



East Multnomah County

Transportation Safety Action Plan

June 11, 2025

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Agenda

- Project Overview
- Where are we now?
- Phase 2 Engagement
- Recommended Actions
- Initial Safety Improvement Recommendations
- Next Steps

Project Overview

Purpose and Goal

Develop and adopt a **Transportation Safety Action Plan (TSAP)** to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries for all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.



Where are we now?

EAST MULTNOMAH COUNTY TRANSPORTATION SAFETY ACTION PLAN TIMELINE



What we've learned so far

Phase I Recap



Transportation Safety Action Plan

Phase I Engagement

In-Person Engagement

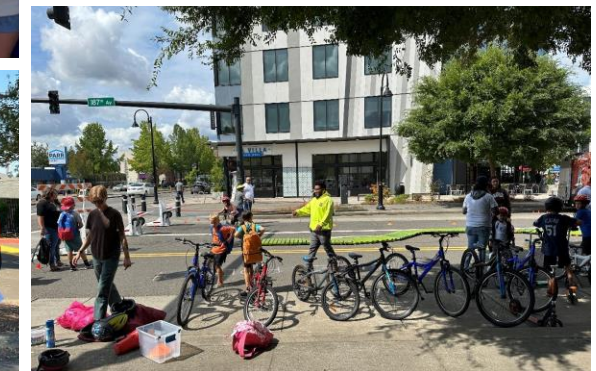
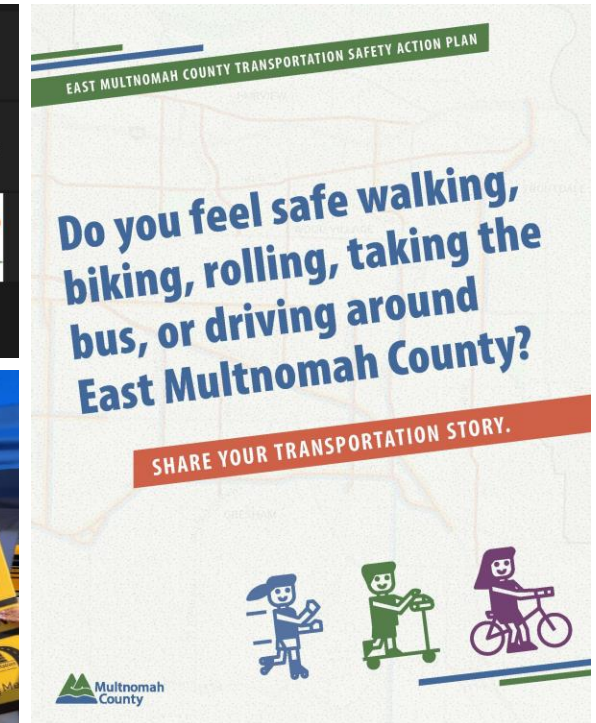
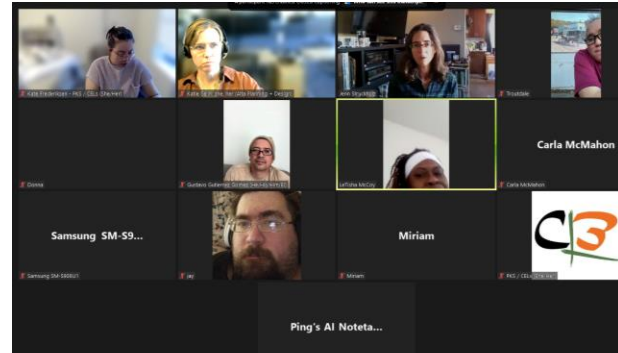
- Community Listening Sessions (CEs) - Spanish, Vietnamese, Chinese, Russian/Ukrainian, English (focus on transit riders)
- Key Partner Listening Sessions + Interviews
- Mobile Outreach at Existing Community Events
 - Juneteenth at Vance Park
 - Wood Village Night Out
 - Fairview on the Green
 - Rockwood Rock the Block Party
 - Troutdale First Friday

Online Engagement

- Online Survey
- Interactive Map

Promotion

- Website/ Newsletter Updates
- Social Media
- Flyers
- Press Release
- Lawn Signs



Phase I Findings

Top five safety concerns based on community engagement and safety data :

