

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 3, 2025
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: Administrative amendment to the 2024-25 Unified Planning Work Program (UPWP) for City of Milwaukie – Safety Assessment of Harrison St Corridor and Clackamas County – Consolidated Safe System Planning

Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA. It includes all planning projects that will be receiving federal funds for the upcoming fiscal year. The UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval.

See attached project narratives which describe two projects funded by the USDOT's Safe Streets For All (SS4A) Funding program:

- The City of Milwaukie – Safety Assessment of Harrison St Corridor
- Clackamas County – Consolidated Safe System Planning

SS4A is considered a “direct recipient” funding award, thus ODOT has no obligation or general oversight role and these projects are not required to be included in the UPWP. Metro staff is processing the amendment administratively and including it in the UPWP for purposes of coordination and transparency.

Next Steps

Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage.

Please contact John Mermin, john.mermin@oregonmetro.gov if you have any questions about this amendment.

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jennifer Garbely, garbelyj@milwaukieoregon.gov

Description

The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor. The study area includes Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate countermeasures to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

In FY2024-25, the City of Milwaukie solicited for and procured engineering services through competitive bid process. The team kicked off the project in Spring of 2025. Survey efforts, traffic modeling, safety analysis and report preparation will be conducted during FY2025-26.

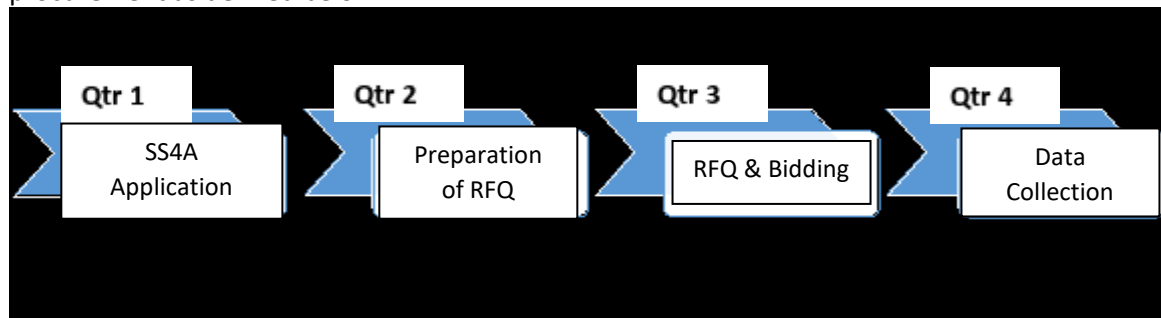
This project considers many facilities managed by agencies outside of Milwaukie such as ODOT (OR-224, and OR-99), railroad (Union Pacific Railroad and Portland & Western Railroad), and TriMet (Bus and Max services). In addition, the project will support transportation functionality for local police (City of Milwaukie) and fire (Clackamas Fire District #1) agencies.

This project will also support Metro’s 2023 RTP policy guidance by considering safety improvements for all users (Safety), bike and pedestrian access and connectivity (Mobility), and improving efficiency for freight and delivery services (Economy).

For more information, contact Jen Garbely at GarbelyJ@MilwaukieOregon.gov

Key Project Deliverables / Milestones

During the fiscal year 2024 and 2025 The City of Milwaukie will plan and complete the project’s procurement as defined below:



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services	\$ 400,000
Materials & Services	\$ 0

Resources:

Federal grant	\$ 320,000
Local Match	\$ 80,000

TOTAL \$ Total Amount

TOTAL \$ 400,000*

**\$400,000 is the budget for the entire project (spanning FY2024-25 and FY 2025-26). The City has not yet estimated the amount to be spent during the FY2024-25 portion of the project).*

Clackamas County Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety as well as equity into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe Streets and Roads for All Program of the USDOT.

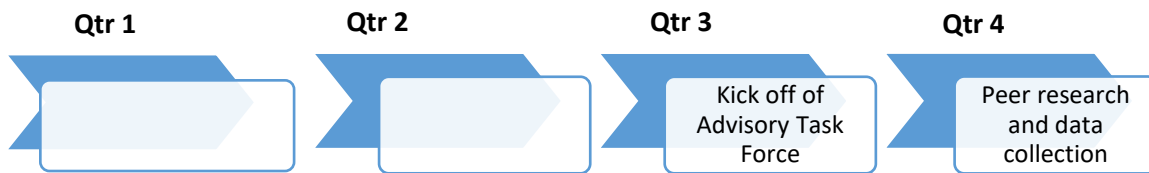
The project is broken down into six distinct outcomes or tasks:

1. Develop a Post-Crash Evaluation and Trauma Support Framework
2. Evaluate and Integrate Equity into Planning Processes
3. Perform a Safe Systems Approach Readiness Assessment
4. Maintain Crash and Data and Produce Regular Reports
5. Update the 2019 Transportation Safety Action Plan
6. Integrate the Safe Systems Approach into county policies and plans.

Work began in November 2024 and will be completed by December 31, 2026.

Anticipated work to be completed in FY 2024-2025 includes a kick-off meeting for an external advisory task force, peer practice interviews and research, visioning and data collection and analysis. This project connects with the County’s Transportation System Plan and the Walk/Bike Plan.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 107,439
 Materials & Services \$ 529,689

Resources:

Federal grant \$ 529,689
 Local Match \$ 107,439

TOTAL \$ 637,128

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