



Bicycle & Pedestrian Accessibility Program



Adopted July 19th, 2016
Ordinance No. 2123

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1. Overview

Milwaukie city officials are responsible for maintaining 74.4 miles of Right-of-Way which includes allowances for pedestrian and bicycle facilities. The recent City of Milwaukie Transportation System Plan (TSP) says this concerning these facilities.

Throughout Milwaukie, pedestrian facilities are generally deficient. Although some arterial and collector streets in the city provide limited sidewalks as shown in Figure 3-2, the north and east areas have many collectors and arterials lacking sidewalks. Many of the neighborhood and local streets throughout the city do not have pedestrian facilities.

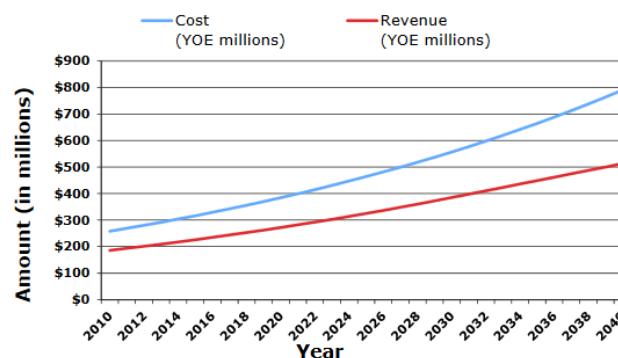
The lack of east/west and north/south on-street bicycle facilities creates significant gaps in the bicycle system for travel both in and around the city. There are two east/west roadways that include bike lanes in the city: King Rd and Lake Rd. However, neither of these facilities reaches the downtown area and/or connects with other facilities that could allow for travel to other destinations. There are also two north/south roadways that have bike lanes: Linwood Ave and 17th Ave. Similar to the east/west roadways, these corridors are not continuous.

The 2013 Milwaukie TSP identified \$1.1 billion worth of pedestrian and bicycle improvements needed throughout the City without funding sources. The Primary funding source for improvements within the public right-of-way is state gas taxes. These funds are utilized for operations, maintenance and preservation activities in addition to capital improvements. The 2013 TSP identified only 2.6 million available from these funds for capital improvements during the 22 year planning period, leaving a huge gap. The City of Milwaukie is not alone in this predicament. The 2004 Regional Transportation Plan described the problem this way:

. . . revenues from the State Highway Trust Fund, which is funded from the state gas tax revenues and related truck fees and vehicle registration fees, has become the primary source of transportation funding for many jurisdictions in the region. The problem the region is facing by relying primarily on this revenue source is that it is subject to two factors that reduce its purchasing power over time: inflation and increasing fuel efficiency. Therefore, the gas tax cost per mile driven in Oregon (in current \$) has decreased from 2.6 cents per mile in 1970 to 1.3 cents per mile today.¹

The 2014 Regional Transportation Plan showed this funding gap with a figure.

Figure 3.10 Local Operations, Maintenance and Preservation Costs and Revenues ²



¹ 2004 Regional Transportation Plan, Chapter 5: Growth and the Priority System, page 5-34.

² 2014 Regional Transportation Plan, Chapter 3: Investment Strategy, page 3-29.

2. Goals & Policies

The accessibility program was designed to include both bicycles and pedestrian needs. Goals were established to help in the development of the final program. To accomplish these goals the plan and program needed to comply with the goals established by the TSP and together will be used to guide the City's policies on bicycle and pedestrian access and connectivity.

A. Pedestrian Network

City Council established several goals for a proposed program that would accomplish the following:

- Create a new Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way.
- Establish priority corridors to create a comprehensive plan that connects facilities identified within the ADA transition plan requirements.
- Recommend additional connections to provide a better interconnectivity between identified priority corridors.
- Incorporate corridors that will create a backbone for a safe route to school network.

B. Bicycle Network

The City Council wanted to include bicycle facilities into the overall accessibility program development. This was done by incorporating the TSP Bicycle Master Plan in the determination of priority corridors and including all bicycle improvements identified together with pedestrian improvements in the resulting improvement and funding plan.

3. History

Staff presented a summary proposal to gauge council's interest on increasing the City's current progress of completing sidewalk improvements on October 23, 2014. The initial discussion was to verify the desire to intensify the City's current rate of completing sidewalk projects. Discussions centered on alternatives to sidewalk requirements, utility obstructions and funding options. Extensive discussions revolved around sidewalk width and placement requirements with the desire to analyze alternatives within the right-of-way. Additional discussions revolved around local improvement districts and other funding options to accomplish the goal of increasing sidewalk construction within the city.

Staff presented a proposal to create a new ADA Transition Plan for Accessibility within the Public Right-of-Way in connection with the creation of a public sidewalk accessibility program and possibly a bicycle accessibility element to the program on September 17, 2015. Discussions centered on creating a plan that would meet all the federal requirements plus be more comprehensive in providing pedestrian and bicycle accessibility throughout the city. Additional discussion revolved around potential funding options and the need to be more creative in the development of the improvement plans that reduce costs while meeting the needs of the city.

During the September 17, 2017 City Council meeting, the Public Safety Advisory Committee (PSAC) was chosen by the City Council to lead this effort and PSAC has been working on the development of the City of Milwaukie's Bicycle and Pedestrian Accessibility Plan (BPAP) since that time. PSAC has developed the plan with the assistance of the Neighborhood District Associations, the Citizen Utility Advisory Board, City Council and public involvement.

4. Authority

City Council established the Public Safety Advisory Committee as the Community Planning Advisory Council to create a new ADA Transition Plan at the September 17, 2015 Study Session. In addition, City Council directed staff to create a new program to promote both pedestrian and bicycle accessibility in conjunction with the Public Safety Advisory Committee and the Citizen Utility Advisory Board. Council further directed that the new program be developed to be a comprehensive look at the City of Milwaukie's pedestrian and bicycle needs together with the development of potential funding scenarios, similar to the existing Street Surface Maintenance Program.

5. Program Development

PSAC began with the ADA Transition Plan and developed a list of facilities identified within the requirements of Title II of the Americans with Disabilities Act throughout the City. Next the identified facilities were connected together with corridors along the priorities established by ADA. PSAC and the NDA's then reviewed the priority corridors for additional recommendations to provide further connectivity within the network. The completed network was compared to the existing TSP Bicycle and Pedestrian Master Plans. City Council provided input on the concept plan and made recommendations to increase the network by revising some priority 2 corridors to priority 1 and increasing the corridors to include more Safe Route to School (SRTS) corridors. PSAC and the NDA's revised the priority corridors to include those additional elements, plus some additional master plan elements, these were incorporated in the Draft Accessibility Plan. After the draft plan was reviewed through a series of public meetings and surveys a proposed accessibility plan was developed and prioritized in accordance with the public comments received.

A. ADA Transition Plan

The new City of Milwaukie ADA Transition Plan is incorporated within the final Bicycle and Pedestrian Accessibility Program (BPAP). While the ADA Transition Plan is a stand-alone document the development of the BPAP program is intended to include all the aspects of the ADA Transition plan and that adjustments can be made easily to account for changes in the ADA Transition plan as necessary.

B. Pedestrian Master Plan

The City of Milwaukie's TSP includes a substantial Pedestrian Master Plan. The BPAP was developed in conformance with the existing TSP Master Plan but is not intended to include all of the capital improvements identified or to replace the Pedestrian Master Plan. Instead the accessibility plan is intended to build upon the existing plans by providing additional detail and prioritization of the projects presented creating a way to implement the adopted master plan. When conflicts existed priority was given to the ADA Transition Plan requirements (See Figure 5.1a for the current Pedestrian Master Plan).

C. Bicycle Master Plan

The City of Milwaukie's TSP also includes a Bicycle Master Plan. The BPAP Accessibility Plan is developed in conformance with the existing TSP master plan but is limited to the corridors identified. The resulting plan provides for the master plan bicycle elements within the identified corridors, but is not intended to include all the identified bicycle master plan capital improvement projects in the TSP into the BPAP Accessibility Plan (See Figure 6.8a for the current Bicycle Master Plan).



Transportation System Plan

FIGURE 5-1a

PEDESTRIAN MASTER PLAN

April 2015

LEGEND

Existing Sidewalks

- < 5 ft width
- 5 ft - 10 ft width
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvement

- Pedestrian Intersection Safety Improvement
- Pedestrian Facilities
- Central Milwaukie 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- 10' Contours
- Water
- Parks
- City Limits
- Light Rail Transit
- Light Rail Station

PROPOSED PROJECTS

Improve Intersection to Increase Pedestrian Safety

- A Freeman Way/Hwy 224
- B 37th Ave/Hwy 224
- C Oak St/Hwy 224
- D Monroe St/Hwy 224
- E Harrison St/Hwy 224
- F King Rd improvements
- G Olsen St/42nd Ave
- H Railroad Ave/37th Ave
- K Stanley Ave/Logus Rd
- AW McLoughlin Blvd and 22nd Ave
- BG All McLoughlin crossings
- BJ McLoughlin and Ochoco/Milport

Provide Pedestrian Facilities Where Not Currently Present

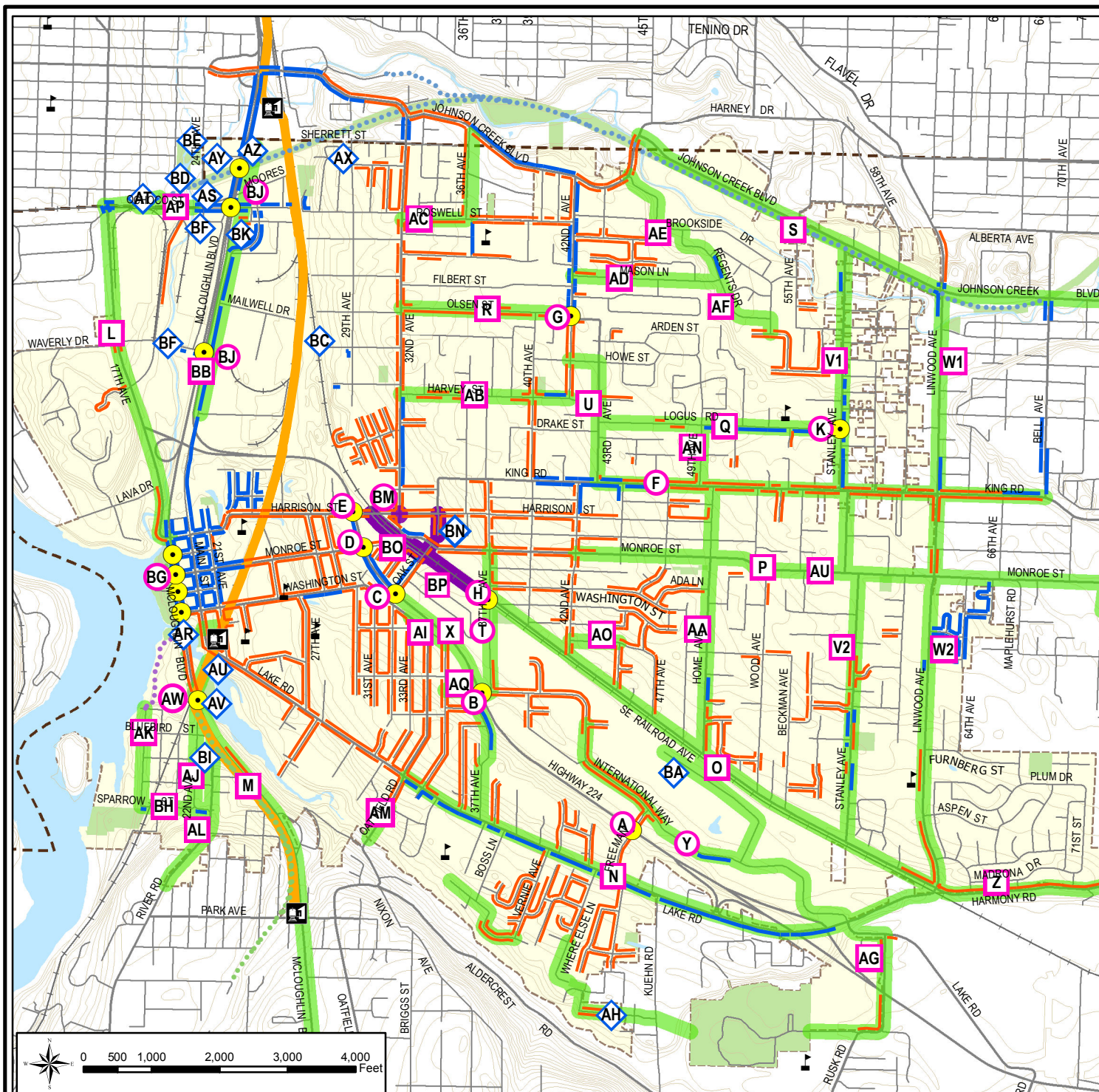
See Table 5-1 for project descriptions L-AG, AI-AQ, BB, BH

Enhance Existing Pedestrian Connection

- AI Create ped connection from Rowe Middle School to North Clackamas Park
- AR Construct pedestrian underpass under Hwy 99E at Kellogg Creek
- AT Complete Springwater Trail along Ochoco St
- AU Construct bike-ped overpass over Kellogg Creek
- AV Construct Kronberg Park Trail
- AX Pave connection to Springwater Trail at 29th Ave and Sherrett
- AY Improve connection from Springwater Corridor to Pendleton Site
- AZ Construct stairs to connect Springwater Corridor to LRT Station
- BA Establish bike-ped connection across Railroad Ave and tracks
- BC Establish bike-ped connection over railroad tracks and LRT
- BD Construct stairs from Springwater Corridor to McLoughlin Blvd
- BE Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- BF Improve bike-ped connection to neighborhoods west of station
- BI Establish bike-ped connection over McLoughlin at River Rd
- BK Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Pedestrian Facilities in Central Milwaukie

See Table 5-1 for project descriptions BM, BN, BO, and BP





Transportation System Plan

FIGURE 6-8a

BICYCLE MASTER PLAN

April 2015

LEGEND

Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway
- Central Milwaukee 2015 TSP Amendments

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

- A Adams St/21st Ave/Railroad Crossing
- B Johnson Creek Blvd/Springwater Trail
- C Johnson Creek Blvd/Linwood Ave
- D Linwood Ave/King Rd
- E Linwood Ave/Monroe St
- F Linwood Ave/Harmony Rd
- G Washington St/Oak St/Hwy 224
- H International Way/Lake Rd
- AF McLoughlin and 22nd
- AP McLoughlin/Ochoco/Milport

Provide Bicycle Lanes Where Not Currently Present

See Table 6-2 for project descriptions B-R, AI, and AJ

Enhance Existing Bicycle Connection

- UH Install Neighborhood Greenway treatments at various locations
- V Construct bicycle overpass from Railroad Ave to International Way
- W Improve Springwater Trail paving
- X Improve Kellogg Creek Trail
- Y Install Trolley Trail signage
- Z Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at Hwy 224 and at 99E.
- AB Complete Springwater Trail along Ochoco St
- AC Construct Kronberg Park Trail
- AD Construct bike-ped overpass over Kellogg Creek
- AE Construct pedestrian underpass under Hwy 99E at Kellogg Creek
- AG Pave connection to Springwater Trail at 29th Ave and Sherrett
- AH Improve connection from Springwater Corridor to Pendleton Site
- AK Establish bike-ped connection over railroad tracks and LRT
- AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
- AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
- AN Improve bike-ped connection to neighborhoods west of station
- AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
- AP Establish bike-ped connection over McLoughlin at River Rd
- AR Establish bike-ped connection to McLoughlin at Stubb St

Provide Improved Bicycle Facilities in Central Milwaukee

See Table 6-2 for project descriptions AS, AT, AU, AV, and AW



Original Map Created by DKS Associates in 2007, Amended by the City of Milwaukee in 2013 and 2015

D. City-wide Plan

The completed plan is intended to be applied city-wide. The program includes provisions for improvements on unidentified streets through the project selection process and the City's Capital Improvement Plan (CIP). When an eligible project, not included within the Accessibility Plan, is identified and/or prioritized the project can be added through the process as long as it meets the intent of the program. This also applies to the inclusion of projects identified through the ADA request for service or grievance procedure and projects within existing master plans not specifically chosen for this program. The City will continue to look for other funding sources to complete projects on approved plans not eligible for this program.

E. Program Cost Goal

The overall goal is to develop a funding plan that will accomplish the priority 1 and 2 corridor improvements within the 20 year planning horizon. The program would accomplish this through direct funding and by providing matching funds to other programs and grants. The program is not intended to fund all of the needs identified within the planning horizon at this time.

6. Public Involvement

The program has been developed with extensive public involvement. The PSAC took the lead in plan and program development. PSAC consists of nine citizens including representatives from each of the seven residential NDA's. The NDA's helped with the key elements of the plan by locating the facilities covered by the Americans with Disabilities Act, helping with the determination of priority corridors, and providing input to PSAC on the draft accessibility plan.

PSAC directed staff to solicit prioritization input from the City Council, CUAB, the seven residential NDA's, and from citizens at the Farmers Market on the draft accessibility plan as well as input on the desired type of projects to focus on. The results of which are included in Appendix B.

City Council has held 3 public meetings to discuss the various aspects of the plan and program development: PSAC presented an update on February 2, 2106; a concept map was refined and a draft corridor plan was presented to Council on April 21, 2016; after additional refinement PSAC presented a draft plan on June 21, 2016.

PSAC held monthly meetings that were open to the public to discuss the plans development and solicit input along the way. PSAC approved the proposed plan and made a recommendation for City Council approval on June 23, 2016.

Additional public input was solicited on the proposed plan during July's first Friday event in regards to preferred funding options. The same input was solicited through the cities web site, the results of both are provided in Appendix B.

City Council held a discussion of the proposed plan and program during the regular session on July 19, 2016 and adopted the program by ordinance on July 15, 2016.

7. Project Selection

As part of the annual Capital Improvement Plan development process, the Public Works and Engineering departments will update the BPAP project schedule for the coming six years. In addition, a more detailed schedule of pedestrian and bicycle improvements will be included within the CIP. The project list development begins with review of the BPAP. The Engineering Director selects a package of projects that best matches the recommendations generated by the BPAP, the cost benefits of grouping multiple projects (both coordinating with other utility projects and SSMP projects to minimize mobilization costs), and other project needs (for instance ADA request for service requests).

In allocating resources among projects, staff prioritizes projects with the greatest return (i.e., accessibility plan improvements, coordination with other capital improvements, and cost-effective contracting practices). Remaining funds are dedicated to new construction and reconstruction projects on priority corridors, with some funds set aside for ADA requests for services.

By tracking and recording completed projects in the existing facilities map, the Engineering Department can maintain the quality of the data needed for the project selection process.

Cost estimates include 3% inflation in construction costs per year. All reconstruction and rehabilitation costs include a 20% engineering and contingency.

8. Accessibility Plan

The plan to achieve bicycle and pedestrian accessibility consists of three components:

- Determination of Priority Corridors
- Determination of Existing Conditions
- Development of Implementation Plan

These components work together as the basis to determine the capital improvements needed to achieve the goals and policies of the program.

A. *Priority Corridors*

The Public Safety Advisory Committee (PSAC), with the assistance of the Neighborhood District Associations (NDA's), has developed the priority corridors to meet the following three needs:

- ADA connectivity between priority facilities
- Pedestrian connectivity to create the backbone for Safe Routes to Schools infrastructure needs.
- Bicycle connectivity and enhancement in accordance with the TSP within the priority corridors identified.

The priority corridor map was developed in conjunction with citizen and council input at PSAC public meetings, City Council Work Sessions, NDA meetings, Citizen Utility Advisory Board (CUAB) public meetings, Farmers Market and First Friday events. The resulting map (Figure 8.1) identifies the priority corridors on the streets indicated. The streets that are not identified are classified as Priority 3.

The priorities identified are utilized during the implementation of the plan and to assist in the prioritization of the projects, the funding options and the individual project selection process.

B. Existing Conditions

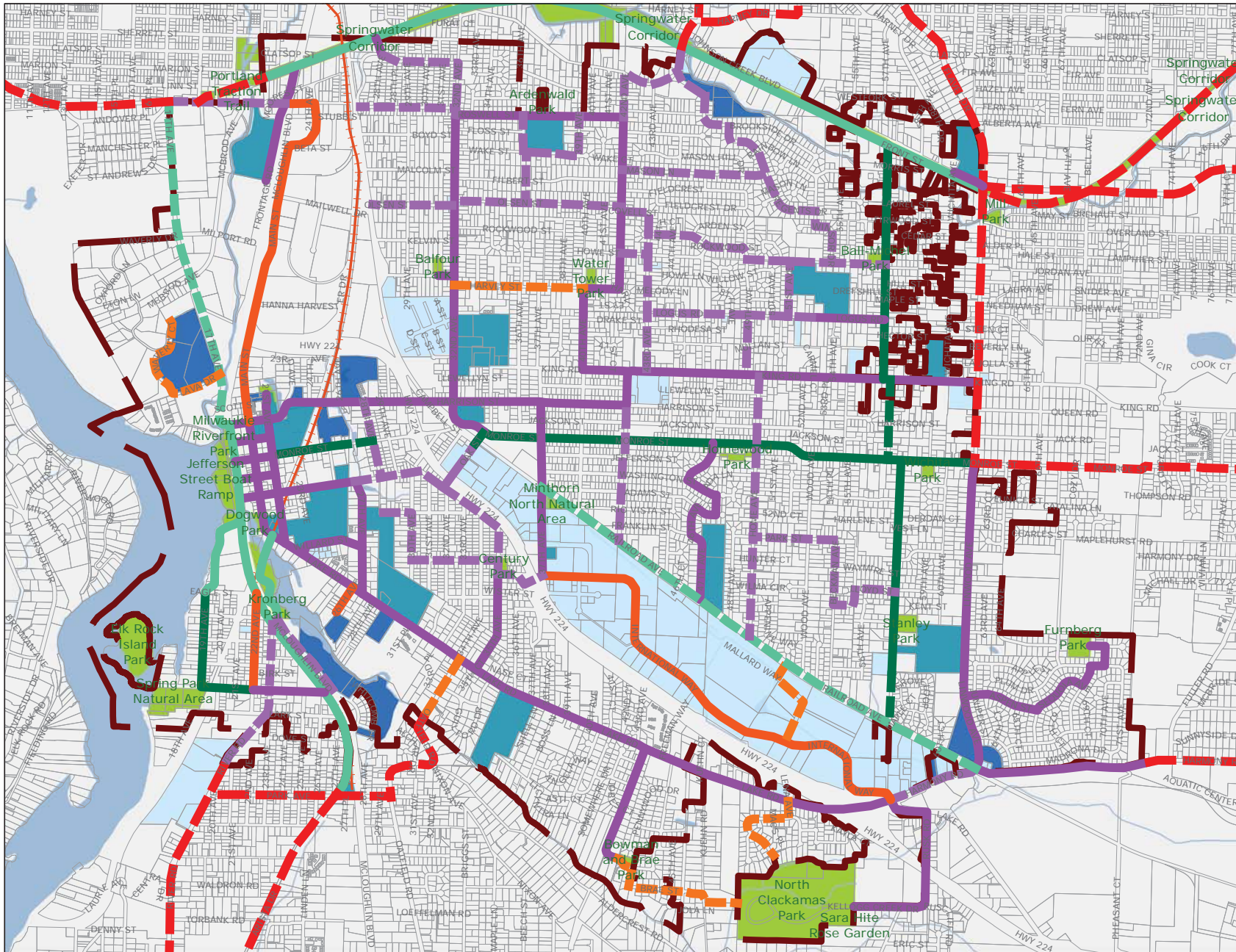
All of the existing pedestrian facilities within the priority corridors were inventoried and are indicated in figure 8.2. In addition, all of the existing bicycle facilities were inventoried and are indicated in figure 8.3. The condition survey of the existing facilities is used to determine both the need for improvements and the type of improvements needed. The existing condition survey is also utilized to determine the planning level capital improvements cost of the identified improvements.

