

**Work Session**

**WS**

**Milwaukie City Council**

## COUNCIL WORK SESSION

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

## AGENDA

FEBRUARY 3, 2026

**Council will hold this meeting in-person and by video conference.** The public may come to City Hall, join the Zoom webinar, or watch on the [city's YouTube channel](#) or Comcast Cable channel 30 in city limits. For Zoom login find the meeting event on the city calendar at [www.milwaukieoregon.gov](http://www.milwaukieoregon.gov).  
Written comments may be delivered to City Hall or emailed to [ocr@milwaukieoregon.gov](mailto:ocr@milwaukieoregon.gov).

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

**Page #**

- |  |          |
|--|----------|
| <b>1. Safe Access for Everyone (SAFE) – Annual Report, and</b> (4:00 p.m.) | <b>1</b> |
| <b>Street Surface Maintenance Program (SSMP) – Annual Report</b>           | <b>5</b> |
| Staff: Jennifer Garbely, City Engineer                                     |          |
| <br>   |          |
| <b>2. Adjourn</b> (5:30 p.m.)  |          |

**Executive Session.** After the work session, Council will meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(f) to consider information or records that are exempt by law from public inspection.

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

The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at [ocr@milwaukieoregon.gov](mailto:ocr@milwaukieoregon.gov) or phone at 503-786-7502. To request Spanish language translation services email [espanol@milwaukieoregon.gov](mailto:espanol@milwaukieoregon.gov) at least 48 hours before the meeting. Staff will do their best to respond in a timely manner and to accommodate requests. Most Council meetings are broadcast live on the [city's YouTube channel](#) and Comcast Channel 30 in city limits.

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

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

### Executive Sessions

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



## COUNCIL WORK SESSION

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

## MINUTES

FEBRUARY 3, 2026

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

<b>Staff Present:</b> Camilo Alvarez Tuta, Associate Engineer	Justin Gericke, City Attorney
Joseph Briglio, Acting City Manager	Peter Passarelli, Public Works Director
Jennifer Garbely, City Engineer	Scott Stauffer, City Recorder

**Mayor Batey** called the meeting to order at 4:08 p.m.

### 1. Safe Access for Everyone (SAFE) and Street Surface Maintenance Program (SSMP) – Annual Report

**Garbely** explained how SAFE and SSMP program goals were structured. **Garbely** and **Alvarez Tuta** reported on completion of a comprehensive geographic information system (GIS) pavement data update. The update improved accuracy and resulted in higher pavement condition index (PCI) scores across street classifications, reflecting both updated data methodology and recent surface repair work. Staff clarified the reassessment process and long-term data maintenance and outlined options for ongoing monitoring, including consultant support or vehicle-based data collection.

The group discussed community feedback related to recent street improvements, including concerns about asphalt curb height, drainage, and accessibility. The discussion also addressed slurry seal results and lessons learned about contractor practices, project timing, and contracting approaches to improve quality control.

**Alvarez Tuta** and **Garbely** outlined plans for a six-year pavement program combining capital planning, pavement data, and community input to guide future street repairs. They discussed coordinating paving with utility and operations work, adjusting project timing to reduce impacts, and improving public communication. Existing program metrics were reviewed, and staff noted that measures would be updated to align with the new six-year planning framework.

The group discussed Americans with Disabilities Act (ADA) ramp compliance and transition planning and would continue to be addressed as part of ongoing work. Clarifications were provided regarding program funding and coordination with Oregon Department of Transportation (ODOT) improvements occurring outside the city's right-of-way (ROW).

**Garbely** provided an update on SAFE priority projects, outlining completed, active, design-phase, and unfunded projects. **Garbely** noted Railroad Avenue had design funding in place. **Mayor Batey** and **Garbely** discussed outstanding work on Washington Street and anticipated construction timing for Waverly South.

**Garbely** provided updates on Washington Street and Ardenwald North Improvements, noting project completion status, major improvements installed, and remaining work associated with adjacent private property work on Washington Street. **Garbely** noted that Ardenwald North was completed and shared positive early feedback on the new shared road design. The group discussed shared road operations, including public

education, signage, and potential pavement markings to help clarify shared use expectations for drivers, bicyclists, and pedestrians.

**Garbely** explained that Harvey Street improvements were underway, including utility work, new sidewalks, paving, and related roadway upgrades extending onto nearby streets. The group discussed project scope and clarified how additional side streets were included in overall mileage totals, drainage concerns raised by residents and noted that a new stormwater lift station and related improvements were planned to address localized flooding issues.

**Alvarez Tuta** provided an update on King Road improvements, outlining project scope and construction progress. The group commented on construction impacts, community outreach, coordination with businesses and property owners, and ongoing efforts to communicate project updates. Discussion also emphasized construction zone safety, with staff noting concerns about speeding and describing additional traffic control and public awareness measures to protect workers and pedestrians.

**Alvarez Tuta** provided a status report on the First Fish Heron's (FFH) project plinth installation at Milwaukie Bay Park (MBP), including project design, materials, and coordination with tribal partners and that construction was expected in late February or early March. The group commented on plans for a ceremonial unveiling, seasonal art display managed by tribal artists, project milestones, collaboration efforts, and next steps for programming and ongoing artwork rotation.

**Garbely** reviewed the status of the Monroe Greenway project, noting that the east section managed by ODOT had been delayed and that the central section was moving forward in design with additional community engagement planned. The group discussed project limits, railroad coordination constraints, and future connectivity tied to long-term infrastructure projects. Anticipated traffic impacts from nearby development, planned speed management measures, and post-construction traffic analysis were also discussed. Staff shared that roadway design and traffic calming elements were intended to reduce speeds and support multimodal travel and acknowledged the project's long timeline and phased implementation.

**Garbely** presented updates on the Waverly South and 26<sup>th</sup> Avenue improvements, noting that design was nearing completion and that the project was expected to go out for construction later in the year. The group commented on pavement treatments, utility upgrades, and project scope. **Garbely** also provided an update on the Waverly Heights sewer project, explaining that the work involved lining existing clay pipes and that construction was awaiting final easements before bidding could proceed. **Mayor Batey** and **Garbely** discussed project timing, construction methods, and the anticipated duration once work began.

**Alvarez Tuta** and **Garbely** provided plans for a Harrison Street safety analysis, explaining that the city would hire a consultant to conduct a corridor review from King Road to McLoughlin Boulevard and develop concept-level recommendations focused on safety data and potential design solutions. Staff noted funding strategy, anticipated public outreach, and potential corridor changes that may be needed to address safety concerns. **Mayor Batey** commented on the concerns around the grant agreement and asked if staff had contacted United States Senator Jeff Merkley's office.

**Alvarez Tuta** reviewed the Main Street Improvements project, outlining the project limits, completed work, and planned upgrades, explained that only infrastructure not

meeting current standards would be replaced and that construction would likely occur block-by-block to reduce impacts to businesses. **Garbely** added clarifications regarding silva cell performance and noted that some existing street trees may need replacement depending on design constraints and tree condition. **Passarelli** added that project timing also reflected coordination with other major construction efforts in the area, along with funding and staff capacity considerations.

**Garbely** presented updates on the Stanley improvements and the city's SPOT Program, including coordination with the county, funding plans, and recent program activity. The group discussed project tracking, speed radar sign options, neighborhood request processes, and continuation of the program in the next budget cycle.

**Garbely** presented updates on the "20 is Plenty" program, explaining plans to phase in 20 miles-per-hour (mph) speed limits beginning with bikeways and to pair speed reductions with pavement improvements and traffic-calming measures. **Garbely** reviewed planned updates to the public works standards, which included tree protection and stormwater manual revisions. **Garbely** explained ongoing work on Well 8, which included evaluations, treatment plant planning, per- and polyfluoroalkyl substances (PFAS) studies, pipeline design, and future reservoir and tank improvements. **Passarelli** provided additional background on historical issues and maintenance challenges related to Well 8, and **Garbely** finished reviewing current engineering efforts and funding updates related to water system improvements.

