATE	Low Income Home Energy Assistance Program	Grand Total FY25
Canby Adult Center	Non-Profit	\$ 259,770	\$ 78,650	\$ 11,771	\$ 2,500	\$ 352,691
Escacada Community Center	Non-Profit	\$ 110,851	\$ 55,100	\$ 7,655	\$ 1,250	\$ 174,856
Foothills/Molalla Community Center	Non-Profit	\$ 103,715	\$ 78,600	\$ 6,832	\$ 2,500	\$ 191,647
Gladstone Senior Center, City of Gladstone	City Operated	\$ 61,895	\$ 33,600	\$ 4,692		\$ 100,187
Hoodland Senior Center	Non-Profit	\$ 73,445	\$ 70,600	\$ 3,293	\$ 2,500	\$ 149,838
LOACC, City of Lake Oswego	City Operated	\$ 138,920	\$ 42,600	\$ 6,256		\$ 187,776
Milwaukie Center, NCPRD	NCPRD	\$ 396,040	\$ 83,250	\$ 21,484	\$ 2,500	\$ 503,274
Pioneer Center, City of Oregon City	City Operated	\$ 132,010	\$ 114,500	\$ 11,771	\$ 2,500	\$ 260,781
Sandy Senior Ctr, City of Sandy	City Operated	\$ 51,620	\$ 66,600	\$ 4,939	\$ 3,500	\$ 126,659
Wilsonville Ctr, City of Wilsonville	City Operated	\$ 135,320	\$ -	\$ 6,750		\$ 142,070
Total by Fund:		\$ 1,463,586	\$ 623,500	85,443	\$ 17,250	\$ 2,189,779

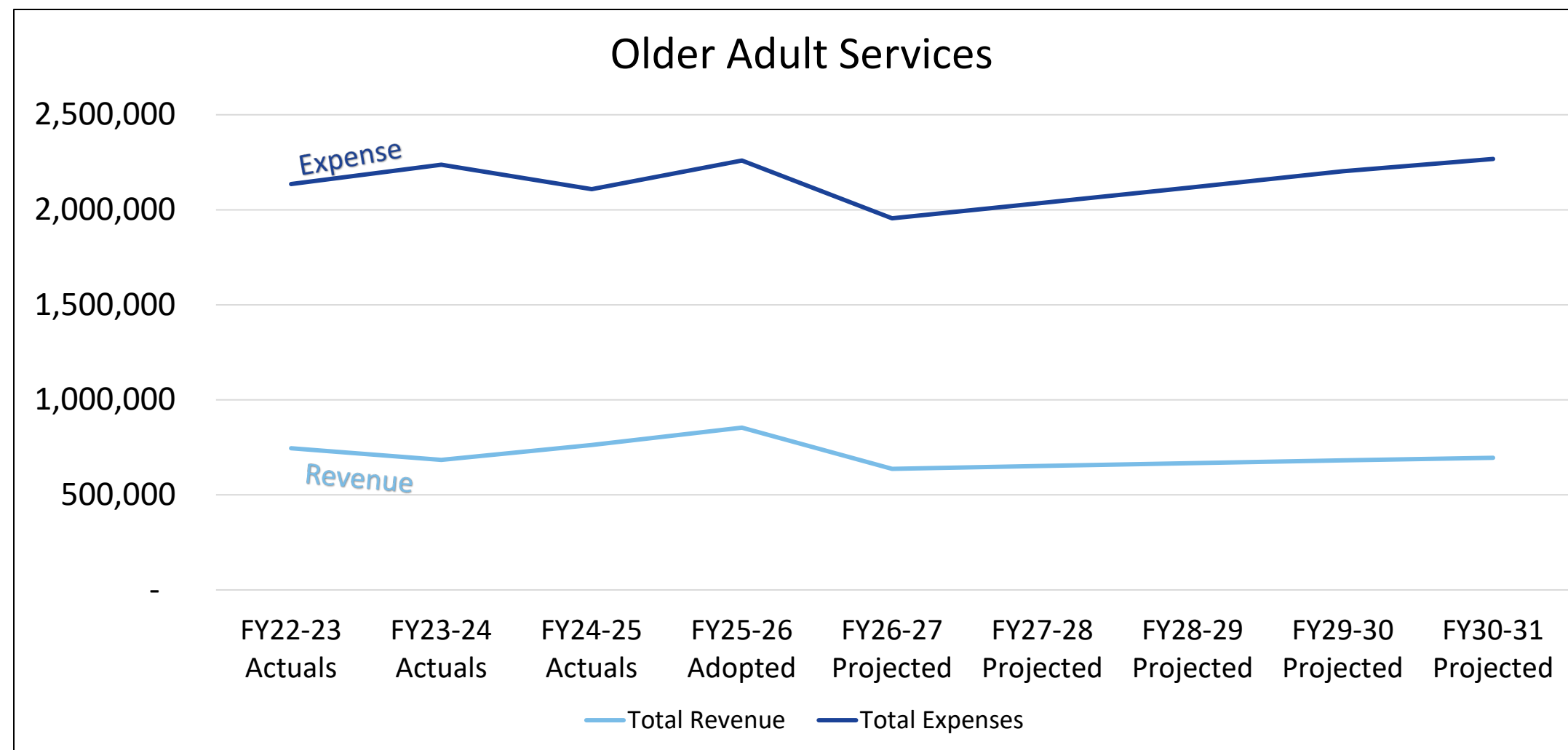
OAA Total includes Client Services, Nutrition, Health Promotion, and Family Caregiver Services

