

### **AGENDA**

May 22, 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 Salinas A@milwaukieoregon.gov.

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١.	CONSENT	AGENDA

- A. Mission Statement and Land Acknowledgement Statement
- B. Approve Minutes from:

Αll

4/24/25

II. Public Comments (Limited to 3 min per person)

Αll

- III. REPORTS
  - A. Milwaukie Police Report (6:20 PM 6:30 PM)
  - B. NDA Concerns (6:30 PM 6:45 PM)

**PSAC** Member

- IV. DISCUSSION
  - A. TSP Update (6:45 PM 6:50 PM)
  - B. Radar Equipped Speed Signs (6:50 PM 7:15 PM)
  - C. SPOT Program (7:15 PM 7:50 PM)
    - i. Island Station Signs (update)
    - ii. Speed Bumps on Wichita (update)
    - iii. RRFB at Stanley Ave & Harlow St (update)
    - iv. RRFB at Harrison (update)
- V. FUTURE MEETING DATE/AGENDA ITEMS

Αll

Next regular meeting June 26th, 2025

VI. ADJOURN

### Attachments:

- 1. Minutes from: 4/24/25
- Capital Improvement Project Updates
   Clackamas County Fire Report
- 4. TSP Memo

### PSAC Meeting April 24, 205 Public Safety Building

Attendance:

Chair: Shimron Tubman (Linwood)

Vice Chair: Stephan Lashbrook (Lewelling/TSP)

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

City Engineering Liaisons: Jeff Tolentino, Adi Salinas, Jen Garbely

Police: Tony Cereghino Anonymous online

A quorum was established.

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

I. Approve Minutes from 3/27/25

(Jack/Julie) motion to approve minutes 8 approve/ 0 opposed/ 0 abstain Motion passes

II. Public Comments (Limited to 3 min per person) No public comments

#### III. REPORTS

A. Milwaukie Police Report

- Milwaukie Officer of the Year award went to Detective Meir. Detective Meir and Flora both received wrestling belts as a fun award.
- Sat 26<sup>th</sup> 1am 2pm Shred event and drug take back
- May 17/18 LoveOne is doing a fundraiser with Pit Stop Coffee for 2 days in a row PitStop will donate 10% of proceeds to LoveOne
- 2 new officer 4/14 Sworn in May 19, almost full staff, a lot in training
- Detective Meir and Flora having huge success found a tiny usb stuck to the bottom of a nightstand – had 1000's of images of child abuse and images of local kids, this person will be going away for a number of years. They have also been helping FBI agents with child abuse cases
- Officers have been working with Lululemon on retail theft seized over 15k in stolen merchandise that came mainly from CA.
- 1<sup>st</sup> week of April, officers went out to check on a person that was having a mental health crisis and made comments about self-harm person had a gun in their bathrobe belt,

told the officers if they came in they would shoot him. The officers slowly backed up, Luke Straight called in and negotiated and was able to get the person to come out and surrender successfully in about 30 minutes, all firearms collected.

#### **B. NDA Concerns**

ARDENWALD: none LINWOOD: none

**HECTOR CAMPBELL:** rep absent

HISTORIC MILWAUKIE: the new sidewalks installed downtown are uneven – Jen Garbley responded that the ODOT ADA inspector will have to sign off on it and if it doesn't pass, it will

be taken up and repoured. ISLAND STATION: none

LAKE ROAD: none LEWELLING: none

#### **IV. DISCUSSION**

#### A. SPOT Program (7:05PM - 7:30PM)

A smaller group meeting was held on 4/17/2025 with Emma Sagor, Joseph Briglio, Jen Garbely, Jeff Tolentino, Shimron Tubman, Jack Hudson, Andy Fisher, Elvis Clark. The goal was to try to figure out direction, process, and how to move forward. Came out of that meeting feeling like we're making progress as we develop this program. There is currently a letter from Emma Sagor, in draft form outlining a proposed process that will go out to City Council and council will have a chance to review it and provide feedback or approve it.

#### The new proposed process:

- 1. PSAC approves moving forward with a SPOT proposal
- 2. It goes to engineering and they have two weeks to provide their feedback
- 3. PSAC can then decide of two options
  - a. We still want to move forward with it assuming it doesn't cause issues based on the below considerations
  - b. We won't move forward with it based on engineering's feedback

Questions we need to consider when we're reviewing projects:

- Is the project going to create liability for the city
- Is the project going to have any increased chances of harm could it be unsafe
- What are the maintenance requirements of the project.

One thing that came out of the smaller meeting was that we all could use a little more education on the process of what happens with projects as it will ultimately be the engineering dept that has to implement the changes we vote on.

Jen came to this meeting to talk about city processes. Her role is to build capital projects all over the city. Her hope is to bring to this group the request to have an open mind when thinking about solutions for the problems being presented. And we need to consider the efficiency, feasibility and effectiveness of the proposed solution. For example, when we're looking at solar flashing LED lights – think about tree coverage and how effective the flashing light is, if it will be visible.

Defining the road in question should be part of the process for what is being proposed to install. Slower speeds can have a different type of light. Arterials need to have RFB (Rapid Flashing Beacons). Arterials are major routes that are truck routes (Linwood, King, Harrison, etc.).

Question about the flasher by the Wichita center – maintained by the school district – the visibility is fine but it gets hits all the time and the solar can't keep up because of the amount of use it experiences. This one will get updated with the King Road project and will be hardwired.

From PSAC: It would be helpful to know how many calls the school district gets to fix that RFB so we can take it into consideration as we consider maintenance costs for future proposals.

We received a proposal about putting a RFB at Logus – the challenge is that it will cost \$80-\$100k because of the amount of design that has to be involved. Also, installing a RFB without other traffic calming measures gives a false sense of security because the traffic study shows that folks are going 38 in a 25 on that road and we need to slow traffic down before installing flashers.

Julie – revisiting what we discussed last meeting about not having the tools to asses non vehicle needs – she looked into a camera that does collect data on everything – autos, bike, pedestrians, anything that can go by. It is \$16k to buy a camera and then \$4k every time we want to move it and collect more data.

She also said that her NDA would be willing to provide volunteers with clickers to count folks with guidance from the city on what sorts of data are valuable.

Jen - We need to figure out the answer to what kind of data that we need – brining it into the conversation about what the city has already approved vs are still looking at (N Stanely vs Harrison). If we want to move forward with something that may already be caught up in a city project, we need to figure out what data would be needed for that.

Jeff – we need to collect enough data to be able to defend our proposal. If we want to move forward with a proposal with limited data, it puts PSAC up to potentially be scrutinized more.

Harlow and Stanley – proposal was for a flasher but are there other measures we should consider and are we going to allow the committee to change proposals.

Jen – safety is about designing for the most vulnerable person we will be impacting. Jen would like to say we don't need all the data in the world to get that – she would accept volunteers to go out and collect the data. The bigger issue is the safety and liability issue. Not against RFB at Stanley, concerned about the amount of sunlight and maintenance.

Camden – in considering the desire to be quick and cheap and the desire to do our due diligence. One idea – can we put in tiers of projects. I.e. signs, paint on ground are Tier 1; Tier 2 is moderate impact (volunteer-based data collection), Tier 3 is higher impact things, ie a hard wired RFB. A lot of things could be covered in the Tier 1 project, especially if we update the form and ask folks to identify their Tier.

Jeff – to follow up on the discussion about data and address the Tiered approach – we just need enough data to defend the decision. Also, if we decide to do clickers, also have a phone video of the session you're clicking to show that you are clicking for each person. Others responded to the video suggestion saying they that felt like that is too much and we're making this too hard.

Andy – Safe Route to school is doing a study on Harlow next year.

Jen – Safe Route to schools is a great study. Or, we get a certain number of people in the impacted area to sign off on a petition for the improvement. Depending on the proposed improvements, the number of folks needed for the petition would change. A RFB vs a speed cushion.

One thing to think about is if we are proposing any new crosswalks, we need to confirm the sidewalk ramps are ADA compliant.

**i. Island Station Signs (Initial proposal)** - looking for "share the road" signage on signs that already exist. City engineers accept this proposal. Need to confirm that the signs put up are the ones we use in the city.

Camden will be the PSAC rep to move it to the next phase.

(Jack/Stephan) Motion to move to next phase of SPOT proposal 8 in favor/0 opposed/0 abstain

Do we have solar speed signs? This may also be a good spot to add them. Andy is reaching out to PD to see if we have the signs in yet.

**ii. Speed Bumps on Wichita (update)** – safety issue if only have 2, city has proposed 4 (change from 5 at last month's mtg). City would not approve it if only 2 are going in b/c the gap between 2 is too long. SPOT would need to pay for all 4, the city has no additional funds. It will be pulled into the summer grind project. It's about \$4-\$5k/bump. NDA is ok to have more speedbumps. We do also get final right of refusal after we get a proposal back to see what actual costs are.

