



CITY OF MILWAUKIE

AGENDA

April 24, 2025

6:00 pm

PUBLIC SAFETY ADVISORY COMMITTEE

HYBRID MEETING

Public Safety Building

3200 SE Harrison St, Milwaukie, OR 97222

OR

Zoom Meeting:

<https://us02web.zoom.us/j/83859859220?pwd=WUxzV3liUFh4cmplOEsvaTRWelhhUT09>

Meeting ID: 838 5985 9220

Passcode: 705178

For any questions, please contact the staff liaison Adi Salinas at SalinasA@milwaukieoregon.gov.

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-
- | | | |
|------|---|-------------|
| I. | CONSENT AGENDA | |
| | A. Mission Statement and Land Acknowledgement Statement | |
| | B. Approve Minutes from: | All |
| | 3/27/25 | |
| II. | Public Comments (Limited to 3 min per person) | All |
| III. | REPORTS | |
| | A. Milwaukie Police Report (6:20PM – 6:30) | |
| | B. NDA Concerns (6:40PM – 7:05) | PSAC Member |
| IV. | DISCUSSION | |
| | A. SPOT Program (7:05PM – 7:30PM) | |
| | i. Island Station Signs (Initial proposal) | |
| | ii. Speed Bumps on Wichita (update) | |
| | iii. RRFB at Stanley Ave & Harlow St (update) | |
| | iv. RRFB at Harrison (Update) | |
| | v. Gravel Hollywood (Update) | |
| | B. TSP Advisory Committee Update | |
| V. | ACTION ITEMS | |
| | A. Spot Program (7:30PM – 7:50PM) | |
| VI. | FUTURE MEETING DATE/AGENDA ITEMS | All |
| | Next regular meeting May 22 nd , 2025 | |

VII. ADJOURN

Attachments:

1. Minutes from: 3/27/25
2. Capital Improvement Project Updates
3. Spot Program Proposals
 - a. Island Station Signs (initial proposal)
 - b. RRFBs on Harrison (PSAC evaluation)

PSAC Meeting
March 27th 2025
Public Safety Building

Attendance

Chair: Shimron Tubman (Linwood)

Vice Chair: Stephan Lashbrook (Lewelling/TSP)

Secretary: Jessica Peterson (Hector Campbell)

NDA Representatives: Elvis Clark (Ardenwald), Christine Giatti (Lake Road/TSP), Julie King (Island Station), Andy Fisher (Historic Milwaukie)

At-Large members: Jack Hudson, Camden Mckone, Rachel Burlington

City Engineering Liaisons: Jeff Tolentino, Ben Green, Adi Salinas

Police: Luke Strait

Safe Routes to School: Nicole Perry

Safety & Security NCSD: David Kruse

A quorum was established

The meeting was called to order at 6:00pm by Chair Tubman

I. Approve Minutes

Revisions in Discussion- Spot Proposal section- “Flashers on Stanley”

1st & 2nd bullet before the vote- Correction:

- “Tony” should be replaced with Jeff

3rd bullet before the vote- helping to explain the outcome:

- Given the reports of large fluctuations in usage patterns driven by seasonal changes in the sports being played, the weather and the number of daylight hours, it would be difficult to define a decision rule in advance of data collection.
- Since this would be Milwaukie’s first solar powered flashing crosswalk signal, there is an interest in getting one installed as soon as practical, so Public Works and Engineering can start getting hands-on experience with the system, which is widely used across the rest of Clackamas County.

