Work Session WS

Milwaukie City Council

CITY OF MILWAUKIE

COUNCIL WORK SESSION

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

AGENDA

JUNE 17, 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** visit https://www.milwaukieoregon.gov/citycouncil/city-council-work-session-10.

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

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

1. **Transportation System Plan (TSP) Project List – Update** (4:00 p.m.) **16**
   Staff: Laura Weigel, Planning Manager,
   Ryan Dyar, Associate Planner, and
   Jennifer Garbey, City Engineer

2. **Adjourn** (5:00 p.m.)

Executive Session.
After the work session Council will meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660 (2)(i) to review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing.

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.

CITY OF MILWAUKIE

Memorandum

To: City Council
From: Joseph Briglio, Assistant City Manager
CC: Emma Sagor, City Manager
Date: June 17, 2025
Re: Community Development Department Monthly Update

Community Development, Economic Development, & Housing	Planning	Building	Engineering
▪ Economic Development ▪ Affordable Housing	▪ Comprehensive Plan Implementation ▪ Planning Commission ▪ Land Use/ Development Review	▪ May Review	▪ CIP ▪ Traffic/Parking Projects ▪ Right-of-Way Permits ▪ PIP ▪ Document Administration

COMMUNITY DEVELOPMENT/ECONOMIC DEVELOPMENT/HOUSING

Economic Development

- Milwaukie was recently the cover story for the Portland Business Journal - https://www.bizjournals.com/portland/news/2025/02/05/milwaukie-portland-housing-multifamily-pietros.html

- Bobs Red Mill - On February 8, Bob's Red Mill announced that it would be closing its Retail and Café property on International Way on February 17. The company later announced on social media that it would be closing its doors on February 12. The closure only impacts its retail and café operations.
    - The property is listed for sale at $5.95M – See Flyer
    - Staff have reached out to a few businesses and developers to help generate interest.

- The Business of Milwaukie, a city-wide business association, launched on November 1 with its "Meet Milwaukie Event" and subsequent Holiday Shopping/Small Business Saturday campaign called "Sip Shop Support."
- Milwaukie was featured in two news stories in May 2025. KOIN covered the May First Friday event, and Willamette Weekly highlighted local businesses and attractions.

Downtown:

- The Downtown Alliance of Milwaukie (DAM) has started meeting regularly and taken the place of the now defunct Downtown Milwaukie Business Association (DMBA). Multiple city

staff members have participated in their meetings and discussions and will continue to partner as much as resources allow. The group approved of its 2025 priorities, which are as follows:

- Hanging flower baskets sponsored by businesses
- Milwaukie food festival
- Wayfinding signs/poster adoption and downtown 99E signs.
- Utilize private parking lots for weekend events.
- Elk Rock Island Float (Summer)
- Milwaukie Bay Park Support
- Oktoberfest
- Main street holiday lights and decoration contest

DAM is also building out its website and recently received its 501C3 Non-Profit status.

- The sale of the Collectors Mall, along with the adjacent store fronts, closed in late summer 2024 and is actively soliciting for new tenants in the vacant spaces: Updated Lease Flyer
    - The property owner submitted an Oregon Main Street grant on March 13, which was supported by the city, to receive funding for restoring the building façade.
    - The property was awarded a $400,000 Oregon Main Street grant on June 10.

- Good Measure, an artisanal grocer at the northwest corner of Main and Jefferson Street, had its grand opening on January 31 and is now open for business.

- SaunaGlo, a Nordic-style spa along SE Jefferson Street, completed its improvements and held their grand opening on December 6.

- Moving Forward Staying Present Yoga Studio is going to be taking over 10560 SE Main Street, the former home of Elk Rock Yoga.

- Historic City Hall: pFriem Beer and Keeper Coffee are officially open as of April 7 and there has been a lot of press and social media buzz. Here are some of the latest stories:
    - pFriem Family Brewers opens its first Portland-area taproom - Oregonian
    - 'A community hub': pFriem opens new taphouse in Historic Milwaukie City Hall - Clackamas Review
    - First look inside pFriem Family Brewers Milwaukie taproom in Portland-metro – New School Beer
    - Pfriem previews new taproom in Milwaukie – KGW
    - pFriem opens its tasting room in Milwaukie's old city hall – Portland Business Journal
    - Keeper Coffee Opens Its Second Location in Milwaukie – Portland Mercury
    - pFriem brewpub, Keeper Coffee moving into historic Milwaukie building – Milwaukie Review

- The Libbie's property is still currently for sale: https://www.loopnet.com/Listing/11056-11070-SE-Main-St-Milwaukie-OR/31458135/

- The former Chase Bank property (10900 SE 21st Ave) was sold. The Planning Commission held a public hearing on the new owners' land use application for a 45-unit residential development on May 13, 2025. The project was approved at that hearing.

- Sewcial Studies, a retail fabric store that offers sewing classes and workshops, is now open for business. It took over the old Cloud Pine location on Main Street.

- B-Side Records & Vintage opened on April 11 and is "rocking and rolling."

- 1847 Food Park located at 1925 SE Scott St has begun site work and building framing, with an anticipated opening sometime this Summer.

- Ovation has closed and a new restaurant called the Giving Cafe will be taking its place. They are currently updating the interior, but no opening date has been provided.

- 11138 SE Main Street (Sapphire) and 11222 SE Main Street (Broken Arrow Archery/USPS) sold and the new owners have not proposed any changes or development plans.

- Dark Horse, DAM, and City Staff have been collaborating on updating many, if not all, of their storefronts and interior spaces. There will be more suite spaces opening up for businesses very soon.

- *Milwaukie Station*: All cart spaces are currently occupied.

- North Main Village Apartments is currently for sale.

- To help with the uptick in visitation, staff created a new public parking map to highlight the parking and transit options in and near downtown.

***Milwaukie Marketplace*:**

- Kimco officially sold the marketplace to Lincoln Property Company (LPC), a Texas based commercial real estate company, in February. Staff is working with LPC on building new partnerships.

- Pietro's Pizza renovated the old McGrath's Fish House. The new location opened in June 2025.
    - Planning staff recently assisted them with moving/approving their "historic," non-confirming sign, which is now placed at the new location.

- Shari's Café & Pies has closed. https://www.oregonlive.com/business/2024/10/struggling-sharis-cafe-pies-closes-additional-locations.html

***Enterprise Zone*:**

- Portland Polymers, a plastics recycler, is relocating to the North Milwaukie Innovation Area (NMIA) and recently received approval to take advantage of the North Clackamas Enterprise Zone tax incentives.

- The Overland Van Project was also approved a few months ago. Alpine Foods is in their final application stages and should receive approval soon. Swagelock has withdrawn its interest for now.

***Urban Renewal Area Economic Development Programs*:**

- The Milwaukie Redevelopment Commission Citizen Advisory Committee (MRCCAC) convened in February and May to discuss updates on the business improvement grant program. Since launching in August 2024, the program has served 16 businesses/storefronts with a grand total of $540,000.

- Grant program information can be found here: https://www.milwaukieoregon.gov/economicdevelopment/economic-development-business-improvement-grants

- The current budget ($600,000) for the programs is almost expended. Staff is planning on requesting additional funding in order to continue the momentum and success of the programs.

Affordable Housing

Sparrow Site:

- On January 7, 2025, the council adopted the following development goals:

    - Affordable Homeownership models that serve households earning up to 80% Area Median Income (AMI)
    - Unit Mix. Preference for family-size units.
    - Equity in contracting and workforce development.
    - Preservation of tree canopy.
    - Sustainable design.
    - Affirmative outreach.
    - Minimize need for city financing.
    - Project delivery that is as soon as practicable.

- The City Council held a public hearing to designate the properties as surplus at its February 18th Regular Session Meeting. Staff are now working on replating the property in order to prepare it for a competitive Request for Proposals (RFP). The RFP will likely occur in June 2025.

Affordable Housing Code Incentive Package:

- Planning and Community Development staff are working on code amendments targeted toward affordable housing. Work sessions were held on January 7, March 18 and May 6 with the council that included extensive discussion. . A work session with the Planning Commission was held on June 10. A public hearing for the code amendment package (ZA-2025-003) has been tentatively scheduled for July 22.

***Coho Point*:**

- The Developer presented an update to the city council during its February 21, 2023, work session and requested a 12-month extension of the Disposition and Development Agreement (DDA) due diligence period because of extenuating circumstances involving supply chain and subcontractor timing issues related to the COVID-19 pandemic. The due diligence period was officially extended to March 31, 2024.

- Staff were notified on May 10, 2023, that Black Rock had submitted the CLOMR to FEMA. The review process typically takes several months, and FEMA has requested additional information from the applicant in September 2023, January 2024, and March 2024. The applicant has 90 days to address FEMAs comments and resubmit. In order to allow for the completion of the CLOMR/FEMA process, the City agreed to a fifth due diligence extension of December 31, 2024.

- Given that FEMA has expanded the scope of the CLOMR, Black Rock and the city agreed to an additional extension through June 2025.

- Black Rock received CLOMR approval from FEMA in March. They are now discussing the next steps with staff, which include a shared parking agreement and an income-restricted covenant for the affordable units, to name a few. Staff have also been coordinating efforts between Coho Point and Kellogg Dam as the two projects are now following similar timelines.

***Construction Excise Tax (CET) Program*:**

- The CET Program was established by the city council in 2017 and codified within chapter 3.60 (Affordable Housing Construction Excise Tax) of the municipal code. The CET levy's a one percent tax on any development over $100,000 in construction value. In example, a property owner who is building an addition that has an assessed construction value of $100,000 would have to pay $1,000 in CET to the city. As development continues throughout the city, the CET fund increases in proportionality.

- The city released its inaugural competitive bid process for CET funds through a formal Request for Proposals (RFP). This resulted in Hillside Park Phase I being awarded $1.7M (requested $2M) and the Milwaukie Courtyard Housing Project (Now called Milwaukie Shortstack) with $300K (requested $600K).

- On March 7, 2023, the city council authorized the city manager to execute the necessary grant agreements in the amounts listed above. The grants agreements for both projects have been signed and executed, and initial funding disbursements have occurred. Staff will now work with the applicants to ensure that their projects meet the conditions for funding.

- In recent conversations with staff (February 18, 2025), the Council has directed staff to support the development of the Sparrow site with affordable housing related CET Funds.

- A portion of the Economic CET related funds will be programmed for a city-wide business grant program (outside the URA). Staff is trying to launch this in late summer.

PLANNING

Comprehensive Plan Implementation

- Neighborhood Hubs: Following a series of public workshops and an online survey, planning and community development staff moved forward with proposed code amendments and an economic development toolkit for the Neighborhood Hubs project. Council approved the Phase 2 code amendments on August 6. Staff and Council had a discussion about Phase 3 in a work session on November 5. Council provided staff with direction for future work session topics for Phase 3. A work session to discuss Phase 3 was held on February 18. Staff will update council on the work plan as it is developed.

Transportation System Plan (TSP)

- The TSP kicked off in October 2023. To date, the Technical and Advisory Committees have each met nine times, most recently in May to review potential improvement projects for all modes of travel citywide. There will be a major public engagement push this June and July with a public open house scheduled for June 18th at Ledding Library from 6:00-7:30 and focus groups for underserved Milwaukians scheduled for July. Planning staff will also be attending community events to solicit feedback on the draft list of improvement projects. City Council and Planning Commission will receive updates in June.

Planning Commission

- The Commission held its annual joint meeting with the NDA's on April 8. Six NDA officers attended. Staff discussed large development projects, middle housing unit production, and the land use process with both groups.

- DR-2025-001: A Type III Downtown Design Review application for the construction of a 4-story, 45-unit residential building on the site of the former Chase Bank at 10900 SE 21st Ave and 2120 SE Monroe St. The building will have private and shared amenity spaces, 17 vehicle spaces (9 EV spaces) in an adjacent parking lot, and 45 bike parking spaces. The applicant is requesting Type III Downtown Design Review related to Building Massing and Transitions – the design is proposed to meet the design guidelines rather than meeting the design standard that requires a 6-ft step back for the top 10 ft of the building. The public hearing with the Planning Commission was held on May 13. They approved the project at that meeting. No appeals were filed.

- CU-2025-002: A Type III Conditional Use application for a vacation rental at 8525 SE 32nd Ave. The property has been operated as a single-unit residence and short-term rental for the past 7 years and the owner proposed to convert it to a full-time vacation rental. The proposed vacation rental was approved at a public hearing with the Planning Commission on May 13.

- CSU-2025-002: A Type III Community Service Use application to establish a meditation center at 8835 SE 42nd Ave. The applicationhas been referred for review and comment ,and a public hearing with the Planning Commission is scheduled for June 24. The property is designated as a "significant" historic resource, but only minor exterior changes are proposed to the house (replacement of a non-historic sliding door with a window, installation of porch handrails, and swapping a rear door and window)--the accompanying Historic Review is being conducted as a Type I review in conjunction with the associated building permit.

- ZA-2025-002: A Type V code amendment package that proposes to make amendments related to middle housing land divisions in Title 17 – Land Division. The proposed amendments are effectively housekeeping amendments to ensure that the code

accurately reflects state law, as it relates to the processing of middle housing and expedited land divisions. State law is explicit in how these applications must be processed, which is different from the zoning code's standard Type II land use review process. The current code erroneously states that middle housing and expedited land divisions will be processed in a standard Type II land use review process, albeit with a shorter timeframe for issuance of a decision. The proposed code amendments reflect the state requirements as well as some basic clarifications in the land division code to improve the application and review process for middle housing land divisions. A public hearing with the Planning Commission will be scheduled for later in the summer.

- ZA-2025-003: A Type V code amendment package proposing a new code section with targeted code incentives for affordable (income-restricted) housing. Work sessions have been held with both the City Council and the Planning Commission, and a public hearing has been tentatively scheduled for July 22.

Land Use/Development Review[1]

- CSU-2025-001 & VR-2025-005: A Type II application for a minor modification to an existing community service use (childcare) at 2992 SE Monroe St. The applicant has also applied for a variance to the maximum fence height standard in residential zones. A Notice of Decision to approve the application was issued on April 29, and the appeal period will run through May 14, 2025.
- MHLD-2025-003: An application for a middle housing land division of an attached quadplex being developed on a flag lot at 10905-10911SE Home Ave (Tax Lot: 12E31BA10901). Referrals and a public notice mailing were sent on May 2, 2025.
- DR-2025-003: A Type II application for Downtown Design Review at 11358 SE 21st Ave. The property was purchased by Sarah and Matthew Ciobanasiu (owners of Decibel Sound and Drink). The project involves remodeling the existing structure—including modifications to the street-facing facade—to use as a multi-purpose event venue. The application was approved on June 3, 2025, and the appeal period ends on June 18.
- DR-2025-002: A Type I application for Downtown Design Review at 10951 and 10963 SE 21st Ave. The applicant applied to alter the existing building to include a new entryway make interior structural modifications, re-side the upper facade, and install structural elements for a future sign installation. The application was approved on May 28, and the appeal period ends on June 12.
- A-2025-002: An expedited annexation for the property at 5706 SE Westfork St. The property is within the Northeast Sewer Extension (NESE) area and its septic system failed, requiring an emergency connection to the public sewer in Westfork Street. The necessary System Development Charges (SDCs) were paid to allow the emergency connection, and staff is processing the annexation application. A hearing for action by the City Council has not been set for July 8.
- MHLD-2025-004: An application for a middle housing land division of a detached quadplex has been proposed at 10598 SE 53rd Pl. The associated building permits have been submitted and are under review. Once deemed complete, the application will be referred for review and comment and the required public notice will be mailed to properties within 100 ft. This project is being done by the same developer working on the 8933 SE 39th Ave site (MHLD-2025-005).
- MHLD-2025-005: An application for a middle housing land division of a detached quadplex

[1] Only land use applications requiring public notice are listed.

has been proposed at 8933 SE 39th Ave. The associated building permits have been submitted and are under review. Once deemed complete, the application will be referred for review and comment and the required public notice will be mailed to properties within 100 ft. This project is being done by the same developer working on the 10598 SE 53rd Pl site (MHLD-2025-004).

- VR-2025-007: An application for a variance to install a new fence that is six feet tall in a portion of the front yard at 4119 SE Northridge Dr, which exceed the 42-inch maximum height allowance for fences located in front yards on residentially zoned properties. The fence would be made of cedar and would replace an existing wood fence.Other Updates
- Natural Resources code update: On April 22, staff held a public hearing with the Planning Commission on the package of proposed amendments to the natural resource code (Milwaukie Municipal Code (MMC) Section 19.402) and the Commission recommended adoption. Staff presented the proposed amendments to Council at a public hearing on May 20, 2025; Council continued the hearing to July 8 to allow staff to resolve one specific item.

BUILDING

Permit data for	May	FY to Date:
New single-family houses:	0	4
New ADU's	0	5
New Solar	3	68
Res. additions/alterations	4	53

Commercial New	0	7
Commercial Alterations	2	88
Demo's	0	13
Cottage Clusters	0	31
Townhouses	0	4

Total Number of Permits issued: 1466

(includes fire, electrical, mechanical, plumbing, and other structural)

Total Number of Inspections: 5075

Total Number of active permits: 1033

ENGINEERING

Capital Improvement Projects (CIP):

CIP 2018-A13 Washington Street Area Improvements
Summary: This project combines elements of the SAFE, SSMP, Water, Stormwater, and Wastewater programs. SAFE improvements include upgrading and adding ADA compliant facilities along 27th Ave, Washington St, and Edison St. Street Surface Maintenance Program improvements are planned for Washington Street, 27th Avenue, and Edison Street. The Spring Creek culvert under Washington Street at 27th Avenue will be removed, and a new structure added. The water system along Washington Street will be upsized from a 6" mainline to an 8" mainline. The stormwater system along Washington Street will be upsized from 18" to 24" storm lines. The project is being designed by AKS Engineering and Forestry.