We go out to bid in 2 weeks, they have 3 weeks to submit bids, we would receive an email with bids that we could vote on at June meeting.

(Jack/Camden) Motion to approve 4 speeds bumps, not to exceed \$25k 7 in favor/1 opposed/0 abstain Motion passes

iii. RRFB at Stanley Ave & Harlow St (update) — an RFB is not going to be the most effective traffic control measure in this location. Jen proposes doing an elevated crosswalk (also called speed table) — bring it up to sidewalk level. It acts as a huge speed bump, raises the people higher up to make them more visible. Can also make it no parking within 50 feet of the crosswalk to make the pedestrians more visible. Biggest concern about an RFB is that there isn't enough sun on one side and that the other side may need concrete work which increases costs.

Jack is worried that the speed table will make people stop/slow every time and cause more distraction and not do the job of letting drivers know when people want to cross.

Andy – for the solar, we can run the RFB solar panel up higher on the existing pole. That makes it more amenable to city engineers. We also need to ask PGE for permission to mount it on their pole.

We need to make sure we have ADA compliance around the sign on the other side of the street. Need to get measurements to see if we have an issue. We are asking the city engineers to do that assessment before the next meeting.

City engineers will check with PGE and ADA assessment.

**iv. RRFB** at **Harrison** (**Update**) — we had approved moving forward with trying to do a traffic calming measure of an RFB. Have learned it is illegal to install a flasher on a 4-way stop. You could switch out the stop sign with one that constantly flashes. You can choose which stop sign(s) to flash. Could also put in the rumble strips as people approach the stop sign. Could also put flashers around the "stop sign ahead" sign as well.

If we put anything at the 24<sup>th</sup> and Harrison, need to do a new railroad order because it's so close to the railroad tracks. They can say no and it's not fast.

Jen would propose putting the flashing stop light and stop sign ahead light to the Public Works team because we don't need to go to a contractor which will make the project take longer.

Andy says the NDA will be ok with the flasher around the "stop ahead" sign but is going to take the rumble strips and the flashing stop sign back to the NDA.

(Camden/Jack) Motion to approve the "stop ahead" flasher. 8 approve/0 opposed/ 0 abstain

v. Gravel Hollywood (Update) – not going to happen – vetoed by maintenance

**B. TSP Advisory Committee Update** – link to the project maps and list of projects: <a href="https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/123972/meeting">https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/123972/meeting</a> materials tspac april 17 2025 revised.pdf

Will share the maps at the May PSAC meeting and everyone is invited to the June 18 public feedback meeting.

#### V. ACTION ITEMS

A. Spot Program (7:30PM - 7:50PM)

Can SPOT fund a trail cam and then volunteers would review the footage to do counts. Jen thinks its more important to talk to the neighbors and the community and make sure everyone is onboard with the changes being proposed but that we should spend money on equipment for counts.

Camden – brought up idea of different Tiers and having a Tier that is automatically approved based on the low cost. Next step to send to Jeff his ideas. Also we want to see through the current process at least 1 or 2 times before making changes.

VI. FUTURE MEETING DATE/AGENDA ITEMS All

Next regular meeting May 22nd, 2025

VII. ADJOURN at 7:56pm

#### PSAC CIP Update - May 2025

<u>Meek Street</u> – 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 June 2025.

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. Curb installation on SE Roswell Street is ongoing with ADA ramps and sidewalk restorations coming in this week. ADA ramps, sidewalk, and curb installations on SE Van Water Street started Tuesday, May 20<sup>th</sup>. SE 29<sup>th</sup>, 30<sup>th</sup>, and 31<sup>st</sup> Avenue water mainline connections to Roswell and Van Water Street is being coordinated with the Water Department.

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

<u>East Monroe Greenway</u> –CONSOR has submitted the Design Approval Package to ODOT (approximately 60% design). The Plans, Specifications, and Estimate (PS&E) submittal will be provided to ODOT in May 2025. Final project design is expected in December 2025, and the project is expected to go to construction in Summer 2026.

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

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. Northwest Natural started relocation of their utilities on May 1<sup>st</sup> as part of the preparation for the project in late summer. It is expected that by the end of May all of their work will be completed. There has been intensive coordination and work with multiple property owners to address their comments and concerns before the project finishes the design stage. Up to May 13<sup>th</sup> there are 80% of the Permit of entry letters signed by the owners.

Washington Street – ADA ramps and sidewalk restorations are ongoing as well as curb restorations on Washington Street. SE Edison Street has finalized full depth paving. SE 35<sup>th</sup> Avenue, SE Madison Street, and SE 32<sup>nd</sup> Avenue have received trench pavement restoration. Asphalt paving restoration on SE 35<sup>th</sup> Avenue from Sellwood to Washington Street will begin May 27<sup>th</sup>. Asphalt paving restoration on SE Washington Street from 27<sup>th</sup> to 35<sup>th</sup> Avenue is tentatively scheduled for last week of May or first week of June.

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 12<sup>th</sup>, 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.

<u>Waverly Heights Sewer Reconfiguration</u> – The project is in 90% design development and staff are working to acquire temporary Construction Easements. The design team anticipates going to bid in Summer of 2025, with construction commencing in late Summer 2025.

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

<u>Downtown Curbs and Storm</u> – The contractor has finished all work as of 5/5/2025. A final punchlist walkthrough will occur this month to start the warranty period.

<u>Downtown Streetscape Improvements (Main St)</u> - A project charter has been drafted and shared with the Public Works Department to add projects that could be completed at the same time along SE Main Street. The charter will soon be shared, refined and approved by department managers. The Topographic survey was completed over the winter by Emerio Engineering; CAD baseline files are in City's possession to start the design process

**2025 Grind & Pavement-** Design plans, cost estimates, and special provisions are finalized. The contract and bidding documents are completed and will be sent to Bonfire to start the procurement process. It is expected that the bid opens at the end of May in Bonfire.

**2025 Slurry Seal**- The Slurry Seal Project is a joint solicitation venture with Hillsboro and 4 other reginal municipalities. In mid March 2025, Hillsboro awarded the pavement maintenance project to VSS international. The contractor is anticipated to start their work in Milwaukie between the last week in July to the first week in August. Design plans, cost estimates, and special provisions are finalized. The contract and bidding documents are completed, and the bid has been awarded.

First Fish Herons- As part of the IGA with the Confederated Tribes of Grand Ronde and the third phase of the Milwaukie Bay Park design the Engineering department is working with the Cultural Resources Department of the Tribes to complete the design and construct three art plinths for seasonal art exhibitions. The engineering department identified an alternative for the foundation of the plinths. This will be a pin pile which will be lighter and equally strong that will ensure the engineered sloped of the park shore does not experience additional loads. The bid process will be a design-construct approach and will be procured as an intermediate contract appointment. It is expected the bid will open in Bonfire by mid-June. With constriction staring in late summer, and finalizing in late fall. Engineering department have been collaborating with The Grand Ronde Arts department to identify the details of the plinths.

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

As part of this project, TriMet is consolidating bus stops and retrofitting the infrastructure of the route. A consolidation of bus stops will take place on SE Harrison Street between 26<sup>th</sup> Avenue and OR 224. Two eastbound and two westbound stops will be consolidated into a one bus stop at 2816 SE Harrison Street by the Bridge City Community Church. The Engineering and Planning Departments are working closely with TriMet and Clackamas County evaluating the design and helping coordinating permits and utility relocation. It is expected that construction takes place in Fall 2025.

Project pages - <a href="https://www.milwaukieoregon.gov/projects">https://www.milwaukieoregon.gov/projects</a>

Engage Milwaukie - <a href="https://engage.milwaukieoregon.gov/">https://engage.milwaukieoregon.gov/</a>

### **May 2025 Monthly Talking Points**

#### Levy:

- Continue to thank the community for their support of the Emergency Services Levy.
- Here are a couple updates for progress related to the levy:

#### Completed Objectives:

- Hiring 62 new firefighters to meet staffing needs-done!
- Staffing increase at 7 community fire stations (and the areas they support):
  - Station 1-Unincorporated Clackamas County, Happy Valley,
     Milwaukie (added a quick response unit, R301, in January 2025)
  - Station 8 Clackamas, Happy Valley, Damascus
  - Station 13 Clarkes, Beavercreek (transitioned to 24/7 staffing)
  - Station 14 Boring, Eagle Creek
  - Station 15 Oregon City
  - Station 16 Oregon City, Beavercreek (Medic 316 transitioned to 24/7 staffing)
  - Station 19 Damascus, Happy Valley, Boring

#### **Upcoming Objectives**

24/7 career staffing at Logan Fire Station #12 - Summer of 2025

\*The levy info will continue so use discretion on what to repeatedly share. Early 2025 is a great time to recap the highlights noted above.