**Passarelli** provided a preview of utility revenue increase recommendations approved by the Community Utility Advisory Committee (CUAC), explaining that proposed revenue increases did not directly translate to equal customer rate increases because rate design work would still occur. **Passarelli** noted that projected increases were lower than previously anticipated due in part to loan forgiveness and grant funding opportunities, and reviewed recommendations for water, wastewater, stormwater, and transportation funding, including projected percentages and anticipated future adjustments. **Passarelli** explained efforts to manage costs through project prioritization, budget adjustments, and funding strategies, and outlined upcoming discussions with CUAC and Council regarding rate design, fees, and long-term capital planning.

**Councilor Massey** commented on the importance of highlighting and communicating the City's accomplishments, encouraging staff to share successes more broadly through existing communication channels. **Mayor Batey** agreed with the sentiment, and **Garbely** noted plans to hold a future celebration for Washington Street improvements once the project was fully completed.

## **2. Adjourn**

**Mayor Batey** announced that after the meeting Council would meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(f) to consider information or records that are exempt by law from public inspection.

**Mayor Batey** adjourned the meeting at 5:36 p.m.

Respectfully submitted,

  
 \_\_\_\_\_  
 Nicole Madigan, Deputy City Recorder

This page intentionally left blank.

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Joseph Briglio, Acting City Manager

**Reviewed:** Jennifer Garbely, PE, City Engineer

**From:** Jennifer Garbely, PE, City Engineer, and  
Camilo Alvarez Tuta, E.I.T., Associate Engineer

**Subject:** **Annual Report on the Safe Access for Everyone (SAFE) Program**

**Date Written:** Jan. 29, 26

**ACTION REQUESTED**

Council is asked to receive a presentation and an update on the SAFE program.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

July 19, 2016: Council adopted Ordinance 2123 implementing the Bicycle and Pedestrian Accessibility Program (effective August 18, 2016). The Public Safety Advisory Committee (PSAC) met in August 2016 and discussed the name of the program and proposed fee to differentiate it from the existing “street charge” that supports the Street Surface Maintenance Program (SSMP). PSAC’s recommendation was to name the new program and associated fee “SAFE.”

January 9, 2018: city staff presented the Safe Access for Everyone (SAFE) Program resourcing proposal. Projects were grouped into three-year cycles to correspond to the bonding cycle, with a nine-year time frame to complete projects. Council confirmed that staff should proceed with the nine-year time frame and incorporate the 152 projects identified in the SAFE program into the city’s Capital Improvement Plan (CIP).

March 20, 2018: Council directed staff to issue \$21,000,000 in general obligation bonds to design and construct the first phase of sidewalk projects identified in the city’s SAFE program.

On February 19, 2019, November 19, 2019, June 16, 2020, May 18, 2021, May 17, 2022, staff presented the annual SAFE report to Council.

November 15, 2022: Council discussed additional bonding for the SAFE program.

June 6, 2023: Staff presented the annual SAFE report to Council.

May 7, 2024: Staff presented the annual SAFE report to Council and discussed bond funding.

February 4, 2025: Staff presented the annual SAFE report to Council

**ANALYSIS**

The engineering department manages SAFE projects. SAFE projects can be designed in-house by staff, or the city can contract with a consultant to lead the design. As projects are designed (both in-house or through a consultant), engineering staff coordinates with other city departments as necessary to review design plans. A typical project can take approximately 12 to

18 months to produce a bid-ready set of design plans and the associated contract documents, and then about a year to construct.

Project selection and scheduling was driven by a need to meet SAFE priorities, address the backlog of SSMP projects, and distribute projects geographically across the city to avoid overwhelming any single area of the city with construction impacts.

### **Revenue Summary Fiscal Year (FY) 2025 (July 1, 2024, to June 30, 2025)**

The SAFE program resides in the city's transportation fund where revenues are collected exclusively for expenditures described in the SAFE program. Total revenues for FY2025 were \$2,454,907 To keep this report consistent with previous SAFE reports, revenues are focused on FY2025.

SAFE Program Fee: For FY2025, the SAFE program generated \$1,376,788 in fees.

Intergovernmental Grants: For FY2025, grant revenues were \$0.

Interest and Investment Earnings Income: For FY2025, interest and investment earnings were \$1,078,119.

The revenue from fiscal year 2025 funds the design and construction of projects in calendar year 2025.

### **Overall Condition of the Network**

Staff is working on an update to the city's 2018 adopted Americans with Disabilities Act (ADA) transition plan that will show the progress over the last seven years. This fiscal year the city continued collecting infrastructure data, including ramps, sidewalks, and planter areas. This data will be used to analyze and develop the update of the city's ADA transition plan. Due to staff capacity, we will be hiring a consultant to update the ADA transition plan.

### **Achievement of Program Goals**

The original SAFE program goal was to build 27.9 miles of sidewalk and 900 ADA ramps in nine years. Council has decided not to do a third bond, and therefore, staff will work towards these goals as accumulated revenues allow (i.e., a pay as you go program).. Staff will also continue to look for grant opportunities to complete larger SAFE projects.

### **Upcoming Projects**

The CIP for FY 2025-2030 has combined projects spread over upcoming fiscal years and distributed around the city. Project are listed by construction year:

#### FY 2025

- Ardenwald North Improvements – includes Van Water Street and Roswell Street (Completed)
- Bowman-Brae Park and Where Else Lane (completed)
- SAFE Spot Program (On-going)
- Washington Street Area Improvements (90% Complete)

#### FY 2026

- Harvey Street Improvements (in construction)
- King Road Improvements (43<sup>rd</sup> Avenue to Linwood Avenue) (in construction)
- SAFE Spot Program (On-going)

#### FY 2027

- SAFE Spot Program (On-going)
- SAFE Street Enhancements (On-going)
- Waverly South/ 26<sup>th</sup> Avenue

#### FY 2028

- SAFE Spot Program (On-going)
- SAFE Street Enhancements (On-going)

#### FY 2029

- SAFE Spot Program (On-going)
- SAFE Street Enhancements (On-going)
- Main Street Improvements

#### FY 2030

- SAFE Spot Program (On-going)
- SAFE Street Enhancements (On-going)
- Logus Road

### **BUDGET IMPACT**

There will be project funding challenges without a third tranche of bond dollars. While the adopted CIP provides funding for projects scheduled in FY 2025 to 2026, staff will highlight upcoming challenges on specific projects and across both the SAFE and SSMP program in their presentation.

### **CLIMATE IMPACT**

Staff maintain pavement and constructs sidewalks and bicycle facilities across the city in accordance with the goals outlined, and the funds collected by SAFE and SSMP. The materials and equipment used in the construction of infrastructure contain embedded carbon and generate greenhouse gas emissions. To the extent possible, staff work with contractors to use more sustainable materials and methods such as warm mix asphalt and concrete with a percentage of the cement replaced by fly ash or ground slag. For streets that need to be fully rebuilt, full-depth reclamation will be used instead of complete removal and replacement. This change will save a significant amount of energy otherwise expended by trucking material to and from the construction site, with the added benefit of reducing landfill disposal and the amount of new rock required for a project. Through improved regular maintenance of city streets, the lifespan of city streets will be extended, which will reduce the need for larger and more resource intense repair projects that have greater climate impacts.

While some trees must be removed to provide the required area to construct a project, the goal is to always install more trees than are removed. When feasible, stormwater projects will now start to include the more natural, low-impact development facilities. These are smaller facilities spread throughout a project that allow better retention, cleansing, and infiltration of stormwater runoff. Where feasible on sidewalk and pathway projects, more pervious asphalt and concrete surfaces will be installed to reduce stormwater runoff. Staff are actively pursuing construction methods which bolster the health and lifespan of street trees, such as Silva cells. With CIP

projects, language in the project specifications that limit idling time of construction vehicles will be included.

### **EQUITY IMPACT**

The SAFE program is about bringing safe access for everyone which is at the heart of bringing equity to the community. The program's goals are to remove barriers for people to walk, bike, or roll to where they need to go safely. This includes creating smooth and safe pathways for all to use, especially for populations with disabilities or who experience other mobility challenges. Therefore, the program has prioritized filling gaps in Milwaukie's network of sidewalks, curb ramps, and multi-use paths and replacing portions that don't meet ADA standards. The SAFE program efforts are the city's commitment to improving public street and sidewalk access to all and could have long-term community impacts in improving quality of life and safe access to resources. Current plans for measuring success include:

- Linear feet of sidewalks and paths added.
- Number of students attending school within a half mile of completed SAFE project.
- Number of trees preserved.
- Number of trees planted.
- Number of public engagement opportunities.