(Julie/Stephan) Motion to add proposed revision to February minutes

9 approve/ 0 opposed/ 1 abstain (Camden absent in Feb) Motion Passes

(Stephan/Julie) Motion to approve the minutes with correction and revision from February minutes

9 approve/ 0 opposed/ 1 abstain (Camden absent in Feb) Motion Passes

II. Public Comment- no public comments

III. Reports

A. Police Report

- April 22nd is our Police Officer of the Year Banquet- honoring Detective Katheryn Meier and her electronic detection and emotional support dog, Flora. Tickets are available online through Milwaukiepsf.org. Proceeds from the dinner support the MPD K9 program.
- Prescription drug drop off and free shred event will be held Sat April 29th, 10am-2pm
- New hire- Jace Plumb started the 16week police academy on Feb24th
- Lateral hire Glen Bentley from Hubbard started in February. 20yrs experience and Milwaukie native
- A new records specialist will be joining our team in April, details to follow.
- Det. Meier, Records Manager Sondra Adams and Officer Ashley Sullivan participated in the 2025 Women in Law Enforcement event on March 8th, to help in recruiting.
- Officer Brian Johnson was promoted to patrol sergeant on March 13th. Sgt. Johnson has been with MPD for seven year and had 20 years previous experience in the Air Force as an MP with supervision and management experience.
- Island Station neighborhood was discussing traffic complaints with engineering staff on or around the 19th. If anyone has specific locations, times of day, and days of week, that would help with enforcement efforts. Response from NDA Rep: weekends
- Captain Cereghino just finished the federal trial for Kevin Eugene Irving. The federal judge rejected the guilty but insane defense and found Irvine guilty of aggravated assault of a federal employee with a firearm for shooting David Knapp. Sentencing will occur sometime around summer.

B. NDA Concerns

ARDENWALD: Neighbors are concerned about a proposed 7 unit cottage cluster with no off-street parking. Response: the mandate for off-street parking has been eliminated on a state and city level so the city cannot require more parking.

LINWOOD: Spot program- discuss later

HECTOR CAMPBELL: A neighbor living near Safeway is experiencing repeated damage from delivery vehicles when parking along the street. She is wondering if there is anything the city can do to protect cars from this hazardous parking spot. Response: Police reports are great tools in alerting the city to the issue as well as making a request for a traffic control device. You can find the Request for Traffic Control Device form on the city website. Submit form to the Engineering department.

HISTORIC MILWAUKIE: no concerns

ISLAND STATION: Requesting the heat maps discussed at the last PSAC meeting.

Response: The heat maps were attached to last meeting's Packet. On the City website you will find the Packet for each meeting, in addition to the Agenda, CIP update, Clackamas Fire and Meeting Notes.

LAKE ROAD:

- Follow up on Gilford Rd. Response: We are in the process of doing a speed study and are waiting for feedback

- SE Main & Harrison intersection does not feel safe- especially at rush hour. What are the possibilities for making cars more aware of pedestrians and encouraging complete stops? Is a speed table an option? Response: We would like to see a traffic study to understand the problem and get better data
- Bike corral requested on Main St. (btw Harrison & City Hall) - Is bike parking the city's or the businesses responsibility? Response: Reach out to Joseph with Urban Renewal

A traffic study (aka speed study) counts the number of vehicles and how fast they are travelling. It can sense small, medium or large vehicles- but not bicycles. So a speed study wouldn't address the problem on Main & Harrison described above. The issue of concern is that cars are failing to come to a complete stop at the intersection and the pedestrian has some discomfort in crossing at that intersection. There are examples where pedestrian and bicycle use and safety are thoroughly investigated. An ODOT study looked at pedestrian and bicycle needs based on infrastructure and if we mimic that study we would be looking at every single intersection and consider multiple factors, like how close the intersection is to schools, hospitals, and transportation.

LEWELLING: Spot program- discuss later

II. Discussion SPOT Program

a. Representative from Clackamas County Safe Routes to School

Safe Routes to School promotes active transportation, walking and bike riding, to reduce emissions and promote healthier modes of transportation. Safe Routes to School partners with the national organization, ODOT and Street Trust. They are currently working on getting a wishlist from parents in the Linwood neighborhood. Poster art contest is open for all NCSD students- art is due May 1st. There are year-round events including: Ruby Bridges Walk to School Day in Nov. Funding comes from small, medium to large opportunities. The large grants are given on a 2 year cycle.