#### Call Volume:

- February 2025: 2,542 incidents. Roughly 110 more than in February of last year.
- 2024 total call volume: 34,119
- 2023 total call volume: 30,132 / 2022 total call volume: 27,975
- Update to come next week.

#### Fire District Newsletter:

The Fire District reintroduced a quarterly community newsletter that will be distributed. Since it is quarterly, this will not be an all-inclusive document for what is happening over the 3 months but rather will focus on some key areas to include regular levy updates. The newest issue is for April-June and is available now!

#### Other District Info:

Clackamas Fire is exploring a potential annexation of Sandy fire and Gladstone Fire to maintain long-term fire and emergency services in both communities. Our goal is to provide excellent service, ensure cost efficiency, and strengthen community safety. In partnership with the Sandy Fire Board of Directors and the Gladstone City Council, we will decide this summer whether to place the annexation question on the November ballot for voters in those communities. To support a transparent, community-driven process, four public open houses have been scheduled to give residents the opportunity to learn more, ask questions and meet their local firefighters. There is more information and material available at Clackamasfire.com.

- The new quick response vehicle out of station #1 began responding to calls on January 1<sup>st</sup>. with an average of 12.5 calls a day totaling 386 calls for the month of January. This allows the heavier apparatus to stay in service for larger, more involved incidents.
- Station 12 in the Logan community is now under remodel in preparation to be fully staffed and responding 24/7. This timeline keeps us in line with the Emergency Services Levy goals that were set and passed in 2023.
- In 2024, Clackamas Fire responded to 228 fire incidents. With an estimated total of \$81.65 million dollars of property involved, \$63.5 million of that was saved through firefighting efforts.
- Academy 25-01 began Wednesday March 5<sup>th</sup>. This academy will further support and enhance response within the community related to the levy approved in 2023 while also backfilling positions through attrition. The members of this academy will complete their training in June and are set to begin protecting the community on July 1!
- <u>Backyard burning</u> Backyard burning has been open since March 1<sup>st</sup> and will remain open until June 15 as outlined in the Oregon Administrative rules. We encourage the public to call the daily burn line for updates and follow all local burn laws.
- Wildfire Property Assessments: Now is a great time to begin to think about wildfire
  preparedness and your property's defensible space. If you are interested in receiving a free
  on-site defensible space assessment of your home and property, go to our website to
  complete the request form for a visit from the Fire District.

#### Noteworthy Incident

On January 30<sup>th</sup>, Clackamas fire responded to a 3-alarm fire on the property that was once the home of the Blue Heron paper mill. Firefighters managed to control the blaze with the help of our neighbors from TVF&R, Canby Fire, Lake Oswego and Portland Fire and Rescue. The Confederated Tribe of the Grand Ronde who own the property, are currently working to demolish the existing, unsafe, buildings. The fire, which continued to flare up for weeks, could not be fully extinguished due to the failing conditions of the building which made it unsafe to send firefighters inside. The fire was monitored and kept under control for the weeks to follow while waiting for the demolition crew to begin.

## <u>Safety Message</u>: In May, the Fire District safety focus will be on wildfire prevention and preparedness.

- Ensure residents have defensible space around their home, limited ladder fuels, and have combustible vegetation away from their homes.
- Encourage them to sign up for the Clackamas County's public alert notification system. (They can go to the County website)
- Share info about Ready, Set, Go as it relates to wildfire and general evacuation warnings.
  - **Level 1 Ready:** Have a plan in place and understand what you would take with you when evacuated. Be aware, prepare and stay informed. This is the time to prepare and be ready to evacuate. Older adults, people with special needs, or mobile property owners should take action early. Consider moving pets and livestock early.
  - Level 2 Set: If told to be prepared to evacuate, have what you need loaded and ready to go at a moment's notice. Be ready to leave with little notice and relocate to a safe place outside of the affected area. You will have limited time to gather necessary items and it may become unsafe to do so.

■ Level 3 - Go: Evacuate now! Leave immediately! It is unsafe for you to stay in the area. This will be the last notice you receive until officials declare it is safe to return to the area.

# EXHIBIT A. MULTIMODAL FUNCTIONAL CLASSIFICATION MEMORANDUM & DESIGN BEST PRACTICES

March 6, 2025 Date: Transportation System Plan Advisory Committee (TSPAC) To: Project Management Team (PMT) From: Project: Milwaukie Transportation System Plan **Functional Classification** Subject:

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### Introduction

The vehicular functional classification system originated in the early 20th century. As transportation networks expanded and became more complex, engineers and planners needed a systematic way to manage traffic. Functional classification systems attempt to impose order by categorizing roads and streets based on their intended function within a larger network. Milwaukie's current roadway functional classification divides roads into the following hierarchy: arterials, collectors, neighborhood collectors, and local streets. Each classification serves a different role in facilitating mobility and access.

As part of its needs and gaps analysis, the city and its consultants are recommending that a functional classification system be adopted for each mode of transportation considered in the Transportation System Plan, including walking, cycling, public transit, and freight. These networks would not replace but accompany the functional classification used for automobiles. This memo summarizes that need, proposes a classification for each mode, and presents modal maps with draft classification assignments.

# Expanding the Functional Classification System

Why expand the functional classification system to other modes?

The city's current roadway functional classification system—arterial, collector, etc.—is fundamentally rooted in the efficient movement of vehicular traffic. While the system does consider and allow for the allocation of space for other modes of transportation, such as bicycles and pedestrians, these modes remain secondary to the focus on vehicular flow. This inherent bias towards motorized vehicles within the framework suggests that adopting a separate, distinct, functional classification for other modes is warranted. Such a classification would better reflect the unique needs of each mode and ensure that their infrastructure is considered with the same level of intentionality and priority as vehicular infrastructure. For example, cyclists and pedestrians can and do leverage different facilities, such as off-street trails, pathways, and plazas; additionally, they are generally considered to be more sensitive to out-of-direction travel, grade changes, and the surrounding land-use and transportation context.

How will the expanded classification system be used?

The expanded functional classification system will be used for the new Milwaukie Transportation System Plan (TSP) and for future updates of the TSP. In this context, it will primarily inform network analysis, guide the development of policy recommendations related to facility design, traffic management strategies, and land-use planning. Additionally, it will help with TSP project prioritization, ensuring that limited resources are directed toward the most critical facilities.

The functional classification system will also be used to implement the TSP through the city's development review process and associated land-use planning projects, such as area plans, corridor plans, and zoning amendments. Classification designations won't specify specific treatments or designs but will signal to staff what role the facility is intended to play within the modal network. Consequently, staff should be better able to avoid potential modal conflicts, consider the impact that new development might have on the network, and determine appropriate dedications and public improvement requirements.

#### Functional classifications versus facility types and treatments

As noted, the functional classification system does not prescribe a specific facility type (e.g., bicycle lane, multi-use pathway) or treatment (e.g., curb-extensions, Rectangular Rapid Flashing Beacons) for each road segment. While classifications indicate the role of a facility within the larger modal network, the exact facility type, or treatment needed will depend on several factors. These factors include the surrounding land-use, transportation context, and other practical constraints, such as limited right-of-way and available funding.

#### Example: Monroe Greenway

The Monroe Greenway Project provides a clear example of how facility needs and treatments can vary along a single route when considering factors like traffic volumes and adjacent land uses.

While the entire project (from McLoughlin Boulevard to Linwood Avenue) has been discussed as a greenway, the specific multimodal treatments will differ depending on the adjacent land uses and transportation context. For instance, the eastern segment, which runs through low-density residential development and has an average daily traffic count less than 1000, will be improved with neighborhood greenway type treatments such as curb extensions, speed cushions, street markings, and signage. In contrast, the central segment crosses major roads like Highway 224 and serves busy commercial destinations such as Milwaukie Marketplace. In this area, an onstreet multi-use pathway was installed near the 7 Acres Apartment complex to provide a separated walking and biking environment. At the crossing of Highway 224, features like bicycle/pedestrian-only diverters and limitations on turning movements for automobiles are being planned to improve multimodal travel in a busy vehicle environment. While the entire route would be classified as a Major City Bikeway under the proposed system, the applied treatments would respond to the adjacent land use and travel conditions.

#### Speaking of...what's happening to neighborhood greenways?

In short, nothing will change—we're just giving them a new name in the TSP. All greenway-style treatments are still part of the city's toolkit to improve comfort and safety for people walking and rolling in Milwaukie.

The neighborhood greenway designation in the 2007 TSP can be thought of as the city's first attempt to establish a functional classification or network plan for cycling. From a vision perspective, the streets designated as neighborhood greenways in the 2007 TSP are still essential parts of the city's bicycle network. These routes largely remain low-speed, low-volume, and attractive for cyclists. As such, the treatments considered for these facilities will continue to come from the "neighborhood greenway" toolkit, which focuses on calming traffic, prioritizing bicycle movement, and signaling bicycle priority.