The City will continue to survey the remaining existing pedestrian and bicycle facilities throughout the City (Priority 3) and update the existing facilities map periodically to include new construction and/or modifications to the bicycle and pedestrian systems.

C. Project Implementation

Figure 8.4 identifies all the anticipated capital projects that will be needed to accomplish the goals of the Implementation Plan within Priority 1 and 2 corridors. The implementation plan includes a list of the projects to accompany table 8-1 and further defines the proposed projects, indicates the anticipated need for a project identified by community involvement, and shows the estimated cost.

The planning level estimates provided for each project are based on typical construction costs for the type of project in 2016 dollars. For projects with specific designs identified in adopted plans, the costs are those identified within the adopted plan. All costs will be refined by the City when more specific design details are available and the project is included within an adopted CIP.



City of Milwaukie Priority Corridors

ADA Accessible Routes

- Priority 1 - Required
- Greenway
- Multi-Use Path/Trail
- Priority 1 - Recommended
- Greenway
- Multi-Use Path/Trail
- Priority 2 - Required
- Priority 2 - Recommended
- Other Agency Jurisdiction

Essential Facilities

- Priority 1
- Priority 2
- Priority 2 Large Complex

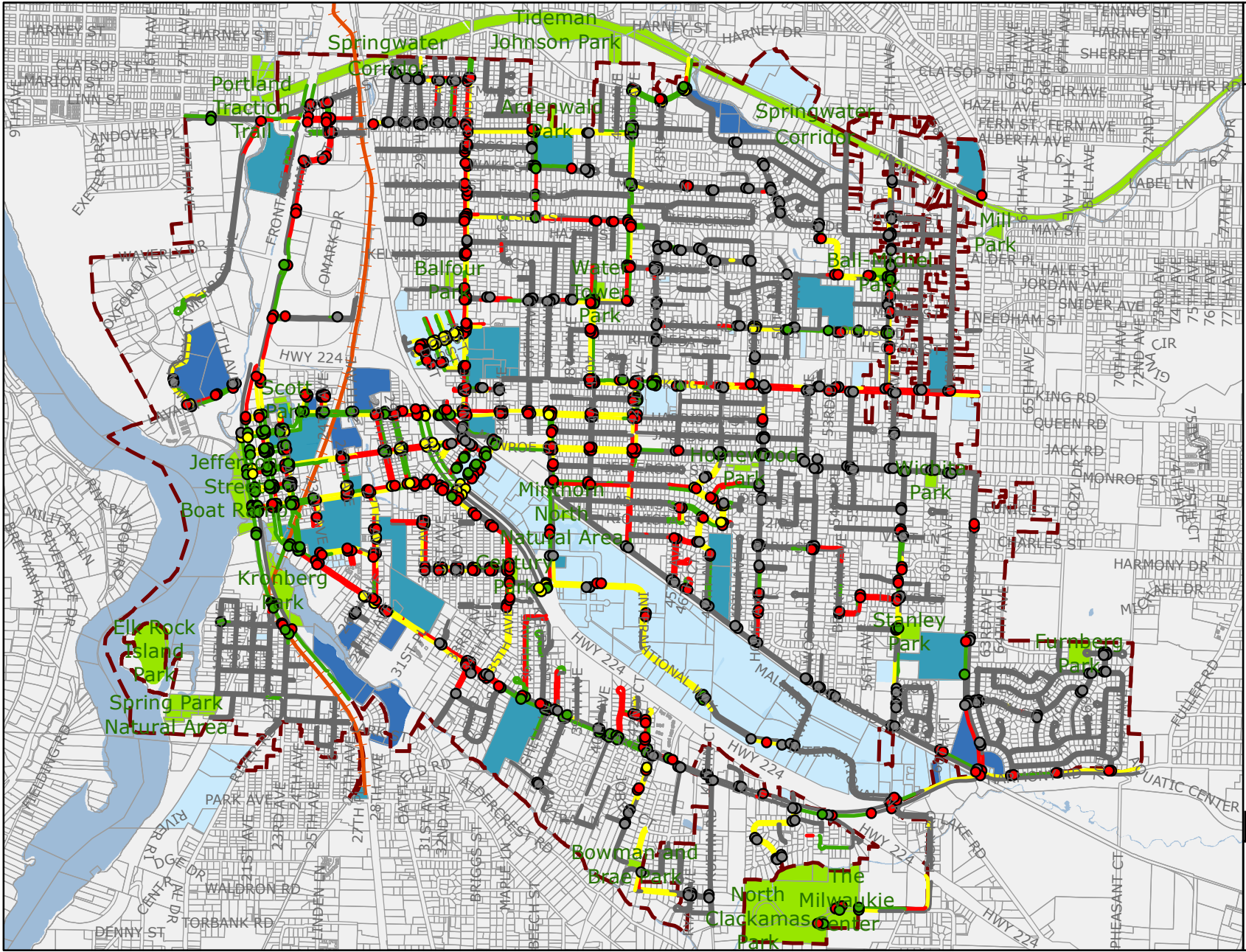
City of Milwaukie

- City Border
- Milwaukie Light Rail
- Milwaukie Parks

Figure 8.1

Data Source: City of Milwaukie GIS, Aerial Data Provided by Google
The information depicted on this map is for informational purposes only. The City of Milwaukie cannot
warrant any responsibility for errors, omissions or outdated information. Users who are not
professionals should not rely on this map for legal or financial decisions. Users who are not
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City of Milwaukie Pedestrian Facilities

Ramp Inventory

- Complies
- Configuration Issue
- Does Not Comply
- No Ramp

Sidewalk Inventory

- Compliant
- Can Become Compliant
- Does Not Comply
- No Sidewalk

Essential Facilities

- Priority 1
- Priority 2
- Priority 2 Large Complex

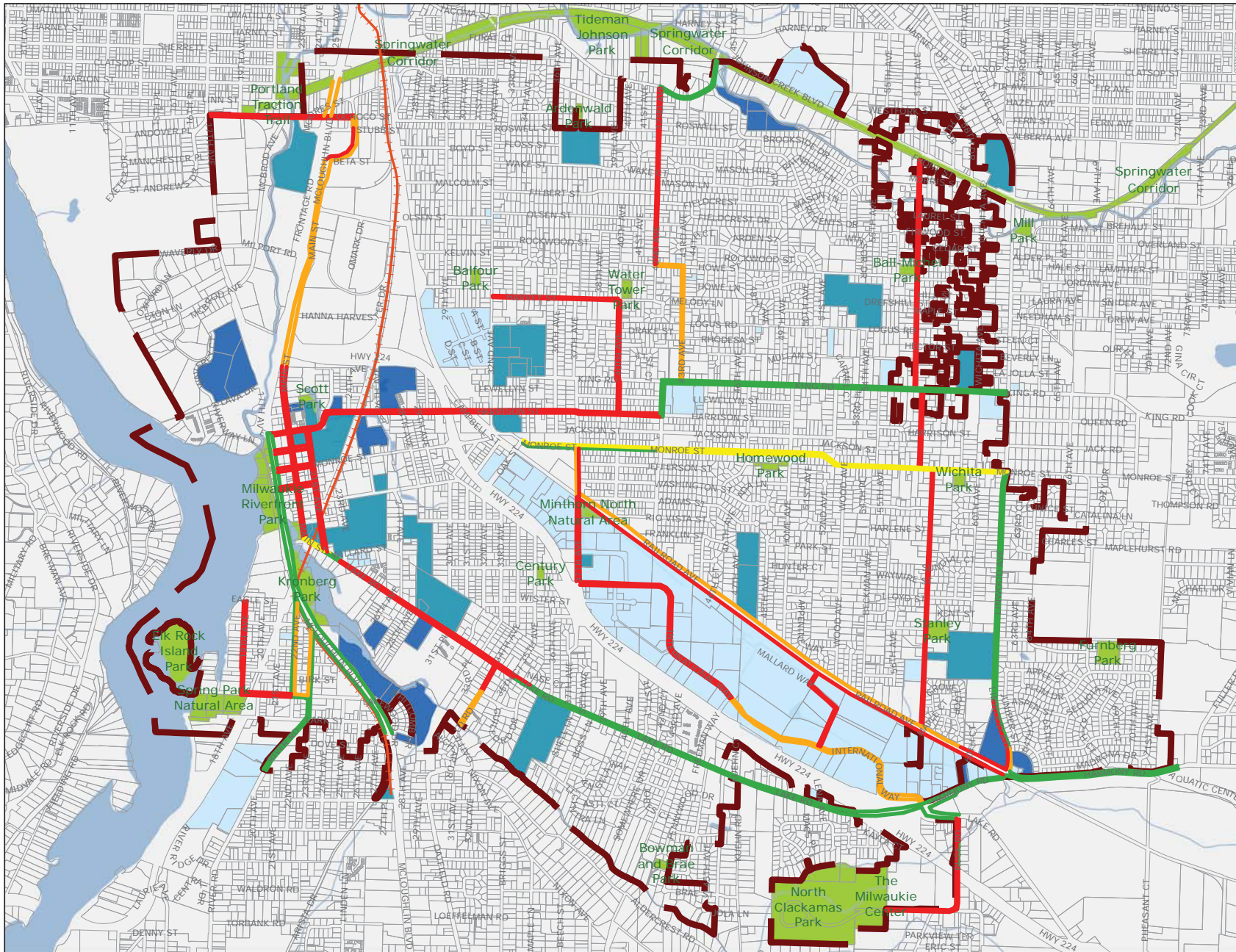
City of Milwaukie

- City Border
- Milwaukie Light Rail
- Milwaukie Parks

Figure 8.2

Data Source: City of Milwaukie, 2018. Data Release Center
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City of Milwaukie Bicycle Facilities

Bicycle Inventory

- Dedicated Lane
- Sharrow
- Shoulder
- None

Essential Facilities

- Priority 1
- Priority 2
- Priority 2 Large Complex

City of Milwaukie

- City Border
- Milwaukie Light Rail
- Milwaukie Parks

Figure 8.3

Source: City of Milwaukie, Oregon Department of Transportation
This information is provided as a service to the public. The City of Milwaukie cannot
warrant any responsibility for errors, omissions or outdated information. Users who are
relying on this information for critical decisions should consult with the appropriate
authorities for more information.



Scale: 0 1,000 2,000 feet

Table 8-1

Implementation Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Priority	Cost
CQ	High	Accessible Pedestrian Signal Upgrades	Location Specific	Location Specific	Install accessible pedestrian signals and rapid flash beacons at specific intersections to improve pedestrian access and safety.	1	\$737,900
CR	High	Request for Service Program	Location Specific	Location Specific	Provide ADA accessible curb ramps on priority 3 facilities	1	\$1,000,000
AA	High	ADA Ramp Upgrades	City Wide	City Wide	Replace or add new ramps to comply with ADA standards.	1	\$150,636
AB	High	Remove Barriers Program	City Wide	City Wide	Remove or accommodate barriers by modifying sidewalk for ADA compliance.	1	\$1,379,601
AC	High	Railroad Ave Path	37th Ave	Linwood Ave	Add multi-use path on north side of Railroad.	1	\$4,800,000
AD	High	Kronberg Park Trail	Kellogg Creek Bike/Ped Bridge	River Rd	Construct multiuse path to connect bike/ped bridge to safe crossing of HWY 99E	1	\$1,800,000
AE	High	Stanley Neighborhood Greenway (North)	Johnson Creek Blvd	King Rd	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	1	\$1,900,000
AG	High	Linwood Ave	Harmony Rd	Monroe St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	1	\$708,235
AH	High	43rd Ave/Howe/Covell	42nd Ave	King Rd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Howe St, Covell St)	1	\$594,012
BQ	High	Monroe St Neighborhood Greenway	Oak St	Linwood Ave	Designate as a "neighborhood greenway" and install traffic-calming improvements.	1	\$6,763,417
AL	High	Sellwood St - Madison St	35th Ave	Milwaukie Elementary School	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Sellwood St, 30th Ave, Madison St)	1	\$369,766
AM	High	Edison St	HWY 224	35th Ave	Fill in sidewalk gaps on both sides of street.	1	\$59,998
AQ	High	Main St - Ochoco St	Harrison St	McCloughlin Blvd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	2	\$595,870
AR	High	International Way	Freeman Way	Lake Rd	Fill in sidewalk gaps on both sides of street, remove barriers.	2	\$416,113
AS	High	Oatfield Rd	Lake Rd	City Limits	Fill in sidewalk gaps on both sides of street, remove barriers.	2	\$154,130

Table 8-1

Implementation Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Priority	Cost
AT	High	26th Ave	Lake Rd	Lake Village Apartments	Fill in sidewalk gaps on both sides of street.	2	\$62,224
AU	High	22nd Ave	Mcloughlin Blvd	Sparrow St	Fill sidewalk gaps on both sides of street.	2	\$228,051
AV	High	Harvey St	32nd Ave	42nd Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	2	\$422,653
BB	High	Home Ave	King Rd	Railroad Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	1	\$608,227
AI	Medium	Rusk Rd - Kellogg Creek Dr	Lake Rd	North Clackamas Park	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Lake Rd, Rusk Rd, Kellogg Creek Dr).	1	\$306,242
AJ	Medium	49th Ave	King Rd	Logus Rd	Fill in sidewalk gaps on both side of street and remove barriers.	1	\$142,711
AK	Medium	Washington St/35th Ave	Mcloughlin Blvd	Edison St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	1	\$452,829
AN	Medium	Sparrow St	22nd Ave	Trolley Trail	Add sidewalk, add pedestrian and bike crossing between River Rd and 25th Ave.	1	\$96,442
AO	Medium	Brookside Dr - Winsor Dr	Johnson Creek Blvd	Willow St	Fill in sidewalk gaps on both sides of street, remove barriers. (Brookside Dr, Regents Dr, Winsor Dr)	1	\$706,907
AP	Medium	Ochoco St	Mcloughlin Blvd	17th Ave	Fill in sidewalk gaps on both sides of street, remove barriers, replace portions of existing sidewalk.	1	\$212,546
AW	Medium	Lake Road	21st Ave	Guilford Dr	Widen road, add new sidewalks, and fill in gaps in existing bicycle network with bike lanes.	1	\$8,100,000
AX	Medium	Stanley Neighborhood Greenway (South)	King Rd	Railroad Ave	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	1	\$2,800,000
AY	Medium	Aspen - Furnberg St	Linwood Ave	Furnberg Park	Fill in sidewalk gaps on both sides of street. (Aspen St, Sequoia Ave, Redwood Ave, Plum Dr, 70th Ave, Furnberg St.)	1	\$553,938
AZ	Medium	Ardenwald Elementary School Routes	Roswell St	Olsen St	Fill in sidewalk gaps. (36th Ave, 39th Ave, Wake St, Ardenwald Path)	1	\$271,510
BA	Medium	Balfour St	32nd Ave	Balfour Park	Add sidewalk.	1	\$34,992

Table 8-1

Implementation Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Priority	Cost
BC	Medium	Logus Rd	43rd Ave	49th Ave	Fill in sidewalk gaps, replace portions of existing sidewalk, remove barriers.	1	\$142,295
BD	Medium	Park St - Lloyd St	Home Ave	Stanley Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Park St, Beckman Ave, Beckman Terrace, 56th Ave, Lloyd St)	1	\$546,915
BE	Medium	Where Else Ln	Lake Rd	Bowman and Brae Park	Fill in sidewalk gaps on both sides of street, remove barriers.	1	\$218,373
BF	Medium	Frontage Rd	Springwater Corridor	End of OLCC Building	Fill in sidewalk gaps on both sides, replace portions of existing sidewalk.	1	\$80,402
BG	Medium	28th Ave - Van Water St	Springwater Corridor	32nd Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	1	\$209,980
BH	Medium	Rockwood St - Willow St	43rd Ave	Stanley Ave	Fill in sidewalk gaps on both sides of street, pave willow path, remove barriers.	1	\$406,311
BI	Medium	Mason Ln	42nd Ave	Regents Dr	Add new sidewalk.	1	\$455,125
BJ	Medium	Harmony Rd	International Way	Linwood Ave	Fill in sidewalk gaps on both sides of street, remove barriers.	1	\$106,459
BK	Medium	Harmony Rd	Linwood Ave	City Limits	Fill in sidewalk gaps, remove barriers, replace portions of existing sidewalk.	1	\$173,279
BL	Medium	Lava Dr - Waverly Ct	17th Ave	Highlands Apartments Entrance	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	2	\$119,737
BM	Medium	Mallard Way	International Way	Mallard Bridge	Add sidewalk.	2	\$124,029
BN	Medium	Bowman St - Brae St	Bowman and Brae Park	North Clackamas Park	Fill sidewalk gaps on both sides of street.	2	\$196,499
BO	Medium	River Rd	Mcloughlin Blvd	City Limits	Add sidewalk.	1	\$370,403
BP	Medium	Johnson Creek Blvd	Public Works Property	City Limits (East)	Fill sidewalk gaps on north side of street.	1	\$33,280
BV	Medium	Lake Rd	Where Else Ln	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	1	\$575,569

Table 8-1

Implementation Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Priority	Cost
CD	Medium	51st Ave	Logus Rd	Winworth Ct	Add new sidewalk.	1	\$106,011
CI	Medium	Mallard Bridge	Mallard Way	Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	2	\$2,200,000
AF	Low	32nd Ave & Railroad Ave	Van Water St	Oak St	Replace portions of existing sidewalk and remove barriers.	1	\$828,705
BR	Low	19th/Sparrow Neighborhood Greenway	Eagle St	22nd Ave	Designate as a "neighborhood greenway" and create a woonerf by implementing traffic-calming measures and adding pedestrian and bicycle facilities.	1	\$2,129,000
BS	Low	47th Ave	Franklin St	Railroad Ave	Fill in sidewalk gaps on both sides of street.	1	\$63,192
BT	Low	23rd & Willard	Lake Rd	27th Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	1	\$90,495
BU	Low	27th Ave	Lake Rd	Washington St	Replace portions of existing sidewalk and remove barriers.	1	\$218,079
BW	Low	Olsen St	42nd Ave	32nd Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	1	\$305,948
BX	Low	Olsen St	32nd Ave	End of West Olsen St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	1	\$229,596
BY	Low	Roswell St	32nd Ave	Rockworst St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	1	\$225,489
BZ	Low	42nd Ave	Johnson Creek Blvd	Harvey St	Replace portions of existing sidewalk and remove barriers.	1	\$164,003
CA	Low	42nd Ave	Harrison St	Railroad Ave	Replace portions of existing sidewalk and remove barriers.	1	\$309,675
CB	Low	37th Ave	Harrison St	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	1	\$211,993
CC	Low	King Rd	40th Ave	Linwood Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	1	\$816,433
CE	Low	35th Ave	Washington St	Edison St	Replace portions of existing sidewalk, remove barriers.	1	\$110,950

Table 8-1

Implementation Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Priority	Cost
CF	Low	28th Ave	Washington St	Harrison St	Replace portions of existing sidewalk, remove barriers.	1	\$209,521
CG	Low	Oak St	Washington St	Monroe St	Replace portions of existing sidewalk.	1	\$89,281
CH	Low	Mcloughlin Blvd	Washington St	River Rd	Fill in sidewalk gaps.	1	\$90,048
CJ	Low	51st Ave - Casa Del Rey St	Lake Rd	North Clackamas Park	Replace portions of existing sidewalk, remove barriers.	2	\$186,711
CK	Low	Monroe St	25th Ave	28th Ave	Replace portions of existing sidewalk, remove barriers.	1	\$71,295
CL	Low	Harrison	Mcloughlin Blvd	42nd Ave	Bicycle facility improvements.	1	\$310,000
CM	Low	Kellogg Creek Trail	Eagle St	Trolley Trail	Upgrade trail to ADA compliance.	1	\$0
CN	Low	International Way	37th Ave	Lake Rd	Bicycle facility improvements.	2	\$400,000
CO	Low	Oatfield Rd	Lake Rd	City Limits	Bicycle facility improvements.	2	\$380,000
CP	Low	Linwood Ave	Aspen St	Harmony Rd	Bicycle facility improvements.	1	\$320,000

9. Funding

There are currently no funds dedicated to implement the Bicycle and Pedestrian Accessibility Plan. The City currently relies on Community Development Block Grants (CDBG) and Metro Transportation Improvement Plan funds to accomplish these activities. The only unrestricted City funds available are the Oregon State Gas Tax funds. Some pedestrian accessibility improvements have been occurring as part of the SSMP program in the form of sidewalk ramp upgrades required as part of the federal requirement that whenever streets, roadways or highways are altered, agencies shall provide curb ramps where the street level pedestrian walkway crosses a curb. This requirement extends to streets that are altered through a resurfacing project.

As per the implementing ordinances, any new revenues would be dedicated exclusively to bicycle and pedestrian improvements. All new Program revenues will be accounted for in a fund dedicated exclusively to BPAP projects.

Dedicated bicycle and pedestrian funds would be available to pay for both city forces and contracted services to construct, maintain or improve bicycle and pedestrian facilities (such as ADA ramp construction, rehabilitation and repair activities, construction of new bicycle and pedestrian facilities such as sidewalks and multi-use trails, and reconstruction projects); services in support of that mission (including engineering and inspection of work; regular condition inspections; and training and other services necessary to make the most efficient use of available funds); and additional costs involved in setting up revenue mechanisms such as additional programming necessary to allocate and track dedicated funds.

Currently the city utilizes the following funds for activities within the public right-of-way, including maintenance activities.

A. Street Fund

The Oregon State Gas Tax, which is assessed per gallon on motor vehicle fuel sold statewide, is the Street Fund's primary revenue source for flexible funding. The second source of flexible revenues for the Street Fund is franchise fees, collected from other City utilities (water, storm and wastewater).

While Street Fund revenues have remained largely flat, the cost of road construction and maintenance has increased substantially, particularly in recent years. The City has enjoyed success competing for grants for bicycle and pedestrian capital projects but such funds are dedicated to specific projects that are eligible to receive the grant. The majority of the projects identified within the proposed plan would not fare well or be eligible in the grant environment.

B. Residential Street Maintenance Fee

By Ordinance No. 1966, a street maintenance fee is fixed for single family residences and multi-family apartments. This fee is dedicated to the Street Surface Maintenance Program (SSMP).