Mission: To enrich community vitality and promote healthy living through connections to nature and play, now and for the future.



The Budget Challenge

	FY22-23 Actuals	FY23-24 Actuals	FY24-25 Actuals	FY25-26 Adopted	FY26-27 Projected	FY27-28 Projected	FY28-29 Projected	FY29-30 Projected	FY30-31 Projected
Total Revenue	745,940	684,457	762,962	853,793*	636,979	651,911	667,292	681,302	695,673
Total Expenses	1,388,944	1,552,412	1,345,583	1,405,037	1,318,160	1,384,068	1,451,082	1,521,347	1,571,771
Revenues Less Expenses (NCPRD GF Subsidy)	(643,004)	(867,955)	(582,621)	(551,244)	(681,181)	(732,157)	(783,790)	(840,045)	(876,098)



Mission: To enrich community vitality and promote healthy living through connections to nature and play, now and for the future.



Potential Opportunities/Next Steps

Generate Additional Revenue

- Request increased support for Older Adult Services from MCC Foundation.
- Identify new partnerships, sponsors, and grants.
- Increase facility rentals.

Identify Cost Efficiencies

- Increase cost efficiencies through collaborations with other service providers.



MCC Foundation Fundraisers and Events

- Spring and Fall Housing Fair
- Donate Dinner Nutrition Fundraiser
- Mah Jongg Tournament
- Thanksgiving Dinner
- March for Meals
- Spring Housing Fair
- Italian Dinner
- Pride Bingo

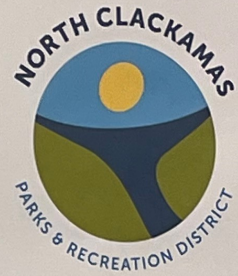


Questions?



Recreation

NCPRD programs currently funded by General Fund Revenue



Youth Classes & Sports
(Pre-K-5 Grade)

● ● ●

Teen Classes
(6-12 Grade)

● ● ●
●

Adult Classes & Sports
(18-61 Yrs.)

● ● ●
●

Older Adult Classes
(62+ Yrs.)