The city also collects a SAFE fee from residents as a part of the city's utility bill. Fee amounts are estimated based on the type of property and the way it is used.

### **WORKLOAD IMPACT**

Engineering staff continue their commitment to designing, managing, and inspecting these projects, as well as seeking supplemental resources to help address current work program projects and the increasing demands on the city's street network.

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

Engineering staff coordinated with public works, community development, finance, and the city managers office on these projects through our capital projects chartering process to ensure interdepartmental coordination.

### **STAFF RECOMMENDATION**

This informational update does not contain a staff recommendation.

### **ALTERNATIVES**

None.

### **ATTACHMENTS**

None.

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Joseph Briglio, Acting City Manager

**Date Written:** Jan. 29, 26

**Reviewed:** Jennifer Garbely, City Engineer

**From:** Jennifer Garbely, City Engineer, and  
Camilo Alvarez Tuta, E.I.T., Associate Engineer

**Subject:** **Annual Report on the Street Surface Maintenance Program (SSMP)**

---

**ACTION REQUESTED**

Council is asked to receive an annual presentation and update on the SSMP.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

January 2, 2007: The SSMP was adopted by Ordinance 1966, effective July 1, 2007. The ordinance, in concert with other related ordinances, established funding sources that included a street maintenance fee, an electric utility privilege tax, and a local gas tax. All funds were dedicated to street maintenance and rehabilitation with the goal of bringing all arterials and collectors in the city to a good or better condition within ten years.

Between August 2016 and February 2025, engineering staff provided annual updates to Council on the SAFE and SSMP projects.

February 4, 2025: Staff presented the annual SSMP report to Council

**ANALYSIS**

The Capital Improvement Plan (CIP) engineering department manages SSMP projects. Projects can either be designed in-house by engineering staff, or the city can contract a consultant to lead the design. As projects are designed, engineering staff coordinate with other city departments to review plans and provide comments. Projects typically take around 12 to 18 months to complete a bid-ready set of design plans and contract documents for each project, and then another year to two years to construct the project (depending on the amount of work).

Project selection and scheduling was driven by a need to meet SAFE priorities, address the backlog of SSMP projects, and distribute projects geographically across the city to avoid overwhelming any single area of the city with construction impacts. SSMP projects must be coordinated with other underground utility repair and replacement projects as have been identified in the city's system plans.

**Revenue Summary Fiscal Year (FY) 2025 (July 01, 2024, to June 30, 2025)**

The SSMP resides in the city's transportation fund where revenues are collected specifically and exclusively for expenditures described in the SSMP program. The revenue sources for the SSMP program are described below. Total revenues for FY2025 were \$4,128,858, which includes State Gas Tax revenues in addition to SSMP program revenues. To keep this report consistent with previous reports, revenues are focused on FY2025 even though we are in FY2026.

Street Maintenance Fee: Revenue from the street maintenance fee for FY 2025 was \$1,161,896.

State Gas Tax: Revenue from the state gas tax for FY 2025 was \$1,714,987

Local Gas Tax: Revenue from the two-cent per gallon local gas tax for FY 2025 was \$152,407.

Electric Utility Privilege Tax: Revenue from the utility privilege tax for FY 2025 was \$240,567.

Interest & Investment Income: For FY 2025, interest & investment income earned on SSMP funds was \$859,001.

The revenue from FY 2025 funds the design and construction of projects in calendar year 2025.

### Overall Condition of the Network

The engineering department maintains a database of street conditions for all city streets based on the Pavement Condition Index (PCI). The database is updated with our completed maintenance and rebuilding projects, and any new streets or repaired streets completed by private development. A newly paved street has a PCI of 100. Part of the decision matrix for street maintenance is based on the following generally accepted PCI values:

<b>PCI Decision Matrix</b>				
<b>TIME OF IMPROVEMENT</b>	<b>FREEWAY</b>	<b>ARTERIAL</b>	<b>COLLECTOR</b>	<b>LOCAL</b>
Adequate	>85	>85	>80	>80
6 to 10 years	76 to 85	76 to 85	71 to 80	66 to 80
1 to 5 years	66 to 75	56 to 75	51 to 70	46 to 65
NOW Rehabilitate	60 to 65	50 to 55	45 to 50	40 to 45
NOW Reconstruct	<60	<50	<45	<40

### Achievement of Program Goals

#### SSMP Project Summary for Calendar Year 2025

Street Paving and Reconstruction: \$1,589,807.1 cost.

- 2025 Slurry Seal: Completed approximately 4.3 miles (\$253,050.33 SSMP).
- 2025 Grind and Pave Project: completed approximately 4.25 miles \$1,336,756.77 (SSMP \$1,000,000), (Transportation \$336,756.77).

#### Pavement Condition Index (PCI) Goal

The SSMP PCI goal is to bring all arterial and collector streets to a rating of 75 or better, with adequate maintenance to sustain this level of pavement quality. The average network-wide PCI value for all streets was 56 over the past year, which is the same as the previous year.

A comprehensive evaluation of the PCI for the city's entire street network was completed by a consultant in 2019. Street condition is updated as conditions are improved, and the engineering department's goal is to bring PCI network evaluation in-house through training of existing staff. This will both save the city money in the long term and provide valuable experience for staff. An updated PCI evaluation is planned for 2025.

December 2025 PCI Values:

- Arterial streets: 73 (previously 67 in 2024, 70 in 2023, 72 in 2022). Arterials account for 10.1% of the street network by length and 12.0% by area.
- Collector streets: 69 (previously 50 in 2024, 54 in 2023, and 56 in 2022),
- Minor Collector Streets: 70 (previously 62 in 2024, 62 in 2023, and 60 in 2022)
- Collector and minor collector streets account for 29.5% of the city’s network by length and 30.2% by area.
- Neighborhood/Local streets: 66 (previously 53 in 2024, 53 in 2023, 55 in 2022). Local streets account for 60.4% of the city’s network by length and 57.8% by area.

Roadway Classification	Year			
	2025	2024	2023	2022
Arterial	73	67	70	72
Collector	69	50	54	56
Minor Collector	70	62	62	60
Neighborhood/ Local	66	53	53	55
Citywide	68	55	55	58

Average PCI values show an improvement in the last year for all roadway classification, and citywide roadway network. The combination of capital projects, slurry seal, and grind and pave in 2025 improved the city’s PCI in 13%. Improvements in neighborhood/local street average PCI are the result of the SSMP. The engineering department works each fiscal year to improve PCIs as possible through the SSMP but are limited by SSMP funding in making substantial improvements to PCIs.

**Maintenance Goals**

Our primary goal is to eliminate the backlog of deferred street maintenance, develop a comprehensive 6-year maintenance plan, and prevent any street from deteriorating to the point of requiring full reconstruction. The 6-year plan will be shaped using input from community members collected during calendar years 2025 and 2026 through Engage Milwaukee.

Prioritization will be based on:

- PCI (Pavement Condition Index) data
- Upcoming SAFE or Capital projects approved in each biennial budget cycle
- Community member’s survey

The plan is expected to be finalized in 2026, with construction beginning in summer 2027 during fiscal year 2028.

A review of current funding plus anticipated revenue indicates a significant shortfall in meeting our goal of both maintaining arterial and collector streets and rebuilding local streets.

**Stopgap Goals:** The goal is to continue adequately funding the program and repair trouble spots throughout the city using street patching and pothole filling, with the expectation that these needs will diminish as the program continues. Stopgap repairs are funded through current street fund revenues.

### **Upcoming Projects**

Below are the anticipated SSMP projects for fiscal years 2025 through 2030. The projects are listed by construction year. Active projects for the current fiscal year (FY 2025) are included in the city's Capital Improvement Plan (CIP) for FY 2028-2030.