C. Non-Residential Street Maintenance Fee

By Ordinance No. 1966, a non-residential street maintenance fee is calculated based on the number of square feet of building area (or alternative unit, such as gas pumps, or members) and a charge per thousand square feet. Each non-residential customer is assigned a category based on the type of business or organization. The fee is based on building size and the number of trips that such an

operation typically generates, based on the widely used figures reported in the most recent edition of the International Traffic Engineers (ITE) manual Trip Generation.

The monthly non-residential fee is capped at \$296.88 per property, adjusted annually for inflation. Non-residential street maintenance fees are dedicated to the Street Surface Maintenance Program (SSMP).

D. PGE Privilege Tax

By Ordinance No. 1967, PGE began collecting the additional 1.5% Privilege Tax in July 2007. Privilege Tax revenues are included in PGE's annual franchise fee payment to the City, due prior to April 1 of the calendar year following collection. Revenues are dedicated to Street Surface Maintenance Program.

E. Local Gas Tax

City ordinance No. 1970 established a \$.02 per gallon tax on gasoline sold within the City. The Oregon Department of Transportation Fuels Tax Group collects the tax from local dealers on behalf of the City of Milwaukie. ODOT collects the additional tax from distributors making bulk deliveries of fuel to service stations and other wholesale customers of motor vehicle fuel in the City. Payments are made to the City on a quarterly basis with a reduction for ODOT administrative costs. Revenues are dedicated to Street Surface maintenance Program.

10. Action Plan

The BPAP is designed to extend the current SSMP program to include bicycle and pedestrian facilities and at the same time not take away revenues from that program. While any funds generated by this program would be kept separate from SSMP funds, it is intended that both programs would be administered together as part of a composite street utility program. Due to this and the similar nature of the two programs the BPAP was developed along the same guidelines as the SSMP and would be included within the existing street utility.

The action plan consists of two major components, funding and project prioritization. The Citizen Utility Advisory Board (CUAB) met to discuss funding scenarios for the program at the meetings in June and July of 2016. During these meetings they discussed the potential impacts to utility bills of various proposals to fund the BPAP program and the SSMP program, taking into account the funding level for the projects identified, the length of time to complete the projects identified, and the cost of the overall program compared to other jurisdictions.

City Council recommended that the program only be considered to be a match for larger Multi-modal transportation projects such as the greenways and Multi-use trails. CUAB discussed other potential sources of funds including additional city gas tax and the county proposed gas tax. CUAB looked at several options for funding within various planning periods, including funding the entire program, funding only the priority projects (less greenways and multi-use trails), and funding only required corridors, the resulting impacts to Utility rates are indicated in Table 10-1.

Table 10-1 Street Utility Fee Impacts

	Base	Recommended	Reduced	Minimum
Planning Period	20 years	25 years	25 years	20 years
Construction Cost Index	3% Inflation factor	Adjusted to inflation yearly	Adjusted to inflation yearly	Adjusted to inflation yearly
Street Utility Fee	\$1.21 per Trip (SSMP \$0.35) (BPAP \$0.86)	\$0.81 per trip (SSMP \$0.35) (BPAP \$0.46)	\$0.75 per trip (SSMP \$0.35) (BPAP \$0.40)	\$0.63 per Trip (SSMP \$0.35) (BPAP \$0.28)
Service Requests:	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Matching Funds:	\$6,470,000	\$3,585,000	\$930,000	\$891,000
Direct Projects:	\$17,406,000	\$17,406,000	\$17,406,000	\$9,136,000
(Estimated Revenues)				
(2016 Dollars)	\$1,623,350/year (fixed)	\$879,650/year	\$773,450/year	\$551,50/year

CUAB discussed various planning periods including 10 year, 20 year, 25 year and 30year. They reviewed the level of matching funds that would be made available to the multi-modal projects identified within the plan and compared the resulting composite rate to other municipalities within the area. CUAB found that the cost savings for the average homeowner between the recommended level and reduced level was not significant enough to warrant the resulting elimination of matching funds for the greenway and trail projects. The Minimum level of funding would only be for ADA accessibility and would not provide any funds for SRTS projects. CUAB had extensive discussion concerning the effect on commercial rates, especially those at the current maximum rate that would have to be increased proportionally for any increase in the utility fee.

At the meeting on July 14, 2016, CUAB moved and approved a recommendation to City Council to fund the BPAP program at the recommended level. Complete funding will be achieved through the combination of the Safe Access For Everyone (SAFE) fee and other sources, such as the Urban Renewal District tax, state gas tax, grants, and other jurisdictions such as ODOT and Clackamas County for facilities within their jurisdictions. The proposed SAFE fee will provide an estimated \$21,991,000, with the remaining \$28,263,000 coming from alternate funding sources. Funding details for the approved action plan are provided in Table 10-2. The action plan breakdown provides for 79.2% of the funds applied to pedestrian improvements, 15.9% to multi-use paths and 4.9% to bicycle improvements.

Table 10-2: BPAP and other funding options.

Projects	Costs (Thousands)			% of BPAP
	Total	BPAP	Other	Funding
Ramp Improvements				
Make existing sidewalk ADA Accessible, upgrade existing noncompliant ramps, allow use of existing facilities.				
Request for Service Program	\$1,000	\$1,000	\$0	4.55%
ADA Ramp Upgrades	\$151	\$151	\$0	0.68%
Accessible Pedestrian Signal Upgrades	\$738	\$738	\$0	3.36%
Subtotal	\$1,889	\$1,889	\$0	8.59%
New Infrastructure				
Add and improve pedestrian facilities, increase connectivity, Safe Routes to Schools.				
Linwood Ave	\$708	\$708	\$0	3.22%
43rd Ave/ Howe St/ Covell St	\$594	\$594	\$0	2.70%
International Way	\$416	\$416	\$0	1.89%
Oatfield Rd	\$154	\$154	\$0	0.70%
Edison St	\$60	\$60	\$0	0.27%
26th Ave	\$62	\$62	\$0	0.28%
22nd Ave	\$228	\$228	\$0	1.04%
Harvey St	\$423	\$423	\$0	1.92%
Home Ave	\$608	\$608	\$0	2.77%
Rusk Rd - Kellogg Creek Dr	\$306	\$306	\$0	1.39%
49th Ave	\$143	\$143	\$0	0.65%
Sparrow St	\$96	\$96	\$0	0.44%
Brookside Dr - Winsor Dr	\$707	\$707	\$0	3.21%
Ochoco St	\$213	\$213	\$0	0.97%
Aspen St - Furnberg St	\$554	\$554	\$0	2.52%
Ardenwald Elementary School Routes	\$272	\$272	\$0	1.23%
Balfour St	\$35	\$35	\$0	0.16%
Where Else Ln	\$218	\$218	\$0	0.99%
28th Ave - Van Water St	\$210	\$210	\$0	0.95%
Rockwood St - Willow St	\$406	\$406	\$0	1.85%
Mason Ln	\$455	\$455	\$0	2.07%
Mallard Way	\$124	\$124	\$0	0.56%
Bowman St - Brae St	\$196	\$196	\$0	0.89%
River Rd	\$370	\$370	\$0	1.68%
Johnson Creek Blvd	\$33	\$33	\$0	0.15%
Lake Rd (East)	\$576	\$59	\$516	0.27%
51st Ave	\$106	\$106	\$0	0.48%
47th Ave	\$63	\$63	\$0	0.29%
Olsen St (West)	\$230	\$230	\$0	1.04%
Roswell St (West)	\$225	\$225	\$0	1.03%
Mcloughlin Blvd	\$90	\$0	\$90	0.00%
Subtotal	\$8,883	\$8,276	\$607	37.63%

Table 10-2: BPAP and other funding options (continued).

Reconstruction & Barrier Removal				
Make existing sidewalk ADA accessible, relocate or accommodate barriers, repair damaged facilities.				
Remove Barriers Program	\$1,380	\$1,380	\$0	6.27%
Sellwood St - Madison St	\$370	\$370	\$0	1.68%
Main St - Ochoco St	\$596	\$596	\$0	2.71%
Washington St/35th Ave	\$453	\$453	\$0	2.06%
32nd Ave & Railroad Ave	\$829	\$829	\$0	3.77%
23rd Ave & Willard St	\$90	\$90	\$0	0.41%
27th Ave	\$218	\$218	\$0	0.99%
Olsen St (East)	\$306	\$306	\$0	1.39%
42nd Ave (North)	\$164	\$164	\$0	0.75%
42nd Ave (South)	\$310	\$0	\$310	0.00%
37th Ave	\$212	\$212	\$0	0.96%
King Rd	\$816	\$816	\$0	3.71%
35th Ave	\$111	\$111	\$0	0.50%
Logus Rd	\$142	\$142	\$0	0.65%
Park St - Lloyd St	\$547	\$547	\$0	2.49%
Frontage Rd	\$80	\$80	\$0	0.37%
Harmony Rd (West)	\$106	\$106	\$0	0.48%
Harmony Rd (East)	\$173	\$173	\$0	0.79%
Lava Dr - Waverly Ct	\$120	\$120	\$0	0.54%
28th Ave	\$210	\$210	\$0	0.95%
Oak St	\$89	\$89	\$0	0.41%
51st Ave - Casa Del Rey St	\$187	\$187	\$0	0.85%
Monroe St	\$71	\$71	\$0	0.32%
Subtotal	\$7,580	\$7,271	\$310	33.06%
Greenways & Trails				
Improve connectivity within the city, traffic calming, improved bicycle and pedestrian facilities.				
Railroad Ave Path	\$4,800	\$493	\$4,307	2.24%
Kronberg Park Trail	\$1,800	\$540	\$1,260	2.46%
Stanley Neighborhood Greenway (North)	\$1,900	\$195	\$1,705	0.89%
Monroe St Neighborhood Greenway	\$6,763	\$695	\$6,069	3.16%
Lake Road (West) Project	\$8,100	\$832	\$7,268	3.78%
Stanley Neighborhood Greenway (South)	\$2,800	\$288	\$2,512	1.31%
Mallard Bridge	\$2,200	\$226	\$1,974	1.03%
19th Ave/Sparrow St Neighborhood Greenway	\$2,129	\$219	\$1,910	0.99%
Kellogg Creek Trail	\$0	\$0	\$0	0.00%
Subtotal	\$30,492	\$3,487	\$27,006	15.86%
Bicycle Facilities				
Add or upgrade bicycle facilities, provide missing connections between facilities, increase bicycle safety.				
Harrison St Bicycle Improvements	\$310	\$310	\$0	1.41%
International Way Bicycle Improvements	\$400	\$400	\$0	1.82%
Oatfield Rd Bicycle Improvements	\$380	\$39	\$341	0.18%
Linwood Ave Bicycle Improvements	\$320	\$320	\$0	1.46%
Subtotal	\$1,410	\$1,069	\$341	4.86%
Administration				
Total	\$50,254	\$21,991	\$28,263	100.00%

A. Fee Determination

City Ordinance No. 2123 establishes the Bicycle and Pedestrian Accessibility Program (“BPAP”) and would allow the city to establish a utility fee to enhance, construct and reconstruct bicycle and pedestrian improvements throughout the City. The ordinance dedicates all revenues from these funds to bicycle and pedestrian improvements and those activities necessary to carry out the program, such as condition assessment and inspection (See Table 10-3 for Fee Categories).

1. Review Process

Trip category assignments are made using the ITE standards. Customers are notified that if they believe their categorization overstates actual trip generation, they can request a review of their account. The Engineering Director will conduct the review, considering all relevant evidence presented by the customer related to their actual trip generation patterns. Such evidence may include business records, parking lot usage, or traffic studies. The Engineering Department leads the fee review process, with assistance from Planning and Community Development. The Engineering Director makes the final determination based on the evidence provided.

Any customer that is not satisfied with the fee review outcome may appeal the categorization to Council, as provided for in the ordinance.

2. Fee Billing

The Finance Department is responsible for including the bicycle and pedestrian fee within the City utility billing system. It is included as a line item on each City utility bill, calculated based on building square feet and a per square foot charge (based on the category structure described above) or according to the residential category. The fee will be determined by Resolution of the City Council.

3. Low Income Exemption

The BPAP includes a complete exemption from the street maintenance fee for those households qualifying for the previously established “Low Income Utility Program”.

Table 10-3: Fee Categories

Category	Typical customer	Unit	Trips Per Unit
1	Elem/Middle School	Students	0.75
	Lodge	members	
2	Heavy Industrial High School Long Term Care Facility	k sq feet Students Dwelling Units	2.00
3	Manufacturing; Warehouse; Religious Institution Retirement Community	k sq feet Dwelling Units	4.00
4	Light Industrial; Office PUD	k sq feet Dwelling Unit	8.00
5	Hospital; Business Park; Auto Care	k sq feet	16.00
6	Recreation Facility; Special Retail; Supermarket	k sq feet	32.00
7	Govt Office; Restaurant; Gas Station	k sq feet	64.00
8	Fast Food; Convenience Store; Bank	k sq feet	128.00
9	Multipurpose recreational facility	acres	200.00
10	Movie theater	screens	400.00
11	Single Family Residential	dwelling units	10.00
12	Multi-Family Residential Apartment or condo	dwelling units	6.00

k sq feet: one thousand square feet of building area

B. Project prioritization

The BPAP Action Plan identifies the projects proposed to be funded through the program and if they would be funded directly or provide matching funds to future grants. These projects were the basis for the actions plan funding recommendations. The action plan project list is based on the BPAP Accessibility Plan and the ADA Transition Plan with the projects identified in Table 10-5.

The action plan will address both the pedestrian and bicycle infrastructure along the corridors in addition to the ADA accessible ramps along the corridors. Table 10-4 indicates the estimated number of curb ramps and APS added during the planning period.

Table 10-4: Curb Ramps and APS signals

	Existing		Reconstructed	New	Total
	Total	Complying			
Curb Ramps	947	202	745	298	1245
APS	52	38	14	28	80

The action plan brings all of the curb ramps and APS systems within the City of Milwaukie jurisdiction on priority 1 and 2 corridors into compliance within the planning period. The City will work with Clackamas County or ODOT to encourage compliance for facilities within those jurisdictions.

C. Annual Reporting

The Engineering Director provides an annual report to City Council. The report includes a narrative description of the overall condition of the pedestrian and bicycle network, findings from new condition assessments, a detailed project schedule for the upcoming year, an updated 5-year project schedule, the project selection criteria, and a report on the previous year's projects, projects underway, and the overall program's progress. The Engineering Director is required to update Council on the feasibility of the program given trends in revenues and costs. A summary of the report to Council will be distributed to the community.

Table 10-5

Action Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Cost	Direct Funding or Grant Match
CQ	High	Accessible Pedestrian Signal Upgrades	Location Specific	Location Specific	Install accessible pedestrian signals and rapid flash beacons at specific intersections to improve pedestrian access and safety.	\$737,900	Direct
CR	High	Request for Service Program	Location Specific	Location Specific	Provide ADA accessible curb ramps on priority 3 facilities	\$1,000,000	Direct
AA	High	ADA Ramp Upgrades	City Wide	City Wide	Replace or add new ramps to comply with ADA standards.	\$150,636	Direct
AB	High	Remove Barriers Program	City Wide	City Wide	Remove or accommodate barriers by modifying sidewalk for ADA compliance.	\$1,379,601	Direct
AC	High	Railroad Ave Path	37th Ave	Linwood Ave	Add multi-use path on north side of Railroad.	\$492,960	Match
AD	High	Kronberg Park Trail	Kellogg Creek Bike/Ped Bridge	River Rd	Construct multiuse path to connect bike/ped bridge to safe crossing of HWY 99E	\$540,000	Match
AE	High	Stanley Neighborhood Greenway (North)	Johnson Creek Blvd	King Rd	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	\$195,130	Match
AG	High	Linwood Ave	Harmony Rd	Monroe St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$708,235	Direct
AH	High	43rd Ave/Howe/Covell	42nd Ave	King Rd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Howe St, Covell St)	\$594,012	Direct
BQ	High	Monroe St Neighborhood Greenway	Oak St	Linwood Ave	Designate as a "neighborhood greenway" and install traffic-calming improvements.	\$694,603	Match
AL	High	Sellwood St - Madison St	35th Ave	Milwaukie Elementary School	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Sellwood St, 30th Ave, Madison St)	\$369,766	Direct
AM	High	Edison St	HWY 224	35th Ave	Fill in sidewalk gaps on both sides of street.	\$59,998	Direct
AQ	High	Main St - Ochoco St	Harrison St	McLoughlin Blvd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$595,870	Direct
AR	High	International Way	Freeman Way	Lake Rd	Fill in sidewalk gaps on both sides of street, remove barriers.	\$416,113	Direct
AS	High	Oatfield Rd	Lake Rd	City Limits	Fill in sidewalk gaps on both sides of street, remove barriers.	\$154,130	Direct

Table 10-5

Action Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Cost	Direct Funding or Grant Match
AT	High	26th Ave	Lake Rd	Lake Village Apartments	Fill in sidewalk gaps on both sides of street.	\$62,224	Direct
AU	High	22nd Ave	Mcloughlin Blvd	Sparrow St	Fill sidewalk gaps on both sides of street.	\$228,051	Direct
AV	High	Harvey St	32nd Ave	42nd Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$422,653	Direct
BB	High	Home Ave	King Rd	Railroad Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	\$608,227	Direct
AI	Medium	Rusk Rd - Kellogg Creek Dr	Lake Rd	North Clackamas Park	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Lake Rd, Rusk Rd, Kellogg Creek Dr).	\$306,242	Direct
AJ	Medium	49th Ave	King Rd	Logus Rd	Fill in sidewalk gaps on both side of street and remove barriers.	\$142,711	Direct
AK	Medium	Washington St/35th Ave	Mcloughlin Blvd	Edison St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	\$452,829	Direct
AN	Medium	Sparrow St	22nd Ave	Trolley Trail	Add sidewalk, add pedestrian and bike crossing between River Rd and 25th Ave.	\$96,442	Direct
AO	Medium	Brookside Dr - Winsor Dr	Johnson Creek Blvd	Willow St	Fill in sidewalk gaps on both sides of street, remove barriers. (Brookside Dr, Regents Dr, Winsor Dr)	\$706,907	Direct
AP	Medium	Ochoco St	Mcloughlin Blvd	17th Ave	Fill in sidewalk gaps on both sides of street, remove barriers, replace portions of existing sidewalk.	\$212,546	Direct
AW	Medium	Lake Road	21st Ave	Guilford Dr	Widen road, add new sidewalks, and fill in gaps in existing bicycle network with bike lanes.	\$831,870	Match
AX	Medium	Stanley Neighborhood Greenway (South)	King Rd	Railroad Ave	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	\$287,560	Match
AY	Medium	Aspen - Furnberg St	Linwood Ave	Furnberg Park	Fill in sidewalk gaps on both sides of street. (Aspen St, Sequoia Ave, Redwood Ave, Plum Dr, 70th Ave, Furnberg St.)	\$553,938	Direct
AZ	Medium	Ardenwald Elementary School Routes	Roswell St	Olsen St	Fill in sidewalk gaps. (36th Ave, 39th Ave, Wake St, Ardenwald Path)	\$271,510	Direct
BA	Medium	Balfour St	32nd Ave	Balfour Park	Add sidewalk.	\$34,992	Direct

Table 10-5

Action Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Cost	Direct Funding or Grant Match
BC	Medium	Logus Rd	43rd Ave	49th Ave	Fill in sidewalk gaps, replace portions of existing sidewalk, remove barriers.	\$142,295	Direct
BD	Medium	Park St - Lloyd St	Home Ave	Stanley Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Park St, Beckman Ave, Beckman Terrace, 56th Ave, Lloyd St)	\$546,915	Direct
BE	Medium	Where Else Ln	Lake Rd	Bowman and Brae Park	Fill in sidewalk gaps on both sides of street, remove barriers.	\$218,373	Direct
BF	Medium	Frontage Rd	Springwater Corridor	End of OLCC Building	Fill in sidewalk gaps on both sides, replace portions of existing sidewalk.	\$80,402	Direct
BG	Medium	28th Ave - Van Water St	Springwater Corridor	32nd Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$209,980	Direct
BH	Medium	Rockwood St - Willow St	43rd Ave	Stanley Ave	Fill in sidewalk gaps on both sides of street, pave willow path, remove barriers.	\$406,311	Direct
BI	Medium	Mason Ln	42nd Ave	Regents Dr	Add new sidewalk.	\$455,125	Direct
BJ	Medium	Harmony Rd	International Way	Linwood Ave	Fill in sidewalk gaps on both sides of street, remove barriers.	\$106,459	Direct
BK	Medium	Harmony Rd	Linwood Ave	City Limits	Fill in sidewalk gaps, remove barriers, replace portions of existing sidewalk.	\$173,279	Direct
BL	Medium	Lava Dr - Waverly Ct	17th Ave	Highlands Apartments Entrance	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$119,737	Direct
BM	Medium	Mallard Way	International Way	Mallard Bridge	Add sidewalk.	\$124,029	Direct
BN	Medium	Bowman St - Brae St	Bowman and Brae Park	North Clackamas Park	Fill sidewalk gaps on both sides of street.	\$196,499	Direct
BO	Medium	River Rd	McCloughlin Blvd	City Limits	Add sidewalk.	\$370,403	Direct
BP	Medium	Johnson Creek Blvd	Public Works Property	City Limits (East)	Fill sidewalk gaps on north side of street.	\$33,280	Direct
BV	Medium	Lake Rd	Where Else Ln	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$59,111	Match

Table 10-5

Action Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Cost	Direct Funding or Grant Match
CD	Medium	51st Ave	Logus Rd	Winworth Ct	Add new sidewalk.	\$106,011	Direct
CI	Medium	Mallard Bridge	Mallard Way	Railroad Ave	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	\$225,940	Match
AF	Low	32nd Ave & Railroad Ave	Van Water St	Oak St	Replace portions of existing sidewalk and remove barriers.	\$828,705	Direct
BR	Low	19th/Sparrow Neighborhood Greenway	Eagle St	22nd Ave	Designate as a "neighborhood greenway" and create a woonerf by implementing traffic-calming measures and adding pedestrian and bicycle facilities.	\$218,648	Match
BS	Low	47th Ave	Franklin St	Railroad Ave	Fill in sidewalk gaps on both sides of street.	\$63,192	Direct
BT	Low	23rd & Willard	Lake Rd	27th Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$90,495	Direct
BU	Low	27th Ave	Lake Rd	Washington St	Replace portions of existing sidewalk and remove barriers.	\$218,079	Direct
BW	Low	Olsen St	42nd Ave	32nd Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$305,948	Direct
BX	Low	Olsen St	32nd Ave	End of West Olsen St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$229,596	Direct
BY	Low	Roswell St	32nd Ave	Rockworst St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$225,489	Direct
BZ	Low	42nd Ave	Johnson Creek Blvd	Harvey St	Replace portions of existing sidewalk and remove barriers.	\$164,003	Direct
CA	Low	42nd Ave	Harrison St	Railroad Ave	Replace portions of existing sidewalk and remove barriers.	\$0	Match
CB	Low	37th Ave	Harrison St	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$211,993	Direct
CC	Low	King Rd	40th Ave	Linwood Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$816,433	Direct
CE	Low	35th Ave	Washington St	Edison St	Replace portions of existing sidewalk, remove barriers.	\$110,950	Direct

Table 10-5

Action Plan

Capital Projects

ID #	Phase	Project Name	From	To	Description	Cost	Direct Funding or Grant Match
CF	Low	28th Ave	Washington St	Harrison St	Replace portions of existing sidewalk, remove barriers.	\$209,521	Direct
CG	Low	Oak St	Washington St	Monroe St	Replace portions of existing sidewalk.	\$89,281	Direct
CH	Low	Mcloughlin Blvd	Washington St	River Rd	Fill in sidewalk gaps.	\$0	Match
CJ	Low	51st Ave - Casa Del Rey St	Lake Rd	North Clackamas Park	Replace portions of existing sidewalk, remove barriers.	\$186,711	Direct
CK	Low	Monroe St	25th Ave	28th Ave	Replace portions of existing sidewalk, remove barriers.	\$71,295	Direct
CL	Low	Harrison	Mcloughlin Blvd	42nd Ave	Bicycle facility improvements.	\$310,000	Direct
CM	Low	Kellogg Creek Trail	Eagle St	Trolley Trail	Upgrade trail to ADA compliance.	\$0	Match
CN	Low	International Way	37th Ave	Lake Rd	Bicycle facility improvements.	\$400,000	Direct
CO	Low	Oatfield Rd	Lake Rd	City Limits	Bicycle facility improvements.	\$39,026	Match
CP	Low	Linwood Ave	Aspen St	Harmony Rd	Bicycle facility improvements.	\$320,000	Direct

Appendix A

Reserved for ADA Transition Plan for Accessibility in the
Public Right-of-Way



CITY OF MILWAUKIE

Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way



Adopted June 19th, 2018
Resolution No. 56-2018

Acknowledgements

City of Milwaukie City Council

Mayor Mark Gamba
Angel Falconer
Lisa Batey
Wilda Parks
Shane Abma

Community Planning Advisory Council

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Meg Elston	Vice Chair – Member at Large
Heather Ray	Hector Campbell NDA
Pam Denham	Island Station NDA
Mark Taylor	Ardenwald – Johnson Creek NDA
Ray Bryan	Historic Milwaukie NDA
Don Jost	Lake Road NDA
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Rebeccah Bufford	Member at Large

Special Recognition

Angel Falconer	Former Community Planning Advisory Council
Kim Travis	Former Community Planning Advisory Council
Tam Guy	Former Community Planning Advisory Council
Ben Rousseau	Former Community Planning Advisory Council
Kit Donnelly	Former Community Planning Advisory Council
Scott Churchill	Former Milwaukie City Council
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Section 1: Introduction

Section 1.1: The City of Milwaukie

Milwaukie is a city with a population of approximately 21,000 and conveniently located in Clackamas County immediately south of Portland, Oregon. Founded in 1847, Milwaukie is a vibrant and growing city with a mix of historic and modern elements.