Except for Monroe Street, which is proposed to be designated as a Major City Bikeway, all other greenways will be reclassified as City Bikeways under the new system. As discussed below, both Major City Bikeways and City Bikeways are designed to offer direct, convenient bicycle access to key destinations and accommodate larger volumes of cyclists. The design guidance (see the Improvements subsection for these classifications) includes a variety of treatments aimed at maximizing cyclist comfort. While the best treatment approach will vary depending on factors like available right-of-way, funding, land use, and traffic volumes, in many cases, treatments will still involve interventions to calm traffic and maintain lower vehicular volumes along these routes. Neighborhood greenway is a useful term that we'll probably keep using

The National Association of City Transportation Officials (NACTO) refers to low-traffic, low-speed streets that prioritize cycling as "bicycle boulevards." NACTO's Bicycle Urban Design Guide points out that communities across the country have used different terms, like "neighborhood greenway," to brand these routes. The City of Milwaukie will likely continue to use the term "neighborhood greenway" for improvement projects, as it's widely understood in the region to refer to low-traffic, low-speed streets. However, for the purposes of the TSP, these facilities will be classified under the new functional system.

#### Functional classifications and level of traffic stress

As the Transportation System Plan Advisory Committee (TSPAC) is aware, the updated <u>Transportation Planning Rule</u> (TPR) requires the city to adopt new performance standards for non-vehicular modes of transportation. The City's consultant recommended, and the committee agreed, that Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) are useful companions to more traditional, vehicular-based measures, such as Level of Service (LOS). These measures move beyond a simple focus on infrastructure presence (i.e., is there a bike lane); instead, they ask the city to consider and track how the type and quality of infrastructure, combined with adjacent environmental factors (traffic speeds, traffic volumes, and land-use), alters the sense of safety and comfort for cyclists and pedestrians.

While the city initially considered adopting single citywide mode-specific level of traffic stress (PLTS and BLTS) targets, the introduction of a functional classification system clarifies which routes are most critical for bicycle and pedestrian travel, allowing the city to assign different stress targets based on classification. Below you'll see that new PLTS targets have been proposed for Major City Walkways (adjusting from a citywide target of PLTS 2 to PLTS 1 for these facilities). For its bicycle network, the city has retained the BLTS 1 target for all facilities.

## **Proposed Street Classifications**

Pedestrian Classification Hierarchy and Descriptions

Major City Walkway: Major City Walkways provide safe, convenient, and attractive pedestrian accommodations along major streets and trails with the highest level of pedestrian activity supported by current and planned land uses. These include streets in Milwaukie's 2040 Town Center, streets with frequent-transit lines, and high-demand offstreet trails like the Trolley Trail. Major City Walkways can also be routes providing continuous pedestrian connections across the city.

- Level of Traffic Stress Target: PLTS 1
- Land Use: Major City Walkways generally serve areas in Milwaukie's Region 2040 Town Center, where land is zoned for high density residential, commercial, and mixed-use development, but also run along major streets through predominantly low-density residential areas. Where auto-oriented land uses are allowed on Major City Walkways, site development standards should address the needs of pedestrians for access.
- Improvements: Major City Walkways should have regularly spaced marked crossings (with closer spacing in the Region 2040 Town Center and in other commercial and mixed-use areas, such as Milwaukie Marketplace). Major City Walkways should have wide sidewalks, and a pedestrian realm that can accommodate higher volumes of pedestrian activity.
- Milwaukie Example: 32nd Avenue is an example of a proposed Major City Walkway. It is a street with a frequent transit route (Route 75), has planned highdensity residential uses (Hillside Manor), community service uses (Providence Hospital), and provides access to multiple commercial businesses (Milwaukie Café). It also serves as one of the few continuous north/south connections in the city, connecting Harrison Street to Johnson Creek Boulevard.

City Walkway: City Walkways provide safe, convenient, and attractive pedestrian access along major streets with moderate levels of pedestrian activity supported by current and planned land uses. These include streets with non-frequent transit lines, and streets that provide direct connections between Major City Walkways, and key destinations.

- **Level of Traffic Stress Target:** PLTS 2
- Land Use: City Walkways provide access along major streets, connecting residential neighborhoods with low and moderate density development to Major City Walkways, Neighborhood Hubs, schools, and other local key destinations.
- Improvements: City Walkways should have regularly spaced marked crossings (with closer spacing in commercial and mixed-use areas), sidewalks, and a pedestrian realm that can accommodate moderate levels of pedestrian activity.
- Milwaukie Example: International Way is an example of a proposed City Walkway. It provides access to various businesses, connects two proposed Major City Walkways (37th Avenue and Lake Road) and is a street with an infrequent transit line (Route 152). International Way runs through exclusively commercial and industrial land uses and sees moderate pedestrian activity (likely due to the auto-oriented nature of development).

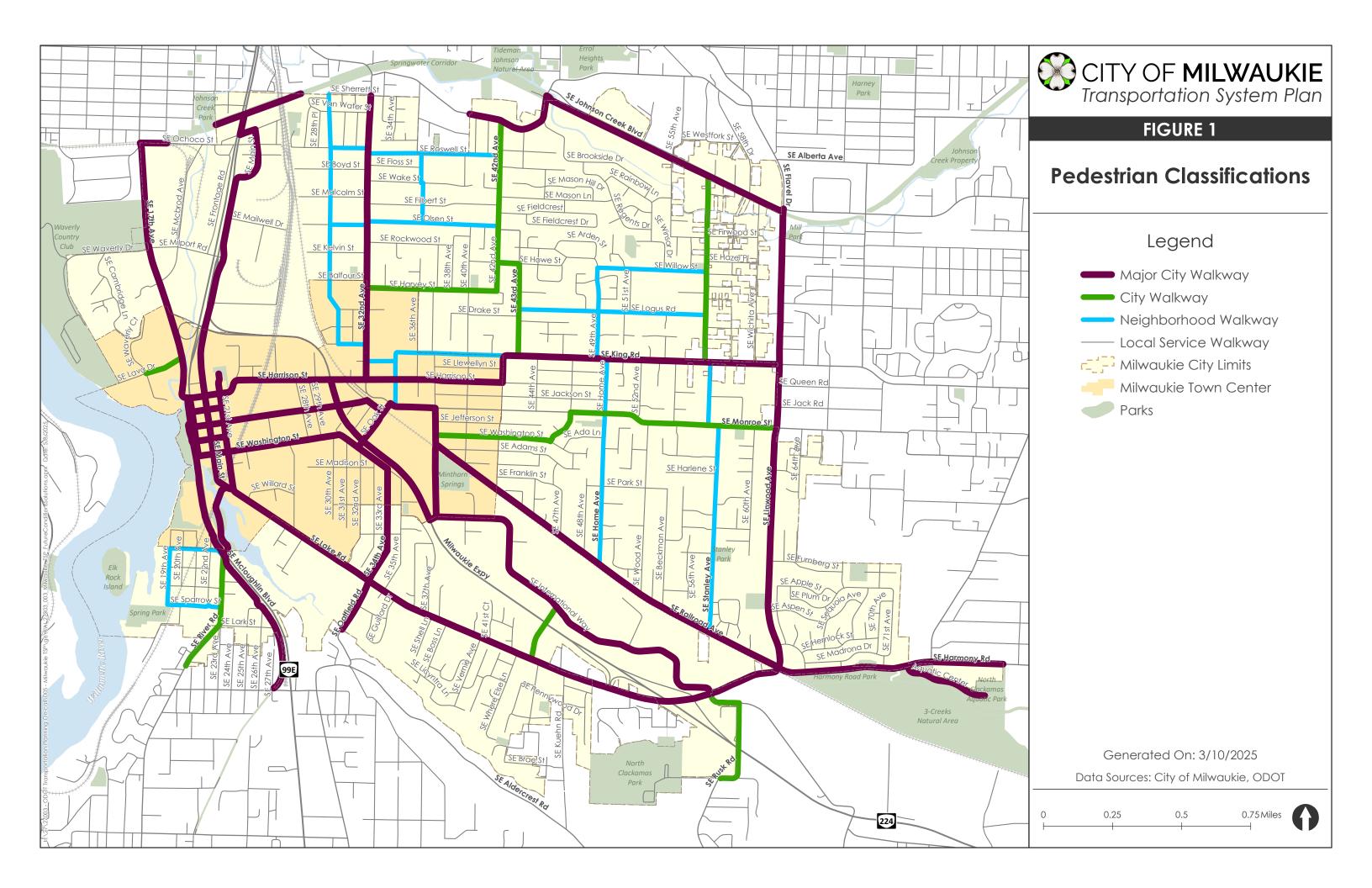
Neighborhood Walkway: Neighborhood Walkways provide safe and convenient connections from residential neighborhoods to Major City Walkways, City Walkways, and nearby key destinations such as schools, parks, and Neighborhood Hubs. Neighborhood Walkways are primarily routes that have low levels of motor vehicle traffic or do not allow motor vehicle traffic.