●

Adaptive & Inclusive Classes & Sports
(All Ages)

● ● ●
●

Community Events
(Ex. Concerts, Movies, Holiday Celebrations)

● ● ● ● ●

Aquatics

Open Swim (Ex. Lap Swim, Big Surf, Exercise)	Swim Lessons
● ● ● ●	● ● ● ●

Milwaukie Community Center Drop-in Hours
(Ex. Ukulele, Wood Carving, Brain Games, Bingo)




● ● ● ● ●





Concord Community Center Drop-in Hours
(Ex. Basketball, Pickleball, Teen)

● ● ● ● ●

Older Adult Services

NCPRD programs currently funded by General Fund Revenue

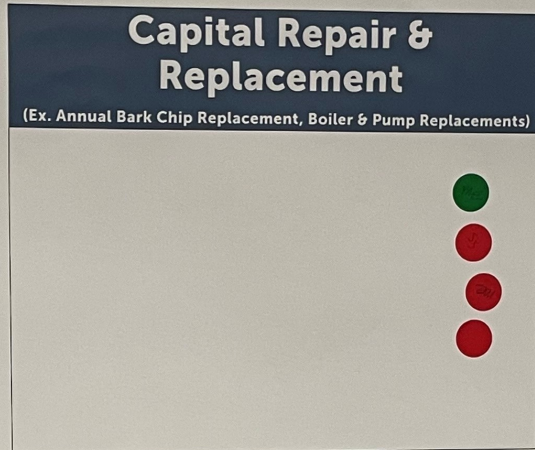
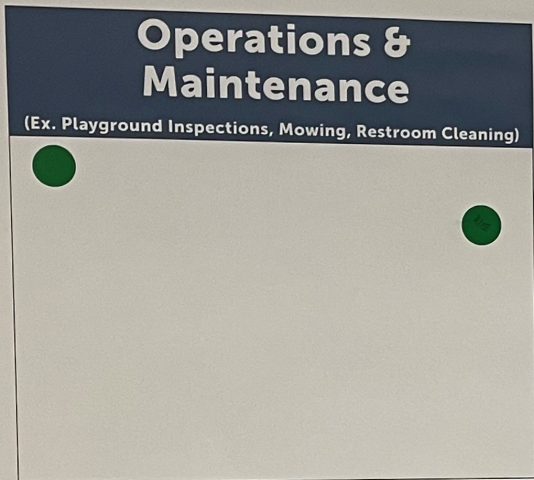
Nutrition	
Meals on Wheels	Congregate Meals
 	

Social Services	
Community Based Support Services (Ex. Foot Clinic, Medical Equipment, Firewood)	Older Americans Act Offerings (Ex. Respite Care, Energy Assistance, Case Mgmt)
 	 



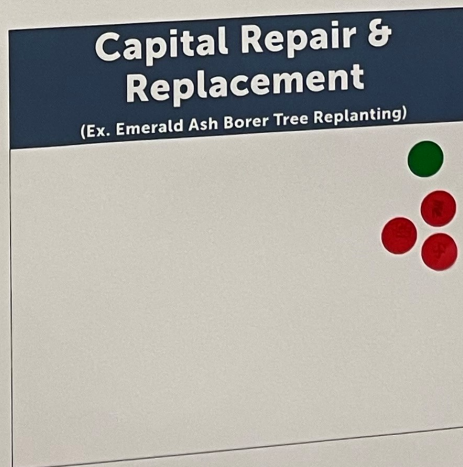
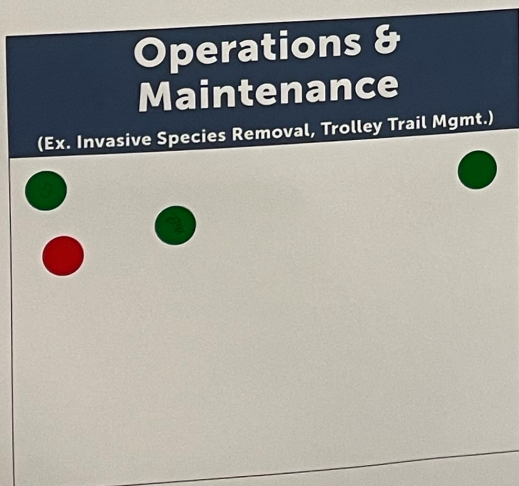
Parks & Facilities