The Americans With Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way was created in order to meet our city's growing need for pedestrian connectivity, to address key issues with accessibility, and to comply with Title II requirements of the Americans with Disabilities Act.

Section 1.2: The Americans with Disabilities Act (ADA)

The American's with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. The ADA is companion civil rights legislation within the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973. This legislation mandates that qualified disabled individuals shall not be excluded from participation in, denied the benefit of, or be subjected to discrimination under any program or activity. The Act also protects employees with disabilities, with certain protections and requires employers to make reasonable accommodation for applicants and employees with disabilities.

Title II of the ADA applies to State and local government entities and protects qualified individuals with disabilities from discrimination based on disability in services, programs, and activities provided by State and local government entities. This includes allowing access for people with disabilities to State and local government services and facilities (government buildings, city parks, public schools, etc.).

Section 1.3: Goals and Objectives

The City of Milwaukie Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way was created to fulfill federal requirements for providing access to public services, programs, activities, and facilities. Additionally, the plan also enables the City to create a better network of accessible pedestrian facilities within the public Right-of-Way (such as sidewalks and curb ramps) throughout the city for persons with disabilities. The goal of the plan is to optimize the pedestrian experience and to provide safe and usable pedestrian facilities for all pedestrians in Milwaukie, and to assure compliance with all federal, state, and local regulations and standards.

Section 1.4: ADA Transition Plan Requirements

Per the ADA, a public agency is required to prepare an ADA Transition Plan if physical or structural modifications are needed to provide access to public services or facilities. Title II of the ADA regulates government agencies, with its primary goal being to ensure that all their services and facilities are accessible to individuals with disabilities. The ADA Transition Plan for Accessibility in Public Rights-of-Way is limited to evaluating physical barriers specifically within the public right-of-Way, and is separate from an ADA Transition Plan that focuses on removing structural barriers outside of the right-of-way to allow access for all facilities and services covered by the Act.

Beyond physical barrier removal, an analysis of the existing facilities is important to determine what physical changes are necessary. The ADA Transition Plan for Accessibility in Public Rights-of-Way

documents what actions the City will take to alter its facilities. The ADA requires that the ADA Transition Plan for Accessibility in Public Rights-of-Way be submitted for public review before final approval and adoption by the appropriate regulatory agency.

The ADA Transition Plan for Accessibility in Public Rights-of-Way is required by the Department of Justice (DOJ) to address the following aspects of accessibility:

1. If a public entity has responsibility or authority over streets, roads or walkways, its ADA Transition Plan shall include a schedule for providing curb ramps or other sloped areas where sidewalks cross curbs, giving priority to walkways serving entities covered by the Title II, including state and local government offices and facilities, transportation, places of public accommodation, and major employment sites, followed by walkways serving other areas;
2. The ADA Transition Plan shall describe the methods that will be used to make the facilities accessible, and
3. The ADA Transition Plan shall specify the schedule for taking the steps necessary to achieve compliance and, if the time period for the ADA Transition Plan is longer than one year, identify steps that will be taken during each year of the transition period.

Section 1.5: Federal Requirements & Guidelines

Title VI of the Civil Rights Act of 1964, [42 U.S.C. 200d-1]

Title VI prohibits discrimination based on race, color, or national origin in programs and activities receiving federal assistance.

Section 504 of the Rehabilitation Act of 1973 [29 U.S.C. 794]

Section 504 prohibits discrimination against individuals with disabilities under any program or agency receiving federal financial assistance. The head of each such agency shall promulgate such regulations as may be necessary to carry out the amendments to this section made by the Rehabilitation, Comprehensive Services, and Development Disabilities Act of 1978.

Federal Highway Administration (FHWA) routinely provides federal assistance to state and local governments for the development of the transportation system.

Section 109 of Title I of the Housing and Community Development Act of 1974 [42 U.S.C. 5309]

Section 109 prohibits discrimination based on race, color, national origin, sex or religion in programs and activities receiving financial assistance from the U.S. Department of Housing and Urban Development's (HUD) Community Development and Block Grant Programs.

Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)

The ADA prohibits discrimination against individuals with disabilities, and Title II of the ADA applies specifically to state and local governments.

Title II of the ADA [28 CFR Section 35. 150(d)]

If structural changes to facilities are required to insure accessibility compliance, Title II requires that a public entity of 50 or more employees develop a transition plan that establishes the

necessary steps to complete the changes. The transition plan should contain, at a minimum, the basic components as follows:

1. List of the physical barriers in the right-of-way that limit accessibility of persons with disabilities.
2. Description of methods to be utilized to remove the barriers.
3. Schedule for taking the necessary steps to achieve compliance. If the plan is longer than one (1) year, identify the steps that will be taken each year over the course of the plan.
4. Name of official responsible for transition plan implementation.

An opportunity for public comment on the transition plan shall be made available to interested persons, including those with disabilities or organizations representing individuals with disabilities. A copy of the transition plan shall be made available for public inspection.

Access Board's Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011 NPRM, 36 CFTR Part 1190, Docket No. ATBCB 2011-04)

The Access Board's proposed guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way are to ensure these facilities are accessible and usable by pedestrians with disabilities. These guidelines were first published for public comment on July 26, 2011, with corrections issued on July 29, 2011, and the comment period was reopened on December 5, 2011 per requests from the National Association of Counties, the National League of Cities, and the U.S. Conference of Mayors. When the guidelines are adopted, with or without additions and modifications, they will become the accessibility standards with mandatory compliance issued by other federal agencies implementing the ADA, section 504 of the Rehabilitation Act, and the Architectural Barriers Act.

In the interim, the U. S. Department of Transportation's Federal Highway Administration (FHWA) has identified the 2005 draft Public Right-of-Way Accessibility Guidelines (PROWAG) as the current best practice in accessible pedestrian design under the FHWA Federal-aid (504) regulation.

It is specifically noted in the guidelines that the proposed guidelines do not address existing facilities unless they are included within the scope of an alteration undertaken by the agency. This standard has been typical of all previously adopted or proposed guidelines in that the guidance only applies to new or altered facilities.

Section 1.6: State Law

Oregon Revised Statutes Chapter 447 – Standards and Specifications for Access by Persons with Disabilities (sections 447.210 to 447.310)

The construction standards for curbs on either side of any city street, county road, state highway, or any connecting street, road, or highway for which curbs and sidewalks have been prescribed by the governing body of the city or county or Department of Transportation require at least two (2) curb cuts or ramps per linear block located on or near the crosswalks at intersections. Each curb cut or ramp shall be at least 48 inches wide, where possible, and a minimum of 36 inches wide where 48 inches cannot be accommodated. The slope must not exceed a ratio of 1:12. For cases where a slope of 1:12 is not possible, a slope between 1:10 and 1:12 is allowed for a

maximum rise of 6 inches and a slope between 1:8 and 1:10 is permitted for a maximum rise of 3 inches. The slope must never exceed 1:8.

Section 1.7: City Policies

Milwaukie Municipal Code (MMC) Chapter 12 – Streets, Sidewalks, and Public Places

12.16.040 Access Management - Access Requirements and Standards: specifies that private property shall be provided street access using accessways, and that driveway approaches shall be designed to meet all applicable standards of the Americans with Disabilities Act.

Milwaukie Municipal Code (MMC) Chapter 19 – Zoning

19.708.3 Public Facility Improvements – Transportation Facility Requirements – Sidewalk Requirements and Standards: Specifies that sidewalks shall be provided on the public street frontage of all development, and that Americans with Disabilities Act (ADA) requirements for public sidewalks shall apply where there is a conflict with City standards.

Milwaukie Transportation System Plan (TSP) 2013 Chapter 2 – Goals and Policies

Goal 2 Safety: Identifies the need to develop and maintain a safe and secure transportation system that meets standards outlined in the Americans with Disabilities Act (ADA).

Milwaukie Transportation System Plan (TSP) 2013 Chapter 5 – Pedestrian Element

Facilities: Specifies that the most common type of pedestrian facility is a concrete sidewalk, and that sidewalks must be built to comply with the Americans with Disabilities Act (ADA), and identifies important local connections and regionally important pedestrian streets.

Milwaukie Public Works Standards (PWS) Section 5 – Streets

5.0061 Sidewalks – Sidewalk Ramps: Adopted in 2007, and most recently updated in 2015, this manual specifies design and construction standards. This section specifies that all intersections shall contain sidewalk ramps for access. Sidewalk ramps shall be located regarding storm water flows, street grades, utility or light pole locations, and existing opposing ramps. Sidewalk ramps shall meet all applicable guidelines of the Americans with Disabilities Act (ADA).

Section 1.8: ADA Standards & Requirements

The Department of Justice published revised regulations for Title II of the ADA in the Federal Register in 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design.

While these standards address certain features common to public pedestrian facilities, further guidance is necessary to address conditions and constraints unique to public rights-of-way. The United States Access Board has created the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). These guidelines are compliant with, but more stringent than, the current ADA Standards for Accessible Design, and are expected to be officially adopted as accessibility standards. As such, PROWAG has been adopted as the current construction standard for the City of Milwaukie for the construction of sidewalks and curb ramps.

Section 2: City Actions Toward Compliance

Section 2.1: Community Planning Advisory Council

The Public Safety Advisory Committee (PSAC) was created to advise and make recommendations on community livability concerns related to public safety and neighborhood livability. PSAC consists of Neighborhood District Association (NDA) members and a few members at large. As part of the public participation process, City Council designated the PSAC as Milwaukie's Community Planning Advisory Council. The Community Planning Advisory Council will allow for additional input from key stakeholders, planning professionals, policy makers, and the public. The Community Planning Advisory Council also helped vet and review the development of the ADA Transition Plan for Accessibility in the Public Right-of-Way.

Section 2.2: Identification of Priority Streets

The City also worked alongside the Community Planning Advisory Council and the respective NDAs to identify priority corridors within the neighborhoods to include safe routes to school and facilities covered by Title II. The major determinants for prioritizing and ranking routes follow ADA guidelines, as contained in 28 CFR Part 35 section 35.150 (d) which states that a public entity's transition plan shall give priority to "walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas". Routes identified by the City and the Community Planning Advisory Council follow these guidelines which are as follows:

Use Priority 1: State and Local Government and Public Use

Priority 1 areas are those within the public right-of-way that abut or serve public and governmental agencies and offices, and include the following:

1. State, county and local government buildings located within the City
2. Public hospitals, health clinics, medical clinics, mental health clinics and therapy centers
3. Public housing projects and homeless shelters
4. City parks
5. Public schools, including in the following order, but not limited to: community colleges; high school, junior high and elementary school programs with magnet programs for children with disabilities; and all other schools
6. State and local district offices with high public traffic, beginning with, but not limited to: transportation hubs and major corridors and routes; Department of Motor Vehicles offices; state parks, and prisons

Use Priority 2: Public Accommodations

Priority 2 areas are those within the public right-of-way that abut or serve places of public accommodation and include the following:

1. Private hospitals, doctors' offices, and medical and mental health offices
2. Senior facilities
3. Major shopping malls
4. Large housing complexes
5. Major employment sites

6. Supermarkets
7. Retail strip centers
8. Small apartment facilities
9. Service sites of disability organizations
10. Rehabilitation facilities

Use Priority 3: Low-Density Residential and Other Uses

Priority 3 areas are those within the public right-of-way that abut or serve:

1. Single-family residential areas
2. Industrial areas
3. Areas that have not fallen into any of the above groups

A map showing all ADA priority corridors can be found in Appendix C: ADA Priority Corridors Map.

Section 2.3: Outreach

Staff worked with the Community Planning Advisory Council to create a program called Safe Access for Everyone (SAFE). SAFE was created to reach ADA compliance within the identified corridors more quickly. In developing SAFE, staff attended First Friday events, Farmer's Market events, and seven Neighborhood District Association meetings to introduce the priority corridors that Community Planning Advisory Council and City staff identified, and to receive feedback on the program. These events also served to solicit input from the public to determine route priorities and pedestrian facility needs.

First Friday & Farmer's Market

City staff met with members of the community at several First Friday and Farmer's Market events to discuss the need for ADA compliant facilities and updated pedestrian and bicycle infrastructure. Staff handed out comment cards and questionnaires to determine how people felt about the City's current infrastructure, what funding methods they would consider for upgrading or installing new infrastructure, and what types of routes they would suggest the City work on first (larger streets, safe routes to schools, or neighborhood streets). The information gathered from these events was used to determine funding options and prioritization of projects identified in the Action Plan (see "Section 4: Action Plan").

NDA Meetings

City staff made presentations at Neighborhood District Association meetings for Historic Milwaukie, Ardenwald, Lewelling, Hector Campbell, Linwood, Lake Road, and Island Station. Meeting attendees were asked to participate in a dot exercise to determine their bicycle and pedestrian facility priorities. Options included: removing barriers for pedestrian facilities, repairing existing pedestrian facilities, adding new pedestrian facilities, reaching compliance with ADA standards for ramps, or adding new bicycle facilities. The information gathered at these meetings was used to help determine the prioritization of projects identified in the Action Plan.

SAFE Open House

Staff held an Open House on October 10, 2016. Attendees were presented with information on the City's need for new and updated pedestrian infrastructure to meet compliance with ADA standards and

to improve pedestrian safety. The presentation included information regarding the types of pedestrian improvements needed, bicycle improvements, funding options which included a proposed SAFE fee, the projects that would be funded through the SAFE program which include those contained within the ADA Transition Plan, and the existing Street Surface Maintenance Program (SSMP). Attendees were also provided with information of how the new program and fee compared to other jurisdictions.

City Council Public Hearing

City council held a public hearing to discuss ADA & SAFE. Attendees were presented again with information about the new SAFE program, projects associated with it, the new fee, how the fee would benefit the existing SSMP, how projects were selected, and how the City was required to create a program to comply with ADA standards. Milwaukie residents and businesses owners could address council directly with questions, concerns, or other input regarding the program.

SAFE Adoption

City council adopted the SAFE program on November 1st, 2016 which established the funding mechanism for the new ADA Transition plan being proposed.

Transition Plan Comment Period

On March 30th, 2018, the City put the Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way out for public comment. The plan was posted to the website and an ad was placed in the Oregonian. Comment cards for the plan were made available on the website, however the public was also able to send their comments in via email or letter until April 20th, 2018.

On April 24th, 2018, the comment period was extended to May 18th, 2018. Another ad was posted in the Oregonian and the City's Facebook page posted a link and called for comments.

The following comments were received on the Facebook post made on April 24th, 2018:

- "King Road! I spend half the route walking in the bike lane and the other half worried that a hazard is going to trip me up. Between the uneven surfaces and encroaching vegetation, that sorry excuse for a sidewalk is a disaster waiting to happen."
 - "The funny thing is, I'm 40 and was born in Milwaukie - I remember it being exactly this bad when I tried to walk or ride King Rd as a child. I don't think that road or the sidewalks were ever new and smooth. They were built pre-aged."
 - "And how about the giant step up you have to take to get back on the sidewalk whenever you cross a side street? Can I get a ladder please?"
- "32nd and Olsen St. West side. Between the coffee place and the old garage. Also, can you please pave and sidewalk ALL of the streets from JC to Harrison on the west side? Other than Boyd, of course, as it is already paved and sidewalked. Thank you!!"

No other comments were received.

See Appendix G: Public Outreach Materials and Comments for all comments received during the different public outreach periods.

Section 3: Self-Evaluation Inventory and Findings

Title II of the ADA dictates that a public entity must conduct a self-evaluation of its facilities. It is intended to identify problems or barriers that may limit accessibility by persons with disabilities, and describe potential compliance solutions. The entity then must proceed to make necessary changes resulting from the self-evaluation. The ADA further requires that an ADA transition plan be prepared to describe any structural or physical changes required to make programs accessible. The transition plan includes curbs, ramps, and sidewalks in the public right-of-way as addressed here.

Section 3.1: Purpose

The City has a wide variety of facilities within the public right-of-way. These facilities include sidewalks, curb ramps, on-street accessible parking spaces, multi-use paths, pedestrian bridges, pedestrian signal systems, and unimproved open spaces or natural areas. The City undertook a comprehensive analysis of pedestrian facilities to document existing conditions within the public right-of-way.

The purpose of the inventory is to show a new baseline of existing pedestrian facilities in the City of Milwaukie. The information gathered was used to create the Action Plan (as described in this plan under “Section 4: Action Plan”) to comply with the ADA and City-approved policies.

The inventory of City pedestrian facilities is an ongoing process. As new development and infrastructure repairs occur the information must be updated to reflect that. Further, the inventory process will be used to monitor existing facilities for worsening condition or non-compliance.

Section 3.2: Inventory Process and Data Collection Items

City staff began analyzing existing pedestrian facilities and on-street accessible parking in March 2016. Pertinent measurements were taken along with visual inspection to determine where facilities existed within the public right-of-way, and whether existing facilities complied with ADA and City standards.

Information and photos collected were compiled into a master database using Microsoft Excel and ArcGIS (a geographic information system for working with maps and compiling geographic data). The database is used to determine where pedestrian facilities and on-street accessible parking are needed to be constructed, reconstructed, or otherwise made to comply with ADA and City of Milwaukie standards.

For detailed measurements of sidewalks, staff collected the following information:

Cross Slope: To determine if the sidewalk met the ADA requirement for a maximum cross slope of 2%.

Running Slope: To determine if the sidewalk met the ADA requirement of a running slope that matched or was less than the running slope of the adjacent roadway or other requirement.

Width: To determine if the sidewalk met the PROWAG requirement of 5' wide, or 4' wide with a 5' passing space at least every 200'.

For detailed measurements of ramps, staff collected the following information:

Ramp Type: To determine whether the ramp is a perpendicular curb ramp, a parallel curb ramp, a blended transition, or another configuration.

Curb Ramp Dimensions: To determine if the ramp met the PROWAG minimum requirement of 4 feet wide.

Cross Slope: To determine if the ramp and sidewalk met the ADA requirement for a maximum cross slope of 2%.

Ramp Running Slope: To determine if the running slope of the ramp was 8.33% or less.

Tactile Guidestrips: To determine if tactile guidestrips were present, and if they met material and minimum dimension requirements.

Landing/Turning Space: To determine if the ramp met the PROWAG required dimensions of 4 feet by 4 feet for a landing space and had a maximum slope of 2%, in any direction.

Sidewalk Approach: To determine if the sidewalk approach grade in the direction of travel met the PROWAG requirements.

Vertical Edge: To determine if the vertical edges of the curb ramp met the PROWAG requirement of ¼" maximum.

Stop or Yield Control: To determine what, if any, stop or yield control is present at the pedestrian crossing and to determine the appropriate PROWAG design standard to apply.

Pedestrian Crossing: To determine if the cross slope and travel grade meet the PROWAG requirements of 2% and 5%, respectively, for stop controlled pedestrian crossings and match existing roadway grade for pedestrian crossings without stop control.

For detailed measurements of on-street accessible parking spaces, staff collected the following information:

Number of Existing Spaces: To determine the number of existing marked on-street parking spaces that are available on a block, and to determine if the block meets the requirement of 1 marked accessible parking space for every 25 marked parking spaces.

Parking Type: To determine whether the accessible parking space is parallel, or angled and to determine the appropriate PROWAG design standard to apply.

Adjacent Sidewalk Width: To determine the width of the adjacent sidewalk to determine the appropriate PROWAG design standard to apply.

Access Aisle Width: To determine if the access aisle meets the PROWAG requirement of at least 8' for perpendicular or angled parking and 5' for parallel parking with adjacent sidewalks wider than 14'.

Access Aisle Connection: To determine if the accessible space's access aisle has the required ramp connecting to the adjacent sidewalk, and to determine if the ramp meets all ADA requirements.

Section 3.3: Summary of Inventory Findings

Sidewalks

- Over 60 miles of sidewalk were analyzed.
 - 30% of inventoried sidewalks are compliant with ADA standards.
 - 30% of inventoried sidewalks are non-compliant with ADA standards.
 - 40% of inventoried sidewalks have barrier issues.
- Approximately 98 miles of sidewalk need to be constructed where there are gaps or no pedestrian facilities available.
- Approximately 42 miles of sidewalk need to be reconstructed where there are currently barriers or non-compliant elements.