- **Level of Traffic Stress Target:** PLTS 2
- Land Use: Neighborhood Walkways are usually located in residential or natural areas on low-volume streets or connections that do not allow motor vehicles.
- Improvements: Neighborhood Walkways should be designed to provide a safe and comfortable walking environment but may take many forms depending on the context. Design types may include sidewalks, shoulders, shared streets, woonerfs, pedestrian-only paths, multi-use paths, soft-surface trails, and ramps/stairs.
- Milwaukie Example: Roswell Street is an example of a proposed Neighborhood Walkway. It is primarily serving neighborhood residents, acts as a critical connector to a school (Ardenwald Elementary).

#### **Local Service Walkway:** Local

Service Walkways provide the local circulation needs for pedestrians and provide safe and convenient access to local destinations.

- **Level of Traffic Stress Target:** PLTS 2
- Land Use: Local Service Walkways support all land uses by providing direct access to properties.
- **Improvements:** Local Service Walkways should be designed to provide a safe and comfortable walking environment but may take many forms depending on the context. Design types may include sidewalks, shoulders, shared streets, woonerfs, pedestrian-only paths, multi-use paths, soft-surface trails, and ramps/stairs.
- Milwaukie Example: Local service walkways are any street/route not designated as a Major City Walkway, City Walkway, or Neighborhood Walkway.



#### Bicycle Classification Hierarchy and Descriptions

Major City Bikeway: Major City Bikeways are the foundation of Milwaukie's bicycle network, accommodate higher volumes of bicycle traffic, and generally provide continuous routes through the city for cyclists traveling longer distances. Major City Bikeways connect cyclists to City Bikeways, Neighborhood Bikeways, and generally connect to regional bicycle facilities.

- Level of Traffic Stress Target: BLTS 1
- Land Use: Major City Bikeways support a variety of land-use types. Where appropriate, development standards should preserve the functionality of the facility to maintain safe and comfortable conditions for high volumes of cyclists.
- Improvements: Major City Bikeways should be designed to accommodate larger numbers of cyclists, maximize their comfort, and minimize delays. Motor vehicle lanes and possibly on-street parking may be removed on Major City Bikeways to provide added width for separated in-roadway facilities where compatible with adjacent land uses. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, or dedication, parallel routes and/or less desirable facilities.
- Milwaukie Example: Linwood's Avenue multiuse pathways are an example of a proposed Major City Bikeway. It serves as a continuous comfortable connection through the city and connects Portland, Milwaukie, and Clackamas. Moreover, the two separated pathways, each over 10 ft wide, are designed to accommodate many cyclists and to maximize their comfort (the pathways are raised, separated from automobile traffic by a curb and landscape strip).

City Bikeway: City Bikeways establish direct and convenient bicycle access between key destinations within Milwaukie and between Major City Bikeways, City Bikeways accommodate higher volumes of cyclists and connect cyclists across longer distances than neighborhood bikeways.

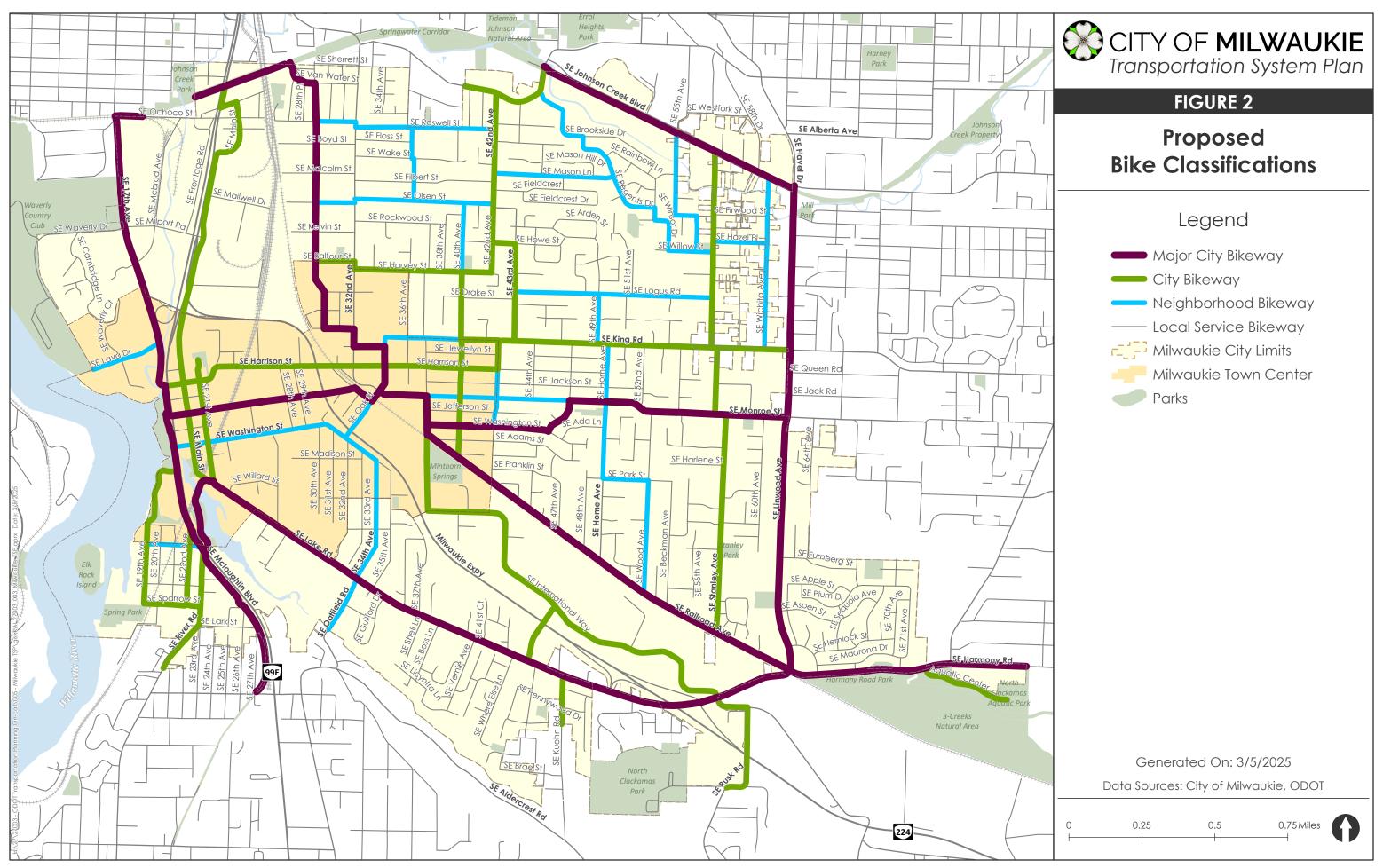
- Level of Traffic Stress Target: BLTS 1
- Land Use: City Bikeways support a variety of land-use types. Where appropriate, development standards should preserve the functionality of the facility to maintain safe and comfortable conditions for high volumes of cyclists
- Improvements: City Bikeways should also be designed to accommodate large numbers of cyclists, to maximize their comfort and to minimize delays. Motor vehicle lanes and possibly on-street parking may be removed from City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking into consideration the essential movement of all modes. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, or dedication, parallel routes and/or less desirable facilities. City Bikeways developed as shared roadways use all appropriate tools to achieve BLTS 1.
- Milwaukie Example: 29th Avenue is an example of a proposed City Bikeway. It serves as a direct and comfortable connection between a Major City Bikeways (Springwater Corridor Trail) and a significant residential development (Hillside Manor).

**Neighborhood Bikeway:** Neighborhood Bikeways provide connections from residential neighborhoods to Major City Bikeways, City Bikeways, and nearby destinations such as schools, parks, transit stops, and commercial areas.

- Level of Traffic Stress Target: BLTS 1
- Land Use: Neighborhood Bikeways are usually supported by low and moderate density residential development.
- Improvements: Neighborhood Bikeways should be designed to provide a safe and comfortable cycling environment but may take many forms depending on the context. Design types may include minimal treatments, signage and markings, or may be a shared road environment that utilizes significant traffic calming and operation management strategies. Separated facilities are generally not provided on Neighborhood Bikeways.
- Milwaukie Example: Logus Road is an example of a proposed Neighborhood Bikeway. It connects two City Bikeways (43rd Avenue and Stanley Avenue) and connects nearby properties to a school (Lewelling Elementary).

Local Service Bikeway: Local Service Bikeways serve local circulation needs for bicyclists and provide access to adjacent properties. Streets that are not classified as Major City Bikeways, Neighborhood Bikeways, or City Bikeways are classified as a Local Service Bikeway.