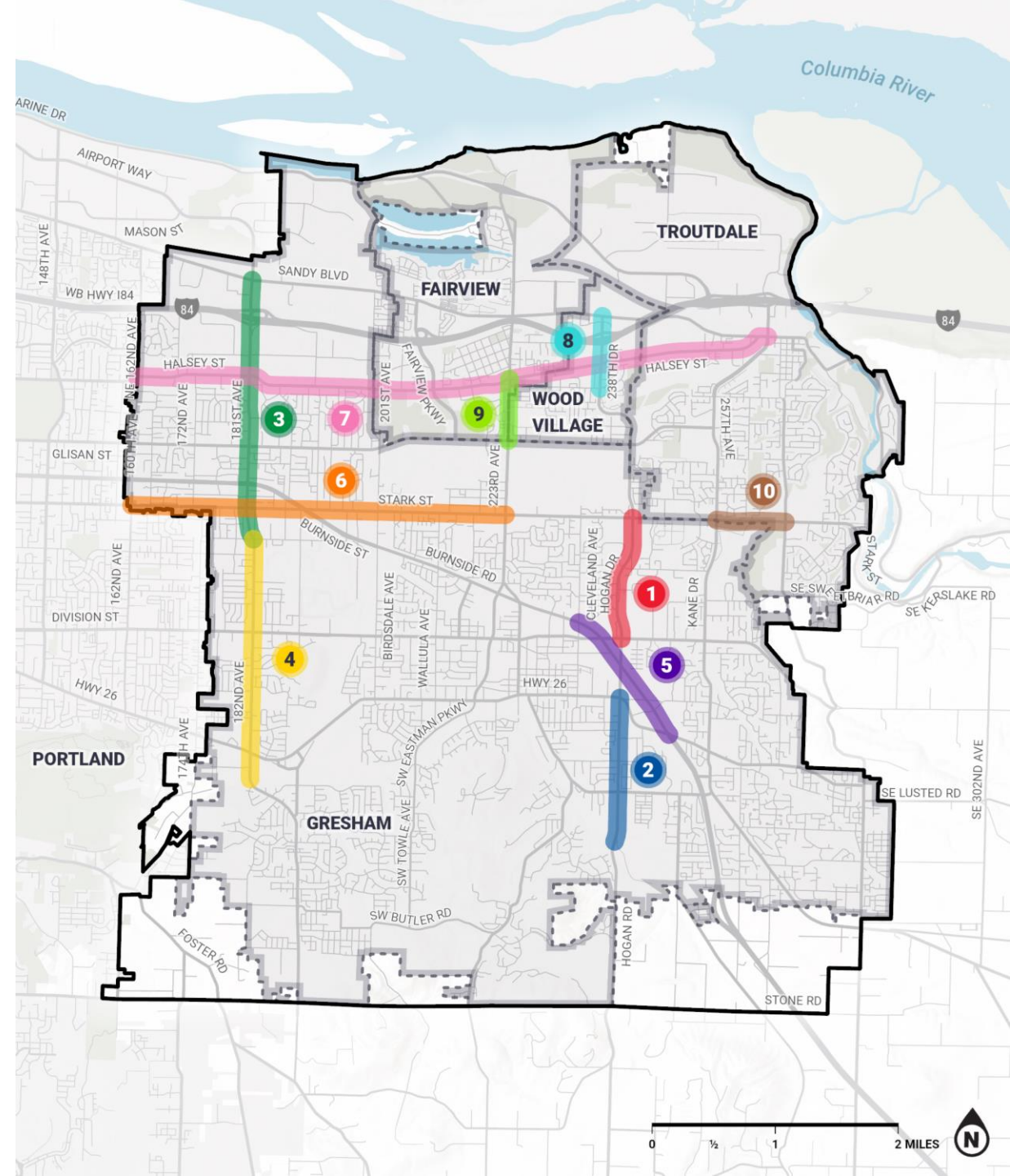
- **Speeding:** Excessive speeds, especially in areas with speed limits of 35 MPH or higher
- **Intersections:** High incidence of bicycle, pedestrian, and motorcycle crashes caused by vehicles failing to yield
- **Peak Hours and Visibility:** Increased crash risks during afternoon rush hour (especially in winter) and lack of pedestrian-scale lighting
- **Impaired Driving:** Drug and alcohol use greatly increases crash severity, particularly at night
- **Road and Pathway Maintenance:** Poor conditions of roads, sidewalks, and bike lanes identified as a top safety concern in the community survey