#### FY 2025

- Ardenwald North Improvements – includes Van Water Street, Roswell Street, 28<sup>th</sup> Avenue, 28<sup>th</sup> Place, Sherrett Street, 30<sup>th</sup> Avenue cul-de-sac, 31<sup>st</sup> Avenue cul-de-sac. (Completed)
- Residential Street Surface Repair (grind and pave projects) (Completed)
- Street Surface Slurry Seal. (Completed)
- Washington Street Area Improvements (Completed)

#### FY 2026

- Harvey Street Improvements – includes Harvey Street, 33<sup>rd</sup> Avenue and 36<sup>th</sup> Avenue. (in construction)
- Residential Street and Surface Repair (grind and pave projects) Completed Street Surface Slurry Seal. (Completed)
- King Road Improvements (43<sup>rd</sup> Avenue to Linwood Avenue) (in construction)

#### FY 2027

- Developing a 6-year paving plan
- Waverly South Improvements – includes Lava Drive and Waverly Court
- 26<sup>th</sup> Avenue Improvements
- Monroe Greenway

#### FY 2028

- Stanley SAFE Improvements
- Street Surface Slurry Seal
- Residential Street and Surface Repair (grind and pave projects)

#### FY 2029

- Ardenwald South Improvements – includes 32<sup>nd</sup> Avenue and Balfour Street
- Sparrow Street Improvements
- Street Surface Slurry Seal
- Residential Street and Surface Repair (grind and pave projects)

#### FY 2030

- Main Street Improvements
- Logus Road Improvements
- Street Surface Slurry Seal
- Residential Street and Surface Repair (grind and pave projects).

## **BUDGET IMPACT**

Staff manage project scopes to proceed with the funds available but have grown increasingly concerned about the quality of paving work that can be completed with the available SSMP resources. The city hopes to use one-time resources to help fill the gaps but also wants to engage with council on a possible modification to SSMP program goals to better focus the city's efforts and priorities.

## **CLIMATE IMPACT**

Staff maintain pavement and constructs sidewalks and bicycle facilities across the city in accordance with the goals outlined and the funds collected by SAFE and SSMP. The materials and equipment used in the construction of infrastructure contain embedded carbon and generate greenhouse gas emissions. To the extent possible, staff work with contractors to use more sustainable materials and methods such as warm mix asphalt and concrete with a percentage of the cement replaced by fly ash or ground slag. For streets that need to be fully rebuilt, full-depth reclamation will be used instead of complete removal and replacement. This change will save a significant amount of energy otherwise expended by trucking material to and from the construction site, with the added benefit of reducing landfill disposal and the amount of new rock required for a project. Through improved regular maintenance of city streets, the lifespan of city streets will be extended, which will reduce the need for larger and more resource intense repair projects that have greater climate impacts.

While some trees must be removed to provide the required area to construct a project, the goal is to always install more trees than are removed. When feasible, stormwater projects will now start to include the more natural, low-impact development facilities. These are smaller facilities spread throughout the project area that allow better retention, treatment, and infiltration of stormwater runoff. Where feasible on sidewalk and pathway projects, more pervious asphalt and concrete surfaces will be installed to reduce stormwater runoff. With CIP projects, language in the project specifications that limit idling time of construction vehicles will be included.

## **EQUITY IMPACT**

The SSMP program provides street maintenance to roadways on a city-wide basis. The program's goals are to improve roadway conditions for all arterials, collectors, and neighborhood streets. Selection of SSMP projects is driven by combination of existing PCI indexes, geographic location, and other projects in the area. PCI indexes (or roadway condition index) are the primary factor for selecting SSMP projects. Since PCI indexes generally measure wear and tear on the roadway, they are largely independent of neighborhood demographics or other points of bias. Geographic location is also considered to ensure that SSMP projects are well distributed across all the neighborhoods within the city, and that no areas receive a disproportionate amount of SSMP funding. Engineering staff will also combine SSMP improvements with other CIP projects to reduce costs and extend the buying power of SSMP funds. The SSMP program is funded by a streets fee collected from residents as a part of the city's utility bill. Fee amounts are estimated based on the type of property and the way it is used.

## **WORKLOAD IMPACT**

Improved street conditions will reduce maintenance demands on city staff.

**COORDINATION, CONCURRENCE, OR DISSENT**

Engineering staff coordinated with public works, community development, finance, and the city managers office on these projects through our capital projects chartering process to ensure interdepartmental coordination.

**STAFF RECOMMENDATION**

Staff recommend continuation of the SSMP program and developing a 6-year paving plan.

**ALTERNATIVES**

None.

**ATTACHMENTS**

None.

**From:** [Carol Fuller](#)  
**To:** [City Council](#)  
**Subject:** Pavement of SE Lava Drive  
**Date:** Monday, February 2, 2026 2:21:00 PM

---

**WS 1. B. 2/3/26  
Correspondence**

Dear Milwaukie City Council,

We want to voice our concerns about the potential postponement for the repaving of SE Lava Drive. It is so cut up and uneven. It is very hard on car suspensions and dangerous for bikes. It was made even worse after the expansion of the Waverly Apartments. Please consider to stick with the plan to repave the street this summer. Thank you for all you do for our wonderful city.

Carol Fuller and Steve Gagnon  
10707 SE Riverway Ln, Milwaukie, OR 97222

**From:** [Lisa Batey](#)  
**To:** [City Council](#)  
**Subject:** FW: Safety road hazard on Waverly Ct at Lava Dr  
**Date:** Tuesday, February 3, 2026 3:53:20 PM

---

Forwarding for inclusion in the record

---

**From:** aha99-comcast <aha99@comcast.net>  
**Sent:** Tuesday, February 3, 2026 3:03 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:** Jennifer Garbely <GarbelyJ@milwaukieoregon.gov>; Peter Passarelli <PassarelliP@milwaukieoregon.gov>; Pothole Hotline <PotholeHotline@milwaukieoregon.gov>; Emma Sagor <SagorE@milwaukieoregon.gov>; Jeff Tolentino <TolentinoJ@milwaukieoregon.gov>; Joseph Briglio <BriglioJ@milwaukieoregon.gov>  
**Subject:** Re: Safety road hazard on Waverly Ct at Lava Dr

**This Message originated outside your organization.**

---

I wanted to followup and include Joseph Briglio Acting City Manager in this email string since Emma Sagor is out of the office.

I also just looked at the street construction timeline and it looks like Waverley South is being pushed out yet another year into 2027. I kindly request that you move it to 2026 since it has already been delayed two times and should be a high priority because of safety concerns.

Sincerely,

Kathy Aha

Resident, Waverley Greens Apartments

On Feb 3, 2026, at 2:54 PM, aha99-comcast <[aha99@comcast.net](mailto:aha99@comcast.net)> wrote:

Dear Mayor and City Councilors,

I am a resident of the Waverly Greens Apartments near Waverly Court and Lava Drive, and I'm writing ahead of tonight's work session regarding road improvements that Lisa Batey mentioned to me this morning.

I want to urge the Council to move forward with the Waverly South road project this year.

As you may be aware, the condition of Waverly Court at Lava Drive has significantly deteriorated over the past two years. It is a steep section of roadway where the pavement has broken down into loose gravel in the primary wheel paths. Vehicles regularly lose traction—particularly when traveling uphill—and drivers often swerve to avoid the worst sections, creating hazards for oncoming traffic. School buses use this route, and there is a sidewalk immediately adjacent to the most damaged area, putting pedestrians at risk as well. There is a high-density of foot traffic as this area has a multi-family/apartment land use.

In August 2024, City Manager Emma Sagor confirmed to me in writing that this stretch of road would be repaved as part of the Waverly South capital improvement project, with construction "slated for next summer." Based on that timeline, the road was not crack sealed, and only minimal pothole repairs were performed.

In June 2025, I was informed that the project would not be constructed as planned due to engineering staff turnover, though it remains in the Capital Improvement Plan and had reached approximately a 30% design level. While I understand staffing challenges, the reality on the ground is that the road has continued to degrade and is now in much worse condition than when concerns were first raised.

Temporary patching has not resolved the underlying problem. From a safety, maintenance, and cost-effectiveness standpoint, full reconstruction now seems far more prudent than continued short-term repairs.

I respectfully ask the Council to prioritize and proceed with the Waverly South project this construction season if at all possible. This is a well-documented safety issue that has already been deferred twice, and residents in this area are increasingly concerned about accidents, vehicle damage, and pedestrian safety.

Thank you for your time, your consideration, and for the work you do on behalf of our community.