Ramps

- Over 800 existing ramps were analyzed
 - 28% are compliant with ADA standards
 - 72% are non-compliant with ADA standards
- Approximately 650 new ramps need to be constructed where there are gaps or no pedestrian facilities available.
- Approximately 635 ramps need to be reconstructed at intersections with barriers
- Approximately 53% of all pedestrian crossings have stop or yield control

See Appendix B: Existing Pedestrian Facilities Maps.

On-Street Accessible Parking

- 24 total accessible spaces are required.
- 9 existing accessible spaces were inventoried.
 - 56% are compliant with PROWAG standards
 - 44% are non-compliant with PROWAG standards
- 16 new accessible spaces need to be installed.
- 4 accessible spaces need to be relocated or re-installed to meet current standards.

Section 4: Action Plan

Section 4.1: Introduction

The Action Plan is a final step in determining the extent of projects necessary to implement the ADA Transition Plan for Accessibility in Public Rights-of-Way. The Plan includes specified projects for the construction of accessibility improvements. These projects include curb ramps, accessible pedestrian signals, sidewalk barrier removal, sidewalk installation, crosswalk markings, and other work necessary to bring the City's infrastructure into compliance with ADA. The Action Plan lays the groundwork and the extent of work required, prioritization, locations, and potential funding sources.

The Action Plan includes a detailed and prioritized list of projects and improvements necessary to meet ADA compliance. The Action Plan has been reviewed by the City of Milwaukie and the Community Planning Advisory Council. The Action Plan anticipates a twenty-five (25) year implementation period to achieve compliance with program accessibility requirements.

Allowance has been provided within the plan for some new projects identified through the ADA Request for Service process described in "Section 4.6: Request for Service" of this plan. Additional work, such as the reconstruction or construction of pedestrian facilities such as sidewalks or curb ramps as well as additional on-street parking beyond the minimum program access requirements will continue beyond the timeframe identified above.

Section 4.2: Extent of Required ADA Work

The extent of work included in this ADA Transition Plan for Accessibility in Public Rights-of-Way includes the types of improvements that should be made to intersections, streets, and sidewalks along streets. The result is an extensive process that included review and recommendations of all basic elements of this plan within the public right-of-way by the City of Milwaukie and Community Planning Advisory Council. The general types and extent of ADA work that is required for the City to transition into compliance with the programmatic access requirements of Title II of the ADA within the public right-of-way are included in this section.

A typical scope of work for most common types of ADA improvements is shown below:

- Barrier removal (noncomplying driveway, utility pole, etc.)
- Accessible pedestrian signal upgrades
- ADA ramp upgrades/reconstruction
- New ADA ramp installation
- Reconstruction of existing sidewalk or pedestrian infrastructure
- New installation of sidewalk or pedestrian infrastructure
- On-Street accessible parking upgrades/reinstallation
- New on-street accessible parking installation

Most recommended improvements will be comprehensive in their approach. A comprehensive approach refers to making a series of related improvements at each location of work to bring the entire location into compliance with the applicable ADA Codes and Standards. It is probable that some capital improvement projects may, to a lesser degree, include only specific elements that represent physical barriers that need to be removed at a location, or that are specifically funded by an existing program.

Section 4.3: Funding

The Action Plan uses, to the maximum extent possible, existing funding programs and sources. In 2016, the City adopted the Safe Access For Everyone (SAFE) program which introduces the new SAFE fee. The fee is paid for by property owners within the City, and the funds are restricted to active transportation projects. Projects identified in the Action Plan qualify for these funds. Additional infrastructure financing methods will be sought to facilitate the desired schedule for buildout of the large-scale projects identified in the Action Plan. Such sources include (but are not limited to): Bonds, Community Development Block Grants (CDBG), Urban Renewal, Oregon State Gas Tax, Metro Transportation Improvement Plan funds, State Infrastructure Finance Authority (IFA), and others.

Section 4.4: Timeline for Completion

The City of Milwaukie is committing to an aggressive schedule to bring the City's infrastructure into compliance with the ADA. The schedule shall be based on a budget for work to be completed on an annual basis. With current funding means, all projects outlined in the Action Plan could be completed within 25 years.

Section 4.5: Project Prioritization

The projects identified in the Action Plan have been prioritized under High, Medium, and Low categories. High Priority projects primarily consist of streets that were identified as Use Priority 1 areas (as noted in Section 2.2: Identification of Priority Streets), while Medium and Low Priority projects consist primarily of Use Priority 2 areas.

The City worked closely with the Community Planning Advisory Council to determine the order in which projects should be completed within their priority grouping. The City used Community Planning Advisory Council recommendations, project costs, and design timelines to determine the prioritization of projects in the Action Plan.

The ADA specific Action Plan can be found in Appendix D: Action Plan, and a map of Action Plan projects can be found in Appendix E: Action Plan Map.

Section 4.6: Request for Service

A public entity that employs 50 or more persons is required by the ADA to adopt and publish procedures providing for prompt and equitable resolution of any alleged accessibility issue that would be prohibited by Title II of the ADA. The guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination based on denial of access to facilities, programs or services, may file a formal Request for Service (Grievance).

Grievance Procedures and Instructions

The Current ADA Procedures are as Follows:

Step 1: File a Request for Service Form

The applicant should fill out the City of Milwaukie ADA Grievance Sidewalk & Bicycle Facility Request for Service Form, giving all the information requested. The Request for Service Form should be filed in writing with the ADA Coordinator within 60 days of the alleged disability-related noncompliance. Upon request, reasonable accommodations will be provided in completing the form, or alternate formats of the form will be provided. The Request for Service Form may be obtained from the

ADA Transition Plan program page on the City of Milwaukie website at:
www.milwaukieoregon.gov/engineering/ada. The completed form can be sent to:

City of Milwaukie
ATTN: ADA Coordinator
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206

Telephone 503.786.7606, Fax 503.774.8236,
Email: ADACoordinator@milwaukieoregon.gov.

Step 2: An Investigation is Conducted

A notice of receipt shall be mailed to the applicant by registered mail within five (5) days of the receipt of the Request for Service, and the ADA Coordinator or other authorized representative shall perform an investigation into the merits of the request. If necessary, the ADA Coordinator or authorized representative may contact the applicant directly to obtain additional facts or documentation relevant to the Request for Service. If the applicant alleges misconduct on the part of the ADA Coordinator, an authorized representative may be appointed by the Community Development Director to undertake the investigation if the allegations can be substantiated. If the applicant does not wish to be contacted personally, he/she should indicate it on the Request for Service Form.

Step 3: A Written Decision is Prepared and Forwarded to the Applicant

The ADA Coordinator shall prepare a written decision, after full consideration of the Request for Service merits, no later than seventy-five (75) days following the receipt of the Request for Service. A copy of the written decision shall be mailed to the applicant by registered mail no later than five days after preparation of the written decision.

Step 4: An Applicant May Appeal the Decision

If the applicant is dissatisfied with the written decision, the applicant may file a written appeal with the Community Development Director no later than thirty (30) days from the date that the decision was mailed. The appeal must contain a statement of the reasons why the applicant is dissatisfied with the written decision, and must be signed by the applicant, or by someone authorized to sign on the applicant's behalf. A notice of receipt shall be mailed to the applicant by registered mail within five (5) days of the receipt of the appeal. The appeal reviewers, consisting of the ADA Coordinator and the Community Development Director, shall act upon the appeal no later than sixty (60) days after receipt, and a copy of the appeal reviewers' written decision shall be mailed to the applicant by registered mail no later than five (5) days after preparation of the decision. The decision of the appeal reviewer shall be final.

The ADA Coordinator and the Community Development Director shall maintain the confidentiality of all files and records relating to Requests for Service filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference or harassment for filing the Request for Service, or used to restrain an applicant from filing, is prohibited and should be reported immediately to the ADA Coordinator depending on the case.

See Appendix F: City of Milwaukie ADA Grievance Sidewalk & Bicycle Facility Request for Service Form in this plan.

Section 5: Transition Plan Review Process

Section 5.1: Draft ADA Transition Plan Public Review and Comment Period

ADA states that a public entity is required to make available to applicants, participants, residents and other interested parties information regarding the ADA Transition Plan and its applicability to the services, programs or activities of the public entity, and to apprise the public of the protections against discrimination afforded to them by the ADA. A public entity is required to provide an opportunity for interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the ADA Transition Plan by submitting comments and making specific recommendations. ADA requires that a copy of the draft ADA Transition Plan shall be made available for public inspection during a formal public review period.

A public entity that employs 50 or more people is required to seek public input on its ADA Transition Plan. Beyond the legal requirements, public input is vital to assure that those affected by the City's programs, services, and facilities understand the scope and nature of the City's responsibilities for providing equal access to the public. The ADA Transition Plan process has spanned several years and considerable efforts to obtain public input have been undertaken during this period.

In March and April of 2018, the Draft ADA Transition Plan was put out for public review and comment. During the comment period, staff posted the plan to the website, placed an ad in the Oregonian, and updated the City's Facebook page in order to obtain as much public input as possible.

Four comments were received during this period, and they can be found in Section 2.3: Outreach under Transition Plan Comment Period.

A City Council hearing will be held for the draft ADA Transition Plan on June 19th, 2018.

See Appendix G: Public Outreach Materials and Comments in this plan for a complete list of comments and materials regarding each public outreach period.

Appendixes

Appendix A: Glossary

Access Aisle. An accessible pedestrian space provided at street level for the full length of the accessible parking space and connecting to a pedestrian access route.

Accessible Pedestrian Signal. A device that communicates information about the pedestrian walk phase in non-visual formats such as audible tones, vibrotactile features or auditory announcements.

Accessible Space. A marked parking space that complies with ADA guidelines and is identified by signs displaying the International Symbol of Accessibility.

ADAAG. ADA Accessibility Guidelines define the scope and technical requirements for accessibility to buildings and facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990. These requirements were to be applied during the design, construction, and alteration of buildings and facilities covered by the ADA.

Blended Curb or Transition. A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5% or less.

Community Planning Advisory Council. City Council appointed advisory group to allow for additional input from key stakeholders, and the public.

Cross Slope. The slope that is perpendicular to the intended direction of travel.

Crosswalk. That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway, or in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to centerline as defined in ORS 801.220.

Curb. A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

Curb Line. A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or planting strip.

Curb Ramp. See Sidewalk Access Ramp.

Driveway. A vehicular path serving a parcel(s) of private property that crosses a pedestrian access route.

Facility. All or any portion of structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Grade. See Running Slope.

Marked Crosswalk. Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Parallel Curb Ramp. A system of two sloped ramps that run parallel to the curb line from a common lower landing that typically acts as a flush transition with the road surface.

Pedestrian Access Route (PAR). The defined walk or path intended for pedestrian movement or activity in compliance with the ADA.

Perpendicular Curb Ramp. A curb ramp with a main slope running perpendicular to the curb line, and which may include one or more flared side slopes.

Program Access Requirements. Requirements in the ADA Transition Plan for making the public right-of-way accessible to persons with disabilities.

PROWAG. Public Right-of-Way Accessibility Guidelines, are the proposed guidelines for pedestrian facilities in the public rights-of-way compiled by the United States Access Board to clear confusion regarding ADA compliance in public rights-of-way.

PSAC. The Public Safety Advisory Committee, established to review and make recommendations on city infrastructure needs related to streets, sidewalks, trails, multimodal paths, traffic markers, traffic control devices, ADA, and various transportation and transit related matters that affect pedestrian, cyclist, and driver safety. PSAC was designated by City Council to be the Community Planning Advisory Council.

Public Right-of-Way. Land or property owned by a public entity and usually is acquired for or devoted to transportation or pedestrian purposes.

Ramp. A sloping portion of a walkway with a running slope exceeding five percent.

Running Slope. The Slope that is parallel to the direction of travel expressed as a ratio of rise to run, usually expressed in percent.

Sidewalk. That portion of a public right-of-way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Sidewalk Access Ramp. A ramp cutting through a curb, connecting the roadways or transition to the public access route (sidewalk).

Street Furniture. Elements in the public right-of-way that are intended for use by pedestrians.

Tactile Guidestrip. A horizontal strip applied to the walking surface along an accessible pedestrian access route that provides directional cues for persons with disabilities.

Technical Infeasibility. With respect to an alteration of an existing element, that it has little likelihood of being accomplished because existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the minimum requirements for new construction and that are necessary to provide accessibility.

Appendix B: Existing Pedestrian Facilities Maps

City of Milwaukee Existing Sidewalk

Sidewalk Inventory

Complies

Does Not Comply

Essential Facilities

Priority 1

Priority 2

Priority 2 Large Complex

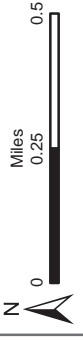
City of Milwaukee

City Border

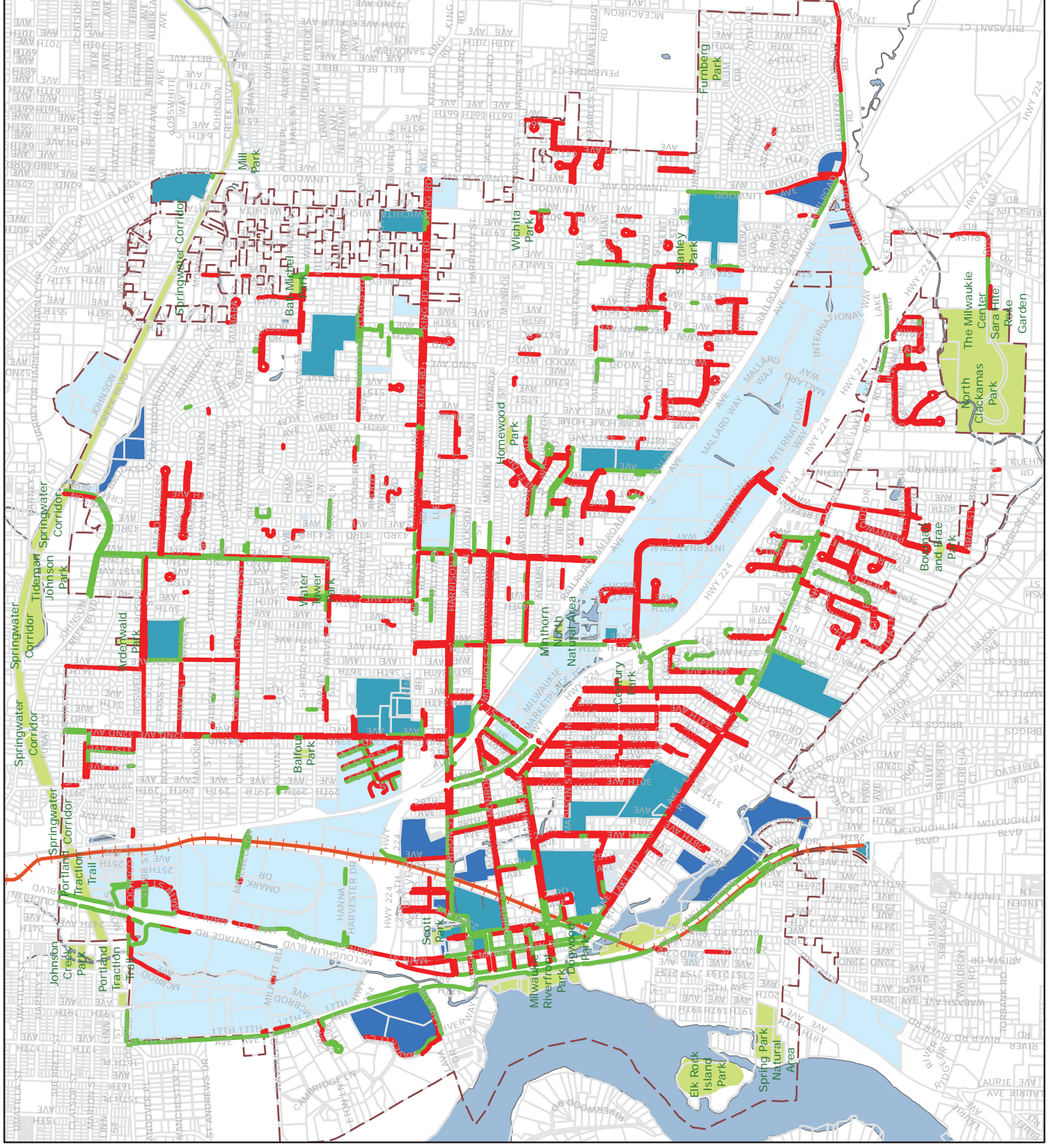
Milwaukee Light Rail

Water body

Milwaukee Parks



Data Source: City of Milwaukee GIS, Aerial Data: Geoport Center
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City of Milwaukee Existing Ramp Map

Ramp Inventory

- Complies
- Does Not Comply

Essential Facilities

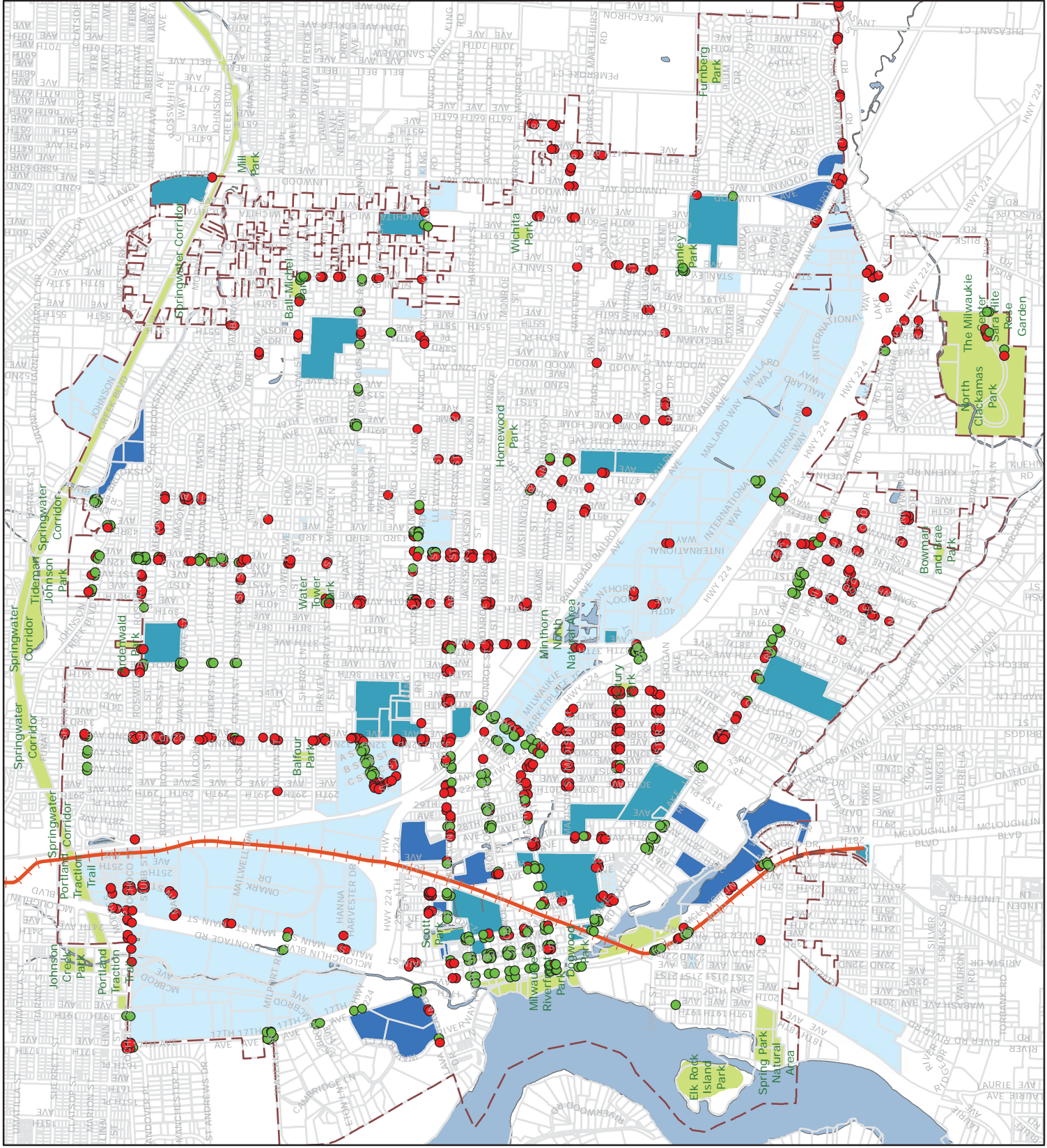
- Priority 1
- Priority 2
- Priority 2 Large Complex

City of Milwaukee

- City Border
- Milwaukee Light Rail
- Water body
- Milwaukee Parks

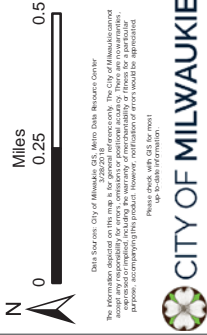


Data Source: City of Milwaukee GIS, Aerial Data: GeoEye Center
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Appendix C: Priority Corridors Map

Priority Corridors Map



Appendix D: Action Plan

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
A1	High	ADA Ramp Upgrades	City Wide	City Wide	Replace or add new ramps to comply with ADA standards.	\$164,088	Direct
A2	High	Remove Barriers	City Wide	City Wide	Remove or accommodate barriers by modifying sidewalk for ADA compliance.	\$1,112,316	Direct
A6	High	22nd Ave	McLoughlin Blvd	Sparrow St	Fill sidewalk gaps on both sides of street.	\$276,946	Direct
A7	High	26th Ave	Lake Rd	Lake Village Apartments	Fill in sidewalk gaps on both sides of street.	\$69,696	Direct
B4	High	Main St - Ochoco St	Harrison St	McLoughlin Blvd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$684,822	Direct
C1	High	Edison St	HWY 224	35th Ave	Fill in sidewalk gaps on both sides of street.	\$68,289	Direct
C3	High	Monroe St Neighborhood Greenway	Oak St	Linwood Ave	Designate as a "neighborhood greenway" and install traffic-calming improvements.	\$6,763,417**	Match
C5	High	Harvey St	42nd Ave	40th Ave	Fill in sidewalk gaps on both sides of street.	\$68,970	Direct
C8	High	Stanley Neighborhood Greenway (North)	Johnson Creek Blvd	King Rd	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	\$1,900,000*	Match
D1	High	Home Ave	King Rd	Monroe St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	\$198,137	Direct
D3	High	International Way	Freeman Way	Lake Rd	Fill in sidewalk gaps on both sides of street, remove barriers	\$592,793	Direct
D9	High	Linwood Ave	Monroe St	Harmony Rd	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$856,898	Direct
E3	High	Shell Ln - Lincyntra Ln	Lake Rd	Where Else	Fill in sidewalk gaps on both sides of street and remove barriers. (Shell Ln, Lincyntra Ln, Vernie Ave, Maplewood Ct, Cheshire Ln, Somewhere Dr.)	\$499,653	Direct
E4	High	McBrod Ave	17th Ave	Ochoco St	Fill in sidewalk gaps.	\$718,656	Direct