NCPRD programs currently funded by General Fund Revenue



Trails & Natural Areas

NCPRD programs currently funded by General Fund Revenue



November 18, 2025

Boys Cross County Team
Milwaukie High School / Milwaukie Academy of the Arts
2301 SE Willard Street
Milwaukie, OR 97222

To the Boys Cross Country Team,

On behalf of the City of Milwaukie, we want to congratulate you on the exceptional 2025 season and your outstanding performance at the Oregon School Activities Association (OSAA) 5A State Championships. Finishing 4th in the state is an extraordinary accomplishment and one of the strongest results in the history of the program. You also secured 2nd place in the Northwest Oregon Conference; no small feat in a year defined by some of the most competitive fields in Oregon and even the nation.

Cross country may not always come with stadium lights or roaring crowds. Often, as you move along the course, the only company you have are your own thoughts and the runners beside you. It is a sport that rewards those willing to do the quiet work: the miles before sunrise, the discipline when no one is watching. That dedication showed every time you competed. When the course tested you most, the Mustangs gathered themselves and galloped forward. We hope that you carry these into all the seasons still ahead.

Just as impressive as your results on the course is the example you set in the classroom. Your ranking as the team with the 10th highest grade point average (GPA) in the 5A division speaks to the way you balance athletics with responsibility and long-term goals. You represent Milwaukie in exactly the way we hope our students will: by showing that excellence doesn't come at the cost of curiosity.

This year's varsity team, five seniors, one junior, and one freshman, reflects both strong leadership and a bright future:

- Eli Levinsohn (Sr)
- Arlo Schmidt (Sr)
- Hayden Aldridge (Sr)
- Hayden Stone (Sr)
- Landon Poulson-Owens (Sr)
- Mateo Flores (Jr)
- William Strasser (Fr)



To the seniors: thank you for the legacy you leave behind. To the underclassmen: the foundation is strong, and the future is yours to shape.

We also want to recognize Head Coach Joshua Hodney, Co-Head Coach Dawn Hilley, and Assistant Coaches Nicholas Hess and Kendall Gronvold. Successful teams don't happen by accident; they are built through thoughtful mentorship. It is inspiring to see the time you dedicate to these students and the impact you have on their lives.

This team has brought a tremendous sense of pride to Milwaukie. Your form (on and off the course) is something we are all proud of. Congratulations on an incredible season.

Sincerely,

Lisa M. Batey, Mayor

Will Anderson, Council President

Adam Khosroabadi, Councilor

Rebecca Stavenjord, Councilor

Robert Massey, Councilor

Scott Stauffer

From: Representative Janelle Bynum <OR05JBIMA@mail.house.gov>
Sent: Monday, November 10, 2025 12:42 PM
To: OCR
Subject: Responding to your message

This Message originated outside your organization.

JANELLE BYNUM
5TH DISTRICT, OREGON

COMMITTEE ON FINANCIAL
SERVICES

SUBCOMMITTEE ON CAPITAL MARKETS

SUBCOMMITTEE ON HOUSING
AND INSURANCE

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON, D.C. OFFICE
1508 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
PHONE: (202) 225-5711

DISTRICT OFFICE
502 7TH STREET, SUITE 203
OREGON CITY, OR 97045
(503) 357-5651

BYNUM.HOUSE.GOV

November 10, 2025

Dear Scott,

Thank you for contacting me regarding our country's immigration policies. I appreciate you taking the time to write.

I understand that immigration is a deeply important and often divisive issue. How our country develops policies that ensure a diverse and vibrant population requires a thoughtful approach. That is why I'm committed to focusing on bipartisan solutions, not political games. I believe we must reform our immigration system and ensure that it is fair, humane, and upholds our values as a nation of laws and as a nation of immigrants.

Let me also be clear that I do not support many of the actions U.S. Immigration and Customs Enforcement (ICE) have taken under President Trump. As Americans, we always deserve the ability to walk freely amongst our streets without fear of being kidnapped and illegally sent to a foreign country. In recent months, we have seen unprecedented arrests across the country, many of which are inhumane, illegal, and simply un-American. These kinds of terror missions aren't law enforcement, they're state-sponsored fear. If ICE is targeting immigrants at grocery stores or fire evacuation sites, it's not just cruel, it's a threat to public safety. This Administration's effort to vilify immigrant communities is unacceptable, and I will continue to speak out against injustice and stand up for the vulnerable communities I am proud to represent.