Sincerely,

Kathy Aha

Resident, Waverly Greens Apartments

Sent from my iPad

On Jun 9, 2025, at 8:41 PM, Emma Sagor  
<[SagorE@milwaukieoregon.gov](mailto:SagorE@milwaukieoregon.gov)> wrote:

Good evening, Kathy,

I, too, want to offer my apologies for the delayed response. That's not the standard we aim to have, and I very much appreciate you continuing to follow up with your questions.

Jen can correct me if I'm wrong, but while we had intended to construct the Waverly South project this year (as I noted in my reply to you last summer), we unfortunately experienced some engineering staff turnover this past year that forced us to reprioritize some projects. As Jen said, this project remains part of our Capital Improvement Plan and we do hope to construct it soon. I will ask my Engineering team to keep you and neighbors apprised about the timeline as it solidifies. Peter, please also have Streets keep Kathy apprised if and when further repairs occur in the area.

Thanks,  
Emma

Emma Sagor  
City Manager  
she • her • hers  
503.786.7573 (o) • 360.852.2014 (m)  
City of Milwaukie  
10501 SE Main St. • Milwaukie, OR 97222

---

From: Jennifer Garbely <[GarbelyJ@milwaukieoregon.gov](mailto:GarbelyJ@milwaukieoregon.gov)>  
Sent: Monday, June 9, 2025 8:10 PM  
To: aha99-comcast <[aha99@comcast.net](mailto:aha99@comcast.net)>  
Cc: Peter Passarelli <[PassarelliP@milwaukieoregon.gov](mailto:PassarelliP@milwaukieoregon.gov)>; Pothole Hotline <[PotholeHotline@milwaukieoregon.gov](mailto:PotholeHotline@milwaukieoregon.gov)>; Jeff Tolentino <[TolentinoJ@milwaukieoregon.gov](mailto:TolentinoJ@milwaukieoregon.gov)>; Emma Sagor <[SagorE@milwaukieoregon.gov](mailto:SagorE@milwaukieoregon.gov)>  
Subject: RE: Safety road hazard on Waverly Ct at Lava Dr

Hi Kathy,

I am sorry for the delay in response. The project is still moving forward, but will not be ready for construction this summer. However, I did speak with streets they will be doing another repair this summer and keeping an eye on it. The project is at a 30 percent design level and starting to make progress.

Thank you,  
Jen

JENNIFER GARBELY, PE  
City Engineer  
she her hers  
D: 503.786.7534 C: 503.927.9432  
City of Milwaukie  
10501 SE Main St • Milwaukie, OR 97222

---

From: aha99-comcast <[aha99@comcast.net](mailto:aha99@comcast.net)>  
Sent: Monday, June 9, 2025 5:13 PM  
To: Jennifer Garbely <[GarbelyJ@milwaukieoregon.gov](mailto:GarbelyJ@milwaukieoregon.gov)>  
Cc: Peter Passarelli <[PassarelliP@milwaukieoregon.gov](mailto:PassarelliP@milwaukieoregon.gov)>; Pothole Hotline <[PotholeHotline@milwaukieoregon.gov](mailto:PotholeHotline@milwaukieoregon.gov)>; Jeff Tolentino <[TolentinoJ@milwaukieoregon.gov](mailto:TolentinoJ@milwaukieoregon.gov)>; Emma Sagor <[SagorE@milwaukieoregon.gov](mailto:SagorE@milwaukieoregon.gov)>  
Subject: Re: Safety road hazard on Waverly Ct at Lava Dr

This Message originated outside your organization.

---

Subject: Request for Update on Waverly South Road Project

Dear Ms. Garbely,

I'm reaching out to follow up on the Waverly South road improvement project near my home, specifically at Waverly Court and Lava Drive. Last August, I sent an email to City Manager Emma expressing safety concerns about the road's deteriorating condition, including traction issues for both vehicles and school buses, as well as risks to nearby pedestrians. At the time, she indicated that full reconstruction was planned for this year, and that the roads had not been crack sealed in anticipation of that work.

Earlier this month, I followed up with Emma again but received no response. When I called her office, I was transferred to Assistant City Engineer Jeff Tolentino, who informed me that the project may have been cancelled for this year, though he wasn't able to provide details. He also mentioned that you were out sick at the time but said he would pass along my concerns.

It's now been over a week since that conversation, and I have not heard anything further. I'm writing to respectfully ask whether the Waverly South repaving has in fact been cancelled, and if so, what the reason is—whether due to funding, staffing limitations, or another factor. Given the safety issues identified last year and the delay in action, I remain very concerned about the condition of the road, especially heading into another season.

Any update you can provide on the status of the project and a projected timeline would be greatly appreciated.

Sincerely,  
Kathy Aha

Resident of Waverly Greens Apartments  
10415 SE Waverly Ct  
Milwaukie, Oregon

Sent from my iPad

On May 28, 2025, at 9:42 AM, aha99-comcast  
<[aha99@comcast.net](mailto:aha99@comcast.net)> wrote:

Hi Emma,

I hope you're doing well! I'm writing to follow up on the "Waverly South" project that was mentioned last August. At that time, you had shared that road improvements—including repaving—were planned for our area.

I noticed some recent pothole repairs, which I appreciate, but I was wondering if the full repaving is still scheduled for this year. Has the design phase been completed, and is there a timeline in place yet?

Also, is there a website or page where I can read more about the project details?

Thanks so much for your time—I'm looking forward to any updates you can provide.

Best regards,  
Kathy Aha  
Waverly Apartments Resident

On Aug 25, 2024, at 3:22 PM, aha99-comcast  
<[aha99@comcast.net](mailto:aha99@comcast.net)> wrote:

Hi Emma,  
Thank you for taking the time to write back to me about the Waverly South Project. I am so glad to hear that Waverly Court and the intersection at Lava Drive will get repaved next year and that your PW crews will keep an eye on the potholes in the area.

Thank you again. Very much appreciated!

Kathy

On Aug 25, 2024, at 1:40 PM,  
Emma Sagor  
<[SagorE@milwaukieoregon.gov](mailto:SagorE@milwaukieoregon.gov)  
> wrote:

Hi Kathy,

Thank you very much for taking the time to write in, and my apologies for the delayed response.

I had a chance to connect with the team last week and get up to speed on this stretch of roadway. The good news is this road will get repaved as part of the city's [Waverly South capital improvement project](#). We recently completed survey work for this project and will begin engineering design soon, with construction slated for next summer.

Because the road will be repaved next year, it is not a candidate for crack sealing this construction season. However, our Public Works crews have filled some potholes on that road and will continue to monitor/address hazards on an as needed basis in the interim before construction on the Waverly South project kicks off.

I'm copying in Jeff Tolentino here who is our Assistant City Engineer and the main contact for the Waverly South project, should you have additional questions.

Again, thanks for taking the time to write to us.

Emma

Emma Sagor  
Acting City Manager

she • her • hers  
503.786.7573 (o) • 360.852.2014  
(m)  
City of Milwaukie  
10501 SE Main St. • Milwaukie,  
OR 97222

---

From: aha99-comcast  
<[aha99@comcast.net](mailto:aha99@comcast.net)>  
Sent: Sunday, August 18, 2024  
12:00 PM  
To: Emma Sagor  
<[SagorE@milwaukieoregon.gov](mailto:SagorE@milwaukieoregon.gov)>  
>  
Cc: Peter Passarelli  
<[PassarelliP@milwaukieoregon.gov](mailto:PassarelliP@milwaukieoregon.gov)>; Jennifer Garbely  
<[GarbelyJ@milwaukieoregon.gov](mailto:GarbelyJ@milwaukieoregon.gov)>; Pothole Hotline  
<[PotholeHotline@milwaukieoregon.gov](mailto:PotholeHotline@milwaukieoregon.gov)>  
Subject: Safety road hazard on  
Waverly Ct at Lava Dr

This Message originated outside  
your organization.

Hello Emma,  
I am writing to you about the  
condition of the road near my  
home. It is a steep hill and the  
road is breaking up very badly.

The Milwaukie City Street Crew  
came out and filled one small  
section but there are still large  
areas where the road is turning  
into gravel. I am including photos  
and you can see how badly the  
road is falling apart.

There are a lot cars going  
through that area and it has  
become a dangerous situation  
because the cars loose traction  
especially on the uphill side.  
There are a lot of pedestrians  
that walk down the sidewalk right  
next to that side of the road.  
Also, the school busses travel up  
that hill and have a difficult time  
with traction. Drivers also try and  
swerve to avoid the really bad

areas creating a hazard for oncoming traffic. In my photos the broken up areas are right where the wheels travel.