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
A3	Medium	River Rd	McLoughlin Blvd	City Limits	Add sidewalk.	\$460,282	Direct
A4	Medium	Sparrow St	22nd Ave	Trolley Trail	Add sidewalk, add pedestrian and bike crossing between River Rd and 25th Ave.	\$138,540	Direct
A8	Medium	Lake Rd (West)	21st Ave	Guilford Dr	Widen road, add new sidewalks, and fill in gaps in existing bicycle network with bike lanes.	\$8,100,000*	Match
B2	Medium	Washington St	McLoughlin Blvd	Oak St	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers.	\$248,707	Direct
B3	Medium	Lava Dr - Waverly Ct	17th Ave	Highlands Apartments Entrance	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk.	\$136,387	Direct
B5	Medium	Frontage Rd	Springwater Corridor	End of OLCC Building	Fill in sidewalk gaps on both sides, replace portions of existing sidewalk.	\$133,988	Direct
B7	Medium	Balfour St	32nd Ave	Balfour Park	Add sidewalk.	\$33,175	Direct
C7	Medium	Brookside Dr	Johnson Creek Blvd	End of 4611 SE Brookside Property	Fill in sidewalk gaps on both sides of street, remove barriers.	\$219,078	Direct
C9	Medium	Johnson Creek Blvd	Public Works Property	Ncity Limits (East)	Fill sidewalk gaps on north side of street.	\$44,444	Direct
D4	Medium	Lake Rd (East)	Where Else Ln	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$685,526	Match
D5	Medium	Where Else Ln	Lake Rd	Bowman and Brae Park	Fill in sidewalk gaps on both sides of street, remove barriers.	\$232,496	Direct
D6	Medium	Rusk Rd - Kellogg Creek Dr	Lake Rd	North Clackamas Park	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, remove barriers. (Lake Rd, Rusk Rd, Kellogg Creek Dr).	\$364,866	Direct
D7	Medium	Harmony Rd (West)	International Way	Linwood Ave	Fill in sidewalk gaps on both sides of street, remove barriers.	\$156,360	Direct
D8	Medium	Harmony Rd (East)	Linwood Ave	City Limits	Fill in sidewalk gaps, remove barriers, replace portions of existing sidewalk.	\$225,085	Direct

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
E1	Medium	Stanley Neighborhood Greenway (South)	Monroe St	South end of 12045 SE Stanley Property	Fill in sidewalk gaps on both sides of street, designate as a "neighborhood greenway" and install traffic-calming improvements.	\$1,835,000*	Match
E2	Medium	Aspen - Furnberg St	Linwood Ave	Furnberg Park	Fill in sidewalk gaps on both sides of street. (Aspen St, Sequoia Ave, Redwood Ave, Plum Dr, 70th Ave, Furnberg St.)	\$544,293	Direct
E5	Medium	Maiwell Dr	Main St	UPRR	Fill in sidewalk gaps.	\$67,606	Direct
E6	Medium	Milport Rd	17th Ave	McLoughlin Blvd	Fill in sidewalk gaps.	\$163,063	Direct
E7	Medium	Bowman St - Brae St	Bowman and Brae Park	North Clackamas Park	Fill in sidewalk gaps on both sides of street.	\$201,006	Direct
A5	Low	19th/Sparrow Neighborhood Greenway	Eagle St	22nd Ave	Designate as a "neighborhood greenway" and create a woonerf by implementing traffic-calming measures and adding pedestrian and bicycle facilities.	\$2,129,000**	Match
A9	Low	23rd & Willard	Lake Rd	27th Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$76,371	Direct
B1	Low	27th Ave	Lake Rd	Washington St	Replace portions of existing sidewalk and remove barriers.	\$176,936	Direct
B6	Low	32nd Ave & Railroad Ave	Roswell St	Oak St	Replace portions of existing sidewalk and remove barriers.	\$677,338	Direct
B8	Low	Oak St	Washington St	Monroe St	Replace portions of existing sidewalk.	\$89,505	Direct
B9	Low	35th Ave	Lake Rd	Edison St	Replace portions of existing sidewalk, remove barriers.	\$91,918	Direct
C2	Low	37th Ave	Harrison St	International Way	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$240,578	Direct
C4	Low	King Rd	40th Ave	Linwood Ave	Fill in sidewalk gaps on both sides of street, replace portions of existing sidewalk, and remove barriers.	\$849,681	Direct
C6	Low	42nd Ave	Johnson Creek Blvd	Harvey St	Replace portions of existing sidewalk and remove barriers.	\$132,036	Direct

Action Plan

ADA Transition Plan

ID#	Priority	Project Name	From	To	Description	Cost	Funding Type
D2	Low	47th Ave	Franklin St	Railroad Ave	Fill in sidewalk gaps on both sides of street.	\$62,148	Direct

Prices revised to 2016 dollars
*Price from 2013 Transportation System Plan
**Price from other source

Appendix E: Action Plan Map

City of Milwaukee ADA Action Plan Map

Priority

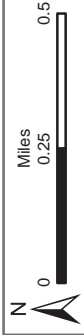
- Priority 1
- Priority 1 Greenway
- Priority 2

Essential Facilities

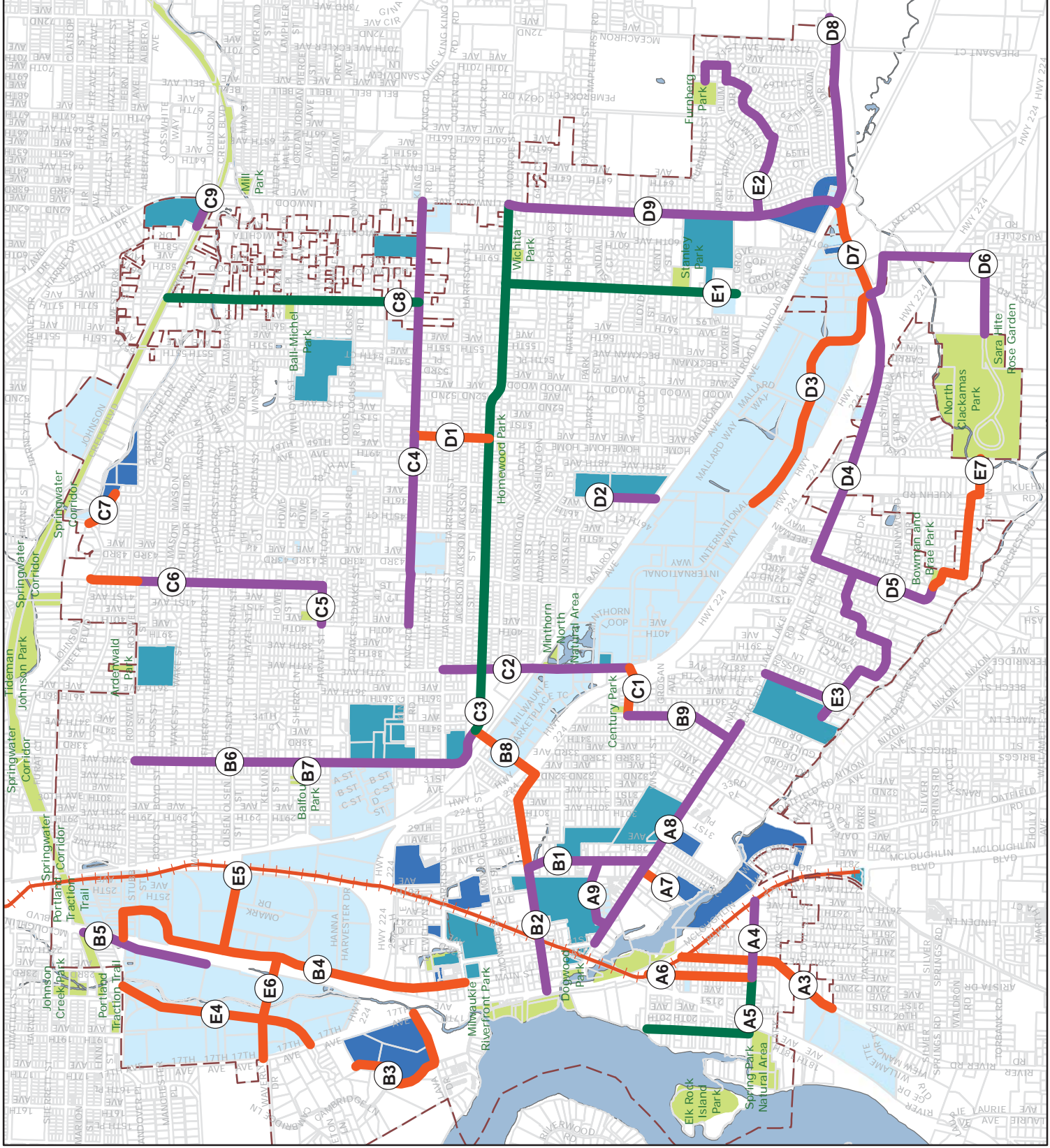
- Priority 1
- Priority 2
- Priority 2 Large Complex

City of Milwaukee

- City Border
- Milwaukee Light Rail
- Water body
- Milwaukee Parks



Data Source: City of Milwaukee GIS, Aerial Data: Esri/Airphoto Center
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Appendix F: Request for Service Form



CITY OF MILWAUKIE

ADA Grievance Sidewalk & Bicycle Facility Request for Service Form

Request Type: ☐ ADA Grievance ☐ Sidewalk Repair/Installation ☐ Bicycle Facility

Scope of Request:

- A Sidewalk Repair/Installation or Bicycle facility request may be filled out by anyone who believes there is a significant gap in the pedestrian and bicycle facilities in the public right-of-way within the City of Milwaukie.
- ADA Grievance requests may be filled out by anyone who alleges noncompliance with the Americans with Disability Act accessibility standards in the public right-of-way within the City of Milwaukie. ADA Grievance requests will follow the process outlined in the ADA Grievance informational flyer located on the city's ADA Transition Plan webpage at: milwaukieoregon.gov/engineering/ada

Additional Information and Assistance

For more information on how to file a request, or if you need assistance filling out this form, please contact the Engineering Department:

Phone: 503.786.7606 **Email:** engineering@milwaukieoregon.gov

Applicant Information

Name: _____
Address: _____
City/State/Zip: _____
Phone Number: _____
Email Address: _____

Person(s) affected by noncompliance (if other than applicant)

Name: _____
Address: _____
City/State/Zip: _____
Phone Number: _____
Email Address: _____

Are you willing to be contacted regarding this request? ☐ Yes ☐ No

Please provide your preferred method for communications concerning this request.

☐ Mail ☐ Email
☐ Phone ☐ Other (Specify): _____

Location of facility

& Issue:

Include specific information, IE: address, street name, and/or distance from a landmark or street corner.

Describe the facility & issue or alleged noncompliance based on accessibility that is desired to be corrected. Explain the nature of the issue (ramp, barrier, state of disrepair, missing sidewalk, etc.) If more space is needed, attach an additional sheet of paper.

Please sign below. You may attach any additional materials that you think are relevant to your request.

Applicant Signature

Date

Submit form and any additional information to:

City of Milwaukie
ATTN: ADA Coordinator
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206
Telephone: 503.786.7606, Fax: 503.774.8236
Email: ADACoordinator@milwaukieoregon.gov

Appendix G: Public Outreach Materials and Comments



MILWAUKIE

Dogwood City of the West

Memorandum

To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Charles Eaton, Engineering Director

Date: July 12, 2016

Re: Bicycle and Pedestrian Funding Survey

The City has presented the Bicycle and Pedestrian Funding survey and solicited input from citizens through First Friday. We received 14 responses with the following results:

Bicycle and Pedestrian Funding Feedback - First Friday					
	1 (Low) to 5 (High)				
	1	2	3	4	5
Level of concern regarding the lack of pedestrian walkways.	1	0	2	3	8
Level of concern regarding bicycle facilities.	1	1	3	5	4
Willingness to consider a local funding option to remedy this situation.	3	0	1	3	7
Totals	5	1	6	11	19

Of funding option available, which would you be willing to consider?

TOTALS

Property Tax Levy

4

Gas Tax Increase

6

Street Utility Fee Increase

4

Paid Parking Downtown

5

Dedicated Pedestrian/Bicycle Fee

5

Which corridors would you suggest we fix first?

TOTALS

Larger streets like King Ave and Lake Rd

3

Safe Routes to schools like Linwood Ave & 32nd Ave

10

Neighborhood streets like Harvey St & Home Ave

4

In addition, we received the following comments:

What specific streets do you think require attention? Other comments?

1. "Harrison, 224 intersections, Monroe sidewalks, 32nd Ave, 43rd Ave."
2. "Bicycle tax for over 12 years old. Roughly \$10/yr."
3. "Lake Road near downtown – bike lanes. Stanley Ave – Bike lanes/Sidewalks. Monroe Ave – Bike lanes/Sidewalks or Multiuse."
4. "Stanley Ave between Railroad and Monroe."
5. "NOT MONROE."
6. "Please build the Monroe, 29th and Stanley Greenways!! We need safer routes for bikes & peds."
7. "Harvey & 42nd."
8. "Lake Rd."
9. "River Road."
10. "Need to keep peds & bicyclists safe on high traffic streets."

City of Milwaukie Pedestrian & Bicycle Funding Feedback Form

Milwaukie lacks safe, convenient and continuous pedestrian and bicycling facilities. Funding is currently available only through grants which are not adequate to turn the situation around.

What is your level of concern regarding the lack of pedestrian walkways?

1 (low) 2 3 4 5 (high)

What is your level of concern regarding bicycle facilities?

1 (low) 2 3 4 5 (high)

What is your willingness to consider a local funding option to remedy this situation?

1 (low) 2 3 4 5 (high)

Of the local funding options available, which would you be willing to consider?

- ☐ Property Tax Levy ☐ Gas Tax Increase ☐ Street Utility Fee Increase ☐ Paid Parking Downtown
☐ Dedicated Pedestrian and Bicycle Fee

Which corridors would you suggest we fix first?

- ☐ Larger streets like King Ave. and Lake Rd. ☐ Safe Routes to schools like Linwood Ave. and 32nd Ave.
☐ Neighborhood streets like Harvey St. and Home Ave.

What specific streets do you think require attention? Other comments?

Please use back if you have more comments

If you prefer to send your response in at a later time, send this form to:

City of Milwaukie
Attn: Jennifer Backhaus
6101 SE Johnson Creek Blvd
Milwaukie, OR 97206



Memorandum

To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Charles Eaton, Engineering Director

Date: July 12, 2016

Re: Bicycle and Pedestrian Prioritization Survey

The City has presented the Bicycle and Pedestrian Accessibility Plan and solicited input from citizens through the Neighborhood District Associations and Farmers Market. With all meetings complete, we have received 150 responses with the following results:

Bicycle and Pedestrian Needs. What is Your Priority?											
		Lewelling	Lake	Linwood	Historic Milwaukie	Hector Campbell	Island Station	Ardenwald	Farmers Market	TOTAL	%
Remove Barriers		—	3	—	2	—	1	2	3	11	7%
Repair Existing		—	—	—	3	—	—	—	8	11	7%
Add New		5	3	12	4	7	6	8	41	86	57%
ADA Compliance		—	1	—	5	2	—	—	2	10	7%
Bicycle Connectivity		—	1	—	2	—	2	1	26	32	21%
TOTALS		5	8	12	16	9	9	11	80	150	

In addition, we received the following comments:

1. Should be easy access between Tacoma Travel Center to hospitals and/or shopping at Marketplace or 42nd.
2. Please look to break Stanley Ave project to a management that focuses and prioritizes 'safe routes' to Linwood listed on TSP report. I'm afraid the total cost of project from Railroad to J.C. will 'scare away' commitment and funding.
3. Love to see sidewalk – River Rd. and side streets. Bicyclists to stay in bicycle lanes, not force cars driving by to go into oncoming lane of traffic.
4. I would love to see Kronberg Path to be opened so my commute to work would be less hindered by riding my bike along 99E (McLoughlin Blvd).

5. Please look at only the section of Stanley between Railroad and Monroe instead of looking at the total cost of Stanley.
6. Please prioritize the Stanley Ave Greenway Plan, so Stanley Ave between Railroad and Monroe could get accomplished.
7. If you could please prioritize by the non-bus serviced areas to schools within a mile from the school.
8. If Monroe St Greenway goes up Washington St, complete sidewalk on at least one side of street.
9. I marked adding more sidewalk on the chart – it's what I would most like to see happen. However, I think any significant addition of sidewalks would be cost prohibitive. My second choice is to remove barriers and add ramps.
10. Safe routes to schools are most important. Ped and bike connections between neighborhoods can be improved.
11. Please consider bike/ped new constructed path access connection at Sparrow right of way connecting Spring Park (whole neighborhood to Trolley Trail) safety across River Rd.
12. Please fund first the low hanging fruit first - not the expensive Greenways. Prioritize routes to school and routes to school buses – especially River Rd and 22nd in Island Station – since our kids go to school south of Milwaukie in Oak Grove.
13. Consider building path on Sparrow right-of-way from River Road to Trolley Trail.
14. Would really like to see connectivity between 4 of NDA's & downtown. 224 is a huge barrier for disabled & families with small children.
15. I would also like a tree planting program to be included in the plan for new sidewalks. Harvey Street is dangerous and needs sidewalks to 32nd Ave and to the Water Tower Park. That pocket of Ardenwald is populated by many elderly people and young children. Existing spaces with sidewalks also need to be more aesthetically pleasant to encourage walking. Planting trees on Harrison Street which connects Milwaukie to downtown Milwaukie would make a huge difference. I live on 37th and King and would like to walk with my three year old to the library, but I rarely do because it's so unpleasant and dangerous. Downtown Milwaukie is currently an island between two freeways. It would dramatically change the character of Milwaukie to plant these areas with trees and install planted medians and clear walkways to slow traffic.
16. 224 is a dangerous, unattractive, and unpleasant barrier to get from Ardenwald to neighborhood. Slowing the traffic way down would be great.



Memorandum

To: Mayor and City Council

Through: Ann Ober, City Manager

From: Charles Eaton, Engineering Director

Date: October 19th, 2016

Re: Safe Access For Everyone Feedback Results

The City has presented the Safe Access For Everyone (SAFE) charge and has requested public input from the residents and business owners within the City of Milwaukie.

The City has solicited this input from citizens through surveys conducted in person at the Farmers Market and the October 10th SAFE Open House, surveys were also conducted online as advertised in the October Pilot, on the SAFE website, twice on social media, and in every utility bill. Staff also received comments via mail, email, and telephone calls.

We received ninety (92) residential responses, and one (1) commercial response with the following results:

Safe Access For Everyone (SAFE) Residential Feedback Form				
	Strongly Disagree	Disagree	Agree	Strongly Agree
I feel safe walking and/or bicycling in my neighborhood	9	29	27	13
Milwaukie has adequate sidewalks and pedestrian pathways.	27	32	14	7
I would walk more frequently if there were more sidewalks in the community.	9	15	29	27
Milwaukie has adequate bicycle lanes and pathways for cyclists.	26	33	9	12
I would bicycle more frequently if there were more lanes and pathways for cyclists.	13	13	20	31
I am willing to pay the recommended \$4.60 per month utility charge for pedestrian and bicycle safety improvements.	18	11	11	44
I would be in favor of the city selling revenue bonds to complete the pedestrian and bicycle safety improvements to enable an accelerated timeline.	12	5	31	33

Safe Access For Everyone (SAFE) Commercial Feedback Form				
	Strongly Disagree	Disagree	Agree	Strongly Agree
Pedestrian and bicycle access is important to my business.			1	
Milwaukie has adequate sidewalks and pedestrian pathways.				1
My customers and staff would say they feel safe walking and/or bicycling in the area around my business.	1			
Customers and staff would walk or bike to my place of business more frequently if improvements were made to the city's walkways and pathways.	1			
Customers would bicycle more frequently if there were more lanes and pathways for cyclists.	1			
Sidewalk and bicycle pathway improvements in the area around my business would make it more appealing to potential customers and employees.	1			
I am willing to pay the recommended monthly utility charge, based on my business type, for pedestrian and bicycle safety improvements.	1			

In addition, we received the following comments:

Other suggestions or comments? (Optional)

1. "I'm in absolute, full support of this. Was just almost backed into twice on one 10 min. jog through Ardenwald. We need less auto-focused streets now! Let's go! Also would like more bike infrastructure."
2. "We are very pleased with what has been accomplished by street surface maintenance program and look forward to the SAFE program to make walking and biking safer."
3. "Add a 1 cent gas tax."
4. "Add a gas tax of 1 cent."
5. "No sidewalks in Island Station neighborhood ever!"
6. "I agree that the city is in dire need of sidewalk improvements."
7. "I do not see connection to utilities. Water/sewer bill is already very high. This tax seems regressive."
8. "Please finish ones already started first."
9. "I can't help but think that if the older folks who were at the town hall had paid for & put in sidewalks 20 years ago when ADA was passed, and they weren't retired yet, that this would all be done. It probably would've been cheaper too! Do it now."
10. "I appreciate the SAFE program. I will improve my access to all of the great resources Milwaukie has to offer and I am happy to contribute to paying this fee to support my community."
11. "Not everyone is a bicyclist nor does everyone want to be. Utility charge to everyone is fair. Rising property taxes are not. Burden unfair to seniors."
12. "Who pays for sidewalks where the city boundary is in the middle of the street?"
13. "Please pave the west side of 32nd!!! We pay pretty high taxes and our road (Olsen) SUCKS. We don't even have curbs, let alone sidewalks. Our roads in this little pocket are horrible. With the exception of Boyd. How did they get a paved road with curbs??"
14. "My water bill is already \$100.00 a month for one person. No lawn watering, little usage for 1 person. NO, NO, NO. Use other tax money you've wasted if you must or get it from cyclists who pay NOTHING. i.e., gas tax, etc., etc. So tired of Milwaukie's NEW government. BTW, water bill was only \$30 a month a few years back (before the new regime). I'm retired now on a fixed income. NO!!!"
15. "Don't need em. Don't sell bonds. Dumb city."
16. "A lot depends on what part of the city. Many neighborhoods have no sidewalks and that's part of Milwaukie's charm and country feel that appeals too many already living here. I also can appreciate the desire for safety when walking, biking and even driving in these more rural areas. I am on a fixed income and the price of everything continues to rise thus making the thought of one more increase a bit painful."