b. Flashers on Stanley (update)

There was continued discussion on what our role is as a committee in this process and how much data do we need to move forward. PSAC has approved the RFB on Stanley & Harlow. Engineering has reiterated that we don't have full knowledge of the walking patterns around the school. Additionally, we didn't know the number of kids using the path and still don't since the gate has been unlocked at dismissal. Yet, the neighbors have asked for a project and we feel it is in alignment with the goal of the Spot Program to move forward despite the lack of data. A member suggested we make a decision rule in advance of acquiring data for Stanley. As a group we are willing to accept criticism of our decision by the city and have made a motion (below) to widen the communication channel for further discussion.

(Andy/Camden) Motion to have an assigned NDA applicant and PSAC Rep be the primary point of contact for city staff if any concerns arise with 2nd application

10 approve Motion Passes

c. Speed Bumps on Wichita (update)

Engineering described a plan to fold the speed bumps into a grind and pave project slated for summer 2025. It is already moving forward and separate from Spot. However, speed bumps and signage will be funded from Spot. Engineering is recommending we augment the project from 2 to 5 speed bumps. That would take the project cost from \$8K to \$20K. The additional bumps would slow speeds on the length of Wichita Ave. Increasing the number of bumps makes the distance between each <500ft and would prevent drivers from coming back up to high speeds. The bumps will have emergency vehicle openings. A similar speed bump project was completed on Flavel St in SE Portland. Since this is a change to the initial application, an NDA Rep will take the proposed project back to Lewelling neighbors for feedback.

d. Gravel on Hollywood (update)

Project will not move forward. Peter Passarelli is not open to adding gravel to Hollywood. Simply, a gravel drop won't have any lasting impact on the street condition. This is the first denial of the Spot program. We request to have Engineering send a document to the applicant informing them of denial, explanation included.

e. Flashers on Harrison (update)

Among the requests within the application, the rapid flashing beacon (RFB) is the priority for the applicant. The applicant and Historic NDA don't want to wait for the federal transportation study planned for this area. They would like to move forward having identified the crossings to be currently unsafe. Neighbors note the crosswalk on 24th is a blind spot on the road. Cars come upon it quickly after the turn and residents observe a pattern of hazardous last-minute breaking. Engineering would like more data to support the necessity of RFBs at these locations. Crash data reveals no pattern of speeding and relatively few incidences of crashes, none with pedestrian involvement. Engineering explains that RFBs are most useful on high speed roads with limited places to cross. The stretch of Harrison 21st -24th St is a road with a high volume of cars yet without high speeds and two crossing points.

f. Island Station Signs (initial proposal)

Not have enough time to get to this proposal

III. Action Items

a. SPOT program

Finding an impasse in our knowledge- the city wants data to justify approving Spot proposals yet we lack the means to acquire the necessary data

IV. Future Meeting Date /Agenda Items

a. Island Station Initial Proposal

b. 2nd application for Harrison & 21st / 24th

c. Next Meeting April 24th, 2025

Adjourn meeting at 8:05pm

PSAC CIP Update – March 2025

Meek Street – Contractor has completed installation of the pipeline between the Murphy Site and the Balfour Pond as well as from the pond to existing facility on Roswell St. Roswell Pond construction is continuing and is one of the last project milestones. The project is still anticipated to wrap up this Spring.

Hillside Phase I (Clackamas County Housing Authority Project) – Construction is underway for Phase 1/building C. Utility work is nearing completion and contractors have begun testing newly installed infrastructure. Clackamas Housing Authority is looking to begin the next phase.

Ardenwald North – Landis & Landis has been awarded the project. The contractor has begun construction. Sanitary Sewer bursting is being finalized. Hot tapping to connect the new water mains to the existing system started Tuesday, April 15th.

Harvey Street – The project is in 100% design development and anticipated to go out to bid this summer.