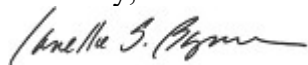
I support comprehensive, bipartisan solutions to address the challenges we face to make sure that our immigration system is fast, fair, and final. We need to modernize our immigration system to make it more efficient and responsive, including by investing in advanced technologies to enhance border security, improving immigration court processes to reduce backlogs, and ensuring that those who wish to immigrate legally have access to clear pathways to do so.

I believe it is possible to enforce our laws while also offering a fair and just process for people seeking asylum or a better life. That's why I'm committed to working across party lines to find common-sense solutions.

I recently led [a letter](#) with my colleague Rep. Maxwell Frost (D-FL) to Department of Homeland Security (DHS) Secretary Kristi Noem and Acting Director of the U.S. Immigration and Customs Enforcement (ICE) Todd Lyons slamming the Administration's use of the inhumane "Alligator Alcatraz" and demanded the closure of the facility. Please know as Congress continues to work on immigration issues, I will continue advocating for solutions that protect and enrich our communities, honor our values of humanity and respect, and address the needs of those who come to the United States seeking refuge and opportunity.

Thank you again for sharing your thoughts. I encourage you to continue sharing your views with me at bynum.house.gov on issues that are important to you. It is an honor to serve as your representative.

Sincerely,



Janelle Bynum
Member of Congress

From: [OCR](#)
To: [Scott Stauffer](#)
Subject: FW: Responding to your message
Date: Thursday, November 13, 2025 12:24:09 PM

Do you want to forward this to Council?

Nicole Madigan

Deputy City Recorder
she • her
503.786.7551
City of Milwaukie
10501 SE Main St • Milwaukie, OR 97222

From: Senator Jeff Merkley <Senator_Merkley@Merkley.senate.gov>
Sent: Thursday, November 13, 2025 10:09 AM
To: OCR <OCR@milwaukieoregon.gov>
Subject: Responding to your message

This Message originated outside your organization.

Dear Scott,

Thank you for contacting me to express your views about Immigration and Customs Enforcement (ICE) tactics and operations. I appreciate hearing from you.

ICE enforces U.S. immigration and customs laws, including by arresting, detaining, and removing people subject to deportation inside the United States. Historically, ICE has prioritized deporting individuals convicted of violent crimes or threats to public safety. But in the first few months of President Trump's term, his mass deportation program appears to target many immigrants who have not committed violent crimes and are often model residents. This is deeply wrong.

Numerous public reports state that, while conducting these raids, ICE agents are hiding their identities through face-coverings, refusing to display their credentials, and failing to provide their names. ICE agents are also disregarding individuals' legal rights by not clearly explaining to people why they are being detained. ICE operations targeting people showing up for immigration court dates are further eroding confidence in our legal immigration system. These attempts to erode constitutional protections--including due process--are an egregious overreach.

I have long supported the principle that law enforcement officers should clearly identify themselves in order to protect the officers and the public. For example, I have supported legislation that would mandate federal officers display their name, identification badge

number, and their law enforcement agency on their uniforms and ban the use of unmarked vehicles while making arrests.

Please know that I will continue to advocate for the fair and moral treatment of all people living in our country, regardless of immigration status. I appreciate your advocacy on this issue, and thank you, again, for sharing your concerns with me. I hope you will continue to send your observations and thoughts my way.


All my best,

Jeffrey A. Merkley
United States Senator



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 [Twitter](#)

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Please note that any reply to this email address will be sent to an unmonitored email address. To contact me, please visit the contact page on my [website](#).



From: [Bernie Stout](#)
To: [OCR](#)
Subject: FW: TOLLS REDUCTION IN TRI MET SERVICES AND FAILURE OF ALL SYSTEMS
Date: Tuesday, November 18, 2025 9:39:35 PM
Attachments: [We sent you safe versions of your files.msg](#)
[TOLLING TRIMET FILTH 2 5 2023 TRIBUNE.docx](#)

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

This Message originated outside your organization.