17. "If improvements are not made equally to all neighborhoods, I will be resenting the proposed fee."
18. "I am just concerned about our utility bill going up. I rent and our utility bill just went up by \$10 last month and is always due at the same time as rent. I walk everywhere and support the need for new sidewalks, but worry that even this slight increase is going to hit some residents and renters with extra hardship."
19. "We desperately need sidewalks. My kids are being robbed of one of the best parts of childhood – being able to roam their neighborhood without fear of being accidentally run over. I honestly can't believe there are so few sidewalks."
20. "Your initial communication of this fee was very poor. I received several things in the mail at the same time and nothing told me what my expected monthly cost would be. What does 10 trips translate to and what is the frequency? It took me a lot of work to find the cost and then I was like, oh yes, I would pay \$5 a month for more sidewalks and bike paths. I doubt many people went to the effort to research the impact to them. Overall, this will contribute to a more livable community, which I support."
21. "Milwaukie needs to make sidewalks and bike lanes a priority now to ensure safe access for all before the population surges."
22. "Make it happen!"
23. "The bond idea is great!"
24. "The Max tax, library tax and high utilities are already killing us. Just stop for a while and let us catch our breath!"
25. "This is a safety as well as livability issue."
26. "This entire "SAFE" matter should be required to be voted on by the people—and not be proposed and implemented by the City, without a ballot measure vote!"
27. "The survey should make sure that those answering it are actually Milwaukie citizens. We've seen before that the Portland bicycle alliance floods forums and surveys with their opinions so they can impose their perspective here. This survey is inadequate and poorly designed."
28. "Milwaukie is in desperate needs of improvements to our streets and sidewalks to provide safe access to schools and other basic services. \$4.60 per month seems like such a reasonable amount to make this happen. I hope the city council will pass this measure to make our streets safer for us all."
29. "I don't believe it's fair to all concerned to wave the cap on businesses. I think ALL commercial customers should be eligible for the max-cap; non-profit & for-profit alike."
30. "Can't wait to see this program start but a bit concerned about the effect of the fee on our neighbors with low or fixed incomes. Will there be a variance of some kind for them?"
31. "I'd love to hear more details on the bond idea suggested in question #7 of this survey. Sounds like an interesting way to get long standing projects completed in a quick amount of time. How long would a bond last and at what interest rate?"
32. "It would be ideal to improve/create sidewalks in residential areas where some houses have them and some don't. It's dangerous to maneuver off and on the sidewalks when walking kids to/from school."
33. "At major intersections, it is important for bicycles to have a way to activate the light, such as ground sensors or having a cycle push button close to the curbside so a cyclist can reach it without having to ride up onto the sidewalk."
34. "Keep up the good work improving Milwaukie's infrastructure."
35. "The easterner neighborhoods in Milwaukie host the largest population of residents, but score the lowest in the entire city in walkability! Please see below:
<https://www.walkscore.com/OR/Milwaukie/Linwood>"
36. "Milwaukie has some excellent bike facilities. However, safe connections between them are lacking. Bicyclists are not just the spandex clad people blasting down the Springwater on weekends. A large percentage of us ride to get to work, to shop, and anywhere else we need to go."
37. "We already pay too much for water and pay for storm drains that we don't even have. Sidewalks and bike paths have absolutely nothing to do with the water/sewer utilities and should not be a source of funding."
38. "I currently feel that our utility bill is becoming excessive for residents on fixed incomes, therefore I feel cost of these projects should be accrued via our city tax base."
39. "I talked to you Wednesday morning in regard to the proposed "Safe" trip fee. I for one am against adding more fees on my utility bills or to my property tax. It seems as though govt is constantly adding more taxes and or fees to everything they touch and there are few items that escape them. If a fee needs to be added I wonder when it will expire or is this another forever. I can see this might become

a problem for retirees, almost like a twig on the apple tree. It can support on or two small fruits but when controlling powers add many more and they continue to grow, the twig breaks.

Such is the plight of my water bill. Remember when they said it will become a monthly rather than a bi-monthly but don't worry the fees won't increase. Well why then is my current monthly water bill more than twice what it was before and I use less water?

"When" this 'Safe' fee is applied I believe that older folks should not need to pay or at least get a reduced rate. There are many that cannot afford shelling out another \$1.09 a week, especially if their sole income is Social Security. Granted sometimes a small percentage is added to their income, but those are becoming rare and if they do occur, the price of Medicare goes up. The individual then ends with a net loss, another \$55 a year fee will definitely eliminate the chance of breaking even.

I have been in Milwaukie my entire 83 years except for my four years of military life. I was born here and if I can afford it I'll most likely die here. Sure isn't the city I used to know. In years past we even had several businesses downtown with most all our purchases being made on Main Street. Things have changed, I haven't been on Main Street for years, there is no one there but the fee takers.

Thanks for considering."

40. "I specifically bought this house in this neighborhood, because there were no sidewalks. Sidewalks are a waste of cement, in my opinion. Me personally, I avoid walking on cement at all costs. I walk in the grass or the gutter, cement is the hardest substance to walk on. We have so many feet, leg and hip problems, because we have cemented the earth! I understand that there are ADA requirements, AND that is a MINORITY of the people, what about creating an environment for the MAJORITY of the people who live here?

I DO NOT WANT SIDEWALKS in my neighborhood.

thanks!"

	STRONGLY DISAGREE	DISAGREE	AGREE	STRONGLY AGREE
I feel safe walking and/or bicycling in my neighborhood.	1	2	3	4
Milwaukie has adequate sidewalks and pedestrian pathways.	1	2	3	4
I would walk more frequently if there were more sidewalks in the community.	1	2	3	4
Milwaukie has adequate bicycle lanes and pathways for cyclists.	1	2	3	4
I would bicycle more frequently if there were more lanes and pathways for cyclists.	1	2	3	4
I am willing to pay the recommended \$4.60 per month utility charge for pedestrian and bicycle safety improvements.	1	2	3	4
I would be in favor of the city selling revenue bonds to complete the pedestrian and bicycle safety improvements to enable an accelerated timeline.	1	2	3	4

Other suggestions or comments? *(optional)*

Thank you for taking the time to complete this survey. For more information, please contact **Chuck Eaton at 503-786-7605 or eatonc@milwaukieoregon.gov**.

	STRONGLY DISAGREE	DISAGREE	AGREE	STRONGLY AGREE
Pedestrian and bicycle access is important to my business.	1	2	3	4
Milwaukie has adequate sidewalks and pedestrian pathways.	1	2	3	4
My customers and staff would say they feel safe walking and/or bicycling in the area around my business.	1	2	3	4
Customers and staff would walk or bike to my place of business more frequently if improvements were made to the city's walkways and pathways.	1	2	3	4
Customers would bicycle more frequently if there were more lanes and pathways for cyclists.	1	2	3	4
Sidewalk and bicycle pathway improvements in the area around my business would make it more appealing to potential customers and employees.	1	2	3	4
I am willing to pay the recommended monthly utility charge, based on my business type, for pedestrian and bicycle safety improvements.	1	2	3	4

Other suggestions or comments? *(optional)*

Thank you for taking the time to complete this survey. For more information, please contact **Chuck Eaton at 503-786-7605 or eatonc@milwaukieoregon.gov**.



Safe Access For Everyone (SAFE)

The SAFE program focuses on accessible pedestrian networks with the primary objective of achieving ADA compliance and safe routes to school while increasing connectivity and access in the City of Milwaukie.



WHAT IS SAFE?

Safe Access for Everyone (SAFE) is a plan to improve pedestrian and bicycle safety throughout Milwaukie, and identify possible funding sources to accomplish the plan. Working with the Public Safety Advisory Committee (PSAC), a citizen committee with representation from all neighborhood district associations, frequently-used corridors that provide access to critical facilities and facilitate routes to school were given priority.

WHY IS THIS PLAN NEEDED?

The city conducted an inventory of all city sidewalks and ramps to catalog Milwaukie's pedestrian routes and their compliance with Americans with Disabilities Act (ADA) standards. The inventory highlighted that out of the existing 947 ADA ramps along the priority corridors, only about 21 percent comply with federal ADA standards. Furthermore, 298 new ramps need to be constructed along the priority corridors to provide safe and convenient access for people using mobility aids. This means a total of 1,245 ramps must be constructed to meet ADA standards within priority corridors to bring Milwaukie into compliance with federal requirements. In addition to the ADA ramps, 189,540 feet of walkways must be constructed to reach ADA standards within priority corridors.

BACKGROUND

Since 2010, the City of Milwaukie has actively worked on innovative ways to improve the pedestrian environment. In 2014, staff presented a proposal about the need for additional improvements, but the city lacked the financial resources. In 2015, staff presented additional information on the accessibility needs of Milwaukie with a concept for a new program.

City Council charged the PSAC with developing a new ADA Transition Plan. Council asked the group to think about more than just ADA compliance by also incorporating safe route to schools, alternate connections and bicycle needs into a city-wide accessibility plan.



PSAC assessed travel corridors throughout Milwaukie, and evaluated the need for updates and improvements to the city-wide pedestrian network. Working closely with the Neighborhood District Associations, PSAC established the location and priority of local projects. Particular focus was given to corridors that facilitate safe routes to schools, connect high-use corridors, and facilities specifically covered by ADA regulations. After 28 public meetings, community feedback, and input from the Citizens Utility Advisory Board (CUAB) about funding options, the plan was developed and presented to Council to accomplish this over the next 25 years.

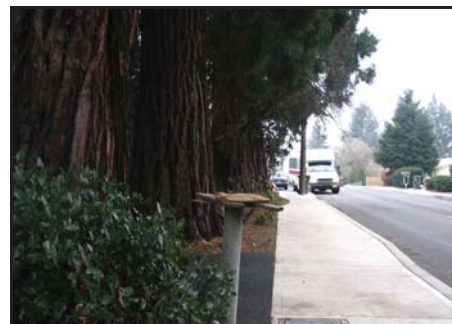
THE PLAN

SAFE, also known as the Bicycle and Pedestrian Program, and its proposed projects was formally adopted in July 2016, and includes a funding mechanism that is intended to accomplish its goals. Taking into account project requirements, necessary timeframes, multiple funding scenarios, and a comparison with neighboring cities, CUAB proposed a rate to the City Council.

To create a safe, connected pedestrian environment, the addition of \$0.46 per trip is being recommended to fund the plan. The SAFE charge will be indexed as it is in neighboring cities, which will reduce the initial cost to the customer and adjust for inflation. The charge is based on trips per unit, with the units and trips defined by the property use. For commercial properties, the unit is typically based on square footage; and residential units are the number of dwellings. The expected cost per unit is the product of trips per unit and the \$0.46 per trip SAFE charge. The recommended charge would result in an additional \$4.60 per month for a single family household. When combined with the current street surface maintenance program fee, which was not intended to fund sidewalk and ADA ramp improvements, the total cost for a single family would be \$7.95 per month. Commercial rates vary depending on use and square footage.



These photos show a corridor before and after improvements. The SAFE program is designed to be flexible in implementation, such that the beauty of our community is preserved while access is enhanced.



ADDITIONAL INFORMATION

For more information about Safe Access For Everyone please visit our SAFE web page:

www.milwaukieoregon.gov/engineering/SAFE

Or contact:

Engineering Department
6101 SE Johnson Creek Blvd
Milwaukie, OR 97206

503.786.7606
engineering@milwaukieoregon.gov





SAFE Charge

Funds dedicated for the construction and/or reconstruction of bicycle and pedestrian facilities.



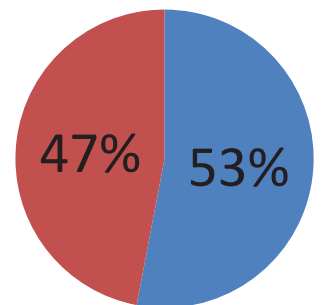
WHAT IS THE SAFE CHARGE?

Established in 2016, the SAFE charge is based on the average number of trips per unit for each type of developed property in Milwaukie. The rate recommended to City Council for approval is \$0.46 per trip. The units are determined by the property type and use—for commercial properties, a unit is typically 1,000 square feet, and for residential properties, a unit is typically per dwelling within the property.

It is estimated that 47 percent of the funds from the proposed SAFE charge will come from residential customers and 53 percent from commercial/industrial customers.

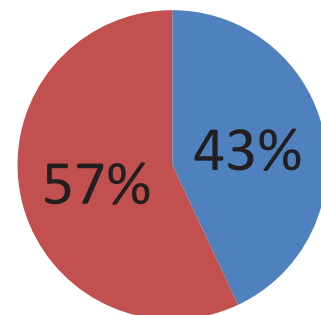
The planned improvements benefit both commercial/industrial and residential properties with 43 percent of the improvement costs benefiting commercial/industrial and 57 percent benefiting residential.

REVENUES



■ Commercial ■ Residential

EXPENDITURES



■ Commercial ■ Residential

The Safe Rate Table indicates what the cost per unit would be for the proposed SAFE charge for each category currently billed in Milwaukie.

SAFE RATE TABLE

Category	Account Type	Trips per Unit	Charge	Cost per Unit per month	Unit
		A	x B	= C	
1	Elementary/Middle School	0.75	0.46	\$0.34	Per Student
	Lodge				Per Member
2	Long Term Care Facility	2.00	0.46	\$0.92	Per Bed
	Heavy Industrial				Per 1000 ft ²
	High School				Per Student
3	Manufacturing Warehouse	4.00	0.46	\$1.84	Per 1000 ft ²
	Retirement Community				Per Dwelling Unit
	Religious Institution				Per 1000 ft ²
4	Light Industrial, Office	8.00	0.46	\$3.68	Per 1000 ft ²
	PUD				Per Dwelling Unit
5	Hospital, Business Park, Auto Care	16.00	0.46	\$7.36	Per 1000 ft ²
6	Special Retail, Supermarket	32.00	0.46	\$14.72	Per 1000 ft ²
	Recreational Facility				
7	Govt Office, Restaurant	64.00	0.46	\$29.44	Per 1000 ft ²
	Gas Station				Per Fueling Position
8	Fast Food, Convenience Store, Bank	128.00	0.46	\$58.88	Per 1000 ft ²
11	Single Family Residential	10.00	0.46	\$4.60	Per Dwelling Unit
12	Multi-Family Residential, Apartment or Condo	6.00	0.46	\$2.76	Per Dwelling Unit

The SAFE charge is waived to those households included in the Low Income Utility Program. Fee waivers may be granted for properties within the City that become vacant and water service is discontinued.

Some uses have a maximum monthly limit set by City Council. The monthly minimum fee is equal to a Single Family Residence rate, except in the case of Multi-Family units being billed separately which will be billed at the Multi-Family Rate. Portions of the rates are indexed for inflation as set in MMC.

ADDITIONAL INFORMATION

For more information about the SAFE Charge, please visit our SAFE web page:

www.milwaukieoregon.gov/SAFE

Or contact:

Engineering Department

6101 SE Johnson Creek Blvd
Milwaukie, Oregon 97206

engineering@milwaukieoregon.gov
503.786.7606





CITY OF MILWAUKIE



**Want to learn more about the
ADA Transition Plan?**

Visit the project website at:

[www.milwaukieoregon.gov/
engineering/ada](http://www.milwaukieoregon.gov/engineering/ada)

**For questions, please email the
ADA Coordinator at:**

ADACoordinator@milwaukieoregon.gov

The City of Milwaukie
invites the community
to review and comment on
our **Americans with
Disabilities Act Transition
Plan for Accessibility
in the Public Right-of-Way.**

Public review open until
April 20, 2018.

The City's goal is to be
accessible to the whole
public, including individuals
with disabilities.

Ad Content Proof

The City of Milwaukie invites the community to review and comment on our ADA Transition Plan until April 20, 2018. The City's goal is to be accessible to all of the public, including individuals with disabilities.

Want to learn more about the ADA Transition Plan?

Visit the project website at

www.milwaukieoregon.gov/engineering/ada

What is an ADA Transition Plan?

A transition plan includes all the steps needed to reach ADA compliance throughout the City over the next 25 years. All improvements in the right-of-way must meet ADA standards for ramp configuration, sidewalk width, and cross slope. Combined, these pathways are known as the Pedestrian Access Route and must be free of barriers. Approved Requests for Service will be addressed based on the severity of noncompliance.

For questions please email the ADA Coordinator at
ADACoordinator@milwaukieoregon.gov

Ad Content Proof

The City of Milwaukie invites the community to review and comment on our ADA Transition Plan until April 20, 2018. The City's goal is to be accessible to all of the public, including individuals with disabilities.

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For questions please email the ADA Coordinator at

ADACoordinator@milwaukieoregon.gov



City of Milwaukie

April 24 · 🌐

The city's engineering department is currently updating its ADA plan for sidewalks and ramps and would like your input! Please take a moment to review the plan and let city staff know if you have comments or concerns about a particular location. The comment period is open until May 18. Click the for link more information:

<https://www.milwaukieoregon.gov/engineering/ada>



Ad Content Proof

The City of Milwaukie has extended the comment period on our Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way. We are inviting the community to review and comment until May 18, 2018. The City's goal is to be accessible to all of the public, including individuals with disabilities.

**Want to learn more about the ADA Transition Plan?
Visit the project website at
www.milwaukieoregon.gov/engineering/ada**

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ADACoordinator@milwaukieoregon.gov

Ad Content Proof

The City of Milwaukie has extended the comment period on our Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way. We are inviting the community to review and comment until May 18, 2018. The City's goal is to be accessible to all of the public, including individuals with disabilities.

Want to learn more about the ADA Transition Plan? Visit the project website at www.milwaukieoregon.gov/engineering/ada

What is an ADA Transition Plan?

A transition plan includes all the steps needed to reach ADA compliance throughout the City over the next 25 years. All improvements in the right-of-way must meet ADA standards for ramp configuration, sidewalk width, and cross slope. Combined, these pathways are known as the Pedestrian Access Route and must be free of barriers. Approved Requests for Service will be addressed based on the severity of noncompliance.

For questions please email the ADA Coordinator at ADACoordinator@milwaukieoregon.gov



COUNCIL RESOLUTION No. 56-2018

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ADOPTING THE AMERICANS WITH DISABILITIES ACT TRANSITION PLAN FOR ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY.

WHEREAS, Title II of the ADA requires a public entity of 50 or more employees to develop a transition plan that establishes the necessary steps to complete the changes needed to ensure accessibility compliance; and

WHEREAS, on September 17, 2015 the City Council directed staff to conduct a new self-evaluation of all existing accessibility barriers on pedestrian facilities in the public right-of-way; and

WHEREAS, the City has been working together with the Community Planning Advisory Council to establish priority corridors to connect facilities covered by the Act; and

WHEREAS, the City has solicited public comments on the proposed Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way for consideration by the City Council for adoption.

Now, Therefore, be it Resolved that the City Council hereby adopts the Americans with Disabilities Act Transition Plan for Accessibility in the Public Right-of-Way, attached hereto as Exhibit A and authorizes the Engineering Director to develop Public Works Standards for the implementation of the adopted plan.

Introduced and adopted by the City Council on **June 19, 2018**.

This resolution is effective on **June 19, 2018**.

A handwritten signature in black ink, appearing to be "Mark Gamba", written over a horizontal line.

Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

A handwritten signature in blue ink, appearing to be "Scott Stauffer", written over a horizontal line.

Scott Stauffer, City Recorder

A handwritten signature in blue ink, appearing to be "Jordan Ramis", written over a horizontal line.

City Attorney

Appendix B



Memorandum

To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Charles Eaton, Engineering Director

Date: July 12, 2016

Re: Bicycle and Pedestrian Prioritization Survey

The City has presented the Bicycle and Pedestrian Accessibility Plan and solicited input from citizens through the Neighborhood District Associations and Farmers Market. With all meetings complete, we have received 150 responses with the following results:

Bicycle and Pedestrian Needs. What is Your Priority?											
		Lewelling	Lake	Linwood	Historic Milwaukie	Hector Campbell	Island Station	Ardenwald	Farmers Market	TOTAL	%
Remove Barriers		—	3	—	2	—	1	2	3	11	7%
Repair Existing		—	—	—	3	—	—	—	8	11	7%
Add New		5	3	12	4	7	6	8	41	86	57%
ADA Compliance		—	1	—	5	2	—	—	2	10	7%
Bicycle Connectivity		—	1	—	2	—	2	1	26	32	21%
TOTALS		5	8	12	16	9	9	11	80	150	

In addition, we received the following comments:

1. Should be easy access between Tacoma Travel Center to hospitals and/or shopping at Marketplace or 42nd.
2. Please look to break Stanley Ave project to a management that focuses and prioritizes 'safe routes' to Linwood listed on TSP report. I'm afraid the total cost of project from Railroad to J.C. will 'scare away' commitment and funding.
3. Love to see sidewalk – River Rd. and side streets. Bicyclists to stay in bicycle lanes, not force cars driving by to go into oncoming lane of traffic.
4. I would love to see Kronberg Path to be opened so my commute to work would be less hindered by riding my bike along 99E (McLoughlin Blvd).

5. Please look at only the section of Stanley between Railroad and Monroe instead of looking at the total cost of Stanley.
6. Please prioritize the Stanley Ave Greenway Plan, so Stanley Ave between Railroad and Monroe could get accomplished.
7. If you could please prioritize by the non-bus serviced areas to schools within a mile from the school.
8. If Monroe St Greenway goes up Washington St, complete sidewalk on at least one side of street.
9. I marked adding more sidewalk on the chart – it's what I would most like to see happen. However, I think any significant addition of sidewalks would be cost prohibitive. My second choice is to remove barriers and add ramps.
10. Safe routes to schools are most important. Ped and bike connections between neighborhoods can be improved.
11. Please consider bike/ped new constructed path access connection at Sparrow right of way connecting Spring Park (whole neighborhood to Trolley Trail) safety across River Rd.
12. Please fund first the low hanging fruit first - not the expensive Greenways. Prioritize routes to school and routes to school buses – especially River Rd and 22nd in Island Station – since our kids go to school south of Milwaukie in Oak Grove.
13. Consider building path on Sparrow right-of-way from River Road to Trolley Trail.
14. Would really like to see connectivity between 4 of NDA's & downtown. 224 is a huge barrier for disabled & families with small children.
15. I would also like a tree planting program to be included in the plan for new sidewalks. Harvey Street is dangerous and needs sidewalks to 32nd Ave and to the Water Tower Park. That pocket of Ardenwald is populated by many elderly people and young children. Existing spaces with sidewalks also need to be more aesthetically pleasant to encourage walking. Planting trees on Harrison Street which connects Milwaukie to downtown Milwaukie would make a huge difference. I live on 37th and King and would like to walk with my three year old to the library, but I rarely do because it's so unpleasant and dangerous. Downtown Milwaukie is currently an island between two freeways. It would dramatically change the character of Milwaukie to plant these areas with trees and install planted medians and clear walkways to slow traffic.
16. 224 is a dangerous, unattractive, and unpleasant barrier to get from Ardenwald to neighborhood. Slowing the traffic way down would be great.

Bicycle & Pedestrian Needs

What is Your Priority?

Remove Sidewalk Barriers 	<ul style="list-style-type: none"> ▪ Relocating or accommodating mailboxes. ▪ Fixing non-compliant driveways. ▪ Relocating or accommodating poles. 	
Replace Existing Sidewalk 	<ul style="list-style-type: none"> ▪ Make existing sidewalk ADA accessible. ▪ Bring existing sidewalk into current standards. ▪ Replace damaged sidewalk. 	
Add New Sidewalk 	<ul style="list-style-type: none"> ▪ Increase connectivity between existing sidewalks. ▪ Safe Routes to Schools. ▪ Safely reach important facilities. 	
Add or Replace Ramps 	<ul style="list-style-type: none"> ▪ Make existing sidewalk ADA accessible. ▪ Upgrade existing noncompliant ramps. ▪ Allows use of existing facilities. 	
Bicycle Facilities 	<ul style="list-style-type: none"> ▪ Provide missing connections between bicycle facilities. ▪ Improve safety of cyclists. ▪ Increase or upgrade bicycle facilities. 	