Update: The majority of asphalt paving restoration throughout the project has been finished. The remaining asphalt paving restoration is SE Washington Street from 23rd to 28th Avenue and 35th Avenue from Washington to Sellwood Street which is scheduled for June 18th to 24th.

CIP 2016-Y11 Meek Street Storm Improvements
Summary: Project was identified in the 2014 Stormwater Master Plan to reduce flooding within this water basin. The project was split into a South Phase and a North Phase due to complications in working with UPRR.

Update: Construction is anticipated to be completed June 2025 with final walk through.

CIP 2021-T58 Milwaukie Downtown Streets and Curbs
Summary: The project includes SAFE improvements to downtown sidewalks by replacing existing sidewalk with pervious concrete sidewalk. Stormwater improvements include installing 5 storm inlets and 5 manholes. The project will use a specialized product, Silva Cells, to deter sidewalk uplift from tree roots. This project is out to bid and is expected to select a contractor by January 14th.

Update: The contractor has finished all work as of 5/5/2025. A final punchlist walkthrough will occur this month to start the warranty period.

CIP 2022-W56 Harvey Street Improvements
Summary: The project includes water improvements and stormwater improvements on Harvey Street from 32nd Avenue to the east end, on 42nd Avenue from Harvey Street to Johnson Creek Boulevard, 33rd Avenue north of Harvey Street, 36th Avenue north of Harvey Street, Sherry Street west of 36th Avenue, 41st Street north of Wake Court, and Wake Court. Sanitary sewer work will be done on 40th Avenue between Harvey Street to Drake Street. The project also includes the installation of an ADA compliant sidewalk on Harvey Street from 32nd Avenue to 42nd Avenue and 42nd Avenue from Harvey Street to Howe Street. Roadway paving will be done throughout the project area.

Update: Century West Engineering was contracted for the design in July 2023. The project is currently being reviewed by our procurement team and will be out to bid either this week or next week.

CIP 2021-W61 Ardenwald North Improvements
Summary: Project includes street repair on Van Water Street, Roswell Street, Sherrett Street, 28th Avenue, 28th Place, 29th Avenue, 30th Avenue, and 31st Avenue with a shared street design for

bicycles, pedestrians, and vehicles. The sidewalk will be replaced on the north side of Roswell Street between 31st and 32nd Avenue. Stormwater catch basins in the project boundary will be upgraded, the water system will be upsized on 29th Avenue, 30th Avenue, 31st Avenue, and Roswell Street, and there will be wastewater improvements on 28th Avenue, 29th Avenue, and 31st Avenue to address multiple bellies and root intrusion to reduce debris buildup.

Update: Curb installation on SE Roswell Street is ongoing along with ADA ramp installations, sidewalk restorations, and curb installation on SE Van Water Street. Storm catch basins and inlet leads will be installed at various locations. Pavement is proposed to begin in August.

CIP 2022-A15 King Road Improvements
Summary: King Road (43rd Avenue to city limits near Linwood Avenue) SAFE/SSMP Improvements will replace existing sidewalk and bike lane with a multi-use path, improve stormwater system, replace water pipe, and reconstruct roadway surface.

Update:
Northwest Natural started relocation of their utilities on May 1st as part of the preparation for the project in late summer. It is expected that by end of June all of their work will be completed. There is a second phase that is expected to follow and start in July.

There have been intensive coordination and work with multiple property owners to address their comments and concerns before the project finish the design stage.
Up to May 13th there are 80% of the Permit of entry letters signed by the owners.

Design is expected to be completed the second week of June. Engineering is working with Procurement preparing bidding documents, it is expected that the project will be in bonfire at the end of June.The procurement documents are in progress. It is expected that the project will be out for bid lateJune and construction to start late summer.

CIP 2024-N04 Downtown Streetscape Improvements
Summary: SE Main Street from Washington Street to the north end of City Hall: URA project to update and bring up to Downtown standards sidewalks, ramps and parking spaces. The design will be in-house led by the engineering department.

Update: A project charter has been drafted and shared with the Public Works Department to add projects that could be completed at the same time along SE Main Street. The charter will soon be shared, refined and approved by department managers.

The Topographic survey was completed over the winter by Emerio Engineering; CAD baseline files are in City's possession to start the design process

CIP 2025-T61 2025 Grind & Pavement
Summary: Annual street project that identifies city roads that need to be repaved and marked. The identification process was coordinated by the Engineering department and the Street Division.

Update: The project went out for bid in Bonfire on May 15th, bid opening is June 5th . It is expected that the work will be completed by September 30th.
CIP 2025-S17 Slurry Seal 2025

Summary: Annual street project that identifies city roads that may benefit from a topical slurry seal treatment, so as to maintain an acceptable pavement condition index value. The identification process was coordinated by the Engineering department.

Update: The Slurry Seal Project is a joint solicitation venture with Hillsboro and 4 other reginal municipalities. In mid March 2025, Hillsboro awarded the pavement maintenance project to VSS international. The contractor is anticipated to start their work in Milwaukie between the last week in July to the first week in August.

Design plans, cost estimates, and special provisions are finalized. The contract and bidding documents are completed, and the bid has been awarded.

CIP 2025- First Fish Herons

Summary: As part of the IGA with the Confederated Tribes of Grand Ronde and the third phase of the Milwaukie Bay Park design the Engineering department is working with the Cultural Resources Department of the Tribes to complete the design and construct three art plinths for seasonal art exhibitions.

Update: The engineering department identified an alternative for the foundation of the plinths. This will be a pin pile which will be lighter and equally strong that will ensure the engineered sloped of the park shore does not experience additional loads.

The bid process will be a design-construct approach and will be procured as an intermediate contract appointment. It is expected the bid will open in Bonfire by mid-June. With construction staring in late summer and finalizing in late fall.

Engineering department have been collaborating with The Grand Ronde Arts department to identify the details of the plinths.

Line 33 – Better Bus Project (TriMet)

Summary: As part of the Better Bus Project TriMet and Clackamas County are working together to bring Transit Signal Priority (TSP) to the Line 33 bus. This will improve reliability and reduce the delays the route currently experiences.

As part of this project, TriMet is consolidating bus stops and retrofitting the infrastructure of the route. A consolidation of bus stops will take place on SE Harrison Street between 26th Avenue and OR 224. Two eastbound and two westbound stops will be consolidated into a one bus stop at 2816 SE Harrison Street by the Bridge City Community Church

The Engineering and Planning Departments are working closely with TriMet and Clackamas County evaluating the design and helping coordinating permits and utility relocation. It is expected that construction takes place in Fall 2025.

Waverly Heights Sewer Reconfiguration

Summary: Waverly Heights Wastewater project was identified in the 2010 Wastewater System Master Plan. The project may replace approximately 2,500 feet of existing clay and concrete pipes.

Update: Authorization for the design contract with Stantec was approved by the Council on August 1, 2023. An engineering services agreement was executed with Stantec on Sept. 19, and the design effort was kicked off in early October of 2023. The design team is currently working through the 90 percent design and preparing to send out Permit of Entry requests for construction. The design team anticipates going to bid in Summer of 2025, with construction commencing in late Summer 2025.

Monroe-Washington Street Greenway

Summary: The Monroe-Washington Street Greenway will create a nearly four-mile, continuous, low-stress bikeway from downtown Milwaukie to the I-205 multi-use path. Once complete, it will serve as the spine of Milwaukie's active transportation network connecting users to the Max Orange Line, Max Green Line, Trolley Trail, 17th Avenue Bike Path, I-205 path, neighborhoods, schools, and parks. Funding grants through ODOT and Metro will allow the city to complete our 2.2-mile section of the Monroe Greenway from the Trolley Trail to Linwood Ave. The Clackamas County portion of the Greenway, from Linwood Avenue to Fuller Road, has moved to the construction phase.

Segment Update:

East Segment (37th to Linwood): Staff have come to an agreement with ODOT and contracted CONSOR for the design. CONSOR has submitted the Design Approval Package to ODOT (approximately 60% design). The Plans, Specifications, and Estimate (PS&E) submittal will be provided to ODOT in May 2025. Final project design is expected in December 2025, and the project is expected to go to construction in Summer 2026. Open-Houses were hosted on February 29th for all of the Greenway, ODOT's Highway-224 project, the City's TSP, and Kellogg Creek Restoration and Community Enhancement Project, and on September 12 for the East segment of the Greenway. The City received mixed feedback for moving forward with the project. Feedback from the February and September open houses has been incorporated into the design and city staff prepared an engagement plan to share with the public. City staff presented the status of the East Segment of the Monroe Greenway to the City Council on December 3. Members of the public attended the presentation and participated in the public comments portion of the city council meeting. City staff applied for approximately $1.7 million of additional funding through the Regional Flexible Funds Allocation (RFFA) grant program to mitigate scope reductions due to inflation. Metro has indicated approximately $1.5 million will be awarded. City staff are working with ODOT to prepare and project change request (PCR) to incorporate the additional federal funds and update the Statewide Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Plan (MTIP). Priorities for the additional funding include paving, a flashing beacon at the 37th Avenue/Washington Street Crossing, and sidewalks on Monroe west of Garrett to complete the Monroe sidewalks from the greenway to 37th Avenue.

Monroe Street & 37th Avenue (34th to 37th): This segment is complete. It was constructed as part of the private development of the 7 Acres Apartments.

Central Segment (21st to 34th): The city and ODOT have signed an IGA that will transfer $1.55 M in STIP funding to the city to construct this segment of the Monroe Street Greenway. City staff have contracted with 3J Consulting to negotiate work at the Oak Street and 37th Avenue railroad crossings. A request for qualifications was posted to Bonfire and three applicants submitted qualifications. Notice of Intent to Award to Emerio Design was posted April 23, 2025; however, city staff and Emerio Design were unable to agree to scope and fee terms that were acceptable to both parties. City staff are currently negotiating the design fee with the next most qualified candidate, Burgess & Niple, Inc.

Monroe Street & Highway-224 Intersection: This project has now been combined with a larger project which will mill and overlay Highway-224 from 17th Avenue to Rusk Road in Fiscal Year 2026. An Open-House was hosted on February 29th for all of the Monroe Greenway, ODOT's Highway-224 project, the City's TSP, and Kellogg Creek Restoration and Community Enhancement Project. The City received concerns regarding the development of Highway-224 and Monroe Greenway pushing traffic from Monroe Street onto Penzance Street. Wildish Standard Paving is under contract with ODOT and has begun staging along Highway-224. Construction is anticipated in Summer/Fall 2025.

The water main in Monroe Street underlying Highway 224 was replaced by pipe bursting in December 2024.

Downtown Monroe Greenway (Trolley Trail to 21st Avenue): The city is investigating funding to enhance the Monroe Greenway through downtown Milwaukie.

Kellogg Creek Restoration and Community Enhancement Project
Summary: Project to remove the Kellogg Creek dam, replace the McLoughlin Blvd. bridge, improve fish passage, and restore the wetland and riparian area. City of Milwaukie staff are part of the project Leadership Team, Core Technical Team, and the Technical Advisory Committee. The Leadership Team and Core Technical Team both meet monthly. In addition to city staff, these groups include staff from North Clackamas Watershed Council (NCWC), Oregon Department of Transportation (ODOT), and American Rivers. The Technical Advisory Committee (TAC) for the Kellogg Creek Restoration & Community Enhancement Project involves all collaborative partners that include the Confederated Tribes of the Warm Springs Indian Reservation of Oregon, the Confederated Tribes of Grand Ronde, Clackamas Water Environment Services, Metro, North Clackamas Parks and Recreation District, Oregon Department of Environmental Quality, Oregon Department of Fish and Wildlife, Oregon Division of State Lands, the Native Fish Society, and the Natural Resources Office of Governor.

Update: The Summer 2024 Geotechnical and Sediment Sampling/Evaluation Study is complete. On December 12, Metro announced that the project would receive $10M in large scale community visions grant funds. These funds will be utilized as the local match requirement called out in federal grant applications. Additional details and updates are available at the project website: https://www.milwaukieoregon.gov/kellogg/project-status

Traffic / Parking Projects, Issues
None.

Right-Of-Way (ROW) Permits (includes tree, use, construction, encroachment)
Downtown Trees and Sidewalks
Update: Staff have a contract with AKS; working on what type of design works best now and in the future with both the trees and sidewalks & curbs.

Private Development – Public Improvement Projects (PIPS)

1600 Lava
Update: This development on Lava drive was completed in February 2025, and adds a new 13-unit multi-family building. Public improvements for this project included a new sidewalk, an ADA ramp, and minor street widening. Building permits have been issued and on-site construction has begun.

Hillside Park
Update: Construction of Phase 1 for this project is underway, and includes 3 new buildings, and their associated public improvements. Public improvements for this development include utilities, new roadway alignment, new sidewalk, ADA ramps, and new asphalt paving.
Seven Acres Apartments (formerly Monroe Apartments) – 234 units

Seven Acres
Update: Seven Acres has completed construction and is currently occupied. Public improvements for this development included a new bike path and sidewalk from Oak Street and Monroe Street to 37th Avenue and Washington Street. Public improvements are currently under

warranty and will receive a final inspection after a one-year period before shifting over to the City for ownership.

Henley Place (Kellogg Bowl redevelopment)- 175 units
Update: Construction is complete, and the building is occupied.

Elk Rock Estates – 5 lot subdivision at 19th Ave & Sparrow St.
Update: All public improvements have been completed; the project is in the close out phase and the Engineering Department is currently waiting on as-builts from the developer. The land use entitlements have recently expired, so they will need to go back through the process to build units. The lots are currently for sale.

Shah & Tripp Estates – 8-lot subdivision at Harrison Street and Home Ave.
Update: The Right-of-Way improvements have been completed, and the new street has been opened. Currently the developer and contractor are addressing final punch list items. As-builts have been submitted to the City for review.

Bonaventure Senior Living – 170-units
Update: ROW permits have been issued, and public improvements are currently under construction. Milwaukie staff have completed on-site storm water facility inspections and will inspect asphalt multi-use path up to HWY 224.

1847 Scott St Food Park
This new food park will provide up to 17 spaces for food carts, a new tap room and a covered canopy shelter, along with frontage improvements. Frontage improvements include new sidewalks, and a new ramp at Main and Scott. Sitework is currently underway.

Document Administration
Plans
Summary: WSC is preparing the Stormwater System Plan.

CITY OF MILWAUKIE

WS 1. 6/17/25

OCR USE ONLY

COUNCIL STAFF REPORT

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

Date Written: June 5, 2025

Reviewed: Joseph Briglio, Assistant City Manager

From: Laura Weigel, Planning Manager,
Jennifer Garbely, City Engineer, and
Ryan Dyar, Associate Planner

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

ACTION REQUESTED

Council is asked to review and provide feedback on:

- Draft Future Conditions and Solutions Memorandum (Attachment 1)

The attached memo is the same memo, with updated maps, that was presented and discussed with the TSP Advisory Committee (TSPAC) on May 15 and Technical Committee (TSPTC) on May 21, 2025. The Planning Commission reviewed the memo on June 10, 2025. Staff will share Commission comments with Council.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

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

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

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

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

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

April 15, 2025: Council continued reviewing with staff the memos from the March 18 meeting.

ANALYSIS

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

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

Next Steps

Staff will incorporate Council's suggestions in the memo/maps. A community workshop is scheduled for June 18 at Ledding Library from 6:00 p.m. to 7:30 p.m. to review the draft project maps and provide prioritization feedback. The same information will be provided on the for feedback. Three focus groups are also scheduled with underrepresented groups.

BUDGET IMPACT

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

CLIMATE IMPACT

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

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

EQUITY IMPACT

Equity is one of the eleven identified goals in the Vision, Goals, and Policies document. Equity is a key component of this TSP update. Please see the Engage Milwaukie project page for the Community Profile and Engagement Plan for more details. Reaching out to underrepresented community members will be a core goal of staff engagement work over the summer. Staff is reviewing the project list with the Equity Steering Committee (ESC) on June 26. There are also three focus groups scheduled in July to engage underrepresented community members.

WORKLOAD IMPACT

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

COORDINATION, CONCURRENCE, OR DISSENT

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

ATTACHMENTS

1. Draft Future Conditions and Solutions Memorandum

DRAFT FUTURE CONDITIONS AND SOLUTIONS MEMO

Date:	May 30, 2025
To:	Milwaukie Planning Commission and City Council
From:	Kittelson & Associates, Inc./City Staff
Project:	Milwaukie Transportation System Plan
Subject:	Future Conditions and Solutions

***** Note to PC and CC (05/30/25). This memorandum is DRAFT. This dated version contains the updated list of Pedestrian, Bicycle, Roadway/Intersection, Transit, and Freight projects as reviewed by the project Technical Committee and Advisory Committee. *****

Executive Summary

This memorandum (memo) summarizes transportation gaps and deficiencies identified in the Transportation System Conditions, Needs, and Gaps Memo, and with a focus on the TSP Vision and Goals develops an initial project list to address these gaps and deficiencies.

Vision Statement: Milwaukie will have a complete network of sidewalks, bike lanes, and paths along with well-maintained streets and a robust transit system that connects our community. Travel within and through Milwaukie is safe, efficient, equitably planned, and meets the needs of the entire community.

Project List

In the last planning effort, the project team identified transportation needs and gaps based on several factors including a Pedestrian Level of Traffic Stress (PLTS) analysis, a Bicycle Level of Traffic Stress (BLTS) analysis, a vehicular/safety analysis of select intersections, a review of projects previously identified in other local and regional transportation planning documents, and review of committee/public feedback. From these efforts, this section presents the draft modal projects that are being considered for inclusion in the Milwaukie Transportation System Plan (TSP).