- **Level of Traffic Stress Target: BLTS 1.**
- Land Use: Local Service Bikeways support all land uses by providing direct access to properties.
- **Improvements:** Consider the following design treatments for Local Service Bikeways: shared roadways, traffic calming, bicycle lanes, and extra-wide curb lanes. Crossings of Local Service Bikeways with other rights-of-way should minimize conflicts. On-street parking on Local Service Bikeways should not be removed to provide bicycle lanes.
- Milwaukie Example: As noted, local service bikeways are any street/route not designated as a Major City Bikeways, City Bikeways, or Neighborhood Bikeways.



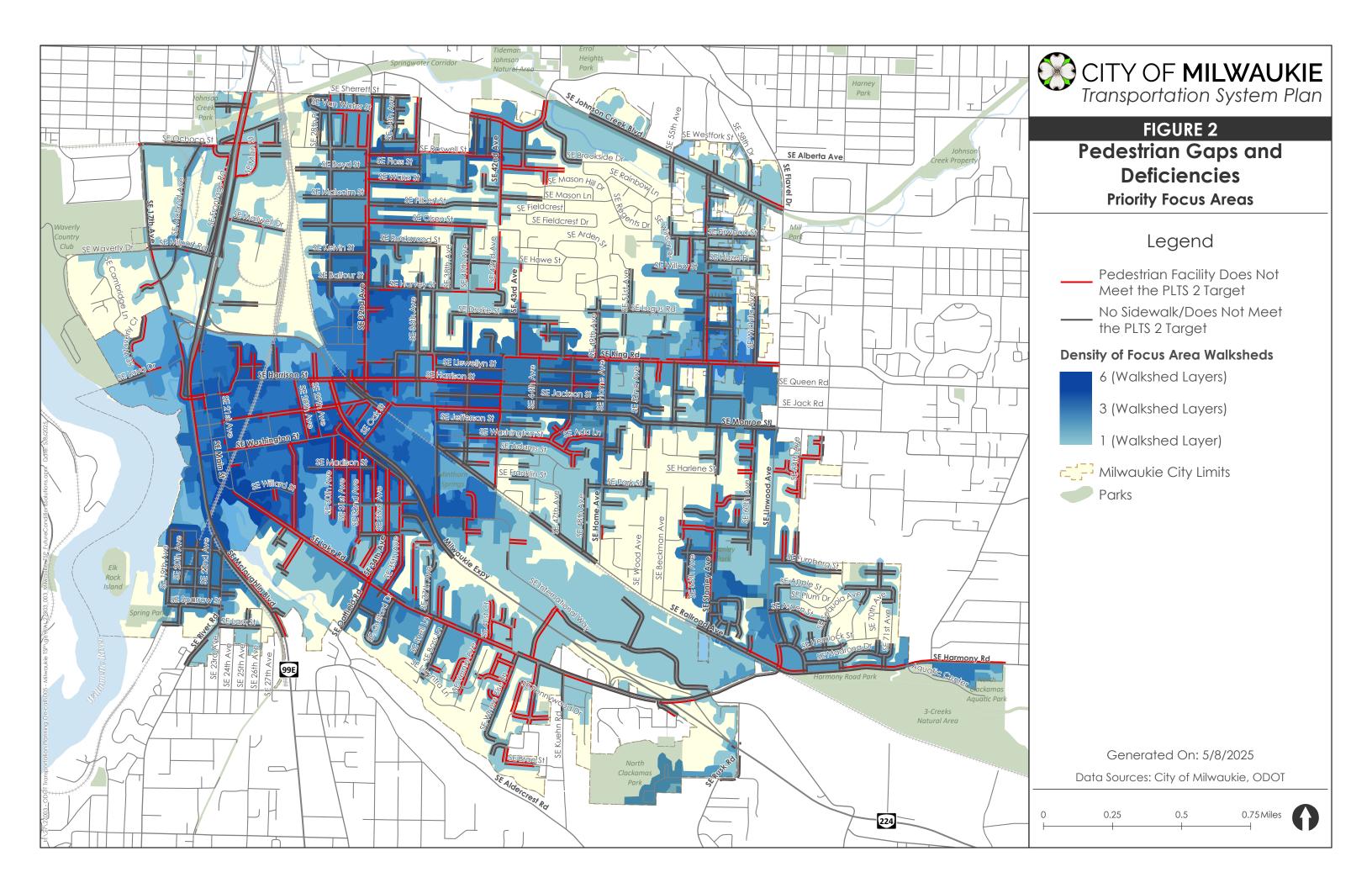
# Bicycle and Pedestrian Facility Design Guidance

The active transportation sections of Milwaukie's current TSP include a list of potential facility types and roadway treatments designed to make streets safer and more comfortable for people walking and rolling. This is a standard feature in TSPs and active transportation plans. Over the past two decades, however, cities across the U.S. and internationally have gained valuable insights into best practices for managing active transportation systems, including facility designs, roadway markings, operations, and signage. As a result, the range of possible interventions has grown significantly, making it impractical to list all of them in the document.

Instead, we propose that the TSP refer to a selection of authoritative sources that represent the professional consensus on best practices. These include:

- NACTO's Urban Bikeway Design Guide
- NACTO's Urban Street Design Guide
- NACTO's Transit Street Design Guide
- Metro's <u>Designing Livable Streets and Trails Guide</u>
- Oregon Department of Transportation's <u>Blueprint for Urban Design</u>

This approach will help streamline the document while ensuring alignment with the latest standards and practices as they evolve over the lifespan of the TSP.



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

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

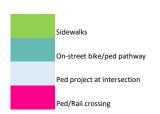
Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Project Type	Ped Classification	Roadway Classification
P-55	SE Bluebird St	SE 19th Ave	SE 22nd Ave	Missing sidewalk, PLTS 4	Maintain shared roadway environment with signing and striping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

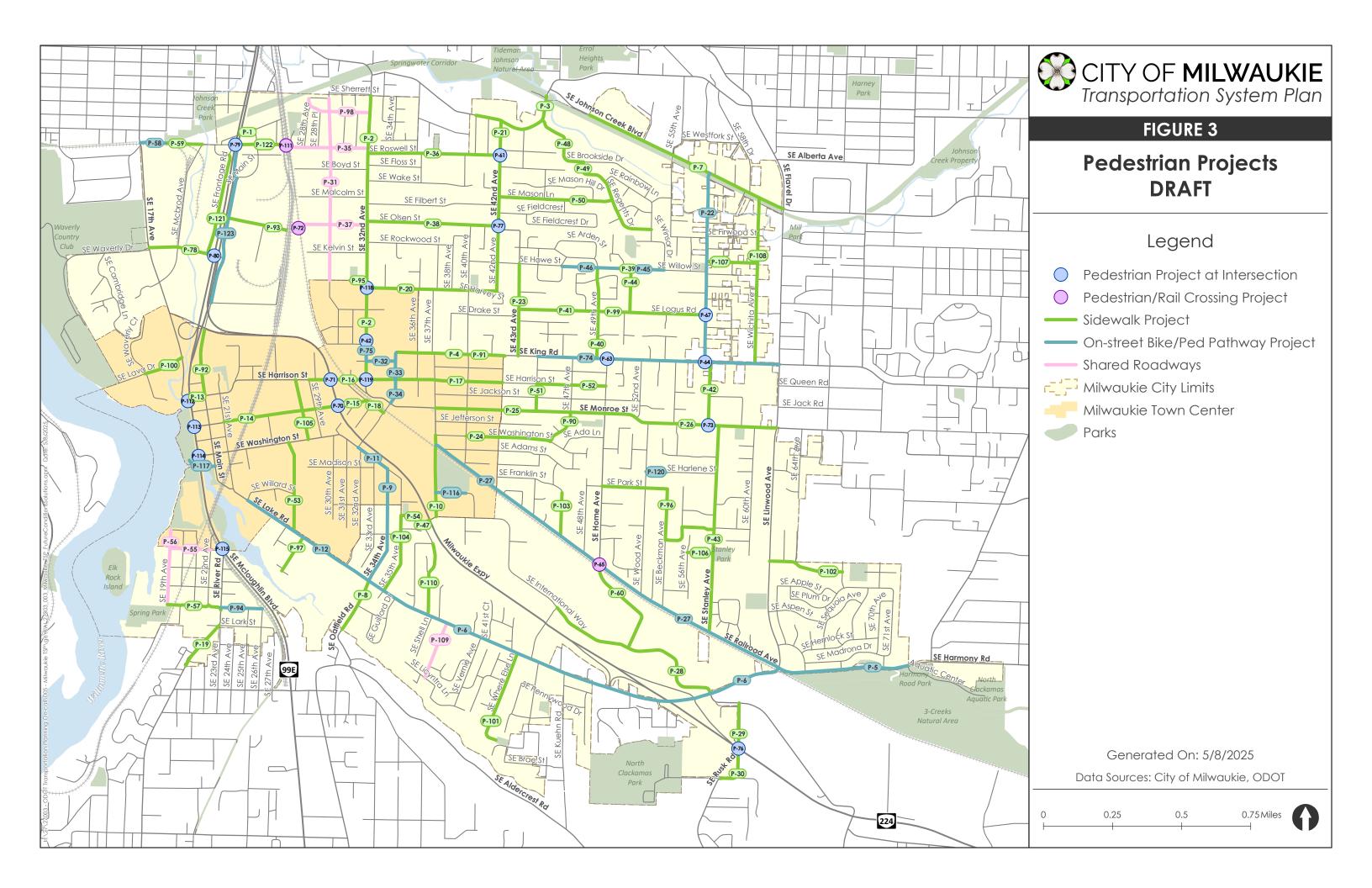
Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Project Type	Ped Classification	Roadway Classification
P-106	SE Harlow St/SE 56th Ave	SE 56th Ave	SE Stanley Ave	Missing sidewalks, PLTS 4	Reonstruct 5ft minimum curb-tight sidewalks (south side)	New Sidewalks	Local Service Walkway	Local Street
P-107	SE Hazel Pl	SE Stanley Ave	SE Wichita Ave	Missing sidewalks, PLTS 4	Reonstruct 5ft minimum curb-tight sidewalks (south side)	New Sidewalks	Local Service Walkway	Local Street
P-108	SE Wichita Ave	SE King Rd	SE Johnson Creek Blvd	Missing sidewalks, PLTS 4	Reonstruct 5ft minimum curb-tight sidewalks (west side)	New Sidewalks	Local Service Walkway	Local Street
P-109	SE Boss Ln	SE Lake Rd	SE Licyntra Ln	Missing sidewalks, PLTS 4	Maintain shared roadway environment with signing and striping enhancements	Signing/striping	Local Service Walkway	Local Street