East Monroe Greenway – The project is in 60% design development. Staff provided an update to City Council on December 3, 2024 and are hoping to get funding for sidewalk on Monroe St west of Garrett St. Design to be completed end of 2025 and construction is anticipated for 2026.

Central Monroe – Sidewalk maintenance project for the railroad crossing on SE Oak St as well as SE 37th Ave. Design has begun.

King Road Improvements – Permit of Entry letters have been mailed sharing details of the 90% design and are currently receiving feedback about concerns with current design. As of April 2025 77%, of the permits have been returned, it is expected to have 100% of the POEs returned before construction starts. Once the 100% engineering design is finalized, bidding documents will be prepared for Bonfire. The bidding process is expected to be completed in Q2 of 2025.

Washington Street – Currently, the new water line has been installed under Washington Street. A new PRV will be installed on the main waterline at Washington and 29th Street. Edison Street, 35th Avenue, and Washington Street asphalt paving will continue, weather permitting.

Kellogg Creek Restoration – Sediment testing was completed over the summer, and samples are currently being analyzed. Design and community engagement will begin sometime afterward. On December 12th, Metro announced that the project would receive \$10M in large scale community vision grant funds. These funds will be utilized as the local match requirement called out in federal grant applications.

Waverly Heights – The project is in 90% design development and staff are working to acquire temporary Construction Easements.

Waverly South/26th Ave – Design is on hold until winter 2025.

Downtown Curbs and Storm – Improvements to sidewalks and stormwater infrastructure on Main Street between Jefferson St and Monroe St have begun. The City has selected R.A. Roth Construction & Sons as the contractor. We are anticipating the project to be complete this Spring.

Storm water work has been completed. Downtown curb and gutter have been poured in addition to the ADA ramp in front of the Collectors Mall on Main St. All concrete and asphalt work completed.

Downtown Streetscape Improvements (Main St) - The City will improve the sidewalk conditions along Main Street in Downtown. The design will be in-house. Currently the City is evaluating the existing conditions of the sidewalk and contracting surveying services to start the engineering design.

Project pages - <https://www.milwaukieoregon.gov/projects>

Engage Milwaukie - <https://engage.milwaukieoregon.gov/>

PROPOSER:*3-2-2025*

First Name: Pam

Last Name: Denham

Mailing address: 12106 SE 19th Ave, Milwaukie

Zip: 97222

Phone(s): 503-380-9739

Email: pamdenham@gmail.com

Neighborhood District Association: Island Station NDA

LOCATION (NEAREST ADDRESS OR INTERSECTION):

The entire neighborhood

BRIEF DESCRIPTION OF THE PROBLEM:

Island Station is a small neighborhood that has only 2 collector streets - SE River Rd and SE 22nd Ave. SE 19th Ave and SE Sparrow are designated neighborhood greenways. Most of the rest of our streets are narrow and have no sidewalks by choice of the NDA and are used as a 'shared street' by pedestrians, cyclists, motor vehicles and kids playing in the streets or walking to and from the school busses or to friends houses.

These narrow streets have had a speed limit of 15mph but rarely is that speed upheld. Visitors and people heading to Elk Rock Island make the vehicle speeds concerning for the neighbors. Spring Par, in our neighborhood, is the only access to Elk Rock Island without a boat.

PROPOSED SOLUTION:

We are not asking for a speed study to be done. We would like to put up signs on the current 15 mph speed limit posts and add a few more at specified locations (see map).

Our NDA has come up with some signage that we believe to be MUTCD compliant as they have been seen posted in Portland, see attached signs. These are the choices we like our NDA.

We feel that the signage with visuals will help increase safety of everyone and help control the 15mph speed.