Details on the process for identifying projects are documented in the modal and evaluation sections of this memorandum. More details on modal network classifications are included in the Functional Classification Memo.

Pedestrian Facilities

Pedestrian facilities refer to infrastructure designed for people walking or using mobility devices and typically include sidewalks, on-street pathways, multi-use trails, and street crossings. A well-connected pedestrian network provides safe and efficient links between pedestrian trip generators like schools, parks, commercial areas, neighborhood hubs, residential neighborhoods, and other pedestrian attractors. To help ensure these connections are made and prioritized at the planning level, Figure 1 illustrates the proposed pedestrian street classifications. As shown, all roadways in Milwaukie will be classified as either a Major City Walkway, City Walkway, Neighborhood Walkway, or Local Service Walkway. While the classifications do not prescribe a specific facility type or treatment (e.g., bicycle lane, multi-use pathway, curb-extensions, etc.), they do indicate the role of a facility within the larger modal network and the infrastructure expectations for meeting that role.

Pedestrian travel in Milwaukie is challenged by an incomplete sidewalk network, local street connectivity limitations, and barriers created by two major highways (224 and 99E) and light and freight rail corridors. Only 15 percent of the existing roadway network in Milwaukie achieves a Pedestrian Level of Traffic Stress (PLTS) score or 1 or 2, due to the lack of sidewalk facilities or obstructions that limit the effective sidewalk width to levels that can impede walking and rolling. Figure 2 illustrates the pedestrian needs and gaps overlayed on priority focus areas.

To begin to address these needs, Table 1 and Figure 3 list and illustrate the proposed pedestrian projects. These projects fill some of the identified gaps along Major City Walkways, City Walkways, and Neighborhood Walkways and enhance/make new connections to/from/within Milwaukie's priority focus areas. The project lists also include SAFE projects and connectors on Local Service Walkways that overlap with priority focus areas.

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 1

Pedestrian Classifications

Legend

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

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

Generated On: 6/2/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 2

Pedestrian Gaps and Deficiencies

Priority Focus Areas

Legend

- Pedestrian Facility Does Not Meet the PLTS 2 Target
- No Sidewalk/Does Not Meet the PLTS 2 Target

Density of Focus Area Walksheds

- 6 (Walkshed Layers)
- 3 (Walkshed Layers)
- 1 (Walkshed Layer)

- Milwaukie City Limits
- Parks

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Project Type	Ped Classification	Roadway Classification
P-1	SE Moores St	HWY 99E	SE Main Street	Narrow sidewalk, PLTS 3/4	Reconstruct and widen to 6ft curb-tight sidwalk (south side)	Sidewalk reconstruction; obstruction removal	Major City Walkway	Local Street
P-2	SE 32nd Ave	SE Sherrett St	SE Harrison St	and Utilites poles limiting effective width of sidewalk; PLTS 3/4	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	Sidewalk reconstruction; obstruction removal	Major City Walkway	Collector
P-3	SE Johnson Creek Blvd	SE 40th Ave	SE 45th Ave	Mailboxes and utility poles limiting effective sidewalk width, PLTS 3/4	Reconstruct 6 ft curb-tight sidewalks (both sides) and remove utility obstructions	Sidewalk reconstruction; obstruction removal	Major City Walkway	Collector
P-4	SE King Rd	SE 34th Ave	SE 40th Ave	Missing sidewalks, PLTS 4	Construct new 5ft minimum curb-tight sidewalk (north side)	New sidewalk	Neighborhood Walkway	Local Street
P-5	SE Harmony Rd	SE Linwood Ave	Aquatic Center Access Rd	SAFE Project. Missing sidewalk on the south side, PLTS 4; narrow sidewalk on the north side, PLTS 3	Construct 8-10ft ped/bike pathway on south sides of road	New ped/bike pathway	Major City Walkway	Arterial
P-6	SE Lake Rd	SE 34th Ave	SE Harmony Rd	International Way; frequent sidewalk obstructions on existing sidewalk, PLTS 3/4	Construct 8-10ft ped/bike pathway on south sides of road	New sidewalk; New ped/bike pathway	Major City Walkway	Arterial
P-7	SE Johnson Creek Blvd	West city limits	SE Linwood Ave	Missing sidewalk, PLTS 4	Coordinate with City of Portland to ensure construction of 6 ft curb-tight sidewalks (north side)	New sidewalk	Major City Walkway	Arterial
P-8	SE Oatfield Rd	SE Lake Rd	City Limits	SAFE Project. Missing sidewalk, PLTS 4	Construct new buffered 8ft sidewalks (both sides)	New sidewalks; landscape buffer	Major City Walkway	Arterial
P-9	SE 34th Ave	SE Washington St	SE Lake Rd	Narrow sidewalks, PLTS 3	Construct 8-10ft ped/bike pathway on west side of road. Reconstruct 6ft curb-tight sidewalk on the east side.	New ped/bike pathway; reconstructed sidewalk	Major City Walkway	Collector
P-10	SE 37th Ave	SE Washington St	SE International Way	Sidewalk gaps on east side of roadway, PLTS 4	Construct new 6ft curb-tight sidewalk on the east side of road.	New sidewalk	Major City Walkway	Collector
P-11	SE Washington St	SE Oak St	SE 34th Ave	Narrow or missing sidewalk, PLTS 3/4	Construct 8-10ft ped/bike pathway on south side of road.	New ped/bike pathway	Major City Walkway	Collector
P-12	SE Lake Rd	SE 23rd Ave	SE 34th Ave	Narrow/obstructed sidewalk environment, PLTS 3/4	Remove sidewalk obstructions (north side)	Sidewalk obstruction removal	Major City Walkway	Arterial
P-13	SE Harrison St	HWY 99E	SE Main Street	Narrow/obstructed sidewalk segments, PLTS 3	Remove utility obstructions	Sidewalk obstruction removal	Major City Walkway	Arterial
P-14	SE Monroe St	SE 21st St	OR 224	Narrow sidewalks, PLTS 3	Reconstruct 6ft curb-tight sidewalks (both sides)	Sidewalk reconstruction	Major City Walkway	Collector
P-15	SE Monroe St	OR 224	SE Campbell St	Narrow sidewalks, PLTS 3	Reconstruct 6ft curb-tight sidewalks (both sides)	Sidewalk reconstruction	Major City Walkway	Collector
P-16	SE Harrison St	SE 29th St	SE 32nd Ave	Narrow sidewalks, PLTS 4	Reconstruct buffered 6ft sidewalks (both sides)	Sidewalk reconstruction; landscape buffer	Major City Walkway	Arterial
P-17	SE Harrison St	SE 32nd Ave	SE 42nd Ave	SAFE project. Narrow sidewalks, PLTS 3/4	Reconstruct buffered 6ft sidewalks (both sides)	Sidewalk reconstruction; landscape buffer	Major City Walkway	Arterial
P-18	SE Campbell St	SE Monroe St	SE Oak St	Narrow/missing sidewalks, PLTS 3/4	Reconstruct 6ft curb-tight sidewalks (both sides)	Sidewalk reconstruction	Major City Walkway	Collector
P-19	SE River Rd	SE Lark St	South City Limit	Missing sidewalk, PLTS 4	Construct new 8ft curb-tight sidewalk on both sides of road.	New Sidewalk	City Walkway	Arterial
P-20	SE Harvey St	SE 32nd St	SE 42nd St	Narrow/missing/obstructed sidewalks, PLTS 3/4	Construct 5ft minimum curb-tight sidewalks (north side)	New Sidewalks	City Walkway	Neighborhood Route
P-21	SE 42nd Ave	SE Harvey St	SE Johnshon Creek Blvd	Frequent sidewalk obstructions	Remove sidewalk obstructions (both sides) and opportunities allow	Utility pole/mailbox relocation	City Walkway	Collector
P-22	SE Stanley Ave	SE Johnson Creek Blvd	SE King Rd	Missing sidewalks, PLTS 4	Construct 8-10ft ped/bike pathway on one side of road	New ped/bike pathway	City Walkway	Collector
P-23	SE 43rd Ave	SE King Rd	SE Howe St	Frequent sidewalk obstructions (east side)	Remove sidewalk obstructions (east side)	Mailbox relocation	City Walkway	Collector
P-24	SE Washington St	SE 37th Ave	SE Garrett Dr	Narrow/missing sidewalks, PLTS 3/4	Construct 5ft minimum curb-tight sidewalks (both sides)	New Sidewalks	City Walkway	Collector
P-25	SE Monroe St	SE 37th Ave	SE Garrett Dr	Narrow/Missing Sidewalks, PLTS 3/4	Construct 6ft minimum curb-tight sidewalks (both sides)	New Sidewalks	Neighborhood Walkway	Collector
P-26	SE Monroe St	SE Garrett Dr	SE Linwood Ave	Missing sidewalks, PLTS 4	Construct buffered 7ft minimum sidewalks (north side)	New Sidewalks	City Walkway	Collector
P-27	SE Railroad Ave	SE 37th Ave	SE Harmony	Missing sidewalks, PLTS 4	Construct 8-10ft ped/bike pathway on north side of road	New ped/bike pathway	Major City Walkway	Collector

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Project Type	Ped Classification	Roadway Classification
P-28	SE International Way	SE Freeman Way	SE Lake Rd	SAFE project. Missing sidewalks, PLTS 4	Construct 5ft minimum curb-tight sidewalks (both sides)	New Sidewalks	Major City Walkway	Collector
P-29	SE Rusk Rd	SE Lake Rd	HWY 224	30 mph missing sidewalks, PLTS 4	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west side)	New sidewalks	City Walkway	Collector
P-30	SE Rusk Rd	HWY 224	South City Limit	30 mph, missing sidewalk buffer on the west side, PLTS 3	Coordinate with Clackamas County to ensure construction of 6 ft curb-tight sidewalks (west/north side)	New sidewalks	City Walkway	Collector
P-31	SE 29th Ave	SE Sherrett St	SE Balfour St	Missing sidewalks, PLTS 4	Maintain shared roadway environment with signing and striping enhancements	Signing/striping	Neighborhood Walkway	Local Street
P-32	SE Llewellyn St	SE 32nd Ave	SE 34th Ave	Sidewalk gaps, PLTS 4	Construct 8-10ft ped/bike pathway on north side of road	New ped/bike pathway	Neighborhood Walkway	Local Street
P-33	SE 34th Ave	SE King Rd	SE Harrison St	Missing sidewalks, PLTS 4	Construct 8-10ft ped/bike pathway on west side of road. Reconstruct 6ft curb-tight sidewalk on the east side.	New ped/bike pathway	Neighborhood Walkway	Local Street
P-34	SE 34th Ave	SE Harrison St	SE 34th Dead End	Sidewalks under 5 ft in width, PLTS 4	Construct 8-10ft ped/bike pathway on west side of road. Reconstruct 6ft curb-tight sidewalk on the east side.	New ped/bike pathway	Neighborhood Walkway	Local Street
P-35	SE Roswell St	SE 29th Ave	SE 32nd St	Missing sidewalks, PLTS 4	Maintain shared roadway environment with signing and striping enhancements	Signing/striping	Neighborhood Walkway	Local Street
P-36	SE Roswell St	SE 32nd Ave	SE 42nd Ave	Frequent sidewalk obstructions (32nd to 36th and 39th to 42nd), PLTS 4	Maintain shared roadway environment with signing and striping enhancements	Signing/striping	Neighborhood Walkway	Neighborhood Route
P-37	SE Olsen St	SE 29th Ave	SE 32nd Ave	Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (north side)	New sidewalks	Neighborhood Walkway	Neighborhood Route
P-38	SE Olsen St	SE 32nd Ave	SE 42nd Ave	SAFE project. Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (north side)	New sidewalks	Neighborhood Walkway	Local Street
P-39	SE Willow St	SE Winsor Dr	SE 49th Ave	Sidewalk gaps	Construct 5ft curb-tight sidewalk (south side) to connect Glover Street Alley	New sidewalks	Neighborhood Walkway	Neighborhood Route
P-40	SE 49th Ave	SE Willow Ave	SE King Rd	SAFE project. Missing sidewalks, PLTS 4	Construct 5ft curb-tight sidewalk (west side)	New sidewalks	Neighborhood Walkway	Neighborhood Route
P-41	SE Logus Rd	SE 43rd Ave	SE 49th Ave	Missing sidewalks, PLTS 4	Construct 5ft curb-tight sidewalk (south side)	New sidewalks	Neighborhood Walkway	Neighborhood Route
P-42	SE Stanley Ave	SE King Rd	SE Monroe St	Sidewalk missing on both sides	Construct 5ft minimum curb-tight sidewalks (both sides)	New sidewalks	Neighborhood Walkway	Collector
P-43	SE Stanley Ave	SE Monroe St	SE Railroad Ave	Sidewalk missing on both sides	Fill gaps and construct 5ft minimum curb-tight sidewalks (both sides)	New sidewalks	Neighborhood Walkway	Collector
P-44	SE 51st Ave	SE Logus Rd	SE Winworth Ct	SAFE project. Sidewalks missing on both sides	Construct 5ft curb-tight sidewalk (east side)	New sidewalks	Local Service Walkway	Local Street
P-45	SE Willow St	SE Windsor Dr	SE 51st Ave	Unimproved ped/bike pathway	Construct a 10ft multi-use path	New multi-use pathway	Neighborhood Walkway	(off street)
P-46	SE Willow Ave alley	SE Winworth Ct	SE Howe St	Unimproved ped/bike pathway	Construct a 10ft multi-use path	New multi-use pathway	Neighborhood Walkway	(off street)
P-47	SE 37th Ave	SE Wister St Path	SE Edison St	Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (south/west side)	New sidewalks	Not designated	Neighborhood Route
P-48	SE Brookside Drive	SE Johnson Creek Blvd	SE Regents Dr	SAFE project. Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (south side)	New sidewalks	Not designated	Neighborhood Route
P-49	SE Regents Dr	SE Brookside Dr	SE Winsor Dr	SAFE project. Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (south side)	New sidewalks	Not designated	Neighborhood Route
P-50	SE Mason Ln	SE 42nd Ave	SE Regents Dr	SAFE project. Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (south side)	New sidewalks	Not designated	Neighborhood Route
P-51	SE 44th Ave	SE Monroe St	SE Harrison St	Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (both sides)	New sidewalks	Not designated	Local Street
P-52	SE Harrison St	SE 44th Ave	SE Home St	Missing/obstructed sidewalks, PLTS 3/4	Construct 5ft curb-tight sidewalk (both sides)	New sidewalks	Not designated	Local Street
P-53	SE 27th Ave	SE Lake Rd	SE Washington St	Narrow/obstructed sidewalks on east side, PLTS 3/4	Reconstruct 5 ft curb-tight sidewalks (east side) and remove utility obstructions	Sidewalk reconstruction; obstruction removal	Local Service Walkway	Neighborhood Route
P-54	SE Edison St	SE 35th Ave	OR 224	Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (north side)	New sidewalks	Not designated	Local Street

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Project Type	Ped Classification	Roadway Classification
P-55	SE Bluebird St	SE 19th Ave	SE 22nd Ave	Missing sidewalk, PLTS 4	Maintain shared roadway environment with signing and striping enhancements	Signing/striping	Neighborhood Walkway	Local Street
P-56	SE 19th Ave	SE Eagle St	SE Sparrow St	Missing sidewalk, PLTS 4	Maintain shared roadway environment with signing and striping enhancements	Signing/striping	Neighborhood Walkway	Local Street
P-57	SE Sparrow St	SE 19th Ave	SE River Rd	Missing sidewalk, PLTS 4	Construct 5ft curb-tight sidewalk (south side)	New sidewalks	Neighborhood Walkway	Local Street
P-58	SE Ochoco St	SE 17th Ave	Springwater Trail	SAFE project. Incomplete trail corridor	Coordinate with City of Portland to ensure construction of a 10ft multi-use path	New multi-use pathway	Major City Walkaway	Collector
P-59	SE Ochoco St	Springwater Trail	SE McBrod Ave	SAFE project. Missing sidewalk, PLTS 4	Coordinate with City of Portland to ensure construction of 5ft curb-tight sidewalk (north side)	New sidewalk	Not designated	Collector
P-60	SE Mallard Way	End of road	SE International Way	Missing sidewalk, PLTS 4	Construct 5ft minimum curb-tight sidewalks (both sides)	New Sidewalks	Not designated	Local Street
P-61	SE 42nd Ave/SE Roswell St	intersection		Increase pedestrian safety	Install RRFB across SE 42nd Ave	Enhanced crossing treatment	City Walkway	Collector
P-62	SE 32nd Ave/SE Meek St	intersection		Increase pedestrian safety	Install RRFB across SE 32nd Ave	Enhanced crossing treatment	City Walkway	Collector
P-63	SE King Rd/SE Home St	Intersection		Increase pedestrian safety	Install RRFB across SE King Rd	Enhanced crossing treatment	Major City Walkway	Arterial
P-64	SE King Rd/SE Stanley Ave	Intersection		Increase pedestrian safety	Install RRFB across SE King Rd	Enhanced crossing treatment	Major City Walkway	Arterial
P-65	SE Railroad Ave/SE Home Ave	Intersection		Increase pedestrian connectivity	Construct at grade bike/ped crossing of Railroad Ave and adjacent rail line to SE Mallard Way	Enhanced crossing treatment and rail crossing	Major City Walkway	Collector
~~P-66~~	~~OR 224/SE Freeman Way~~	~~Intersection~~		~~Increase pedestrian safety~~	~~Improve pedestrian crossing~~	~~Enhanced crossing treatment~~	~~City Walkway~~	~~Regional Route~~
P-67	SE Stanley Ave/SE Logus Rd	Intersection		Increase pedestrian safety	Install RRFB across SE Stanley Ave	Enhanced crossing treatment	City Walkway	Collector
~~P-68~~	~~OR 224/SE 37th Ave~~	~~Intersection~~		~~Increase pedestrian safety~~	~~Improve pedestrian crossing~~	~~Enhanced crossing treatment~~	~~Major City Walkway~~	~~Regional Route~~
P-69	OR 224/SE Oak St	Intersection		Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway	Regional Route
P-70	OR 224/SE Monroe St	Intersection		Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway	Regional Route
P-71	OR 224/SE Harrison St	Intersection		Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway	Regional Route
P-72	SE Olsen St	Western extents of SE Olsen St	SE Mailwell Dr	Increase pedestrian connectivity	Construct bike/ped crossing of rail line to SE Mailwell Dr	Rail crossing	Not designated	Local Street
P-73	SE Stanley Ave/SE Monroe St	Intersection		Increase pedestrian safety	Install RRFB across SE Monroe St	Enhanced crossing treatment	City Walkway	Collector
P-74	SE King Rd	SE 44th Ave	SE Linwood Ave	Narrow sidewalks, PLTS 3	Construct 8-10ft ped/bike pathway on north and south side of road	New ped/bike pathway	Major City Walkway	Arterial
P-75	SE 32nd Ave	SE Meek St	SE Llewellyn St	Already PLTS 2	Construct a new 8-10ft ped/bike pathway on east side of road	New ped/bike pathway	Major City Walkway	Collector
P-76	OR 224/SE Rusk Rd	Intersection		Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway	Collector
P-77	SE Olsen St/SE 42nd Ave	Intersection		Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	City Walkway	Collector
P-78	SE Millport Rd	99E	SE 17th Ave	Missing sidewalks, PLTS 4	Construct 5ft minimum curb-tight sidewalks (both sides)	New Sidewalks	Not designated	Local Street
P-79	99E/SE Ochoco St	Intersection		Increase pedestrian safety	To Be Determined	Enhanced crossing treatment	Not designated	Regional Route
P-80	99E/SE Milport RD	Intersection		Increase pedestrian safety	To Be Determined	Enhanced crossing treatment	Not designated	Regional Route
P-90	SE Garrett St	SE Washington St	SE Monroe St	Narrow sidewalks, PLTS 3	Reonstruct 5ft minimum curb-tight sidewalks (both sides)	New Sidewalks	City Walkway	Local Street

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Project Type	Ped Classification	Roadway Classification
P-106	SE Harlow St/SE 56th Ave	SE 56th Ave	SE Stanley Ave	Missing sidewalks, PLTS 4	Reonstruct 5ft minimum curb-tight sidewalks (south side)	New Sidewalks	Local Service Walkway	Local Street
P-107	SE Hazel Pl	SE Stanley Ave	SE Wichita Ave	Missing sidewalks, PLTS 4	Reonstruct 5ft minimum curb-tight sidewalks (south side)	New Sidewalks	Local Service Walkway	Local Street
P-108	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Missing sidewalks, PLTS 4	Reonstruct 5ft minimum curb-tight sidewalks (west side)	New Sidewalks	Local Service Walkway	Local Street
P-109	SE Boss Ln	SE Lake Rd	SE Licyntra Ln	Missing sidewalks, PLTS 4	Maintain shared roadway environment with signing and striping enhancements	Signing/striping	Local Service Walkway	Local Street
SAFE Projects Up To 2024 (not completed)								
P-91	SE King Road	SE 40th Ave	SE 43rd Ave		SAFE Project - Details TBD	TBD	Neighborhood Walkway	Neighborhood Route
P-92	SE Main St	SE Harrison St	Expressway (OR 224)		SAFE Project - Details TBD	TBD	Major City Walkway	Collector
P-93	SE Mailwell Drive	SE Main St	UPRR		SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-94	SE Sparrow Street	SE River Road	Trolley Trail / 26th Avenue					
P-95	SE Balfour Street	SE 32nd Ave	Balfour Park					
P-96	Park Street/ Lloyd Street	Home Avenue	Stanley Avenue		SAFE Project - Details TBD, SRTS	TBD	Local Service Walkway	Local Street
P-97	SE 26th Ave	SE Lake Rd	Lake Village Apartments		SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-98	SE 28th Ave - Van Water Street	Springwater Corridor	32nd Avenue		SAFE Project - Details TBD, SRTS	Signing/striping	Local Service Walkway	Local Street
P-99	SE Logus Rd	SE Stanley Ave	43th Avenue		SAFE Project - Details TBD, SRTS	TBD	Neighborhood Walkway	Neighborhood Route
P-100	SE Lava Drive / Waverly Court	SE 17th Ave	Highland Apartments Entrance		SAFE Project - Details TBD	TBD	City Walkway	Local Street
P-101	Where Else Lane	SE Lake Rd	Bowman and Brae Park		SAFE Project - Details TBD	TBD	Local Service Walkway	Neighborhood Route
P-102	Aspen - Furnberg Street	SE Lindwood Ave	Furnberg Park		SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-103	SE 47th Ave	SE Franklin St	Railroad Avenue		SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-104	SE 35th Ave	SE Lake Rd	Edison Street		SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-105	SE 28th Ave	SE Washington St	Harrison Street		SAFE Project - Details TBD, SRTS	TBD	Local Service Walkway	Local Street
P-110	SE 37th Ave	SE Lake Rd	SE Grogan Ave	Missing sidewalks, PLTS 4	Construct 5ft minimum curb-tight sidewalks (south side)	New Sidewalks	Local Service Walkway	Local Street
P-111	SE Roswell St	Western extents of SE Roswell St	SE Ochoco Dr	Increase pedestrian connectivity	Construct bike/ped crossing of rail line to SE Ochoco St	Rail crossing	Not designated	Local Street

Table 1 - Pedestrian Projects

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Project Type	Ped Classification	Roadway Classification
P-112	99E/SE Harrison St	Intersection			Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway
P-113	99E/SE Monroe St	Intersection			Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway
P-114	99E/SE Washington St	Intersection			Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway
P-115	99E/ SE River Rd	Intersection			Increase pedestrian safety	Improve pedestrian crossing	Enhanced crossing treatment	Major City Walkway
P-116	SE Minthorn Loop Rd	SE 37th Ave	Minthorn Loop Road	Unimproved ped/bike pathway				Off Street
P-117	Kellog Creek	SE Main St	Trolley Trail	Trail opportunity after dam removal				Off Street
P-118	32nd Ave/Harvey St	Intersection			Improve safety of crossing at intersection			
P-119	32nd Ave/Harrison	Intersection			Signal retiming and improve safety of crossing at intersection			
P-120	SE Harlene St	west extents	SE Wood Ave			-	-	-
P-121	SE Frontage Rd	SE Ochoco St	SE Millport Rd	no sidewalks	Construct 5ft minimum curb-tight sidewalks (west side)	New Sidewalks	Local Service Walkway	Local Street
P-122	SE Ochoco St	east extents	Highway 99E	Narrow/missing sidewalks, PLTS 4	Reonstruct 5ft minimum curb-tight sidewalks (north side)	New Sidewalks	Local Service Walkway	Local Street
P-123	SE Main St	SE Hanna Harvester Dr	SE Ochoco St	BLTS 4; 35mph; no formally striped bike facility.	Construct 8-10ft ped/bike pathway on east side of road	New ped/bike pathway	City Walkway	Collector

Sidewalks

On-street bike/ped pathway

Ped project at intersection

Ped/Rail crossing

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 3

Pedestrian Projects DRAFT

Legend

- Pedestrian Project at Intersection
- Pedestrian/Rail Crossing Project
- Sidewalk Project
- On-street Bike/Ped Pathway Project
- Shared Roadways
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

M:\2023\23003_ODOT Transportation Planning On-call\005 - Milwaukie TSP\gis\MXD\23003_Milwaukie_TSP_FutureConditionsSolutions.mxd Date: 5/8/2025

Bicycle Facilities

Bicycle facilities serve a variety of trips, including trips to major attractions such as schools, parks, retail centers, and public facilities; commuter trips; recreational trips; and access to transit. The existing bicycle system in the City of Milwaukie consists of dedicated bicycle lanes, shared use on-street pathways, multiuse trails, and paved shoulders. Figure 4 illustrates the proposed bicycle street classifications, including Major City Bikeways, City Bikeways, Neighborhood Bikeways, and Local Service Bikeways.

Under existing conditions, approximately 30% of the roadways in Milwaukie do not meet the City's BLTS 1 target. Most of these deficient roadways are concentrated along the Arterial and Collector network. Figure 5 illustrates the bicycle needs and gaps overlayed on priority focus areas. To address some of these needs, Table 2 and Figure 6 list and illustrate the proposed bicycle projects. These projects generally fill identified gaps along Major City Bikeways, City Bikeways, and Neighborhood Bikeways. The project lists also include SAFE projects and key connectors on Local Service Bikeways that overlap with priority focus areas.

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 4

Bike Classifications

Legend

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

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

Generated On: 6/2/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 5

Bicycle Gaps and Deficiencies

Priority Focus Areas

Legend

- Bicycle Facility Does Not Meet the BLTS 1 Target
- No Bicycle Facility/Does Not Meet the PLTS 2 Target

Density of Focus Area Bikesheds

- 6 (Bikeshed Layers)
- 3 (Bikeshed Layers)
- 1 (Bikeshed Layer)

- Milwaukie City Limits
- Parks

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Table 2 - Bicycle Projects

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Bike Classification	Roadway Classification
B-1	SE Ochoco St	SE 17th Ave	Springwater Corridor	BLTS 3; no bike facility; 25mph	Coordinate with City of Portland to ensure construction of a 10ft multi-use path	Major City Bikeway	Collector
B-2	SE Main St	SE Moores St	SE Hanna Harvester Dr	BLTS 4; 35mph; no formally striped bike facility. SAFE Project	Construct 8-10ft ped/bike pathway on east side of road	City Bikeway	Collector
B-3	SE 32nd Ave	SE Meek St	SE Llewellyn St	BLTS 3; no bike facility; 25mph	Construct 8-10ft ped/bike pathway on east side of road	Major City Bikeway	Collector
B-4	SE Johnson Creek Blvd	SE 40th	SE 45th Ave	BLTS 2; 5ft bike lanes present; 25mph	Restripe roadway to a 5.5' bike lane (both directions)	City Bikeway	Collector
B-5	SE 42nd Ave	SE Harvey St	SE Howe St	BLTS 3; shared lane; 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	City Bikeway	Collector
B-6	SE 43rd Ave	End of multi-use path South of SE Rhodesa St	SE King Rd	BLTS 3; multi-use path drops to <5' bike lane	Construct 8-10ft ped/bike pathway on west side of road	City Bikeway	Collector
B-7	SE King Rd	SE 44th Ave	SE Linwood Ave	BLTS 3; swtiches from 25mph to 35mph at 44th; 5ft bicycle lanes	Construct 8-10ft ped/bike pathway on north and south side of road	City Bikeway	Arterial
B-8	SE Stanley Ave	SE Johnson Creek Blvd	SE King Rd	BLTS 3; no bike facility; 25mph	Construct 8-10ft ped/bike pathway on one side of road	City Bikeway	Collector
B-9	SE Stanley Ave	SE King Rd	SE Monroe St	BLTS 2; unmarked centerline; no bike facility	Construct 5.5ft bike lanes (both directions)	City Bikeway	Collector
B-10	SE Stanley Ave	SE Monroe St	SE Railroad Ave	BLTS 2; unmarked centerline; no bike facility	Construct 5.5ft bike lanes (both directions)	City Bikeway	Collector
B-11	SE Monroe St	SE Garrett Dr	SE Linwood Ave	BLTS 2; shared lane; 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	Major City Bikeway	Collector
B-12	SE Railroad Ave	SE 37th Ave	SE Harmony	BLTS 3; no bike facility; 35mph	Construct 8-10ft ped/bike pathway on north side of road	Major City Bikeway	Collector
B-13	SE Harmony Rd	SE Linwood Ave	Aquatic Center Access Rd	SAFE Project BLTS 3; no bike facility; 35mph	Construct 8-10ft ped/bike pathway on south sides of road	Major City Bikeway	Arterial
B-14	SE International Way	SE 37th Ave	SE Freeman Way	SAFE project. BLTS 3; 3 lanes until SE Freeman Wy; 25mph	Restripe roadway to include 7ft buffered bike lanes (both directions)	City Bikeway	Collector
B-15	SE International Way	SE Freeman Way	SE Lake Rd	SAFE project. BLTS 3; 2 lanes until Lake Rd; 25mph	Construct 7ft buffered bike lanes (both directions)	City Bikeway	Collector
B-16	SE Rusk Rd	SE Lake Rd	SE Kellog Creek Rd	BLTS 3; no bike facility; 30mph until HWY 224 / 25 mph south of HWY 224	Construct 5.5' bike lanes (both directions) Coordinate with Clackamas County on bicycle facility enhancements	City Bikeway	Collector
B-17	SE Lake Rd	SE Kuehn Ct	SE Harmony Rd	BLTS 3; on street bike facility; 40mph	Construct 8-10ft ped/bike pathway on south side of road	Major City Bikeway	Arterial
B-18	SE 34th Ave	SE King Rd	SE 34th Dead End	BLTS 1	Construct 8-10ft ped/bike pathway on east side of road	Major City Bikeway	Local Street
B-19	SE Oatfield Rd	SE Lake Rd	City limits	SAFE project. BLTS 3; no formal bike facility; 30mph	Construct 5.5ft bike lanes (both directions)	Nieghborhood Bikeway	Arterial
B-20	SE Oak St	SE Monroe St	SE Campbell St	BLTS 3; no bike facility; 25mph; 3 lanes	Construct 8-10ft ped/bike pathway on both sides of road	Major City Bikeway	Arterial
B-21	SE Railroad Ave	SE 37th Ave	SE Harmony	BLTS 3; no bike facility; 35 mph	Construct 8-10ft ped/bike pathway on north side of road	Major City Bikeway	Collector
B-22	SE Monroe St	SE 21st Ave	SE Campbell St	BLTS 3; no bike facility; unmarked centerline; 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	Major City Bikeway	Collector
B-23	SE Harrison St	Hwy 99E	SE 24th Ave	BLTS 3; no bike facillity; 20mph until SE 21st Ave / 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	City Bikeway	Arterial
B-24	SE Harrison St	SE 26th Ave	SE 42nd Ave	SAFE project. BLTS 3; no bike facility; 25mph; 2 lanes + parking both sides	Construct 5.5ft bike lanes (both directions)	City Bikeway	Arterial

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Bike Classification	Roadway Classification
B-25	SE King Rd	SE 34th Ave	SE 40th Ave	BLTS 3; no bike facilities; 25mph; unmarked centerline	Improve roadway surface and install shared lane markings (both directions)	Neighborhood Bikeway	Local Street
B-26	SE 42nd Ave	SE Harrison St	SE Washington St	BLTS 2; 25mph; no bike facilities; 2 lanes + parking	Remove on street parking and construct 5.5ft bike lane (both directions)	Neighborhood Bikeway	Collector
~~B-27~~							
B-28	SE Ochoco St/SE 17th Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Major City Bikeway	Arterial
B-29	SE Lava Dr & SE 17th Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Major City Bikeway	Arterial
B-30	SE Railroad Ave & SE Linwood Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Major City Bikeway	Arterial
B-31	SE Lake Rd & SE International Way	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Major City Bikeway	Arterial
B-32	OR 224/SE Rusk Rd	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Major City Bikeway	Collector
~~B-33~~	~~OR 224/SE Freeman Way~~	~~Intersection~~		~~Challenging Intersection~~	~~Improve safety of crossing at intersection~~	~~City Bikeway~~	~~Local Street~~
~~B-34~~	~~OR 224/SE 37th Ave~~	~~Intersection~~		~~Challenging Intersection~~	~~Improve safety of crossing at intersection~~	~~City Bikeway~~	~~Collector~~
B-35	OR 224/SE Oak St	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Neighborhood Bikeway	Collector
B-36	OR 224/SE Monroe St	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Major City Bikeway	Collector
B-37	OR 224/SE Harrison St	Intersection		Challenging Intersection	Improve safety of crossing at intersection	City Bikeway	Arterial
B-38	SE Harrison St/SE 21st Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Major City Bikeway	Arterial
B-39	SE King Rd/SE Stanley Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	City Bikeway	Collector
B-40	SE Harrison St/SE 42nd Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	City Bikeway	Collector
B-41	SE Johnson Creek Blvd/SE Stanley Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	City Bikeway	Collector
B-42	SE Rosewell Ave	SE 29th Ave	SE 42nd Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-43	SE Olsen St	SE 29th Ave	SE 42nd Ave	SAFE project. Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-44	SE Mason Ln	SE 42nd Ave	SE Regents Dr	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-45	SE Regents Dr	SE Brookside Dr	SE Windsor Dr	SAFE project. Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-46	SE Brookside Dr	SE Johnson Creek Blvd	SE Regents Dr	SAFE project. Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-47	SE Windsor Dr	SE Regents Dr	SE Willow St	SAFE project. Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-48	SE Willow St	SE Windsor Dr	SE Stanley Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Bike Classification	Roadway Classification
B-49	SE Logus Rd	SE 43rd Ave	SE Stanley Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-50	SE 49th Ave	SE King Rd	SE Logus Rd	SAFE project. Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-51	SE Hazel St	SE Stanley Ave	SE Wichita Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Local Street
B-52	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Local Street
B-53	SE Hazel St	SE Stanley Ave	SE Wichita Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Local Street
B-54	SE Home Ave	SE King Rd	SE Railroad Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-55	SE Park St	SE Home Ave	SE Wood Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-56	SE Wood Ave	SE Park St	SE Railroad Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-57	SE Washington St	SE 37th Ave	SE Garrett Dr	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Local Street
B-58	SE Garrett Dr	SE Washington St	SE Monroe St	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Local Street
B-59	SE 40th Ave	SE Olsen St	SE Railroad Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	City/Neighborhood Bikeway	Neighborhood Route
B-60	SE 19th Ave	SE Bluebird St	SE Sparrow St	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	City/Neighborhood Bikeway	Local Street
B-61	SE Bluebird St	SE 22nd Ave	SE 19th Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	City/Neighborhood Bikeway	Local Street
B-62	SE Sparrow St	SE 19th Ave	SE 22nd Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	City/Neighborhood Bikeway	Local Street
B-63	SE Kuehn Rd	SE Lake Rd	City limits	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	City/Neighborhood Bikeway	Local Street
B-64	SE 34th Ave	SE Lake Rd	SE Washington St	BLTS 3; no bike facility; 25mph	Construct 8-10ft ped/bike pathway on west side of road	Neighborhood Bikeway	Collector
B-65	SE Washington St	SE Oak St	SE 34th Ave	BLTS 3; no bike facility; 25mph	Construct 8-10ft ped/bike pathway on west side of road	Neighborhood Bikeway	Collector
B-66	SE Freeman Way	SE International Way	SE Lake Rd	Meeting BLTS 1	Remove on-street parking and stipe 5.5ft bike lanes (both directions)	City Bikeway	Local Street
~~B-67~~	~~SE 29th Ave~~	~~SE Van Water St~~	~~SE Meek St~~	~~Meeting BLTS 1~~	~~Install shared roadway lane markings, signage, and traffic calming improvements~~	~~Major City Bikeway~~	~~Local Street~~
B-68	SE Harvey St	SE 32nd Ave	SE 42nd Ave	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	City Bikeway	Neighborhood Route
B-69	SE 55th Ave	SE Firwood St	SE Johnson Creek Blvd	Meeting BLTS 1	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Neighborhood Route
B-70	SE Oak St	SE Campbell St	SE Washington St	BLTS 3; no bike facility; 25mph; 3 lanes	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Collector
B-71	SE Lake Road	SE Kuehn Rd	SE 21st Ave	BLTS 2	Construct 8-10ft ped/bike pathway on south side of road	Major City Bikeway	Arterial
B-72	SE Johnson Creek Blvd/SE 45 Pl	Intersection		Challenging Intersection	Improve safety of crossing at intersection. Coordinate with City of Portland.	Major City Bikeway	Arterial

Table 2 - Bicycle Projects

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Bike Classification	Roadway Classification
B-73	SE Johnson Creek Blvd/SE Wichita Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	Neighborhood Bikeway	Collector
B-74	SE Harmony Rd/Aquatic Center	Intersection		Challenging Intersection	Improve safety of crossing at intersection	City Bikeway	Arterial
B-75	SE Willow St	SE Windsor Dr	SE 51st Ave	Unimproved ped/bike pathway	Construct a 10ft multi-use path	City Bikeway	Off Street
B-76	SE Willow Ave alley	SE Winworth Ct	SE Howe St	Unimproved ped/bike pathway	Construct a 10ft multi-use path	City Bikeway	Off Street
B-77	SE Harriston St/SE 34th Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	City Bikeway	Local Street
B-78	SE Harriston St/SE 40th Ave	Intersection		Challenging Intersection	Improve safety of crossing at intersection	City Bikeway	Neighborhood Route
B-79	SE Minthorn Loop Rd	SE 37th Ave	Minthorn Loop Road	Unimproved ped/bike pathway	Construct a 10ft multi-use path	Off Street	Off Street
B-80	Kellog Creek	SE Main St	Trolley Trail	Trail opportunity after dam removal	Construct a 10ft multi-use path	Off Street	Off Street
B-81	SE 37th Ave	SE International Way	SE Washington St	BLTS 3; no bike facility; 25mph; 3 lanes	Install shared roadway lane markings, signage, and traffic calming improvements	City Bikeway	Collector
B-82	SE Washington St	Hwy 99E	SE Oak St	BLTS 3; no bike facility; 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	Neighborhood Bikeway	Collector
B-83	SE Harlene St	west extents	SE Wood St	No connection	Construct a 10ft multi-use path	-	-

Shared lanes

Bike lanes

On-street bike/ped pathway

Bike project at intersection

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 6

Bicycle Projects
DRAFT

Legend

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

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Transit System

Public transit enhances climate-friendly and equitable outcomes by supporting accessibility for people who cannot drive and reducing reliance on single-occupancy vehicles. Public transit in Milwaukie includes the MAX Orange Line, TriMet Frequent Service Routes, TriMet Standard Service Routes, and paratransit service. The majority of Milwaukie is located within a half-mile walkshed from an existing transit stop. Figure 7 illustrates the proposed transit street classifications, including Regional Transitway, Major Transit Priority Street, Transit Access Street, and Local Service Transit Street.

Gaps and projects were identified based on a review of projects previously identified in other local and regional transportation planning documents, and review of previous committee/public feedback. Figure 8 illustrates the transit needs and gaps overlayed on priority focus areas. *Note that these gaps focus on direct transit improvements. Quarter-mile walksheds and bikesheds to transit stops were included in development of priority focus areas to identify gaps in comfortable walking and biking access to transit facilities.*

Table 3 and Figure 9 illustrate the proposed transit projects. Projects include adjusting existing routes, adding Bus Rapid Transit (BRT), and bus shelter/stop safety improvements.

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 7

Transit Classifications

Legend

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

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

Generated On: 6/2/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 8

Transit Gaps and Deficiencies

Priority Focus Areas

Potential New or Rerouted Transit Route

Potential New BRT or Frequent Service Transit Routes

Potential New or Rerouted Transit Route

Potential New Frequent Service Transit Routes

Potential New BRT Transit Routes

Legend

Density of Focus Area Bikesheds

- 6 (Bikeshed Layers)
- 3 (Bikeshed Layers)
- 1 (Bikeshed Layer)

- Milwaukie City Limits
- Milwaukie Town Center
- Parks

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Transit Classification
T-1	32nd Ave	SE Johnson Creek Blvd	Harrison St		Coordinate with TriMet to help implement new Bus Rapid Transit/Express Service route	Regional Transitway
T-2	Johnson Creek Blvd	45th Ave	Eastern City Limits		Coordinate with TriMet to help implement new Frequent Service route	Transit Access Street
T-3	Linwood Ave	SE Johnson Creek Blvd	SE Railroad Ave		Coordinate with TriMet to help implement new bus service route	Major Transit Priority Street
T-4	Harrison St	SE 21st Ave	King Road		Coordinate with TriMet to help implement new Frequest Service Route	Regional Transitway
T-5	King Road	SE 42nd Ave	SE Linwood Ave		Coordinate with TriMet to help implement new Bus Rapid Transit/Frequent Service route	Major Transit Priority Street
T-6	McLoughlin Blvd	Milwaukie Town Center	Oregon City Town Center		Coordinate with TriMet to help implement new Frequent Service route	Major Transit Priority Street
T-7	Lake Rd-Oatfield Rd	SE Monroe St	Oatfield Rd		Coordinate with TriMet to help implement new Frequent Service route	Major Transit Priority Street
T-8	Railroad/37th	SE Railroad Ave	SE 37th Ave		Coordinate with TriMet to help implement new Frequent Service route	Transit Access Street
T-9	Bus Shelter/Stop Safety Improvements	Citywide			Work with TriMet to identify and add transit stop amenities at main stops along bus routes	
T-10	Transit Priority Signalization	Citywide			Work with Clackamas County to implement transit priority signalization along key transit corridors.	
T-11	Weekend Service Improvements	Citywide			Work with TriMet to improve bus service on various transit lines	

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 9

Transit Projects - DRAFT

Legend

- Future Express or Frequent Service Bus Route
- Future/Updated Route
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

Generated On: 5/30/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Roadway System

Roadways provide infrastructure for motor vehicles, freight, bicycle, pedestrian, and transit facilities. The roadway network establishes links both within the city and outside of its boundaries, connecting surrounding areas and neighboring jurisdictions.

Limited connectivity between Milwaukie neighborhoods often forces motorists to travel out of direction and increases traffic volumes and miles traveled on the few connecting streets.

Posted speeds on City facilities are generally 25 to 35 MPH. Posted speeds on ODOT facilities range from 35 to 50 MPH, except for the segment of OR 99E near and through downtown Milwaukie, which is posted at 30 MPH. Due to recent legislative changes to ORS 810.180, The City of Milwaukie can establish by ordinance a reduction in the speed limit on local residential streets from 25 MPH to 20 MPH.

Figure 10 illustrates the roadway functional classifications, including updates to the current Milwaukie's TSP classifications to designate Johnson Creek Boulevard from SE 45th Place to the east city limits as an Arterial, Harmony Road from Linwood Ave to east city limits, and SE 17th Ave from SE Waverly Place to north city limits as arterials. This also includes proposed arterial sub-classifications according to the following categories as newly required in OAR 660-012-0810(4)(a):

- Local access priority arterial
- Through movement priority arterial
- Multimodal travel priority arterial

Figure 11 illustrates the roadway needs and gaps based on a vehicular/safety analysis of select intersections, a review of projects previously identified in other local and regional transportation planning documents, and review of previous committee/public feedback. These are not overlayed on priority focus areas because prioritization of roadway projects does not necessarily align with the intent of the priority focus areas, which were developed to identify the need to improve walking, biking, and transit access.

Table 4 and Figure 12 list and illustrate the proposed roadway projects, including projects that fill in local street connections, projects that address traffic control needs, and refinement studies to improve safety, operations, and access for all modes.

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 10

Roadway Classifications

Legend

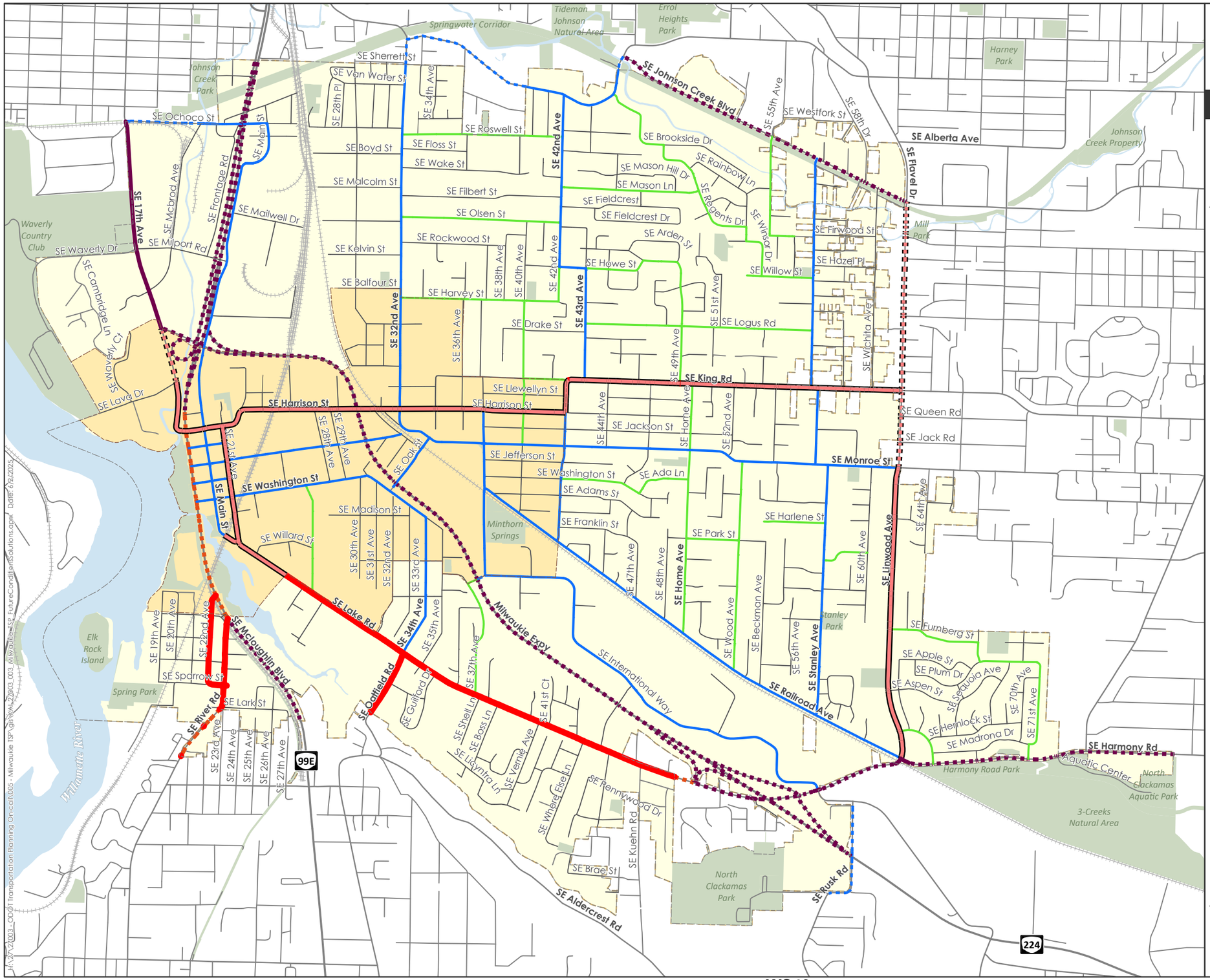
- Through Movement Priority Arterial
- Local Access Arterial
- Multimodal Travel Priority Arterial
- Collector
- Neighborhood Routes
- Local Street
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

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

Generated On: 6/2/2025

Data Sources: City of Milwaukie, ODOT

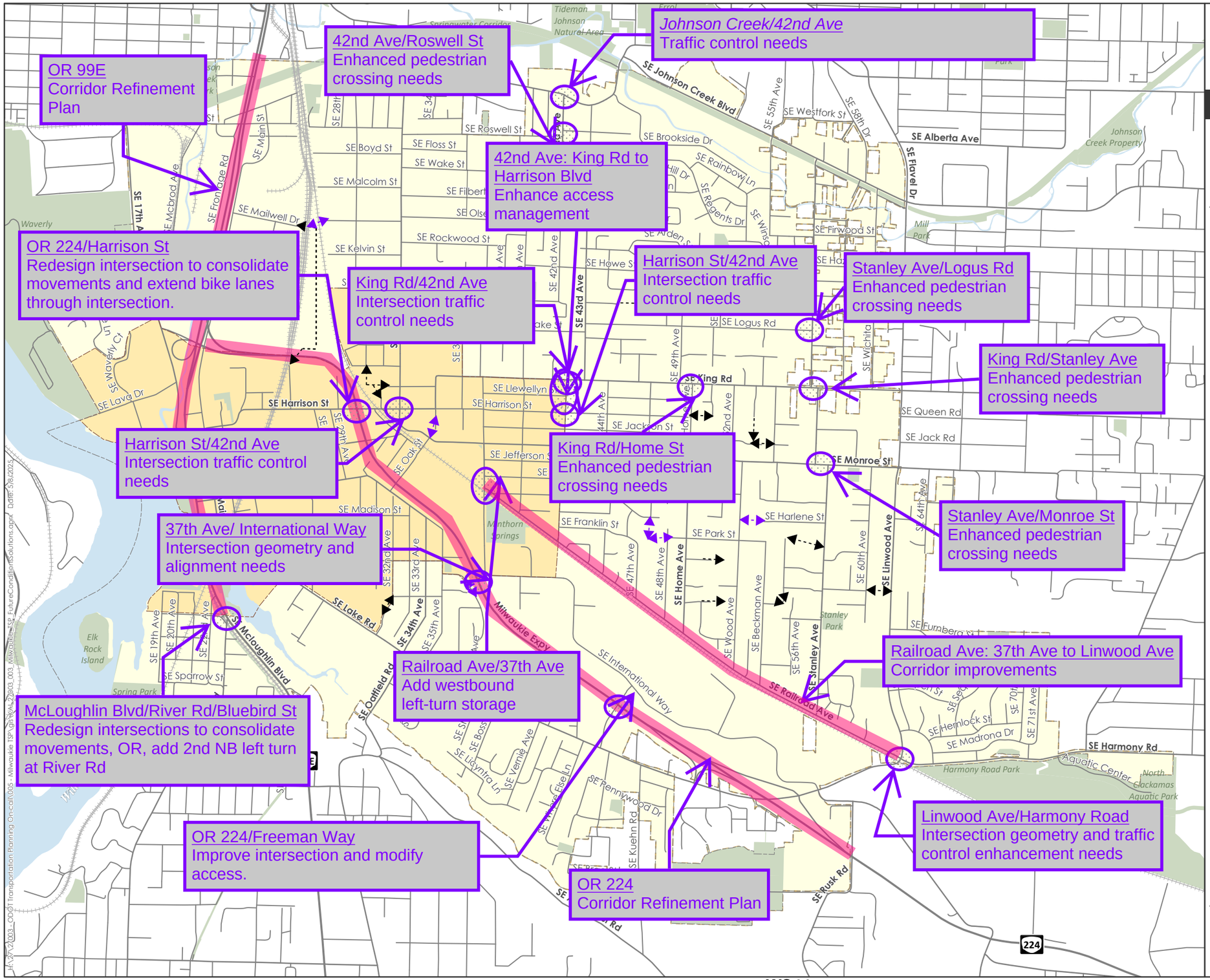
0 0.25 0.5 0.75 Miles



CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 11

Roadway Gaps and Needs



Legend

- Milwaukie City Limits
- Milwaukie Town Center
- Parks
- Potential Local Street Extension
- Potential New/Enhanced Bicycle/Pedestrian Connection

Generated On: 2/4/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Roadway Classification
R-1	Johnson Creek/42nd Ave			Traffic control Needs	Replace all-way stop with a roundabout or traffic signal (when warranted)	Collector
R-2	OR 224/Harrison St			Geometric limitations	Coordinate with ODOT to add left-turn lanes and protected signal phasing on the east and west Harrison Street approaches to OR 224	Arterial
R-3	Harrison St/32nd Ave			Intersection traffic control needs	Modify the north and south approaches to provide separate left-turn lanes	Collector
R-4	King Rd/42nd Ave			Intersection traffic control needs	Install permanent geometric delineators	Arterial
R-5	Harrison St/42nd Ave			Intersection traffic control needs	Replace all-way stop with a roundabout or traffic signal (when warranted)	Arterial
R-6	McLoughlin Blvd/River Rd/Bluebird St			Capacity needs	Coordinate with ODOT and widen the northbound River Road approach to 99E to provide a second NB left-turn lane	Arterial
R-7	Linwood Ave/Harmony Road			Intersection geometry and capacity needs	Perform a refinement study that will look to accomodate vehicles, pedestrians, bicycles, and mobility vehicles. Retrofit existing traffic control infrastructure while mantaining optimal traffic operations.	Arterial
R-8	37th Ave/International Way/OR 224			Intersection geometry and alignment needs.	Coordinate with ODOT and consolidate the two northern legs of 37th Ave and International Way into one leg at OR 224. Improve pedestrian crossing of OR 224	Collector
R-9	OR 224/Freeman Way			Intersection geometry and alignment needs.	Coordinate with ODOT to improve intersection operations at the OR 224/Freeman Way intersection. Improve pedestrian crossings of OR 224	
R-10	OR 99E	Northern City Limits	Southern City Limits	Corridor Refinement Plan	Conduct a refinement study to establish alternative mobility targets for OR 99E for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auty and freight mobility	Regional Route
R-11	OR 224	SE McLoughlin Blvd	Southern City Limits	Corridor Refinement Plan	Conduct a refinement study to establish alternative mobility targets for OR 224 for locations not meeting applicable State targets, and explore ways to minimize barrier effect and improve auty and freight mobility	Regional Route
~~R-12~~	~~SE Railroad Ave~~	~~SE 37th Ave~~	~~SE Linwood Ave~~	~~Two-lane roadway~~	~~Widen Railroad Ave to a three-lane roadway~~	~~Collector~~
R-13	SE Mailwell Drive extension	SE Crystal Lake Dr	SE Mailwell Dr	Lack of local street	Extend SE Mailwell Drive east across MAX line connecting to Crystal Lake Drive/SE 26th Ave via the OR 224 underpass.	Local
R-14	SE 29th Ave extension	SE Meet St	SE 32nd Ave	Lack of local street	Extend SE 29th Ave south of SE Meet St to SE 32nd Ave	Local
R-15	SE Melody Lane	east extents	TBD	Lack of local street	Extend SE Melody Lane	Local

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Roadway Classification
R-16	SE Jackson Street	SE 55th Ave	SE 55th Ave	Lack of local street	SE Jackson St extension	Local
R-17	SE 53rd Pl	South extents	SE Jackson St extension	Lack of local street	SE 53rd Pl extenstion	Local
R-18	SE Park St	SE 56th Ave	SE Stanley Ave	Lack of local street	SE Park extenstion	Local
R-19	SE Hunter Ct	SE Home Ave	SE Wood Ave	Lack of local street	SE Hunter Ct extenstion	Local
R-20	SE Guido Bocci Dr	SE Home Ave	SE Wood Ave	Lack of local street	SE Guido Bocci Dr Extension	Local
R-21	SE Beckman Terrace	east extents	SE 56th Ave	Lack of local street	SE Beckman Terrace extension	Local
R-22	SE Lloyd St	SE 60th Ave	SE Linwood Ave	Lack of local street	SE Lloyd Street Extension	Local
R-23	SE 32nd Ave			Lack of local street connectivity	32nd Ave Extension/Connection	Local
R-24	Oak/Railroad/Monroe			Forecast to exceed mobility standard	Install a mini roundabout	Collector
R-25	Railroad Ave/37th Ave			Queuing limitations	Widen WB Railroad Avenue approach to provide additional left-turn storage	Collector
R-26	SE Omark Dr	SE Mailwall Dr	SE Hanna Harvester Dr	Lack of local street	Extend SE Omark Dr to connect to SE Hanna Harvester Drive	Local

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 12

Roadway and Intersection Projects - DRAFT

Legend

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

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Freight Facilities

While all cities have some need for local delivery of goods to retailers and similar activities, in Milwaukie a majority of employment is in the heavy manufacturing, warehousing, and distribution sectors, which are dependent on efficient movements of large quantities of both raw materials and finished products. A well-functioning and reliable system for the movement of freight into and out of the city contributes significantly to the City's ability to attract and retain industrial investment—and the jobs and tax proceeds that come with that investment.

Figure 13 illustrates the proposed freight street classifications, including Regional Truckway, Priority Truck Street, Weight Restricted Truck Priority Street, Truck Access Street, Local Service Truck Street.

Figure 14 illustrates the freight needs and gaps based on a review of projects previously identified in other local and regional transportation planning documents and input from the project management team and technical advisory committee. These are not overlayed on priority focus areas because prioritization of freight projects does not align with the intent of the priority focus areas, which were developed to identify need to improve walking, biking, and transit access.

Table 5 and Figure 15 list and illustrate the proposed freight projects. Projects are focused on addressing geometric deficiencies, particularly along OR 224, the Regional Truckway.

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 13

Freight Classifications

Legend

- Regional Truckway
- Priority Truck Street
- Weight Restricted Truck Priority Street
- Truck Access Street
- Local Service Truck Street
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

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

Generated On: 6/2/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 14

Freight Gaps and Needs

OR 99E/Ochoco St:
Turning radii deficiencies for freight movements and signage deficiencies

Omark Dr/Mailwell Dr:
Turning radii deficiencies for freight movements

Main St/Mailwell Dr:
Turning radii deficiencies for freight movements

Harrison St Rail Crossing:
Capacity deficiencies

37th Ave Rail Crossing:
Geometric transition deficiencies with railroad crossing

OR 224 Ramp/17th Ave:
Turning radii deficiencies for freight movements

OR 224 - OR 99E to Lake Rd:
Conduct refinement plan focus on motor and freight mobility

Harmony Rd/Linwood Ave:
Capacity, queuing, and geometric deficiencies

OR 224/International Way/37th Ave:
Turning radii deficiencies for freight movements

Legend

- Milwaukie City Limits
- Milwaukie Town Center
- Parks

Generated On: 2/4/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Table 5 - Freight Projects

Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Freight Classification
F-1	OR 99E/Ochoco St			Turning radii deficiencies for freight movements and signage deficiencies	Coordinate with ODOT to reconstruct the northwest corner of the intersection to provide enhanced turning movement accommodations for trailers.	Priority Truck Street
F-2	SE Omark Dr/SE Mailwell Dr			Turning radii deficiencies for freight movements	Upgrade intersection turing radii in the northwest quadrant to better accommodate freight movements	Truck access street
F-3	SE Main St/SE Mailwell Dr			Turning radii deficiencies for freight movements	Upgrade intersection turing radii in the northeast and southeast quadrants to better accommodate freight movements	Truck Access Street
F-4	OR 224	OR 99E	Lake Rd		Conduct refinement plan with a focus on motor and freight mobility	Regional Truck Way
F-5	OR 224 Ramp/17th Ave			Turning radii deficiencies for freight movements	Coordinate with ODOT to upgrade intersection turing radii in the northeast quadrant o better accommodate freight movements	Priority Truck Street
F-6	SE Ochoco St	SE Main St	East extents	Failing roadway surface	Upgrade street to better accommodate freight vehicles	Truck access street
F-7	SE Mailwell Dr	SE Main St	SE Omark Dr	Failing roadway surface	Upgrade street to better accommodate freight vehicles	Truck access street
F-8	SE Hanna Harvester Dr	SE Main St	SE Hanna Dr	Failing roadway surface	Upgrade street to better accommodate freight vehicles	Truck access street

CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 15

Freight Projects - DRAFT

Legend

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

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

WS 1. 6/17/25
Presentation

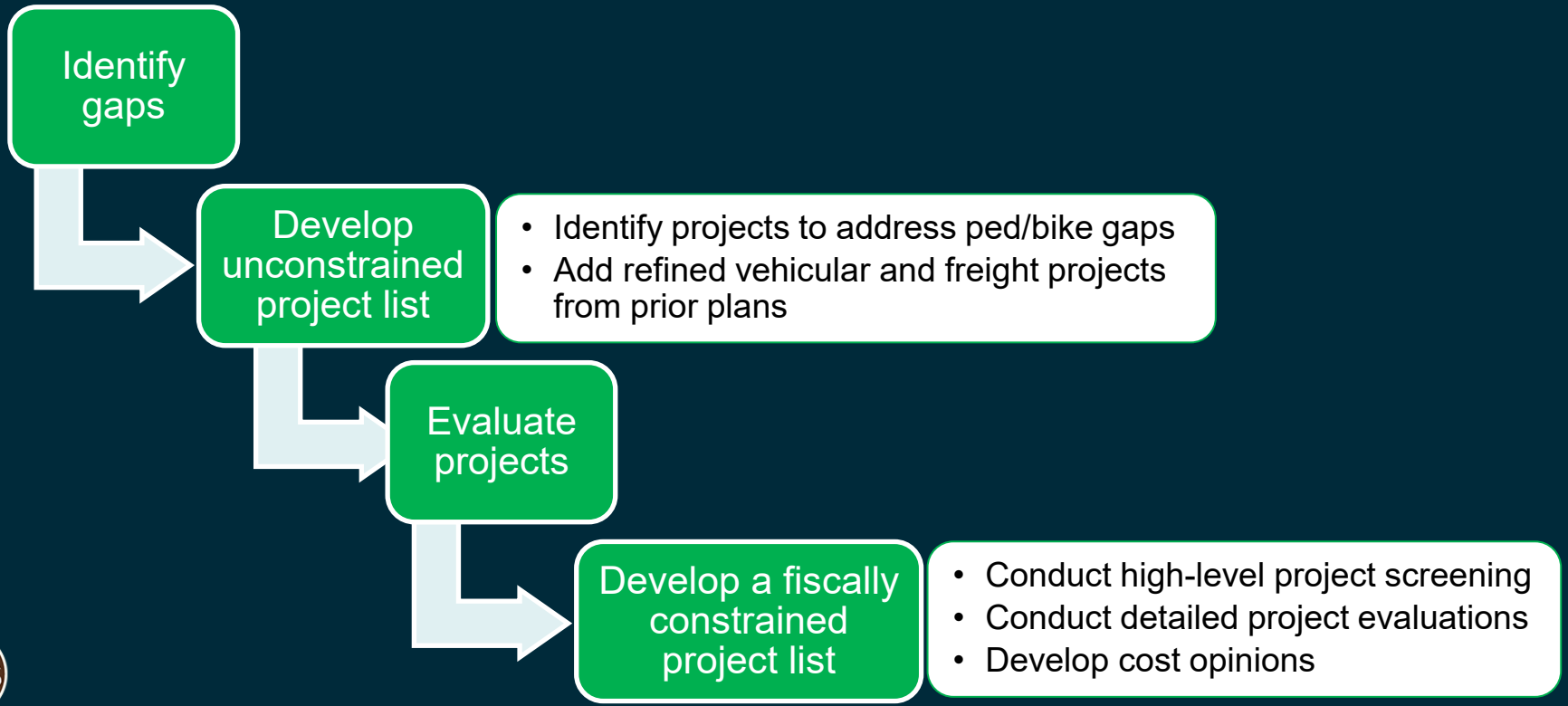
Milwaukie TSP

City Council

6/17/2025

City of Milwaukie
Oregon Department of transportation

Recap Methodology for Developing and Evaluating Projects



Transportation Projects

Pedestrian

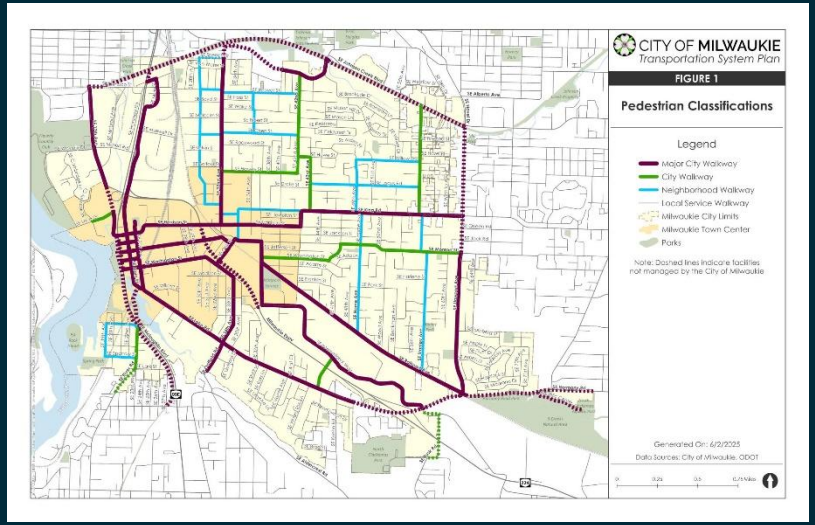
Bicycle

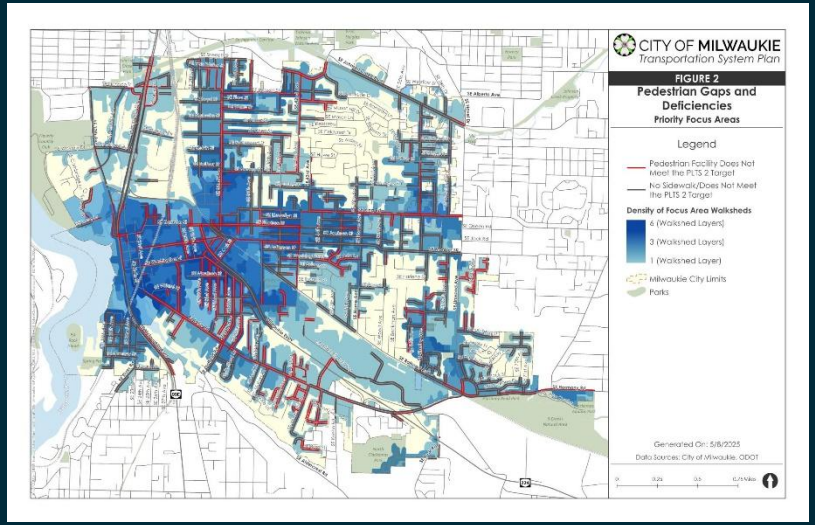
Roadway

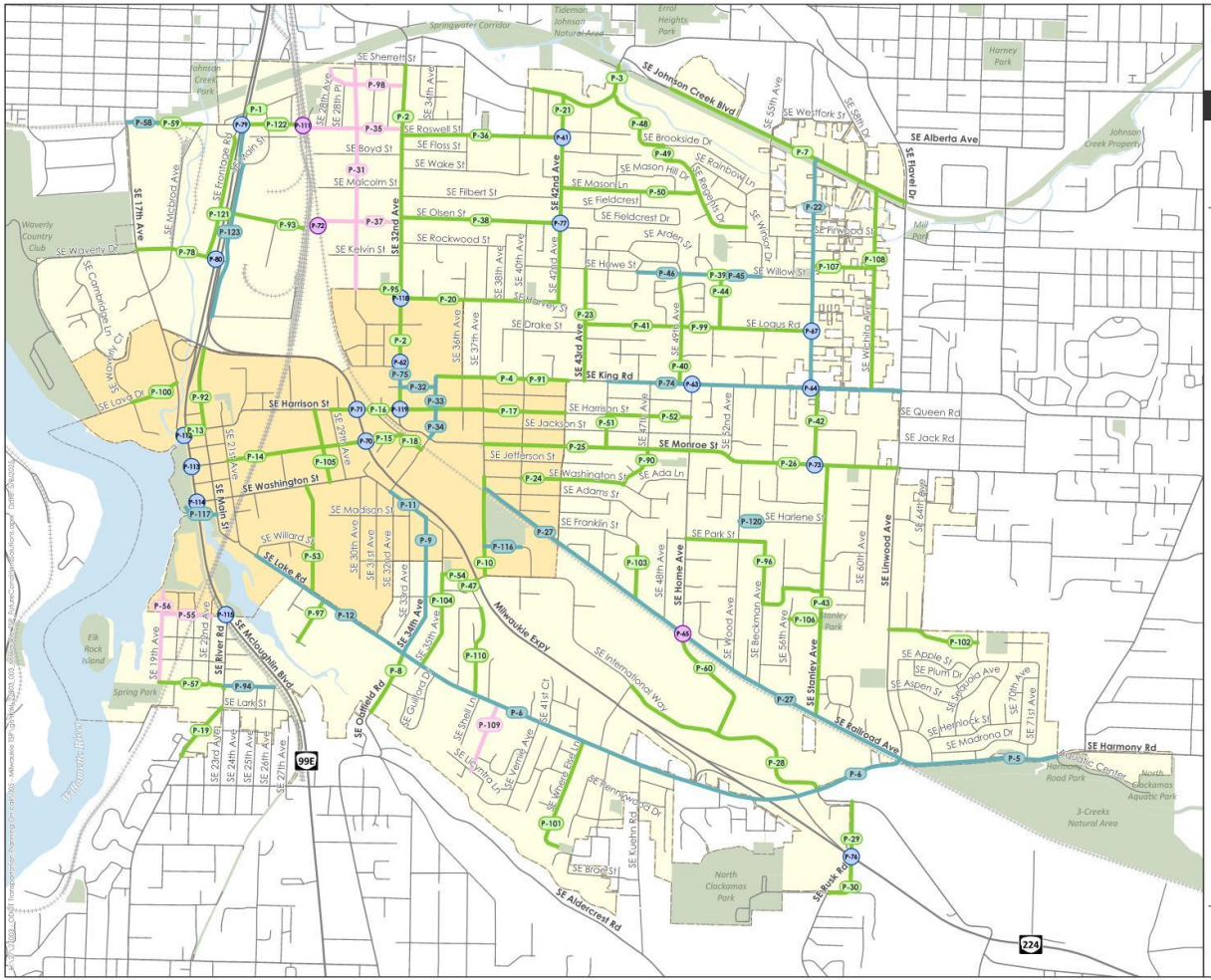
Freight

Transit

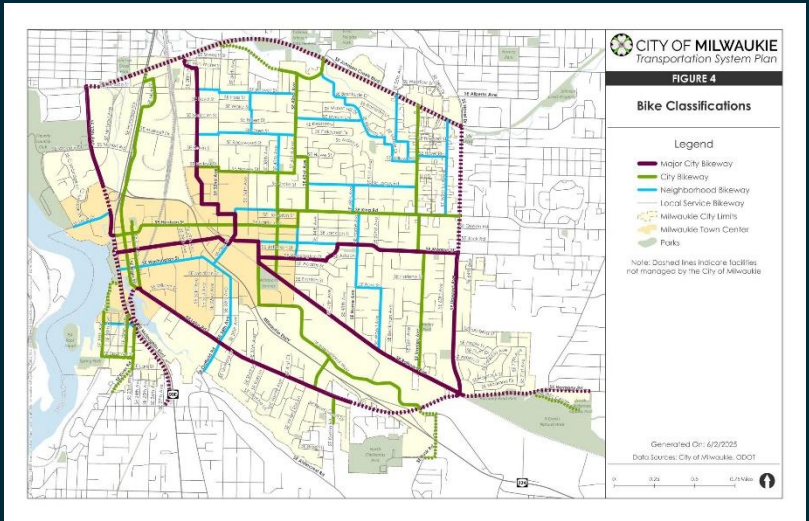
Pedestrian Gaps and Needs

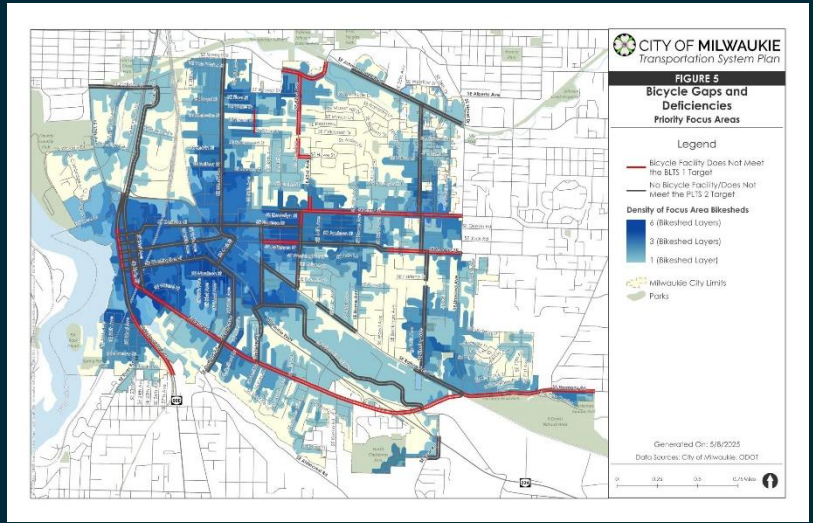


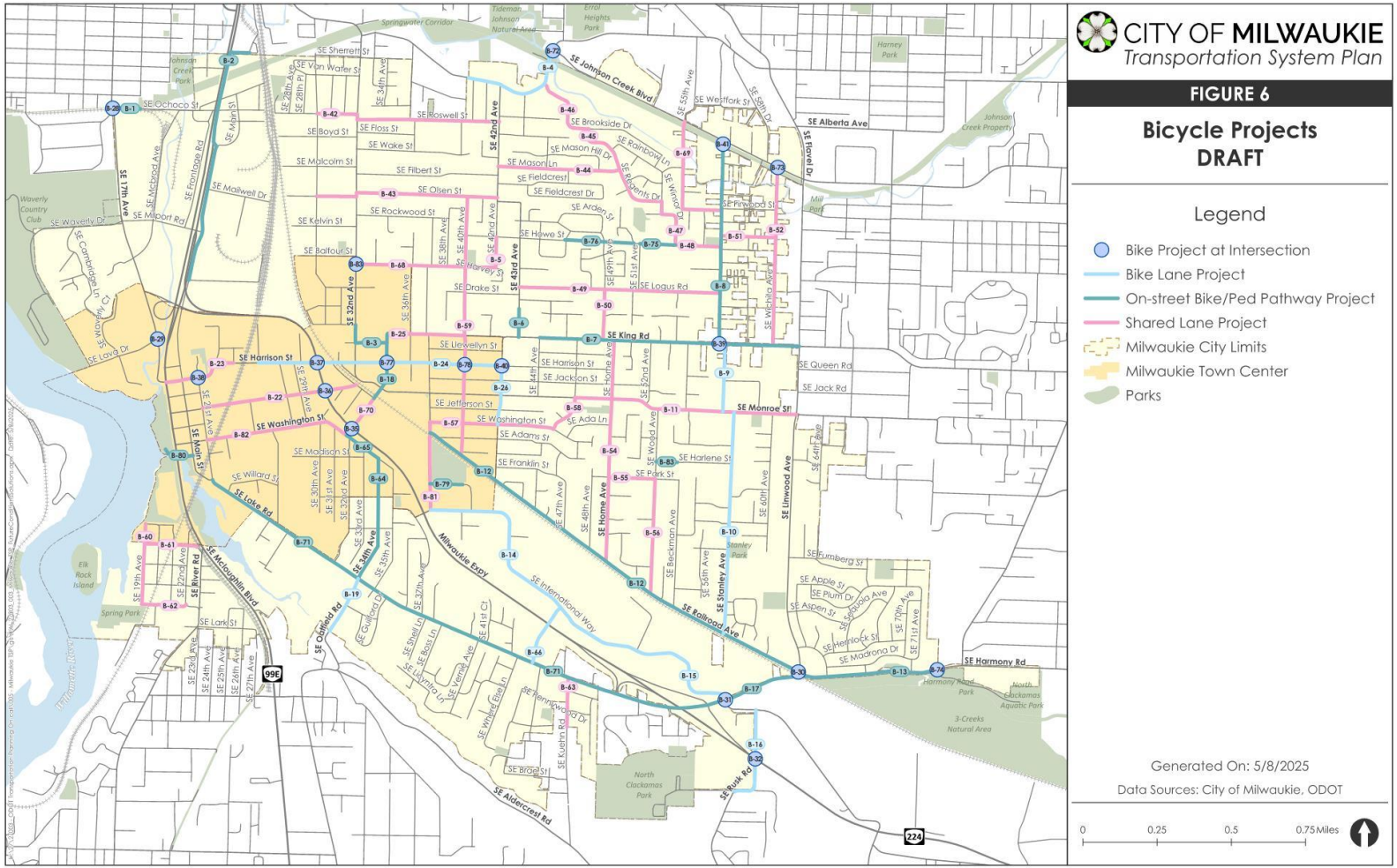



CITY OF MILWAUKIE
Transportation System Plan
FIGURE 3
Pedestrian Projects
DRAFT
Legend
Pedestrian Project at Intersection
Pedestrian/Rail Crossing Project
Sidewalk Project
On-street Bike/Ped Pathway Project
Shared Roadways
Milwaukie City Limits
Milwaukie Town Center
Parks
Generated On: 5/8/2025
Data Sources: City of Milwaukie, ODOT
0
0.25
0.5
0.75 Miles
SE Johnson Creek Blvd
SE Harrison St
SE Washington St
SE Monroe St
SE King Rd
SE Lake Rd
SE Harmony Rd
SE Alberta Ave
SE Queen Rd
SE Jack Rd
SE Railroad Ave
Milwaukie Expy
SE Linwood Ave
SE Stanley Ave
SE Home Ave
SE 42nd Ave
SE 43rd Ave
SE 32nd Ave
SE 17th Ave
SE Main St
SE Oatfield Rd
SE Lava Dr
SE Waverly Dr
SE Cambridge Ct
SE Rusk Rd
SE Albercrest Rd
99E
224

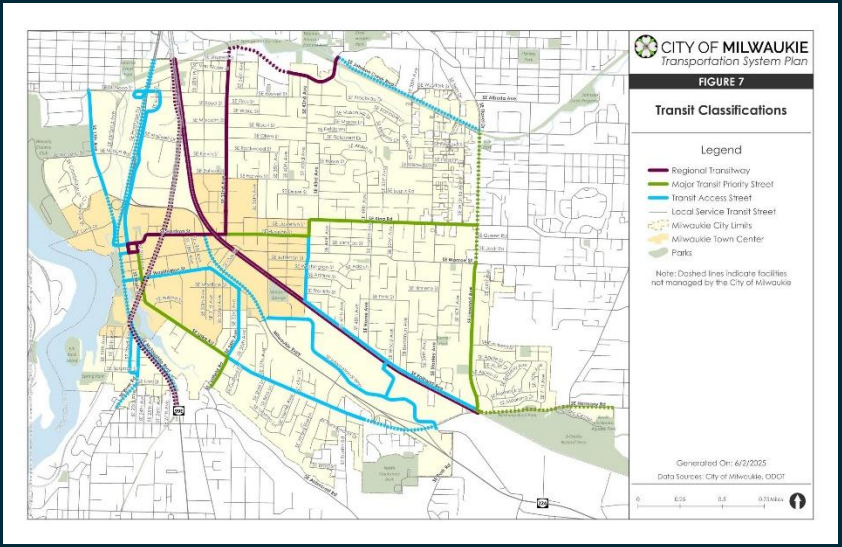
Bicycle Gaps and Needs

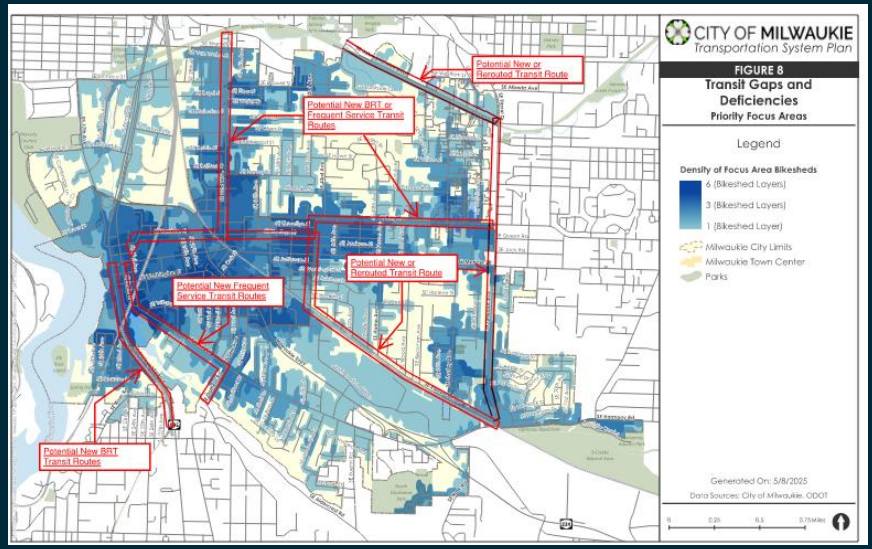


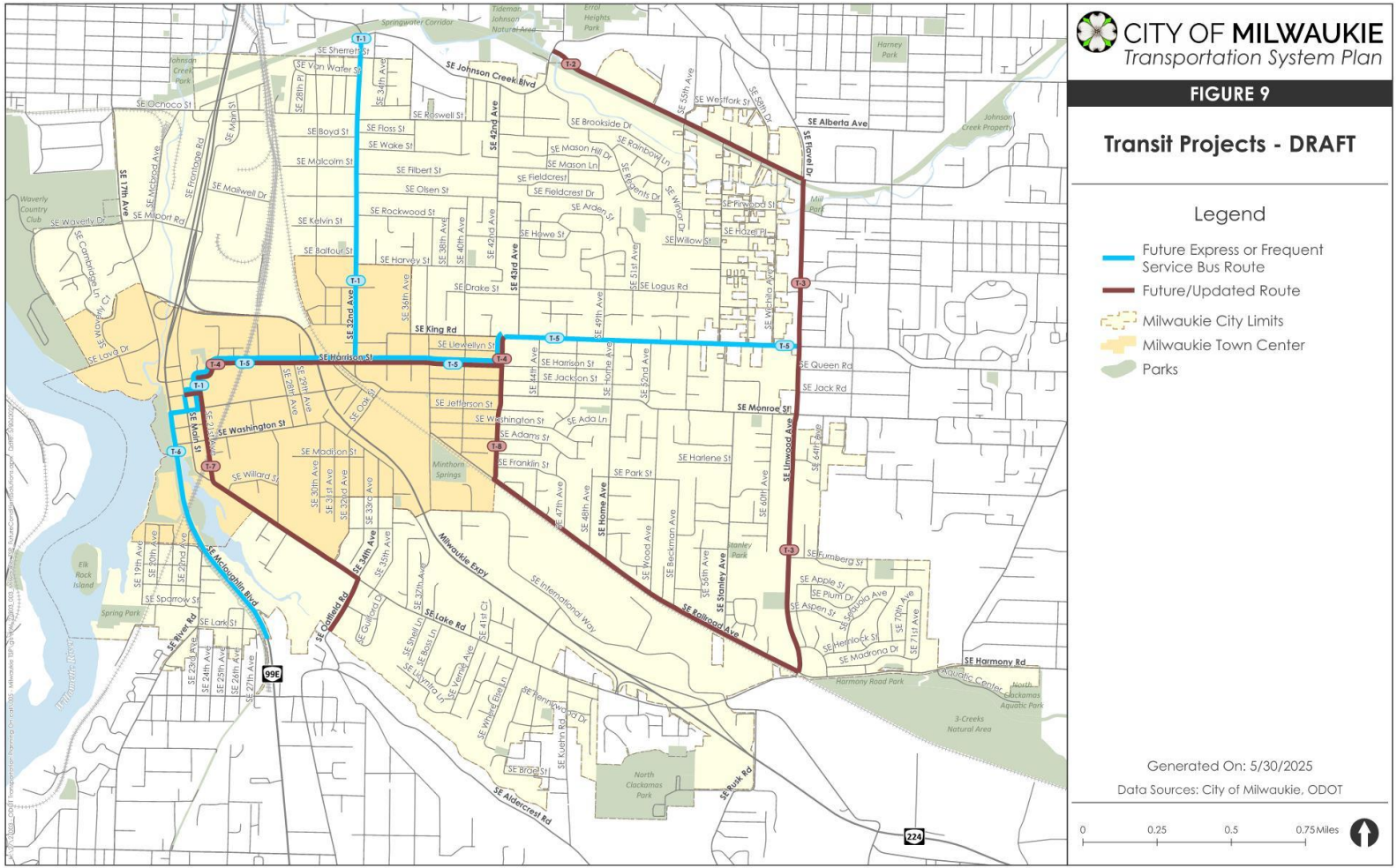



CITY OF MILWAUKIE
Transportation System Plan
FIGURE 6
Bicycle Projects
DRAFT
Legend
Bike Project at Intersection
Bike Lane Project
On-street Bike/Ped Pathway Project
Shared Lane Project
Milwaukie City Limits
Milwaukie Town Center
Parks
Generated On: 5/8/2025
Data Sources: City of Milwaukie, ODOT
0
0.25
0.5
0.75 Miles
SE Johnson Creek Blvd
SE Harrison St
SE Washington St
SE Lake Rd
SE King Rd
SE Monroe St
SE Harmony Rd
SE Railroad Ave
Milwaukie Expy
SE International Way
SE McLoughlin Blvd
SE Oatfield Rd
SE Aldercrest Rd
SE Alberta Ave
SE Queen Rd
SE Jack Rd
SE Linwood Ave
SE Stanley Ave
SE Home Ave
SE 42nd Ave
SE 43rd Ave
SE 32nd Ave
SE 37th Ave
SE 17th Ave
99E
224