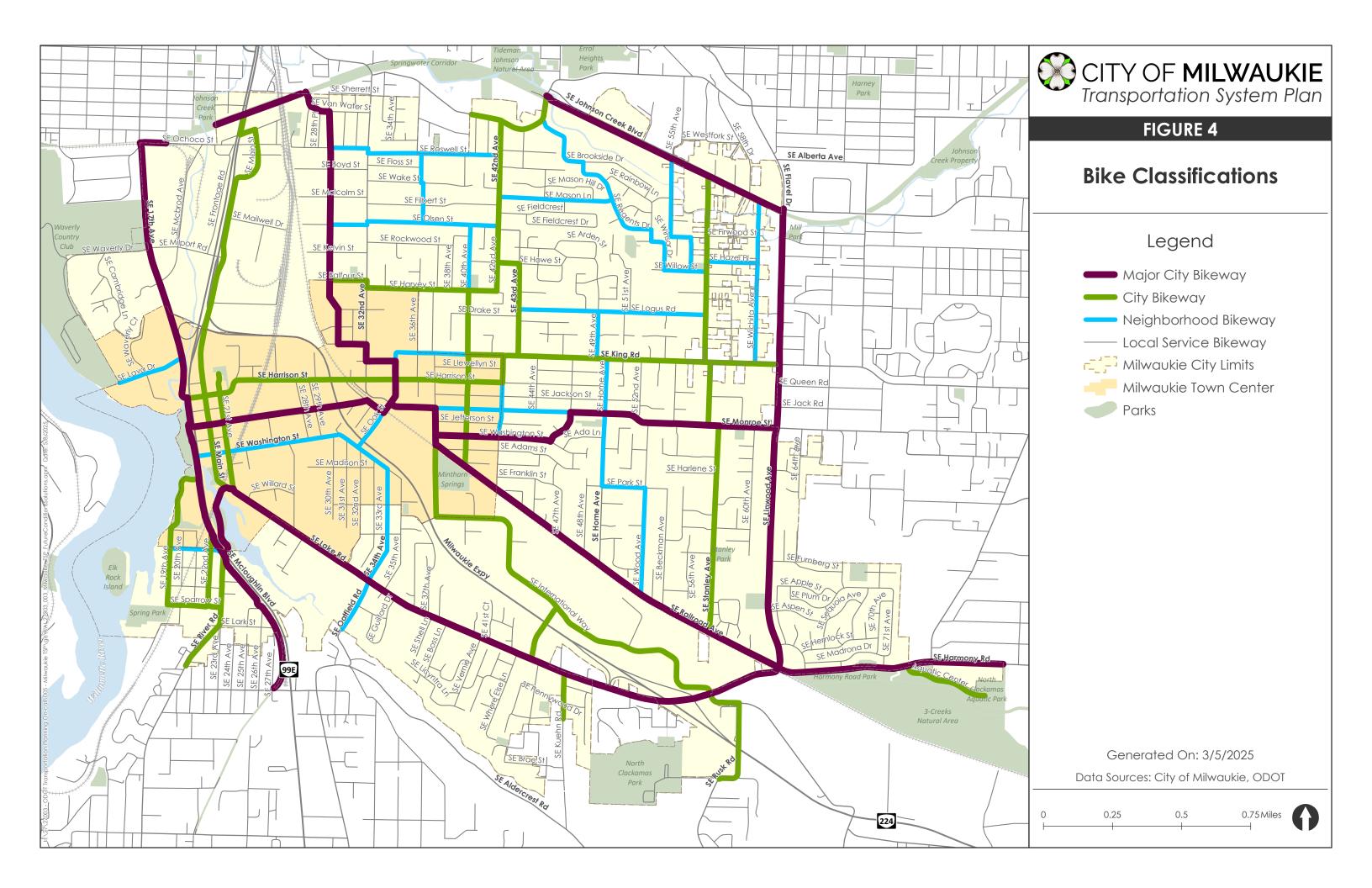
CAFF Duning	ts Up To 2024 (not completed)						
SAFE Project	is op 10 2024 (not completed)						Neighborhood
P-91	SE King Road	SE 40th Ave	SE 43rd Ave	SAFE Project - Details TBD	TBD	Neighborhood Walkway	
P-92	SE Main St	SE Harrison St	Expressway (OR 224)	SAFE Project - Details TBD	TBD	Major City Walkway	Collector
P-93	SE Mailwell Drive	SE Main St	UPRR	SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-94	SE Sparrow Street	SE River Road	Trolley Trail / 26th Avenue				
P-95	SE Balfour Street	SE 32nd Ave	Balfour Park				
P-96	Park Street/ Lloyd Street	Home Avenue	Stanley Avenue	SAFE Project - Details TBD, SRTS	TBD	Local Service Walkway	Local Street
P-97	SE 26th Ave	SE Lake Rd	Lake Village Apartments	SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-98	SE 28th Ave - Van Water Street	Springwater Corridor	32nd Avenue	SAFE Project - Details TBD, SRTS	Signing/striping	Local Service Walkway	Local Street
P-99	SE Logus Rd	SE Stanley Ave	43th Avenue	SAFE Project - Details TBD, SRTS	TBD	Neighborhood Walkway	Neighborhood Route
P-100	SE Lava Drive / Waverly Court	SE 17th Ave	Highland Apartments Entrance	SAFE Project - Details TBD	TBD	City Walkway	Local Street
P-101	Where Else Lane	SE Lake Rd	Bowman and Brae Park	SAFE Project - Details TBD	TBD	Local Service Walkway	Neighborhood Route
P-102	Aspen - Furnberg Street	SE Lindwood Ave	Furnberg Park	SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-103	SE 47th Ave	SE Franklin St	Railroad Avenue	SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-104	SE 35th Ave	SE Lake Rd	Edison Street	SAFE Project - Details TBD	TBD	Local Service Walkway	Local Street
P-105	SE 28th Ave	SE Washington St	Harrison Street	SAFE Project - Details TBD, SRTS	TBD	Local Service Walkway	