I feel like this is a safety concern that needs to be addressed before the season for road work ends this year. It most likely needs reconstruction. At the minimum, it should be addressed in next year's road program for reconstruction and the area should be crack and top sealed this year to get us through this next season.

Are you able to coordinate with your public works department/road division and ask them to come up with a plan to address this safety problem?

The location is on Waverly Court at Lava Drive.

If you can write back and let me know what can or can't be done about the road condition in this area I would appreciate it.

Thank you,  
Kathy Aha  
[aha99@comcast.net](mailto:aha99@comcast.net)  
10415 SE Waverley Ct.  
Milwaukie, Oregon

<image001.jpg>  
<image002.jpg>  
<image003.jpg>  
<image004.jpg>  
<image005.jpg>

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast Ltd.

#### Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast Ltd.

# 2025 SAFE & SSMP Update

Jennifer Garbely - City Engineer  
Camilo Alvarez Tuta - Associate Engineer



# SAFE PROGRAM GOAL



Accomplish the priority 1 and 2 corridor improvements within the 20-year planning horizon.

# SSMP PROGRAM GOALS

Major streets at 75% or above on Pavement Condition Index (PCI)

Deferred Maintenance – no concrete goal set but reconstruction of local streets should come after all preventative maintenance needs have been addressed and larger streets are brought up over 70% PCI

Prevent any street from deteriorating to the point of requiring reconstruction. Grinding and Paving, Crack sealing and rehabilitation projects should be prioritized over reconstruction of already failed streets

Complete 10-year project streets

# SSMP Condition

	ARTERIAL	COLLECTOR	MINOR COLLECTOR	NEIGHBORHOOD /LOCAL
PCI	73	69	70	66
City Network	10%	30% *	30% *	60%
Status from last year	Increased (+5)	Increased (+19)	Increased (+8)	Increased (+13)

\* Combination of both collector and minor collector shared of roadway network

Remaining SSMP Program Streets are integrated within the SAFE program bundle projects

PCI evaluated and updated in December 2025

PCI has increased on local roads



# Roadway Maintenance 2025

Slurry Seal completed  
approximately 4.3 miles of road

Grinding and Pave completed 4.25  
miles of road



The combination of the two  
projects increased the Pavement  
Condition Index 13%, from 55% to  
68%, getting the city closer to the  
75% goal.

# SSMP Future Projects

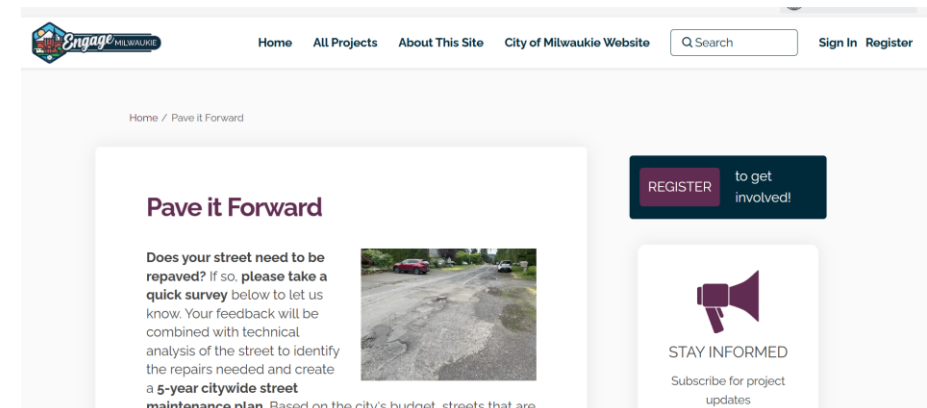
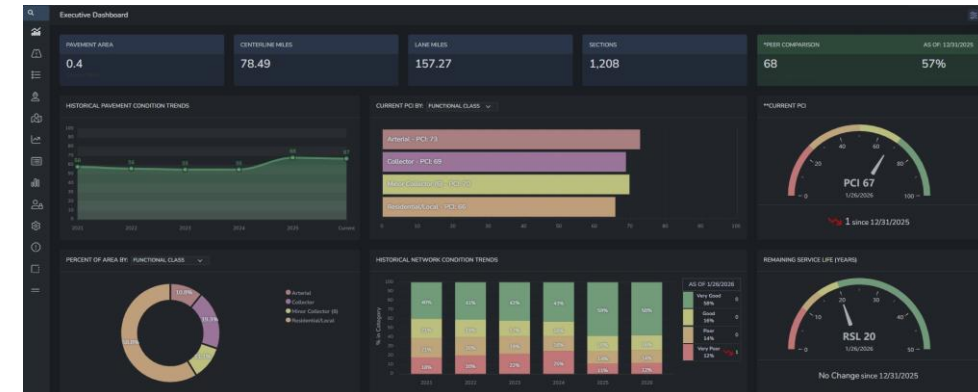
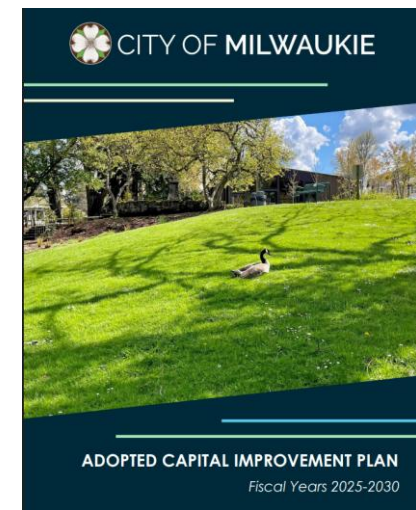
During calendar year 2026 the engineering department will develop a 6-year plan to proactively perform roadway maintenance combining slurry seal and grinding and pave projects.

The plan will be a combination of community input, roadway conditions (PCI), and capital projects

The PCI index was updated in December 2025, cleaning the database and consolidating previous assessments

The adoption of the new TSP and the CIP Budget will lead the prioritization of the projects, and level of effort involved in the plan

There is an on-going survey on Engage Milwaukie (Pave it Forward) for community members to share roads that need repairs



# Integrated Program Goals

27.9 miles of  
sidewalk

One mile of  
paths and trails

Four miles of bike  
lanes

Pave 19.5 miles  
of roadway

Construct or  
repair 899 ADA  
ramps

78% of the 25-  
year SAFE  
program

82%  
implementation  
of the city's ADA  
transition plan

Complete the  
city's original 10-  
year SSMP  
project list

# Integrated Program - Completed

Goal	Performance Measurement	Completed	Notes
Sidewalks	27.9 miles	10 miles	
Paths and Trails	1 mile	2.25* miles	*Multiuse Path
Bike Lanes	4 miles	0.8 miles	Lake Road
Roadway	19.5 miles	28 miles	
ADA Ramps	899	362	
10-year SSMP	100%	100%	Once Harvey Street is completed



# SAFE Priority Project List

## Completed Projects

Kronberg Park Trail  
Sellwood/Madison  
Ardenwald SAFE  
South Downtown Improvements  
McBrod Ave  
Linwood Ave  
Lake Road  
22<sup>nd</sup> Ave  
River Road  
Home Ave  
Wood Ave  
42<sup>nd</sup> Ave  
43<sup>rd</sup> Ave and Howl

## Current Projects

Washington Street – June 2025  
27<sup>th</sup> Ave – June 2025  
Edison Street – June 2025  
Ardenwald North – Oct 2025  
Harvey Street – under construction  
King Road – under construction  
SAFE Spot Program – in progress  
26<sup>th</sup> Ave – in design  
Waverly South – in design  
Stanley\*  
Monroe Greenway – in design  
Logus Road

## Unfunded Projects

International Way  
Ardenwald South  
Sparrow Street  
King Road (40<sup>th</sup> to 42<sup>nd</sup>)  
North Milwaukie Downtown  
North Milwaukie Industrial phase 1  
North Milwaukie Industrial phase 2  
Oatfield Road & Shell Lane  
Park street & Lloyd Street  
Lewelling North  
Ochoco Street  
Railroad Ave – grant