Tuesday, November 18, 2025

Dear city of Milwaukie Council,

Below is an email I sent in regards to cuts in Tri Met services.

Please notify me if you get a Tri Met representative to attend city council in 2026.

Thank you,

Bernie Stout

usabs1@nethere.com

From: Bernie Stout [mailto:usabs1@nethere.com]
Sent: Thursday, October 30, 2025 1:33 PM
To: 'Bernie Stout'
Subject: TOLLS REDUCTION IN TRI MET SERVICES AND FAILURE OF ALL SYSTEMS

Sent via Governor OPINION; October 30, 2025 , 1:30pm
& TRI MET

The state of Oregon planning on tolling highways is
reliant on public transportation increasing, not

decreasing.

It would seem the state of Oregon needs to help Tri-Met. We need a new bridge over the Columbia River, not Tolls, and certainly not a reduction in public transportation. Please read the attached

story. This all seems counterproductive.

Bernie Stout

Clackamas Review

TriMet's Orange Line is seen headed between Kellogg Lake and the Willamette River on its way through Milwaukie toward Portland, which is on the horizon.

[courtesy photo: TriMet](#)

Opinion: ODOT tolling plan can't work without functional public transit

- Bernie Stout
- Feb 5, 2023

I went on the grand opening ride of the Max Orange Line from Milwaukie to downtown Portland. The purpose of building this \$1.5 billion mass transit line in 2015 was to accommodate infill and density.

I did research on the TriMet site and was trying to adjust my thinking. On Jan. 31, I intended to go buy an annual transit pass at Pioneer Courthouse Square.

I started my morning listening to Multnomah County Circuit Judge Nan Waller speak on KBOO Radio. Waller serves as the judge for the Mental Health Court and manages the county court's Aid and Assist docket.

Once deemed unable to assist in their own defense, a suspect with mental health issues must be transferred for restoration within seven days. Oregon was found in violation of this basic right. In September 2022, Federal

Judge Michael Mosman ordered the state to comply with the seven-day ruling, limiting the length of restoration in alignment with national trends. The Oregon State Hospital has begun discharging patients back to their communities under the new Mosman ruling.

After listening to the radio program, I boarded the Orange Line in Milwaukie about 11:15 a.m., sat down and watched the scenery out the window. Halfway into Portland, I started looking inside the light rail car. I observed human waste on the ledge below the seat next to me. I saw urine, filth on most surfaces and garbage across from me. I took pictures, which I texted to TriMet, and got off at Pioneer Courthouse Square.

As I approached the water feature bridge and TriMet's office in the public square, the door swung open and a large black plastic bag came flying out, landing about 10 feet from me. A security guard shoved a man out and said, "You are banned for life." Other people inside seemed agitated by the incident.

I reconsidered my purchase of an annual transit pass and instead purchased a \$20 transit card. I walked a couple of blocks and got on another MAX up to PSU, where there were people that were seemingly unconscious or asleep on the floor with their belongings. The train car was generally filthy.

On the Max train back to Milwaukie, the first thing I saw was a folded-up bench seat with used brown toilet paper hanging down. I texted these pictures to TriMet at 2:51 p.m.

The 7-Eleven store on Southeast McLoughlin Boulevard across from the Milwaukie Max's last stop in Oak Grove has experienced increased thefts since the line opened.

Riders have to be ready, willing and able to use transit systems, but the number of officers and the amount of mental health interventions are not working. We need to invest more into a strategic plan and enforcement.

ODOT's plan to toll Interstate 205 will only work if there is functional public transportation. I will not be returning to the Orange Line until this is addressed.

Bernie Stout is a resident of Milwaukie.

https://www.clackamasreview.com/opinion/opinion-odot-tolling-plan-cant-work-without-functional-public-transit/article_a2f9574a-a42e-11ed-9333-8b6a2e0ecd1f.html