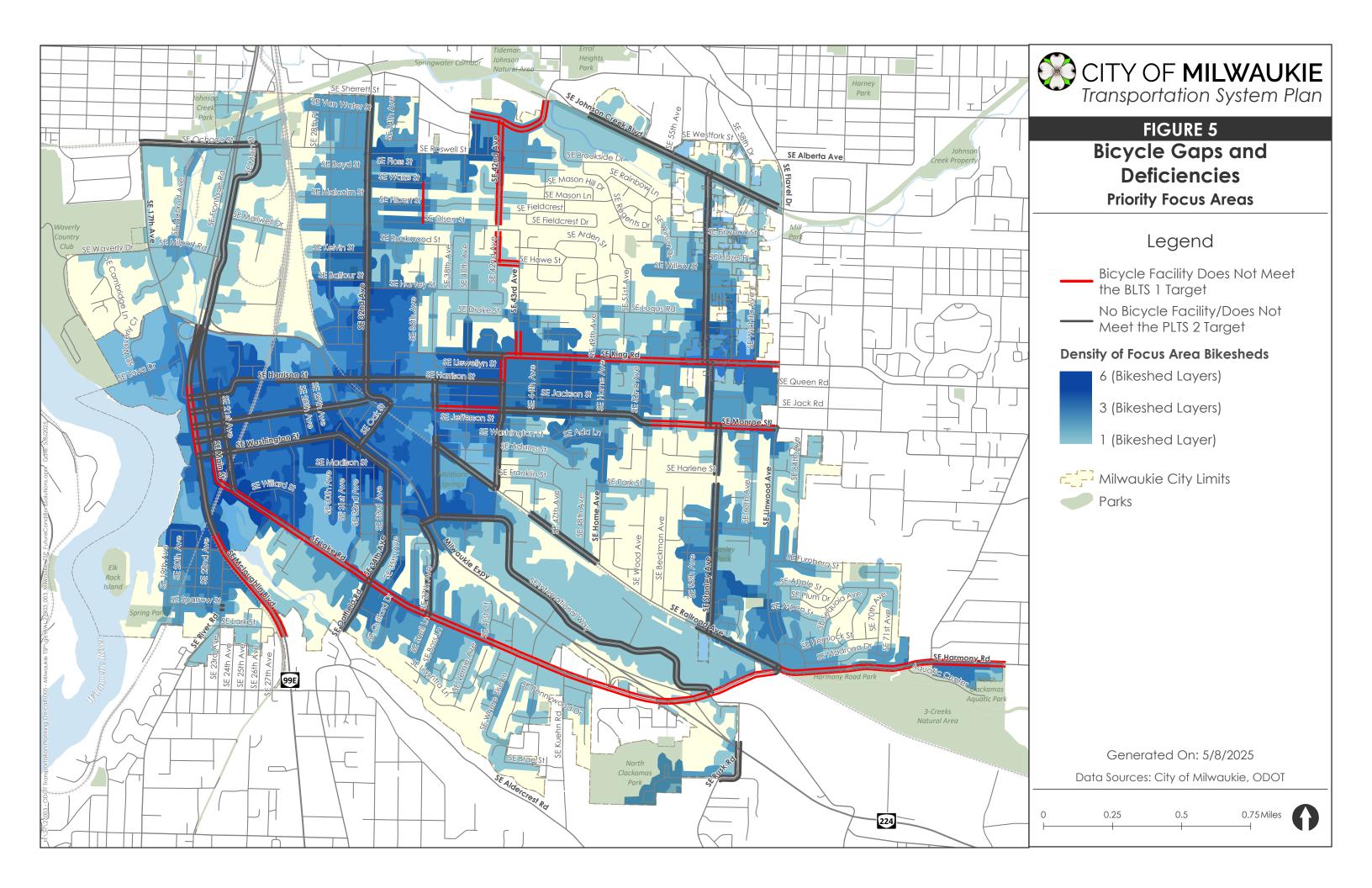
P-110	SE 37th Ave	SE Lake Rd	SE Grogan Ave	Missing sidewalks, PLTS 4	Construct 5ft minimum curb-tight sidewalks (south side)	New Sidewalks	Local Service Walkway	Local Street
		Western extents of SE						
P-111	SE Roswell St	Roswell St	SE Ochoco Dr	Increase pedestrian connectivity	Construct bike/ped crossing of rail line to SE Ochoco St	Rail crossing	Not designated	Local Street

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









Project ID	Street	Start Extents	End Extents	Current Condition	Detailed Project Description (for cost estimating purposes)	Bike Classification	Roadway Classification
B-1	SE Ochoco St	SE 17th Ave	Springwater Corridor	BLTS 3; no bike facility; 25mph	Coordinate with City of Portland to ensure construction of a 10ft multi-use path	Major City Bikeway	Collector
B-2	SE Main St	SE Moores St	SE Hanna Harvester Dr	BLTS 4; 35mph; no formally striped bike facility. SAFE Project	t Construct 8-10ft ped/bike pathway on east side of road	City Bikeway	Collector
B-3	SE 32nd Ave	SE Meek St	SE Llewellyn St	BLTS 3; no bike facility; 25mph	Construct 8-10ft ped/bike pathway on east side of road	Major City Bikeway	Collector
B-4	SE Johnson Creek Blvd	SE 40th	SE 45th Ave	BLTS 2; 5ft bike lanes present; 25mph	Restripe roadway to a 5.5' bike lane (both directions)	City Bikeway	Collector
B-5	SE 42nd Ave	SE Harvey St	SE Howe St	BLTS 3; shared lane; 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	City Bikeway	Collector
B-6	SE 43rd Ave	End of multi-use path South of SE Rhodesa St	SE King Rd	BLTS 3; multi-use path drops to <5' bike lane	Construct 8-10ft ped/bike pathway on west side of road	City Bikeway	Collector
B-7	SE King Rd	SE 44th Ave	SE Linwood Ave	BLTS 3; swtiches from 25mph to 35mph at 44th; 5ft bicycle lanes	Construct 8-10ft ped/bike pathway on north and south side of road	City Bikeway	Arterial
B-8	SE Stanley Ave	SE Johnson Creek Blvd	SE King Rd	BLTS 3; no bike facility; 25mph	Construct 8-10ft ped/bike pathway on one side of road	City Bikeway	Collector
B-9	SE Stanley Ave	SE King Rd	SE Monroe St	BLTS 2; unmarked centerline; no bike facility	Construct 5.5ft bike lanes (both directions)	City Bikeway	Collector
B-10	SE Stanley Ave	SE Monroe St	SE Railroad Ave	BLTS 2; unmarked centerline; no bike facility	Construct 5.5ft bike lanes (both directions)	City Bikeway	Collector
B-11	SE Monroe St	SE Garrett Dr	SE Linwood Ave	BLTS 2; shared lane; 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	Major City Bikeway	Collector
B-12	SE Railroad Ave	SE 37th Ave	SE Harmony	BLTS 3; no bike facility; 35mph	Construct 8-10ft ped/bike pathway on north side of road	Major City Bikeway	Collector
B-13	SE Harmony Rd	SE Linwood Ave	Aquatic Center Access Rd	SAFE Project BLTS 3; no bike facility; 35mph	Construct 8-10ft ped/bike pathway on south sides of road	Major City Bikeway	Arterial
B-14	SE International Way	SE 37th Ave	SE Freeman Way	SAFE project. BLTS 3; 3 lanes until SE Freeman Wy; 25mph	Restripe roadway to include 7ft buffered bike lanes (both directions)	City Bikeway	Collector
B-15	SE International Way	SE Freeman Way	SE Lake Rd	SAFE project. BLTS 3; 2 lanes until Lake Rd; 25mph	Construct 7ft buffered bike lanes (both directions)	City Bikeway	Collector
B-16	SE Rusk Rd	SE Lake Rd	SE Kellog Creek Rd	BLTS 3; no bike facility; 30mph until HWY 224 / 25 mph south of HWY 224	Construct 5.5' bike lanes (both directions) Coordinate with Clackamas County on bicycle facility enhancements	City Bikeway	Collector
B-17	SE Lake Rd	SE Kuehn Ct	SE Harmony Rd	BLTS 3; on street bike facility; 40mph	Construct 8-10ft ped/bike pathway on south side of road	Major City Bikeway	Arterial
B-18	SE 34th Ave	SE King Rd	SE 34th Dead End	BLTS 1	Construct 8-10ft ped/bike pathway on east side of road	Major City Bikeway	Local Street
B-19	SE Oatfield Rd	SE Lake Rd	City limits	SAFE project. BLTS 3; no formal bike facility; 30mph	Construct 5.5ft bike lanes (both directions)	Nieghborhood Bikeway	Arterial
B-20	SE Oak St	SE Monroe St	SE Campbell St	BLTS 3; no bike facility; 25mph; 3 lanes	Construct 8-10ft ped/bike pathway on both sides of road	Major City Bikeway	Arterial
B-21	SE Railroad Ave	SE 37th Ave	SE Harmony	BLTS 3; no bike facility; 35 mph	Construct 8-10ft ped/bike pathway on north side of road	Major City Bikeway	Collector
B-22	SE Monroe St	SE 21st Ave	SE Campbell St	BLTS 3; no bike facility; unmarked centerline; 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	Major City Bikeway	Collector
B-23	SE Harrison St	Hwy 99E	SE 24th Ave	BLTS 3; no bike facillity; 20mph until SE 21st Ave / 25mph	Install shared roadway lane markings, signage, and traffic calming improvements	City Bikeway	Arterial
B-24	SE Harrison St	SE 26th Ave	SE 42nd Ave	SAFE project. BLTS 3; no bike facility; 25mph; 2 lanes + parking both sides	Construct 5.5ft bike lanes (both directions)	City Bikeway	Arterial

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

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

#### Table 2 - Bicycle Projects

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

Shared lanes

Bike lanes

On-street bike/ped
pathway

Bike project at

intersection