Placing signs at these designated areas where people will most likely see them when entering the neighborhood:

MAP/SKE

- 1) Lark & River Road (east side of intersection, entering neighborhood)
- 2) Sparrow & 22nd Avenue (west side of intersection, entering neighborhood, on downhill slope)
- 3) Bluebird & 22nd Avenue (west side of intersection, entering neighborhood)
- 4) Bobwhite & 22nd Avenue (west side of intersection, entering neighborhood)
- 5) Wren & 22nd Avenue (west side of intersection, entering neighborhood)
- 6) Dove & 26th Avenue (north side of intersection, entering neighborhood)
- 7) Wren & River Road (east side of intersection, entering neighborhood)
- 8) Wren & 19th Avenue (south side of intersection, for visitors traveling north to look for parking to visit Elk Rock Island park)
- 9) Bluebird & 19th Avenue (south side of intersection, for visitors traveling south to look for parking to visit Elk Rock Island park)

When placing signs next to 22nd Avenue and next to River Road, move them a short distance into the neighborhood to make them more visible to visitors to the neighborhood, as people may not see them if they are right at the corner of one of these busy streets.



PRELIMINARY COST (PROVIDE ANY ANTICIPATED COSTS):

The NDA has allotted a budget of up to \$1,000 towards the cost of this project.

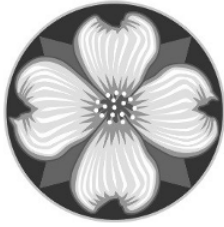
OFFICE PROCESSING:

Received by:

Date:

Considered by PSAC on:

Response:



**PUBLIC SAFETY ADVISORY
COMMITTEE (PSAC)**

10501 SE Main St
Milwaukie OR 97222
503-786-7606
engineering@milwaukieoregon.gov

Spot Program Proposal PSAC Evaluation

PROGRAM DESCRIPTION:

Small public safety project proposals (for example, Speed humps, pedestrian crosswalk signage, bump outs and re-painting crosswalks). The expected cost of any project submitted on the Spot program should be approximately \$25,000 or less.

INSTRUCTIONS:

Milwaukie community members can submit proposals for public-safety related improvements by completing the Spot Program Proposal – Initial Proposal Form, and submitting it to the Milwaukie Engineering Department or their local Neighborhood District Association (NDA) Representative on the Public Safety Advisory Committee (PSAC). Copies of the Spot Program Proposal - PSAC Evaluation Form are available on the City's website (at <https://www.milwaukieoregon.gov/engineering/safe/spot>).

Engineering and PSAC representatives will review proposals at a future PSAC meeting, and provide a prioritized list to the City's engineering staff. For proposals included on the prioritized list, a PSAC representative will complete and submit this form to Engineering staff. This form is required before any Engineering evaluation begins.

The Engineering staff evaluates each proposal and gets input from other departments (eg, Public Works and the Milwaukie Police Department) as warranted. If there are no concerns, the project will be scheduled for implementation. If there are concerns about the proposal, it will send it back to PSAC for further evaluation. The proposer of the project will be notified of the decision either by their PSAC representative or via email from a city Engineer.

Please complete each section as completely as possible. If you have questions about specific sections, or are unsure about how to answer specific question, please send an email to:

Jeffrey Tolentino
Assistant City Engineer
TolentinoJ@MilwaukieOregon.gov

CONTACT INFORMATION:

First Name:	Val Hubbard & Debbie Lipton	Last Name:	
Mailing Address:	1325 SE 27th Ave	Zip:	97222
Phone(s):	503-475-6030 / 503-784-3063	Email:	valhubbard@comcast.net / debbieliptan@mac.com

LOCAL NEIGHBORHOOD DISTRICT ASSOCIATION (NDA) INFORMATION

NDA Name:	Historic NDA
NDA PSAC Representative Name:	Andy Fisher
NDA PSAC Representative phone:	971-506-1593
NDA PSAC Representative email:	Andy@fisherandjanisse.com
PSAC approval date:	2/27/25

LOCATION (NEAREST ADDRESS OR INTERSECTION):