# Washington Street Area Improvements



Construction completed in  
December 2025

ADA Ramps – 45

Sidewalk – 1.2 miles

Roadway – 1.0 mile



# Ardenwald North Improvements

ADA Ramps – 12

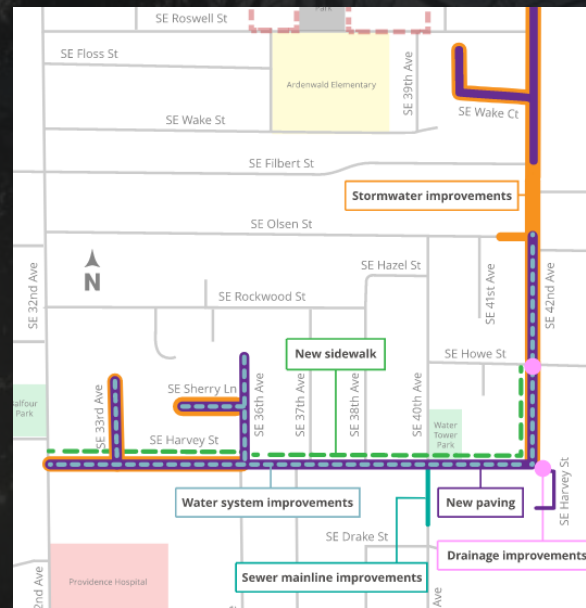
Roadway – 0.9 miles

Shared Roads – 0.25 miles

Construction finished December 2025



# Harvey Street Improvements



ADA Ramps – 16  
Roadway – 2.3 miles  
Sidewalks – 0.6 miles

- Construction Started in January 2026
- Cost estimate within budget

# King Road Improvements



Construction: December 2025 / Fall 2026

Engineer's estimate was a little high, but the winner bid was lower than the estimate

Clackamas River Water construction was completed by January 2026

ADA Ramps – 67

Roadway – 2.85 miles

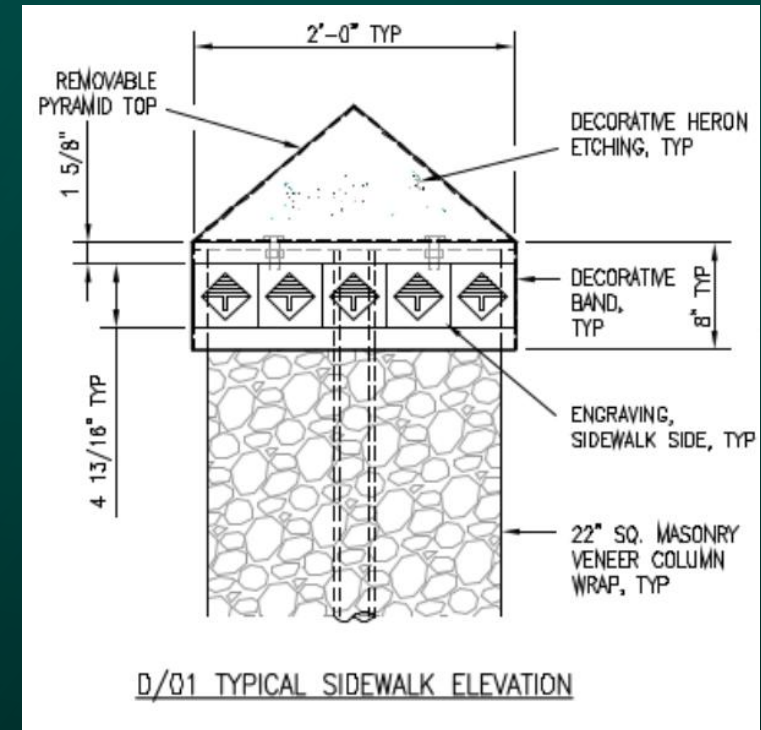
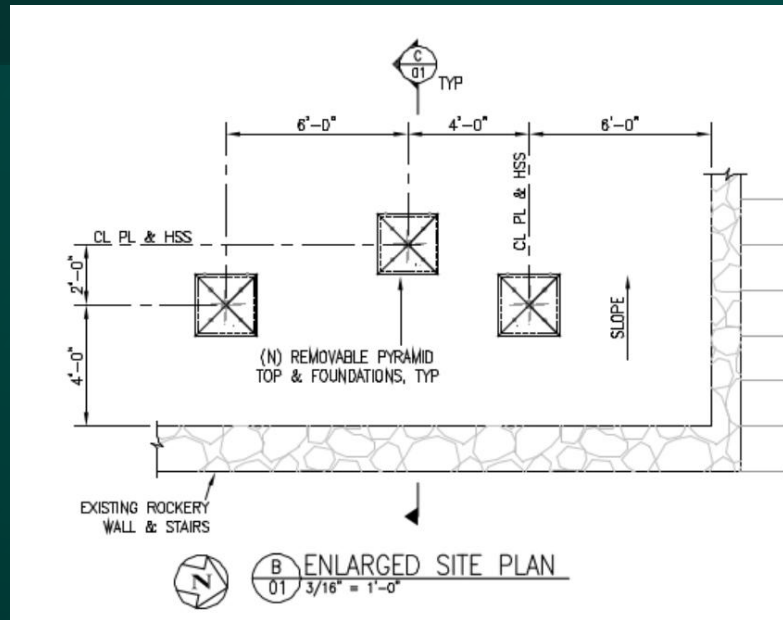
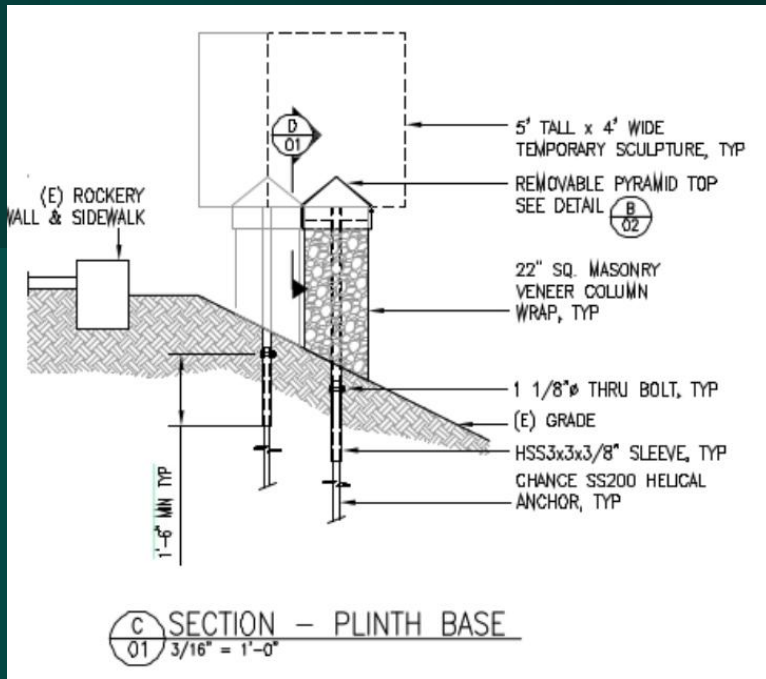
Multiuse Paths – 1.9 miles

# First Fish Herons – Milwaukie Bay Park

- The project was set-up as design-build contract
- Design started in Fall 2025
- After multiple design reviews with the input from the Art Department of the Confederated Tribes of Grand Ronde (CTGR) the design was approved in January 2026
- Construction is expected during February 2026
- City and CTGR are planning a first art installation for Mid-March 2026



# First Fish Herons – Milwaukie Bay Park - Design





# Monroe Greenway

East Washington / Monroe Greenway – Anticipated out to bid for construction summer 2026