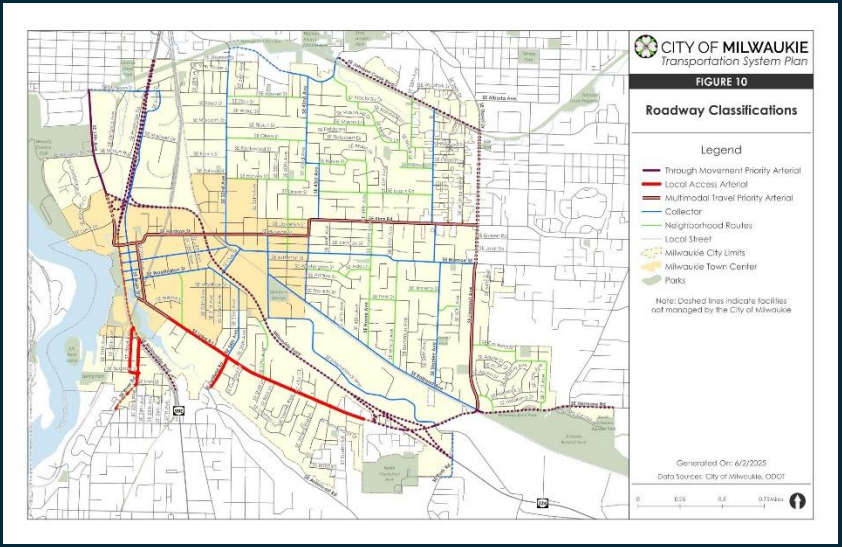
Transit Gaps and Needs

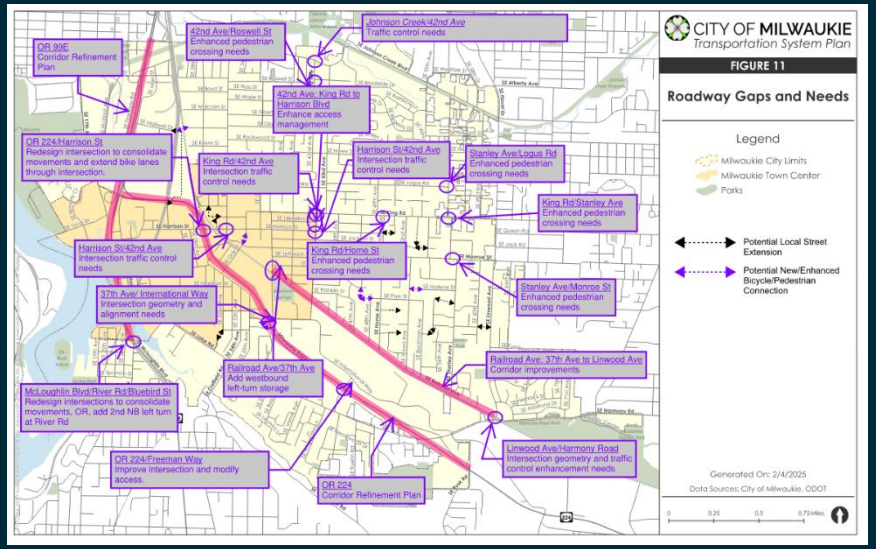


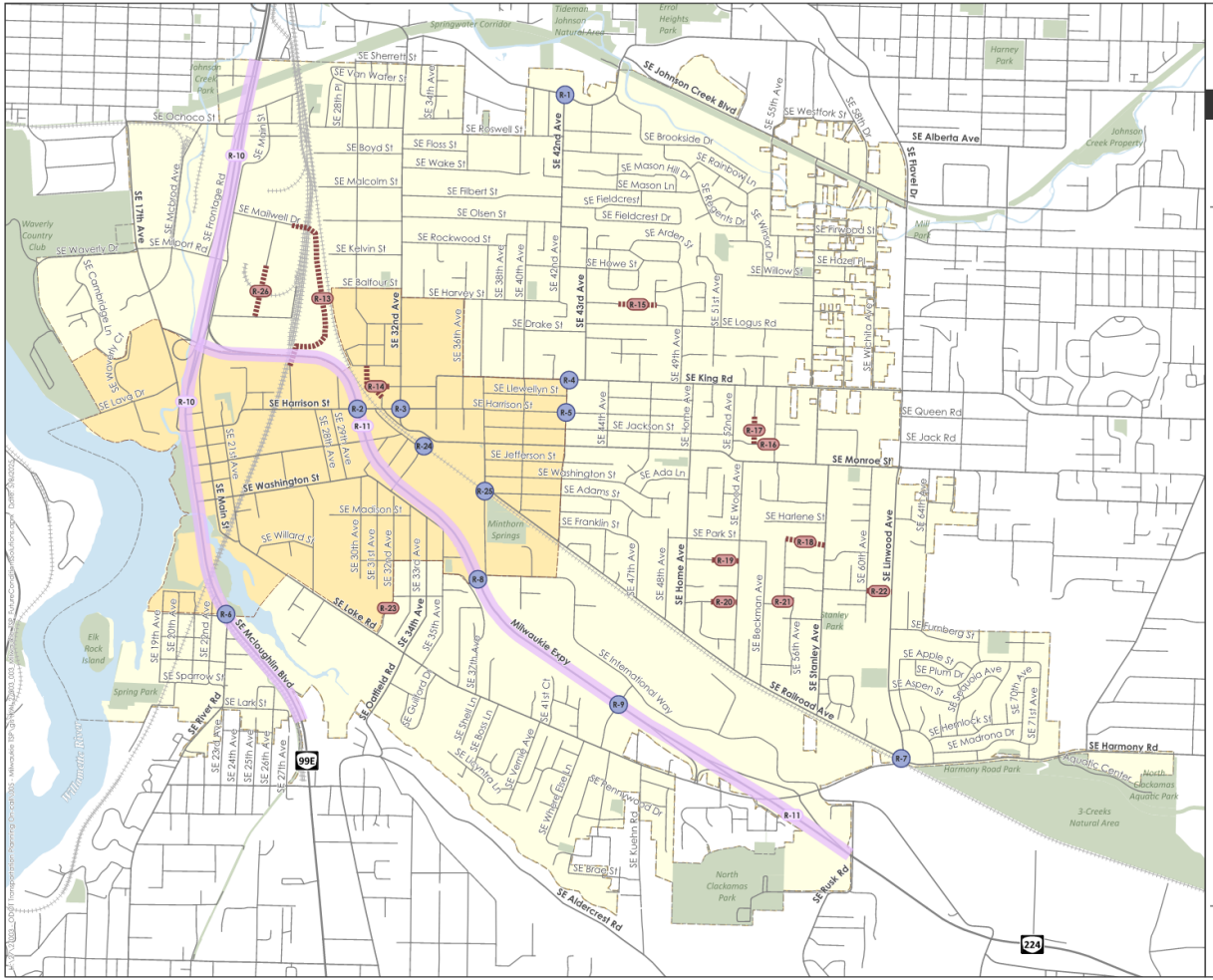



CITY OF MILWAUKIE
Transportation System Plan
FIGURE 9
Transit Projects - DRAFT
Legend
Future Express or Frequent Service Bus Route
Future/Updated Route
Milwaukie City Limits
Milwaukie Town Center
Parks
Generated On: 5/30/2025
Data Sources: City of Milwaukie, ODOT
0
0.25
0.5
0.75 Miles
SE Johnson Creek Blvd
SE King Rd
SE Harrison St
SE Washington St
SE Monroe St
SE Harmony Rd
SE Lake Rd
SE Railroad Ave
Milwaukie Expy
SE International Way
SE Alberta Ave
SE Queen Rd
SE Jack Rd
SE Ochoco St
SE Olsen St
SE Rockwood St
SE Harvey St
SE Drake St
SE Logus Rd
SE Jefferson St
SE Adams St
SE Franklin St
SE Harlene St
SE Park St
SE Madison St
SE Willard St
SE Sparrow St
SE Lark St
SE Furnberg St
SE Apple St
SE Plum Dr
SE Aspen St
SE Hemlock St
SE Madrona Dr
SE Aldercrest Rd
SE Rusk Rd
SE Brake St
SE Kuehn Rd
SE Kellogg Creek Dr
SE Oatfield Rd
SE McLoughlin Blvd
SE River Rd
SE 17th Ave
SE 32nd Ave
SE 34th Ave
SE 37th Ave
SE 42nd Ave
SE 43rd Ave
SE 49th Ave
SE 52nd Ave
SE 55th Ave
SE 60th Ave
SE 64th Ave
SE 70th Ave
SE 71st Ave
SE Linwood Ave
SE Stanley Ave
SE Home Ave
SE Flavel Dr
SE Main St
SE Harrison St
SE Jackson St
SE Mason Hill Dr
SE Mason Ln
SE Fieldcrest
SE Fieldcrest Dr
SE Arden St
SE Howe St
SE Willow St
SE Hazel Pl
SE Firwood St
SE Brookside Dr
SE Rainbow Ln
SE Roswell St
SE Floss St
SE Wake St
SE Malcolm St
SE Filbert St
SE Boyd St
SE Van Water St
SE Sherrett St
SE Llewellyn St
SE Jack Rd
SE Ada Ln
SE Wood Ave
SE Beckman Ave
SE Oak St
SE Cambridge Ln
SE Lava Dr
SE Waverly Dr
SE Mallwell Dr
SE Milport Rd
SE McBrod Ave
SE Frontage Rd
SE Kelvin St
SE Balfour St
SE Laymon Ct
SE Shell Ln
SE Boss Ln
SE Lavina Ln
SE Verne Ave
SE Wheeler Else Ln
SE Pennwood Dr
SE Rivercrest Dr
SE Arista Dr
SE Rainbow Dr
SE Westfork St
SE Sherman Ave
SE Willamina Ave
SE Pennsylvania Ave
SE Hemlock Ave
SE Sequoia Ave
Springwater Corridor
Tideman Johnson Natural Area
Errol Heights Park
Harney Park
Johnson Creek Park
Johnson Creek Property
Mill Park
Waverly Country Club
Elk Rock Island
Spring Park
Minthorn Springs
Stanley Park
Harmony Road Park
North Clackamas Aquatic Park
3-Creeks Natural Area
North Clackamas Park
Willamette River
99E
224

Roadway Gaps and Needs







CITY OF **MILWAUKIE**
Transportation System Plan

FIGURE 12

Roadway and Intersection Projects - DRAFT

Legend

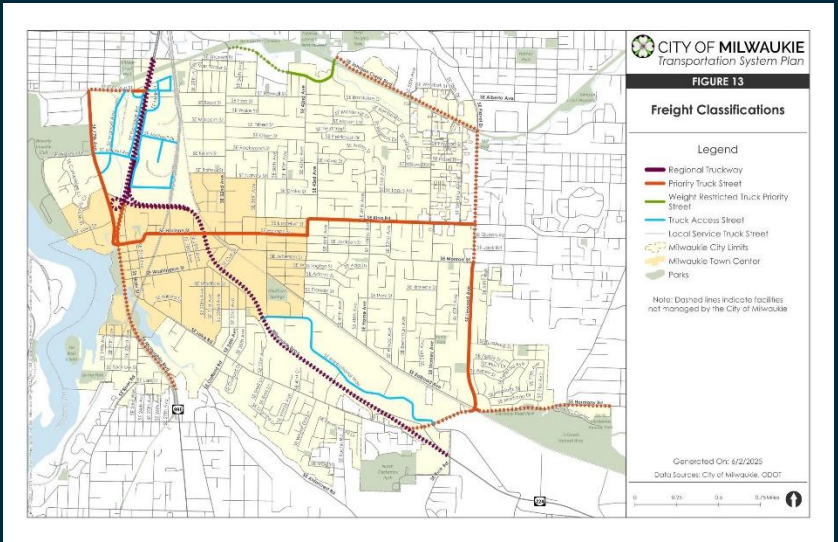
- Intersection Improvement/ Traffic Control Project
- New/Roadway Extension Project
- Corridor Refinement Plan
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

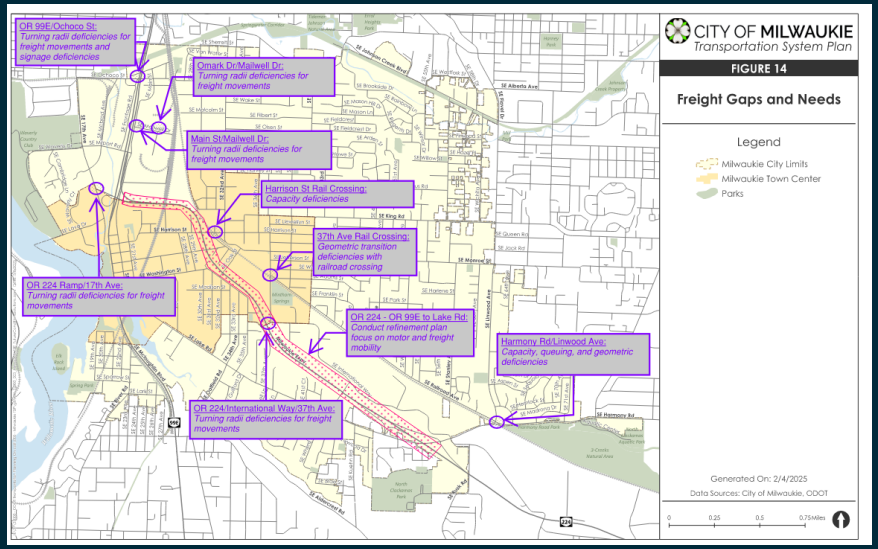
Generated On: 5/8/2025

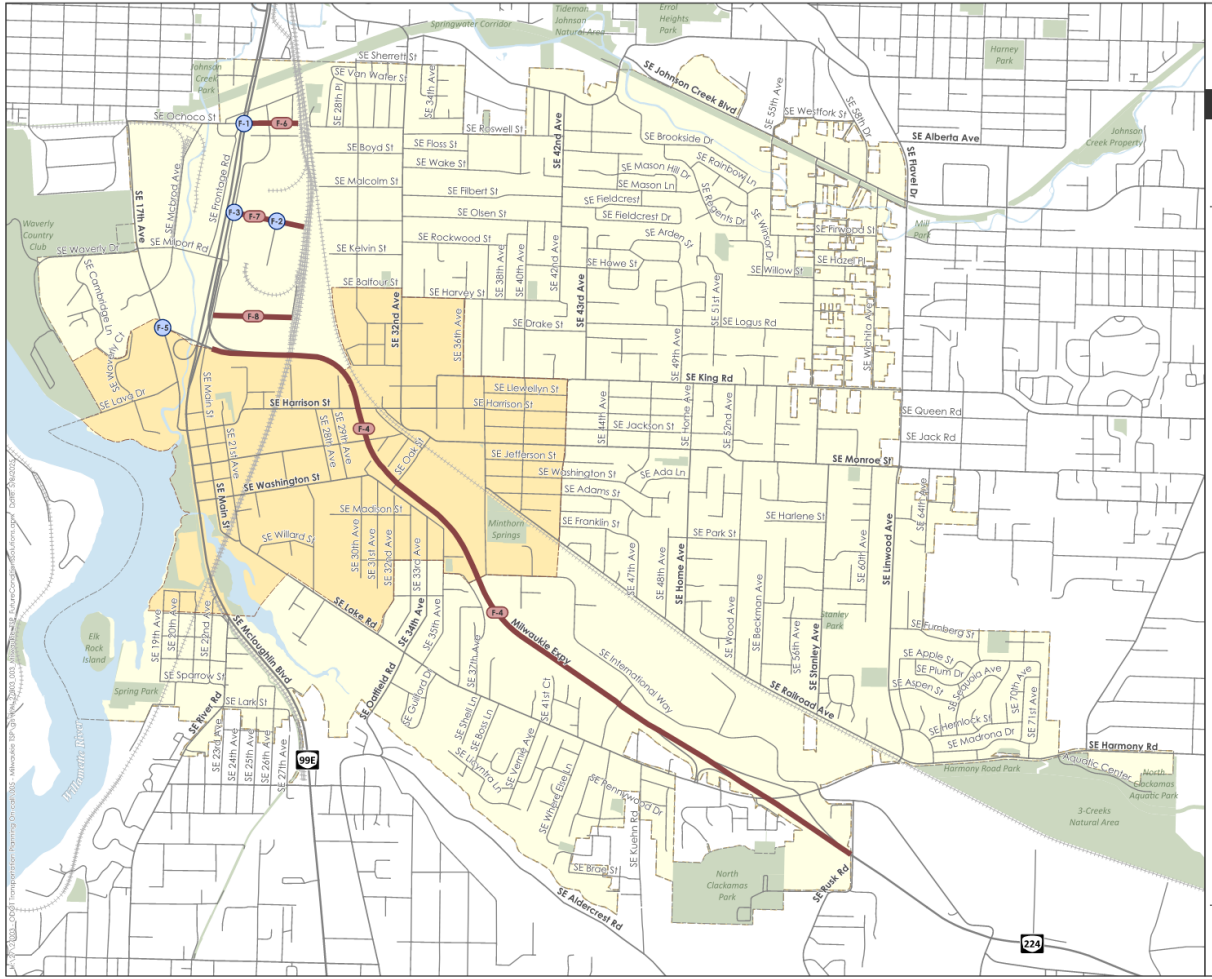
Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Freight Gaps and Needs







CITY OF **MILWAUKIE**

Transportation System Plan

FIGURE 15

Freight Projects - DRAFT

Legend

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

Generated On: 5/8/2025

Data Sources: City of Milwaukie, ODOT

0 0.25 0.5 0.75 Miles

Public Outreach Update

- Noche Latina (occurred on 5/16)
- Milwaukie El Puente PTO (occurred on 6/5)
- Farmers Market (occurred on 6/8)
- Community Workshop (6/18)
  - Review and Comment on Modal Project Lists
- NDA Meetings (June/July)
- Public Safety Committee and Equity Steering Committee (June)
- Focus Group Meetings
  - BIPOC, Hillside Manor, Wichita/Milwaukie Center

Schedule Review and Next Steps

- Final Project Lists
  - August
- DRAFT TSP
  - Sept./October
- TSP Adoption Process
  - December/January/February

Questions/Comments?

Thank you!

WS 1. 6/17/25
Correspondence

Sidewalks - saw your post at Balfour park

From: Aine Seitz McCarthy (ainesmccarthy@gmail.com)

To: eclarkmilwor@yahoo.com

Date: Tuesday, June 17, 2025 at 07:37 PM PDT

Hi Elvis
Thank you so much for posting the info about the PSAC meeting and the sidewalks discussion on a lamp post at Balfour. There's so much to keep track of, and that park has tons of foot traffic now, so I am so grateful that you're doing public outreach on paper on behalf of PSAC.

I am obviously not at the meeting. We have a sick kid at home and also a baby, so getting to the meeting would have been hard this week.

However, I would love to express my strong support for the sidewalks (king st and Olsen st) described in your paper posting. The lack of sidewalks around Milwaukie is becoming quite dangerous, especially near locations like children's bus stops, the cafe grocery stores, schools, and near the new housing units. I know sidewalks can be a bit expensive. In fact, let's consider reducing expenditures on street maintenance street (potholes make great speed bumps) and other car-related expenditures.

Also, I think you are spot on by noticing that the kinds of people that go to Balfour are the kinds of people who might not know about a PSAC meeting. We are the families of milwaukie. We have strollers and small children, tricycles and scooters, teenage wanderers, and elderly parents. Please protect pedestrians.

Best
Aine

Aine Seitz McCarthy
ainesmccarthy@gmail.com