Harrison & Main and Harrison and 24th

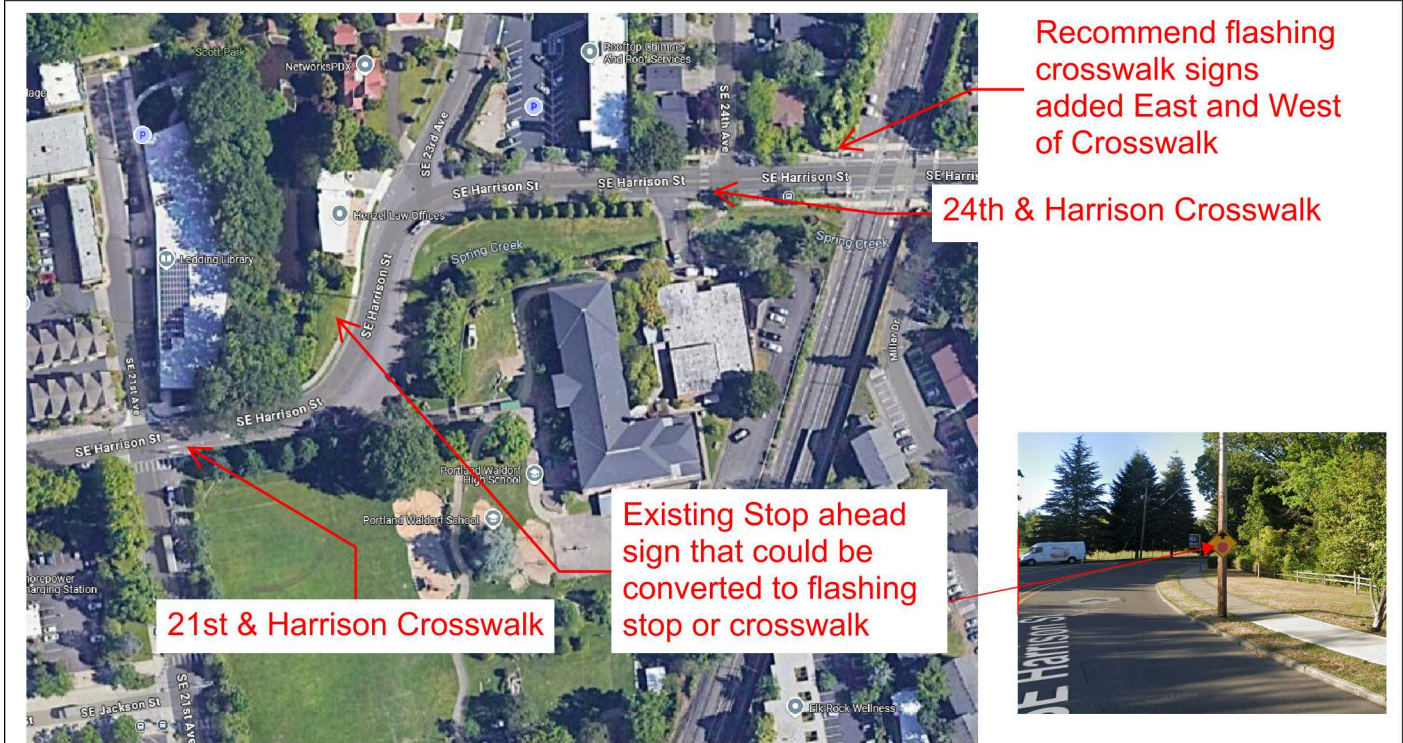
BRIEF DESCRIPTION OF THE PROBLEM:

There are crosswalks at both intersections that motorists are hindered in seeing by the large S-curve that creates a blind corner. Motorists, especially traveling downhill (west on Harrison) often miss the crosswalk and upcoming stop sign and either roll through the intersections or come to abrupt stops.

PROPOSED SOLUTION:

There are existing crosswalk signs that could be converted to solar LED flashers at both intersections. These could be triggered by button at the Harrison and 24th crossing (Waldorf School) and by either infrared barricade or button at the 21st and Harrison crosswalk. Additional signs could also be installed.

MAP/SKETCH:



QUESTIONS

Will the proposal require acquisition of new public right-of-way?