Central Monroe Greenway – under design and coordinating with community members

West Monroe Greenway – currently unfunded

# Waverly South & 26th Avenue Improvements

## Project Goals:

### Waverly South

Repave Lave Drive and Waverly Court

Upgrade ramps to ADA compliance

Pipe burst deteriorated sewer line

Upsize 2" waterline

### 26<sup>th</sup> Ave

Repave 26<sup>th</sup> Avenue from Lake Road to end

Add new sidewalk

## Status:

In-House Design approaching 90%





# Waverly Heights Sewer

---

Lining approximately 2,500 feet of existing clay and concrete pipes

---

Bid documents are ready for construction

---

Obtaining proper easements for the system

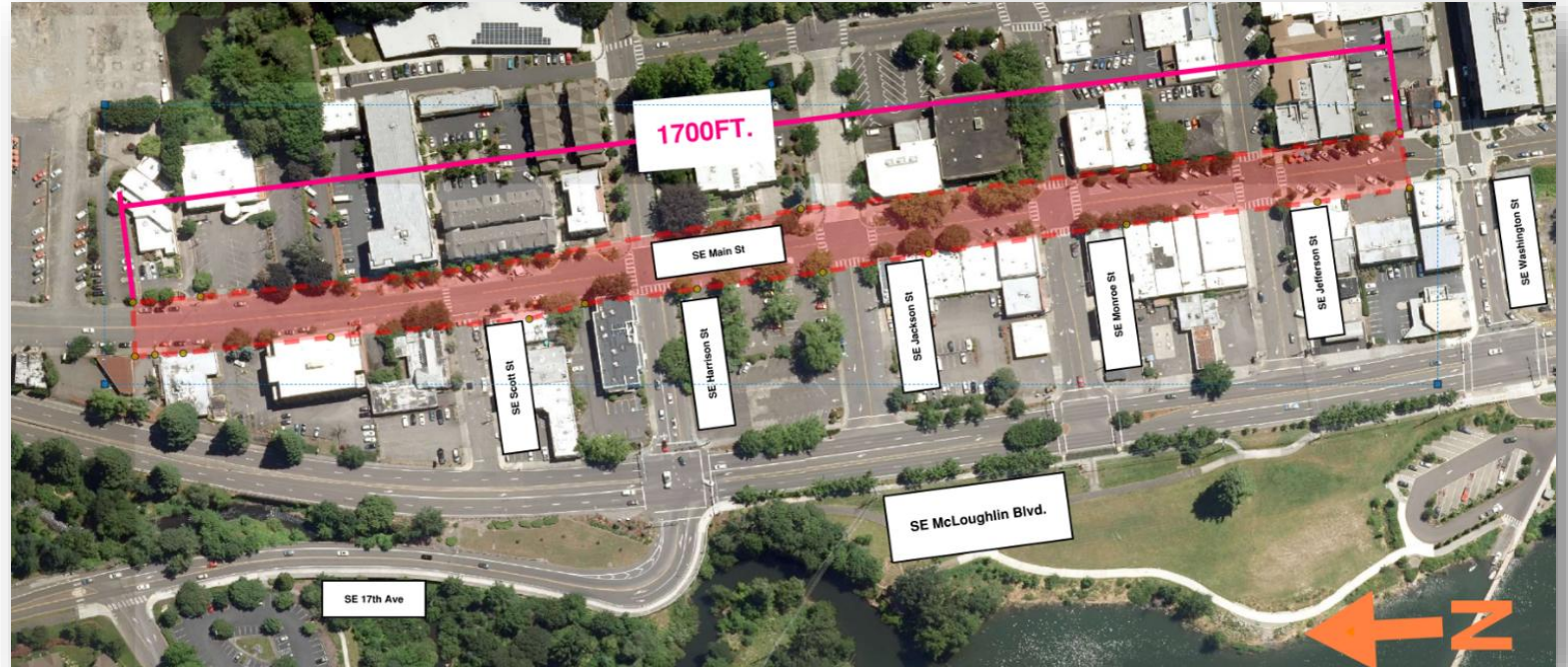






# Main Street Improvements Project

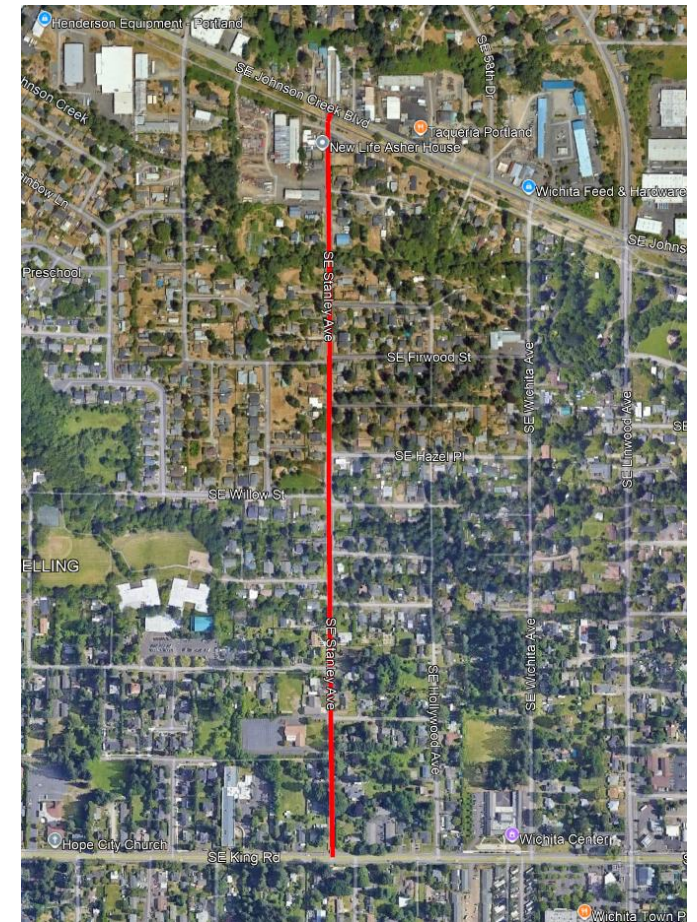
- The project are will be from City Hall to the north leg of Washington Street
- Scope of work was developed and reviewed during calendar year 2025
- The project will include sidewalks, curbs, pedestrian crossings, illumination, storm, water, and sewer lines.
- The design of the Main Street Improvements project will be completed during the FY 2028
- Construction will take place during FY 2029/ 2030





# Stanley Improvements

- Funding
  - URA County \$3M
  - Safe Routes to School Grant Denied
- Project
  - Sidewalk one side from King to Johnson Creek
- Timeline
  - County led the procurement and bidding process
  - County coordinating and negotiating with second ranked consultant.
  - Design contract is expected to be finalized on mid-February





# SPOT Program

- The program is now under the CIP Engineering Team leadership
- 22 proposals submitted during 2025
  - 5 Proposals approved
  - 7 under review
- 4 proposal submitted in January 2026
  - 1 under review





# 20 is Plenty Program



- CIP Engineering will present to Council a proposed ordinance to reduce the speed along local and collector roads
- Phase 1 of the project will be defined under the CIP FY 2027 and 2028
- Bikeways will be defined as low-speed roadways under the new Transportation System Plan
- The program will be implemented in conjunction with SAFE street enhancement program and the new SSMP 6-year plan



# Public Works Standards 2026 Update

- Engineering, Public Works Operations, and Planning departments have been working on updating the content of the PW Standards.
- All sections of the PW standards have revised content, and language.
- There are new and updated standard drawings, all developed in-house.
- Planning department is consolidating language from the City Municipal Code, and the newly developed Transportation System Plan.
- It is expected the update will be completed by the beginning of Spring 2026

# Water Engineering Services

## Well #8

- Re-testing well #8 for PFAS – No detect at this time
- Reviewing water rights to see if we can transfer the water right

## Water Treatment Plant Improvements

- PFAS Study under way
- Received approval from Safe drinking water loan
- Starting Phase 1 design of the raw water pipeline
- Submitted a \$3M ask to Rep Gamba

## Concrete Tank Improvements

- Pushing this work out after treatment plant is constructed

## New Reservoir

- Evaluate locations for reservoir location
- Hydraulic modeling to identify what zone do we need storage in most
- The design and construction of the new reservoir will be after the treatment plant is constructed

# Staff Revenue Increase Recommendations FY 27 & FY 28

## Water – 8%, 8%

- Long-term projection
  - Develop higher confidence Project Estimates
  - Cost of Service Study / Rate Design

## WW – 0%, 0%

- 0% projected increase in FY2027 through FY 2028 (without Sewer Line Relocation)
- 2.75% with Kellogg Dam
- Current projections do not require an increase

## Storm – 0%, 0%

- 2.5% increase in FY 2029 and FY 2030
- Storm System Plan will update future Capital

## Transportation

- SAFE – 9% , 5% - Seattle CCI 5 yr Average
- SSMP – 5%, 5%



Questions