Pedestrian Needs

Street	From	To	Top Priority	#1 Priority	#2 Priority	#3 Priority	Weighted Priority
32nd Ave	Roswell St	Harrison St		4	1	3	17
35th Ave	Lake Rd	Edison St					0
40th Ave - King Rd	Harvey St	43rd Ave				1	1
42nd Ave	Roswell St	Harvey St			1	1	3
Aspen St - Furnberg St	Linwood Ave	Furnberg Park					0
Balfour St	Balfour Park	32nd Ave					0
Downtown Milwaukie	Mcloughlin Blvd, Main St, 21st Ave	Harrison St, Jackson St, Monroe St, Jefferson St, Washington St	1		2		9
Garret Dr - 47th Ave	Monroe St	Railroad Ave					0
Harmony Rd	International Way	City Limit			1		2
Harrison St - King Rd	Mcloughlin Blvd	Linwood Ave	1				5
Kronberg Park Trail	Kellogg Creek Bridge	River Rd		2	1		8
Lake Rd	Main	International Way	2	2	2	5	25
Linwood Ave	Monroe St	Railroad Ave	2	3			19
Mcloughlin Blvd	Springwater Trail	End of OLCC Property					0
Monroe St	21st Ave	28th Ave				2	2
Railroad Ave - Monroe St	Harrison St	Linwood Ave	1	3	5	1	25
Roswell St	42nd Ave	Rockworst St				1	1
Stanley Ave	Johnson Creek Blvd	King Rd	1	1	2	1	13
Stanley Ave	Monroe St	Railroad Ave				1	1
Washington St - 27th Ave - Willard St	21st Ave	Lake Rd/23rd Ave & Lake Rd/27th Ave		1			3
Where Else Ln	Lake Rd	Bowman and Brae Park					0
37th Ave	Harrison St	International Way					0
Lake Rd - Kellogg Creek Dr	Lake Rd	North Clackamas Park			2	2	6
Ochoco St	Mcloughlin Blvd	17th Ave			1		2
19th Ave	Kellogg Creek Trail	Sparrow St	1				5
Johnson Creek Blvd	Eastern City Limit	West End of Public Works					0
Sparrow St	19th Ave	Trolly Trail		1	1		5
43rd Ave	Howe St/42nd Ave & Covell St/42nd Ave	King Rd		2	2		10
Railroad Ave	Linwood Ave	37th Ave	2	5	2	2	31
River Rd	Mcloughlin Blvd	Sparrow St				1	1
28th Ave	Harrison St	Washington St			1		2
42nd Ave	Harrison St	Railroad Ave			1		2
Ardenwald Elementary	Roswell St/36th Ave	Roswell St/39th Ave				1	1
Brookside Dr - Winsor Dr	Johnson Creek Blvd	Willow St			1	2	4
Johnson Creek Blvd - 42nd Ave	Springwater Corridor	Roswell St			1	1	3
Howe St	43rd Ave	42nd Ave					0
Mcloughlin Blvd	Washington St	City Limit					0
Oak St	Washington St	Railroad Ave/Monroe St		1	3	3	12
Olsen St	West End of Olsen St	42nd Ave		1			3
Park St - Lloyd St	Home Ave	Stanley Ave		1			3

Pedestrian Needs

Street	From	To	Top Priority	#1 Priority	#2 Priority	#3 Priority	Weighted Priority
Rockwood St - 51st Ave	43rd Ave	Winsor Dr			1	1	3
Sellwood St - Madison St	35th Ave	Milwaukie Elementary School		3	1	1	12
Stanley Ave	King Rd	Monroe St		2		1	7
Van Water St - 32nd Ave	Springwater Trail	Roswell St			1		2
Washington St - 35th Ave	28th Ave	Edison St		1		1	4
Waverly Ct - Lava Dr	The Highlands Entrance	17th Ave				2	2
49th Ave	Logus Rd	King Rd					0
Edison St	35th Ave	37th Ave	1	4		1	18
Home Ave	King Rd	Railroad Ave			3		6
Mason Ln	42nd Ave	Regents Dr				1	1
International Way	37th Ave	Lake Rd		1	2	1	8
River Rd	Sparrow St	City Limit					0
Main St	Harrison St	Ochoco St	2	7	3	2	39
26th Ave	Lake Rd	Lake Village Apartments			3	5	11
Ochoco St	Main St	Mcloughlin Blvd		1	2	2	9
Mallard Way	International Way	Railroad Ave					0
Bowman St - Kuehn Rd	Bowman and Brae Park	North Clackamas Park		1	1	1	6
51st Ave - Casa Del Rey Dr	Lake Rd	North Clackamas Park			1	1	3
Harvey St	32nd Ave	42nd Ave		3	5	6	25
Oatfield Rd	Guilford Ct	City Limit		2		1	7
22nd Ave	Mcloughlin Blvd	Sparrow St		2	1		8

Bicycle Facilities

Street	From	To	Top Priority	#1 Priority	#2 Priority	#3 Priority	Weighted Priority
Lake Rd	Main St	Guilford Dr.	2	5	4	2	35
Monroe St	21st Ave	28th Ave			1		2
Monroe St	Oak St	Linwood Ave	1	3		5	19
19th Ave/Sparrow St	Eagle St	River Rd					0
Harrison St	Mcloughlin Blvd	21st Ave		1		1	4
International Way	37th Ave	Lake Rd			3		6
Oatfield Rd	Guilford Ct	Lake Rd		2	2	1	11
Harrison St	HWY 224	42nd Ave	1	2	4		19
Linwood Ave	Apen St	Harmony Rd					0
Stanely Ave	Railroad Ave	Johnson Creek Blvd		1	2	4	11
Railroad Ave	37th Ave	Linwood Ave		3	1	3	14



MILWAUKIE

Dogwood City of the West

Memorandum

To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Charles Eaton, Engineering Director

Date: July 12, 2016

Re: Bicycle and Pedestrian Funding Survey

The City has presented the Bicycle and Pedestrian Funding survey and solicited input from citizens through First Friday. We received 14 responses with the following results:

Bicycle and Pedestrian Funding Feedback - First Friday					
	1 (Low) to 5 (High)				
	1	2	3	4	5
Level of concern regarding the lack of pedestrian walkways.	1	0	2	3	8
Level of concern regarding bicycle facilities.	1	1	3	5	4
Willingness to consider a local funding option to remedy this situation.	3	0	1	3	7
Totals	5	1	6	11	19

Of funding option available, which would you be willing to consider?

Property Tax Levy

Gas Tax Increase

Street Utility Fee Increase

Paid Parking Downtown

Dedicated Pedestrian/Bicycle Fee

TOTALS

6

Which corridors would you suggest we fix first?

Larger streets like King Ave and Lake Rd

Safe Routes to schools like Linwood Ave & 32nd Ave

Neighborhood streets like Harvey St & Home Ave

TOTALS

3

In addition, we received the following comments:

What specific streets do you think require attention? Other comments?

- 1. "Harrison, 224 intersections, Monroe sidewalks, 32nd Ave, 43rd Ave."
- 2. "Bicycle tax for over 12 years old. Roughly \$10/yr."
- 3. "Lake Road near downtown – bike lanes. Stanley Ave – Bike lanes/Sidewalks. Monroe Ave – Bike lanes/Sidewalks or Multiuse."
- 4. "Stanley Ave between Railroad and Monroe."
- 5. "NOT MONROE."
- 6. "Please build the Monroe, 29th and Stanley Greenways!! We need safer routes for bikes & peds."
- 7. "Harvey & 42nd."
- 8. "Lake Rd."
- 9. "River Road."
- 10. "Need to keep peds & bicyclists safe on high traffic streets."

City of Milwaukie Pedestrian & Bicycle Funding Feedback Form

Milwaukie lacks safe, convenient and continuous pedestrian and bicycling facilities. Funding is currently available only through grants which are not adequate to turn the situation around.

What is your level of concern regarding the lack of pedestrian walkways?

1 (low) 2 3 4 5 (high)

What is your level of concern regarding bicycle facilities?

1 (low) 2 3 4 5 (high)

What is your willingness to consider a local funding option to remedy this situation?

1 (low) 2 3 4 5 (high)

Of the local funding options available, which would you be willing to consider?

- ☐ Property Tax Levy ☐ Gas Tax Increase ☐ Street Utility Fee Increase ☐ Paid Parking Downtown
- ☐ Dedicated Pedestrian and Bicycle Fee

Which corridors would you suggest we fix first?

- ☐ Larger streets like King Ave. and Lake Rd. ☐ Safe Routes to schools like Linwood Ave. and 32nd Ave.
- ☐ Neighborhood streets like Harvey St. and Home Ave.

What specific streets do you think require attention? Other comments?

Please use back if you have more comments

If you prefer to send your response in at a later time, send this form to:
City of Milwaukie
Attn: Jennifer Backhaus
6101 SE Johnson Creek Blvd
Milwaukie, OR 97206

Appendix C



CITY OF MILWAUKIE

"Dogwood City of the West"

Ordinance No. 2123

AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, AMENDING THE MUNICIPAL CODE BY ADDING A NEW CHAPTER 3.26 – BICYCLE AND PEDESTRIAN ACCESSIBILITY PROGRAM, ADOPTING A BICYCLE AND PEDESTRIAN ACCESSIBILITY PROGRAM AND ALLOWING PAYMENT OF A STREET MAINTENANCE FEE DEDICATED TO BICYCLE AND PEDESTRIAN IMPROVEMENTS.

WHEREAS, the purchasing power of revenue received by the City as its share of state gas tax revenues has been decreasing; and

WHEREAS, revenue from other sources, combined with the City's share of gas tax revenues, has been insufficient to allow the City to both develop new pedestrian and bicycle infrastructure as needed and maintain existing bicycle and pedestrian infrastructure; and

WHEREAS, the American with Disabilities Act requires a program to make facilities accessible; and

WHEREAS, the City has prepared a Bicycle and Pedestrian Accessibility Program; and

WHEREAS, the City needs additional revenue streams to properly construct and maintain its bicycle and pedestrian system on a timely basis; and

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

Section 1. The Milwaukie municipal Code is amended by adding a new Chapter 3.26 – Bicycle and Pedestrian Accessibility Program, to read as shown in Exhibit A.

Section 2. This ordinance shall take effect 30 days after passage

Read the first time on 7/19/16, and moved to second reading by 5:0 vote of the City Council.

Read the second time and adopted by the City Council on 7/19/16.

Signed by the Mayor on 7/19/16.

Mark Gamba, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

Pat DuVal, City Recorder

City Attorney

CHAPTER 3.26

BICYCLE AND PEDESTRIAN ACCESIBILILTY PROGRAM

3.26.010 PURPOSE

This program is for reconstruction and new construction of bicycle and pedestrian facilities or vehicular improvements that promote bicycle and pedestrian safety on the transportation network throughout the City.

3.26.020 DEFINITIONS

As used in this chapter follows 3.25.010, unless the context requires otherwise:

3.26.030 ADMINISTRATIVE OFFICERS

- A. Except as provided in subsections C of this section, the Engineering Director shall be responsible for the administration of this chapter. The Engineering Director shall be responsible for developing administrative procedures for the chapter, and consideration and assignment of categories of use subject to appeal to the City Council.
- B. The Engineering Director shall be responsible for implementation and enforcement of steps to minimize utility cut damage to transportation facilities, including a five (5)-year moratorium on capital projects on recently reconstructed, rehabilitated, or newly built City infrastructure. The Public Works Operations Director is responsible for City compliance with street cut repair policy.
- C. The Finance Director shall be responsible for the administration and collection of fees under this chapter.

3.26.040 DEDICATION OF REVENUES

- A. All funds and all proceeds from funds collected pursuant to this chapter shall be used for the construction and/or reconstruction of bicycle and pedestrian facilities.

3.26.050 ANNUAL REPORT

- A. Each spring the Engineering Director shall prepare and present to Council an annual report which will include a report on bicycle and pedestrian accessibility and safety.
- B. The report shall include a narrative description of the overall condition of the network, the findings of any new condition assessments, a schedule of projects for the upcoming year, an updated five (5) year project schedule, the project selection criteria employed, and a report on the previous year projects, workload impacts, and overall program progress. The report shall include revenues received relative to revenue projections, project cost inflation trends, and any other new developments that impact the adequacy of the program funds to meet program goals.

3.26.060 FEE

- A. A fee is imposed and levied upon the responsible party for all developed property within the City. The fee shall be based on the direct and indirect use of or benefit derived from the use of public streets generated by the developed property, to be calculated as described in Section 3.26.070.

- B. The fee is also imposed and levied on the property owner of the developed property in the event of nonpayment by the responsible party.

3.26.070 DETERMINATION OF FEE

A. Category Assignment

1. Each developed property in the City shall be assigned to a category of use according to the land use type listed in subsection C of this section.
2. Upon request of the customer, the Engineering Director shall review the category of use assignment. The Engineering Director shall consider evidence provided by the customer that relates to the actual trip generation patterns of the property in question. The determination of category of use shall not be considered a land use decision as that term is defined in ORS 197.015.

B. Fee Calculation

1. The fee shall be calculated by multiplying the number of units (listed in subsection C) by the trip rate per unit for that assigned category of use and then by the monthly per trip charge determined by resolution of the City Council, to establish the monthly fee to be billed.
2. Fee Maximum
The maximum monthly fee for nonresidential accounts shall be as determined by resolution of the City Council.
3. Fee Minimum
The minimum monthly fee shall be equal to single family residential, except for multi-family residential units being billed separately which will be billed at the Multi-Family residential rate.
4. Fee Indexed
All fees shall be adjusted for inflation annually according to the Consumer Price Index published by the Bureau of Labor Statistics. The adjustment for inflation shall be included in the annual fee schedule update beginning in 2017.

C. Category of Use

1. Category 1 shall be estimated at 0.75 trips per unit. Land uses include elementary and middle schools, private schools (K12), and lodge/fraternal organizations (ITE Codes 520, 521, 522 and 591).
2. Category 2 shall be estimated at two (2) trips per unit. Land uses include general heavy industrial, mini-warehouses, City parks, high schools, colleges, furniture stores and congregate care facilities (ITE Codes 120, 151, 253, 254, 411, 530, 540, 550 and 890).
3. Category 3 shall be estimated at four (4) trips per unit. Land uses include manufacturing, warehouses, utilities, County parks, religious institutions, nursing homes, elderly housing and mobile home parks. (ITE Codes 140, 150, 170, 240, 251, 252, 255, 412, 560, and 620).
4. Category 4 shall be estimated at eight (8) trips per unit. Land uses include general light industrial, industrial park, PUDs, motels, golf courses, general office, single-tenant

office buildings, office parks, research and development centers, and drinking places (ITE Codes 110, 130, 270, 320, 430, 710, 715, 750, 760, and 836).

5. Category 5 shall be estimated at sixteen (16) trips per unit. Land uses are hotels, cemeteries, hospitals, business parks, wholesale nurseries, automobile care centers, self-service car washes, tire stores, discount clubs, and apparel stores (ITE Codes 310, 432, 566, 610, 770, 818, 840, 847, 848, 849, 861 and 870).
 6. Category 6 shall be estimated at thirty-two (32) trips per unit. Land uses include marinas, tennis courts, racquet clubs, health clubs, bowling alleys, recreational community centers, day care, libraries, clinics, medical/dental office buildings, building materials and lumber, discount stores, specialty retail, hardware/paint stores, nursery/garden centers, shopping centers, high turnover sit-down restaurants, quick lubrication vehicle stops, new car sales, gas stations with convenience market, supermarkets, home improvement superstores, and electronics superstores (ITE Codes 420, 491, 492, 493, 494, 495, 565, 590, 630, 720, 812, 813, 814, 815, 816, 817, 820, 832, 837, 841, 844A, 845, 850, 862 and 863).
 7. Category 7 shall be estimated at sixty-four (64) trips per unit. Land uses include government office buildings, quality restaurants, and gas stations (ITE Codes 730, 831, 844, 846, and 854).
 8. Category 8 shall be estimated at one hundred twenty-eight (128) trips per unit. Land uses include U.S. Post Offices, fast food restaurants, convenience markets, and banks (ITE Codes 732, 833, 834, 851, 911, and 912).
 9. Category 9 shall be estimated at two hundred (200) trips per unit. Land use is a multipurpose recreational facility (ITE Code 435).
 10. Category 10 shall be estimated at four hundred forty (440) trips per unit. Land use is a movie theater (ITE Code 444).
 11. Category 11 shall be estimated at ten (10) trips per unit. Land use is single family residential (ITE Code 210).
 12. Category 12 shall be estimated at six (6) trips per unit. Land use is Multi-family residences, except for elderly housing, mobile home parks and congregate care (ITE Code 220, 221, 222, 230, 231, 232, and 260)
- D. Units. The unit used in calculating the nonresidential fee shall be one thousand (1,000) gross square feet of building area, with the following exceptions:

USE	UNIT
Parks, golf courses, cemeteries, marinas, multipurpose recreational facilities	One (1) acre
Schools and colleges	One (1) student
Lodges	One (1) member
Hotels and motels	One (1) room
Self-service car washes	One (1) wash stall
Tennis courts and racquet clubs	One (1) court
Quick lubrication vehicle stops and gas stations	One (1) fueling or service position
Movie theaters	One (1) screen
Assisted Living facilities	One (1) bed
Residential uses, except assisted living.	One (1) dwelling unit

E. Unlisted Uses

In the event that a property is occupied by a use that is not expressly listed in any of the above categories, the Engineering Director shall determine which category the property should be placed in, based on similarity in expected trip generation. If no category is appropriate, the Engineering Director shall determine the trips per unit shall be based on a transportation study, the Trip Generation Manual, or any other method of determining trips. Any determination by the Engineering Director under this section may be reviewed under the procedure described in Section 3.26.110.B. The result of the review may be appealed to the City Council by filing a notice of appeal within ten (10) days of the date notice of the result of the review is mailed to the property owner.

3.26.080 ADMINISTRATION OF FEE

- A. Under the supervision of the Finance Director, the fee for bicycle and pedestrian accessibility and safety shall be billed and collected with and as part of the monthly water and sewer bill for those lots or parcels utilizing City water and sewer, as provided for in Section 13.04.100, and billed and collected separately for those developed properties not utilizing City water and sewer. In the event of nonpayment, the City may bill the property owner or take other action as authorized by law to collect from the responsible party.
- B. In the event funds received from City utility billings are inadequate to satisfy in full all of the water, sanitary sewer, storm sewer, streets, and bicycle and pedestrian fees, credit shall be given to the bicycle and pedestrian fee, street maintenance fee, sanitary sewer service charges, storm sewer service charges, and water service charges proportionately.
- C. Notwithstanding any provision herein to the contrary, the City may institute any necessary legal proceedings to enforce the provisions of this chapter, including, but not limited to injunctive relief and collection of charges owing. The City's enforcement rights shall be cumulative.

3.26.090 WAIVER OF FEE IN CASE OF VACANCY

- A. When any property within the City becomes vacant and water service is discontinued, a waiver of the fee may be granted by the Finance Director upon written application of the person responsible, including a signed statement, affirming under penalty of perjury that the property is vacant, and upon payment of all outstanding water, sanitary sewer, storm sewer, street maintenance, bicycle and pedestrian charges.
- B. For purposes of this section, "vacant" means that an entire building or utility billing unit has become vacant or continuously unoccupied for at least thirty (30) days. "Vacant" shall not mean that only a portion of a property without a separate water meter has become vacant or unoccupied.
- C. Fees shall be waived in accordance with this section only while the property remains vacant. The person responsible shall notify the City within five (5) days of the premises being occupied, partially occupied, or used, regardless of whether water service is restored.

3.26.100 RELIEF FOR LOW INCOME RESIDENTIAL CUSTOMERS FROM FEE

The fee shall not be billed to those households included in the low income utility program.

3.26.110 FEE APPEAL PROCEDURE

- A. Any owner who disputes any interpretation given by the City as to the category of use assigned to such owner's property pursuant to this chapter may request a review and appeal such interpretation, but only in accordance with this section. The dispute must first be presented to the Engineering Director for review and thereafter may be appealed to the

City Council in accordance with this section. Failure to appeal an interpretation made under this chapter within the time and in the manner provided shall be sufficient cause to deny the relief requested. Except in cases of hardship as determined by the Council, disputes which result in changes in the fee charged under this chapter shall become effective with the next billing cycle.

- B. A utility customer may request a review of the category of use assigned. The Engineering Director shall conduct the review, considering all relevant evidence presented by the customer related to their actual trip generation patterns. Such evidence may include business records, parking lot usage, or traffic studies. The Engineering Director shall make a determination based on the evidence provided and provide notice to the customer.
- C. An owner who disputes an interpretation made by the Engineering Director as to the assigned category of use under this chapter shall submit a written appeal to the City Manager within ten (10) days from the date of notice of the Engineering Director's determination under subsection B of this section, together with a filing fee in the amount determined by resolution. The application for appeal shall specify the reasons therefore and include an engineering study prepared by a licensed professional engineer in conformance with the methodology outlined in the ITE Manual. Appeals shall be limited to the issue of whether the appropriate category of use has been assigned to the property.
- D. The City Manager shall schedule the matter for City Council review and notify the appellant not less than ten (10) days prior to the date of such Council review. The Council shall conduct a hearing during a public meeting and determine whether there is substantial evidence in the record to support the interpretation given by the Engineering Director. The Council may continue the hearing for purposes of gathering additional information bearing on the issue. The Council shall make a tentative oral decision and shall adopt a final written decision together with appropriate findings in support. The decision of the Council with respect to the category of use shall be limited to whether the appellant has been assigned to the appropriate category of use. If the Council should determine that a different category of use should be assigned, it shall so order, provided no refund of prior fees shall be given. Only where the Council decision results in a change in category of use will the filing fee on the appeal be refunded. The Council decision shall be final.

3.26.120 EXCEPTIONS TO FEE

The following shall not be subject to fee:

- A. City-owned parking lots;
- B. Publicly owned parkland, open spaces, and greenways, unless public off-street parking designed to accommodate the use of such areas is provided;
- C. Areas encompassed by railroad and public rights-of-way, except for developed railroad property such as maintenance areas, nonrolling storage areas, and areas used for the transfer of rail-transported goods to nonrail transport, which areas shall be subject to fees.

3.26.130 PROJECT SELECTION

The Engineering Director and Public Works Operations Director shall annually update a five (5) year schedule of bicycle and pedestrian projects. Projects will be selected from an adopted master plan, capital improvement plan, or the Bicycle and Pedestrian Accessibility Program. Projects can also be included if recommended by the Public Safety and Advisory Committee and approved by City Council.

3.26.140 SEVERABILITY

In the event any section, subsection, paragraph, sentence, or phrase of this chapter is determined by a court of competent jurisdiction to be invalid or unenforceable, the validity of the remainder of the chapter shall continue to be effective. If a court of competent jurisdiction determines that this ordinance imposes a tax or charge, which is therefore unlawful as to certain but not all affected properties, then as to those certain properties, an exception or exceptions from the imposition of the fee shall be created and the remainder of the ordinance and the fees imposed thereunder shall continue to apply to the remaining properties without interruption. Nothing contained herein shall be construed as limiting the City's authority to levy special assessments in connection with public improvements pursuant to applicable law.