☐ Yes

☒ No

If the proposal includes the possible use of any private property, it may require acquisition of that portion of the property for new public right-of-way. To determine if the proposal might be on private property, a map of private property in Milwaukie can be found at the link below:

[Property and Utility Map](#)

If yes, provide a location and estimated square footage. _____
(square footage should be estimated as accurately as possible)

Will the proposal trigger any Traffic Regulations?

☐ Yes

☒ No

Some improvements may alter how traffic is enforced, such as changes to speed limits or installation of flashing beacons. Some signage, such as stop signs; or pavement markings, such as crosswalks, may also affect how traffic is enforced. These types of improvements require a formal process to establish the change called a Traffic Regulation (see [MMC 10.08.020](#)).

Will the proposal trigger a Milwaukie or DEQ erosion control permit?

☐ Yes

☒ No

- If the proposal will disturb more than 500 square feet, a City of Milwaukie Erosion Control Permit.
- If the proposal will disturb between 1 and 5 acres of, the project would be covered under the City's 1200-CN permit (requires City of Milwaukie Erosion Control Application).
- If the proposal will disturb more than 5 acres, the proposal will require a 1200-C permit from DEQ.

More information about Erosion Control can be found at the link below:

<https://www.milwaukieoregon.gov/publicworks/erosion-prevention-and-control>

Will the proposal trigger a public tree permit (also known as right-of-way tree permit)?

☐ Yes

☒ No

Public tree permits are required for the removal, or extensive pruning, of all trees greater than 2" (breast height diameter) that are located in public right-of-way.

Replanting is typically required as a condition of permit approval.

More information about Public Tree Permits can be found here:

<https://www.milwaukieoregon.gov/sustainability/tree-permitting>

QUESTIONS (Continued):

Does the proposal involve engineering analysis or engineering design?

☒ Yes ☐ No

If yes, please describe. Engineer analysis may be required to
determine appropriate distance from
crosswalks and tracks for sign placement

Typical examples for engineering analysis include: Traffic studies, speed studies, stormwater modeling, geotechnical study, etc.

Typical examples of engineering design include: Utility piping, changes to intersection configuration, Rectangular Reflective Flashing Beacons, etc.

Will the proposal require any long-term maintenance?

☒ Yes ☐ No

If yes, please describe. Batteries need to be replaced every 3-5 years
Information suggests that the LED lights and
fixtures require little to no additional
maintenance beyond occasional cleaning

Examples of long-term maintenance include: Managing vegetation (tree trimming, weeding, watering, etc), sediment removal (drywells, rain gardens), battery replacements, etc.

Will the proposal alter or modify any private property?

☐ Yes ☒ No

If yes, please describe. _____

Property address: _____

Owner last name: _____

Owner first name: _____

Owner phone: _____

Owner email: _____

Has the property owner been contacted?

☐ Yes ☐ No

A map of private property in Milwaukie can be found at the link below:

[Property and Utility Map](#)

Are there any other impacts that may affect any property owners in the immediate vicinity of the proposed improvements (Noise, visual etc.)?

☒ Yes

☐ No

If yes, please describe.

Flashing lights and if audible option is selected

**Sign placement needs to be determined to
identify any potential affected owners**

Property address: _____

Owner last name: _____

Owner first name: _____

Owner phone: _____

Owner email: _____

Has the property owner been contacted?

☐ Yes

☒ No

If multiple properties might be affected, please provide the above in a separate list.

A map of private property in Milwaukie can be found at the link below:

[Property and Utility Map](#)

Has the site visit with resident, NDA and city staff been held?

☐ Yes

☒ No

If yes, when and who attended? **Rachel has been trying to set a time this week**

Proposed cost: **Depends on locations and signs selected \$25k+**

Requested SPOT funding: **Depends on locations and signs selected \$25k+**

Desired Schedule: **ASAP**

OFFICE PROCESSING:

Received by:

Date:

Considered by PSAC on:

Response:

Comments:

