



To: MaryJo Andersen and Allison Boyd, Multnomah County

From: Katie Selin and Mike Sellinger, Alta Planning + Design

Date: December 17, 2025

Subject: East Multnomah County Transportation Safety Action Plan (TSAP) Community Engagement Summary

Introduction

Multnomah County and its partners, the Cities of Gresham, Fairview, Wood Village, and Troutdale are working to develop a Transportation Safety Action Plan (TSAP) for Urban East Multnomah County. Funded by the federal Safe Streets for All (SS4A) Program, this plan improves safety for the East Multnomah County community with a focus on high injury corridors (HICs) and position the County for future SS4A implementation and other funding. The TSAP considered the needs and challenges of all transportation users including people walking, biking, taking public transit, driving, using a wheelchair or other personal mobility device, using micromobility, and operating commercial vehicles. Priorities identified during community engagement, along with analysis of traffic safety and equity data, guided the strategies and projects included in the plan.

This Engagement Summary Report documents the full range of engagement activities conducted across the TSAP process. It synthesizes what we heard from community members, partner organizations, and stakeholders during three engagement phases, summarizes relevant findings from prior planning efforts, and describes how community feedback directly influenced TSAP strategies, recommendations, and priorities. The report also includes a Title VI and demographic review to assess how well engagement efforts reached populations that have historically been marginalized or underserved.

Engagement Approach

Engagement Goals

The TSAP engagement process was designed to build trust, reduce barriers to participation, and meaningfully incorporate community voices into decision-making. Engagement goals guided us through each phase. We worked to engage low-income and non-English-speaking populations in East Multnomah County to inform project outcomes, such as people speaking Spanish, Vietnamese, Chinese, Russian, and Ukrainian, groups identified as part of the systemic safety analysis. The feedback collected directly informed the final TSAP and will guide future implementation efforts.

- **Goal 1:** Understand and synthesize transportation safety concerns from residents of East Multnomah County who walk, roll, bike, drive, and take public transit and identify key themes or patterns in these challenges.
- **Goal 2:** Throughout the project, explain and inform participants so they understand why roadways need to change to address safety.

- **Goal 3:** Make it easy for people to participate in this process if they have questions or something to say.
- **Goal 4:** Create environments for engagement where community members feel their transportation challenges are heard and understood.

Overview of Engagement Phases

This community engagement took place over three phases and reached **approximately 3,000 community members**:

- **Phase 1: Listen and Learn** – The purpose of this phase was to gain a general understanding of East Multnomah County residents' safety concerns, needs, and visions for the future.
- **Phase 2: Reflect and Dive In** – The purpose of this phase was to offer the public opportunities to learn about and refine preliminary goals and project/program recommendations, while also demonstrating how their Phase 1 feedback shaped these recommendations.
- **Phase 3: Refine** – The purpose of this phase was to provide opportunities for the public and partners to review the draft plan.

Engagement Tools & Methods

To meet these goals, we used a combination of in-person, virtual, and partner-led outreach strategies. Engagement occurred across community events, cultural celebrations, multilingual focus groups, tabling at neighborhood gatherings, pop-up activities, interviews with community-based organizations, committee workshops, interactive online maps, and surveys. Materials and tools were translated into Spanish, Vietnamese, Mandarin Chinese, Russian, and Ukrainian to meet the needs of East Multnomah County's diverse population. This multi-layered approach allowed us to collect both quantitative and qualitative insights from thousands of online and in-person interactions, giving residents in the study area the opportunity to contribute at different times and in different ways throughout the project lifecycle.

Summary of Engagement Activities

Engagement occurred between June 2024 and November 2025 and involved thousands of residents and stakeholders across East Multnomah County.

Phase 1: Listen & Learn (June – September 2024)

Phase 1 focused on learning more about transportation safety conditions, daily travel concerns, and priority needs for people who walk, roll, bike, drive, or take transit. We circulated a survey, met with hundreds of community members at several community events including Juneteenth, City Nite Out, Fairview on the Green, First Friday Art Walk, and Rock the Block, facilitated five multilingual focus groups with vulnerable road user communities, and held interviews with seven community partner organizations. Over this phase of engagement, East Multnomah County community members expressed significant concerns regarding safety when walking, rolling, biking, and driving in the area. Key hazards identified include hazardous traffic conditions along High Injury Corridors (HICs), reckless driving behavior, and deteriorating roadway infrastructure. We identified a strong desire among community members to improve the safety of walking, rolling, and biking, with strong support for the implementation of each of the safety improvement strategies.

Figure 1. The project team at Rock the Block Event, including Russian and Spanish interpreters



Phase 2: Reflect & Dive In (June – July 2025)

In Phase 2 nine months following the conclusion of Phase 1, the project team returned to the community with preliminary safety analysis results, priority corridors, and draft safety strategies. Engagement occurred through eight in-person events, an extensive virtual open house (GIS Story map) available in six languages, and EMCTC and EMCTC TAC committee briefings. Participants reviewed proposed corridor recommendations and voted on the safety

strategies they believed would be most impactful. Input from this phase helped refine design, programmatic, and policy recommendations.

Figure 2. Community members engaging with TSAP poster boards during Juneteenth event



Phase 3: Refine (October – November 2025)

Phase 3 invited the community to review the Draft TSAP and provide final feedback. Outreach included multilingual materials, targeted emails, social media, re-engagement of focus group participants, and a public survey. A total of 183 survey responses revealed overall community support for the Draft Plan, while also highlighting remaining concerns and opportunities to clarify or strengthen recommendations. These comments were then incorporated into the final Plan document, adding valuable, community-derived insights.

Across all phases, the project team made deliberate efforts to reach historically marginalized and non-English-speaking communities, demonstrating a strong commitment to equity-centered engagement.

Community Feedback Themes

We observed consistent themes on transportation safety and community priorities across all three phases of the Transportation Safety Action Plan, summarized in the following sections.

Safety Concerns Among All Modes

Many community members expressed that they experience discomfort while traveling on East Multnomah County roads, especially for those traveling by foot or by bike. Notably, 45% of survey respondents in Phase 1 felt uncomfortable or very uncomfortable walking, while 49% felt the same about biking. Community members also consistently described unsafe crossings, high vehicle speeds, poor lighting, gaps in sidewalks and bike lanes, and dangerous intersections. Community members called out certain locations and corridors as being particularly unsafe such as Division Street, Burnside Street, Stark Street, 181st/182nd, and Halsey Street.

Infrastructure and Safety Countermeasure Needs

There were many community members who shared the desire to improve East Multnomah County's roads to prioritize safety for people walking, biking, and taking transit. Some improvements that were brought up over the three phases included protected bike lanes, wider sidewalks, grade-separated bike facilities, curb extensions, raised crosswalks, chicanes, medians, and roadway reconfigurations. Physical separation in particular was highly requested as a safety improvement.

There were also some community members opposed to changes to transportation infrastructure, particularly any that may impede motor vehicle travel. However, these types of comments were a small subset of all the responses.

Speeding, Enforcement, and Driver Behavior

Speeding was consistently cited as one of the top safety hazards. Many residents supported speed safety cameras, traffic enforcement, clearer signal timing, and intersection visibility improvements. There were several community members who mentioned frequent aggressive driving, distracted driving, and failure to yield to pedestrians or cyclists. Hearing about speeding issues from community members and speed being one of the components of the Safe Systems Approach resulted in several TSAP strategies centering around reducing speeds on East Multnomah County roads.

Walking, Biking, and Transit Barriers

Lack of pedestrian infrastructure, poor lighting, uncomfortable or missing bike lanes, deteriorating pavement, and long distances between safe crossings were recurring concerns. Transit riders also described challenges accessing stops due to missing sidewalks or unsafe crossings.

Maintenance and Accessibility

Residents repeatedly requested more frequent maintenance, especially clearing debris from bike lanes, trimming vegetation, repairing potholes, and improving ADA accessibility. Many participants with disabilities described significant barriers to navigating East County's transportation network

Community Expectations and Frustration with Planning Process

A subset of participants expressed frustration with perceived delays in implementing safety improvements and requested faster, more visible action. Others expressed skepticism of recent projects in the region. These divergent views highlight the need for thoughtful communication and ongoing education.

How Community Feedback Informed the TSAP

Community input had a direct and substantial influence on the TSAP's strategies, policies, and project recommendations. Across all phases of engagement, residents consistently identified similar priorities: create safer pedestrian and bicycle networks, slow vehicle speeds, improve lighting, address dangerous intersections, reduce lane widths where appropriate, and implement stronger enforcement tools.

The TSAP incorporates this feedback through:

- **Safety strategies that prioritize vulnerable road users**, including protected crossings, traffic calming, separated facilities, and ADA upgrades.
- **Speed management policies**, including expanded use of safety cameras, signal timing improvements, lane narrowing, curb extensions, and guidance on appropriate speed-setting practices.
- **Design updates and project-level recommendations for each priority corridor** based on specific community input gathered through online and in-person engagement.
- **Program and policy actions** that reflect public support for Safe Routes to School, enforcement, maintenance, lighting improvements, quick build treatments, and ongoing education.
- **Updates to the Draft Plan during Phase 3** such as adding chicanes and diverters to quick-build strategies, clarifying ADA needs, strengthening slip-lane policies, adding grade-separated bike facilities, and emphasizing partnership with TriMet.

Phase 3 provided members of the public with the opportunity to review the Draft Plan and provide suggestions on changes. We made the following changes based on public comment.

Table 1: Updates to the TSAP based on community comments

Public Comment Sentiment	Change to the TSAP
Roadway aesthetics should take a more prominent role in the Plan	Added sentence describing secondary benefits of installing safety improvements and the benefits of improved roadway aesthetics including placemaking, economic development, and climate benefits.
Grade separated bike lanes should be included as a recommended facility	Added references and a photo of grade separated bike lanes
There is the opportunity to add BAT lanes on East Multnomah County arterial roads	Added language to be working with TriMet to pair transit priority improvements where appropriate with safety projects.
Slip lanes are dangerous for people walking and biking	Added language to policy recommendations to deter use of slip lanes and avoid adding new ones.
ADA improvements are overlooked	Added additional language connecting safety improvements to important ADA improvements and ADA-specific plans
There are opportunities to partner with community organizations when implementing the TSAP	Added a section to the TSAP describing that road authorities should partner with CBOs such as Oregon Walks and AARP to advance implementation and extend outreach
Dissatisfaction with lack of progress on transportation safety	Added Safety Partnerships section to talk about ongoing transparency for the public and annual reporting

Title VI and Engagement Review

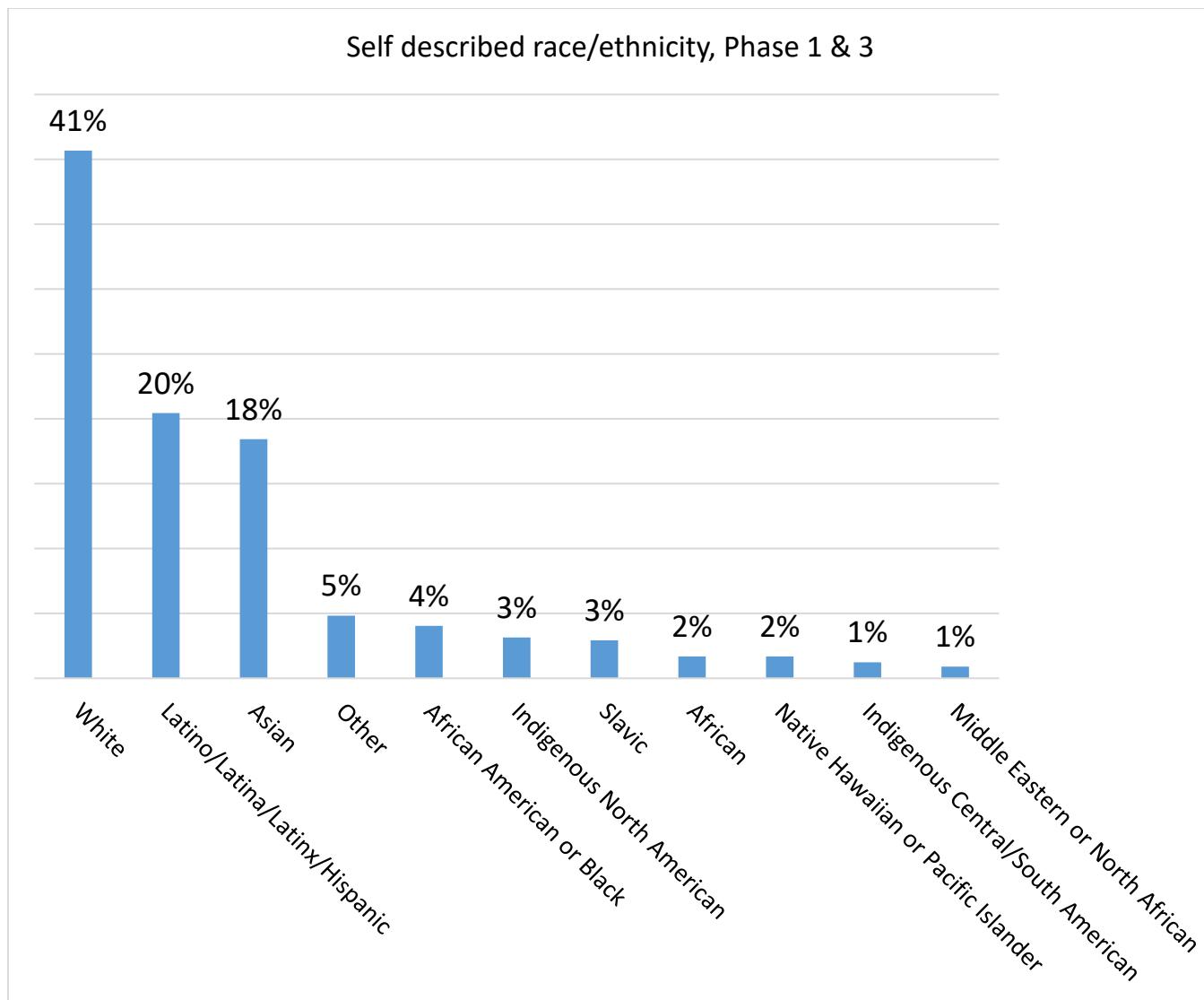
Ensuring participation and representation from underserved groups was a central focus of the TSAP engagement process. East Multnomah County is home to culturally and linguistically diverse communities, many of whom are transportation disadvantaged communities.

We worked with local stakeholders and the Community Engagement Liaisons (CELs) to identify groups in East Multnomah County that the project team should prioritize for engagement, which included the following groups:

- People who live and work on or near HICs
- Black, Indigenous, and other people of color
- Older adults (over the age of 65)
- Community based organizations including faith-based organizations that serve residents of East Multnomah County
- People with disabilities
- Non-native English speakers
- School administrators
- Youth
- Vulnerable roadway users (anyone who is in the right-of-way outside of a motor vehicle), including those who are unhoused and organizations who represent them.

Survey respondents across the three phases were mostly English-speaking, but targeted outreach successfully engaged participants across racial, ethnic, and linguistic communities. Engagement materials were translated into Spanish, Vietnamese, Mandarin Chinese, Russian, and Ukrainian, working with culturally specific organizations, and multilingual focus groups ensured culturally informed conversations about transportation issues. Demographic summaries from each phase provide insight into who participated and highlight areas for continued focus. For example, Phase 1 surveys included significant participation from Asian and Latino/a community members (151 and 144 respondents out of 977).

Figure 3. Self-described race/ethnicity for survey respondents in Engagement Phase 1 and Phase 3

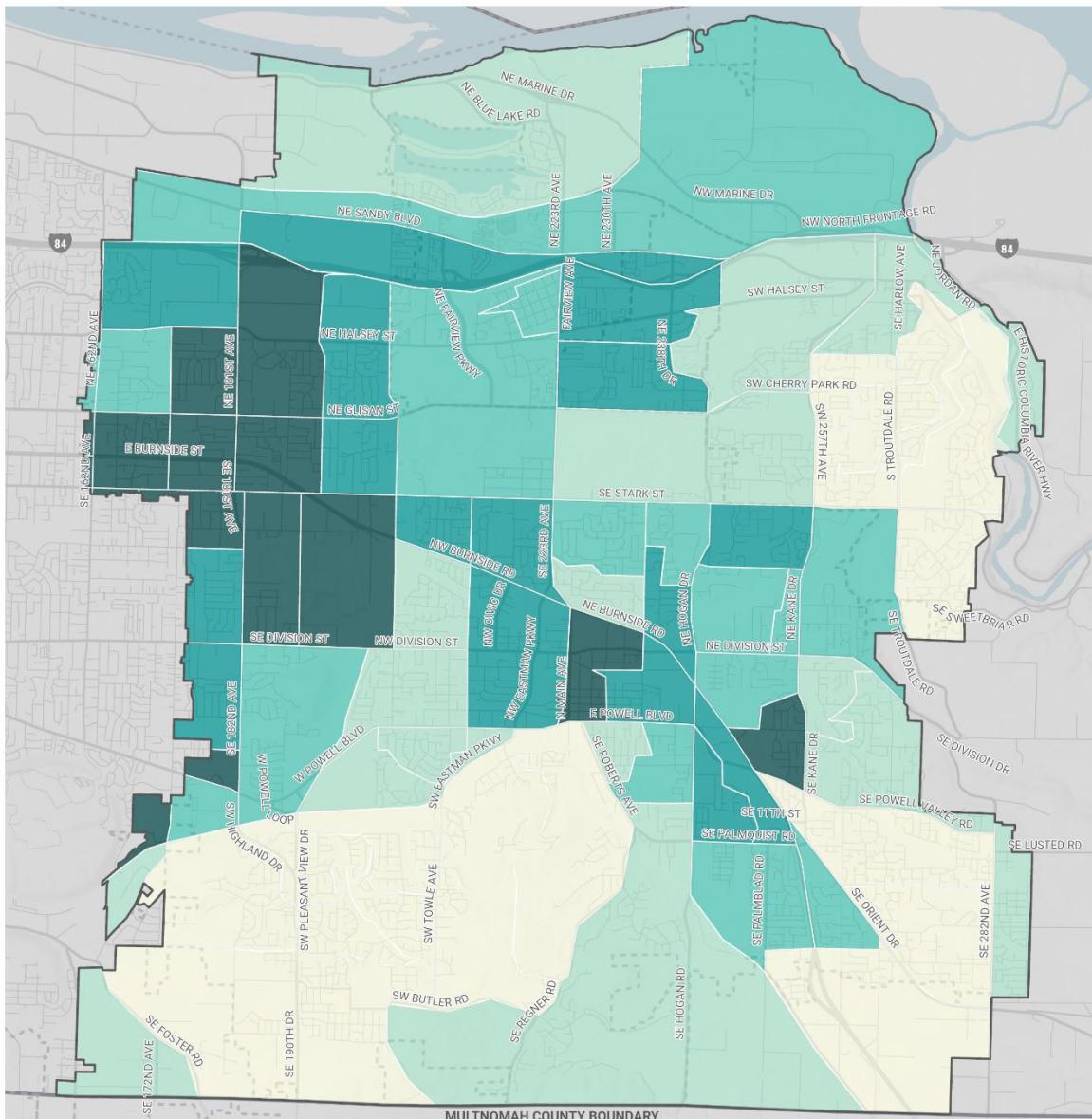


As part of the Equity Analysis, we examined the population demographics of the study area and identified areas in the East Multnomah County study area that are equity priority areas and may be benefited by extended engagement activities (see Figure 4). A composite equity score was generated using ten weighted variables as shown in the following table.

Table 2: *Equity analysis variables*

Variable	Weight	Data Source
Percent low-income households	25%	American Community Survey, 2022
Percent people of color or Hispanic	20%	American Community Survey, 2022
Percent youth or senior (Under 19 or over 65)	5%	American Community Survey, 2022
Percent of households with no vehicle	10%	American Community Survey, 2022
Housing Cost Burden	5%	American Community Survey, 2022
Percent with no High School Diploma or GED	10%	American Community Survey, 2022
PM 2.5 levels of air pollution	5%	EJScreen
Lack of Tree canopy	5%	Tree Equity Score
Economic Opportunity	10%	Opportunity Atlas
Coronary Heart Disease	5%	CDC Places

In particular, the areas around Burnside Road in the southeast portions of the study area have the greatest underserved community need need. We worked to hold public engagement events in these areas to better reach these communities, such as events at Rockwood Community Market and Rockwood Neighborhood Night Out.

Figure 4. Equity Composite Map

COMPOSITE EQUITY PRIORITY

EAST MULTNOMAH COUNTY
TSAP



Conclusion

Although engagement reached many historically underserved communities, some groups such as people with limited internet access may be harder to reach consistently. Notably, the TSAP includes commitments for future engagement to continue serving these communities during implementation including an action to deliver a safety education campaign (TSAP action 17), an action to educate property owners on sidewalk maintenance requirements (TSAP action 18), and an action to continue incorporating community knowledge of safety issues into project design and implementation (TSAP action 21). Jurisdictions in East Multnomah County can continue working to improve the transportation system by following these actions and listening to community members on their transportation priorities.