**displayed in no particular order*

Priority Corridors

Top 10 priority corridors based on community engagement and safety data:

1. **Hogan Dr** from Division St to Stark St
2. **Hogan Rd** from Powell Blvd to Springwater
3. **181st Ave** from Sandy Blvd to Yamhill St
4. **182nd Ave** from Yamhill St to Springwater
5. **Burnside St** from Cleveland St to Powell Blvd
6. **Stark St** from 162nd Ave to 223rd Ave
7. **Halsey St** from 162nd Ave to 257th Ave
8. **238th Dr** from Sandy Blvd to Arata Rd
9. **223rd Ave** from 162nd Halsey St to Glisan St
10. **Stark St** from 257th Ave to Troutdale Rd



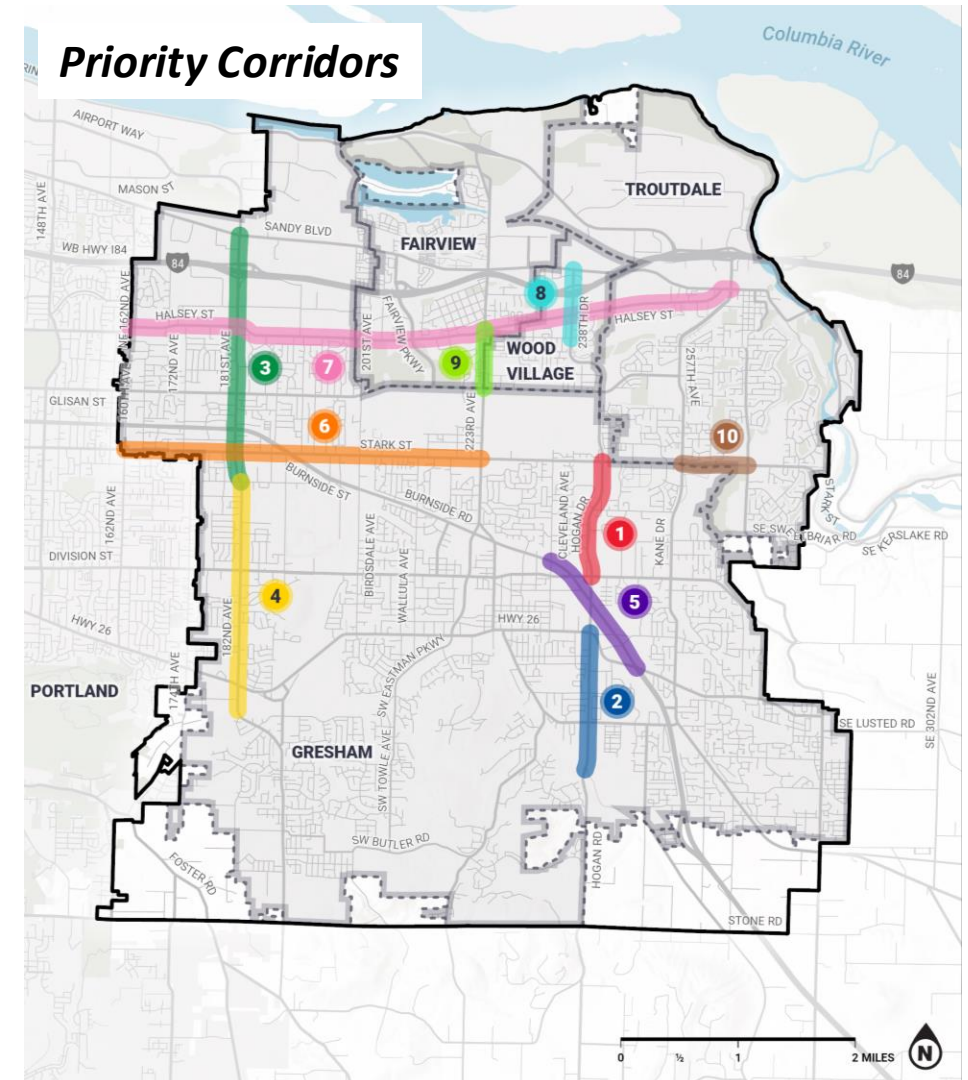
Upcoming Engagement



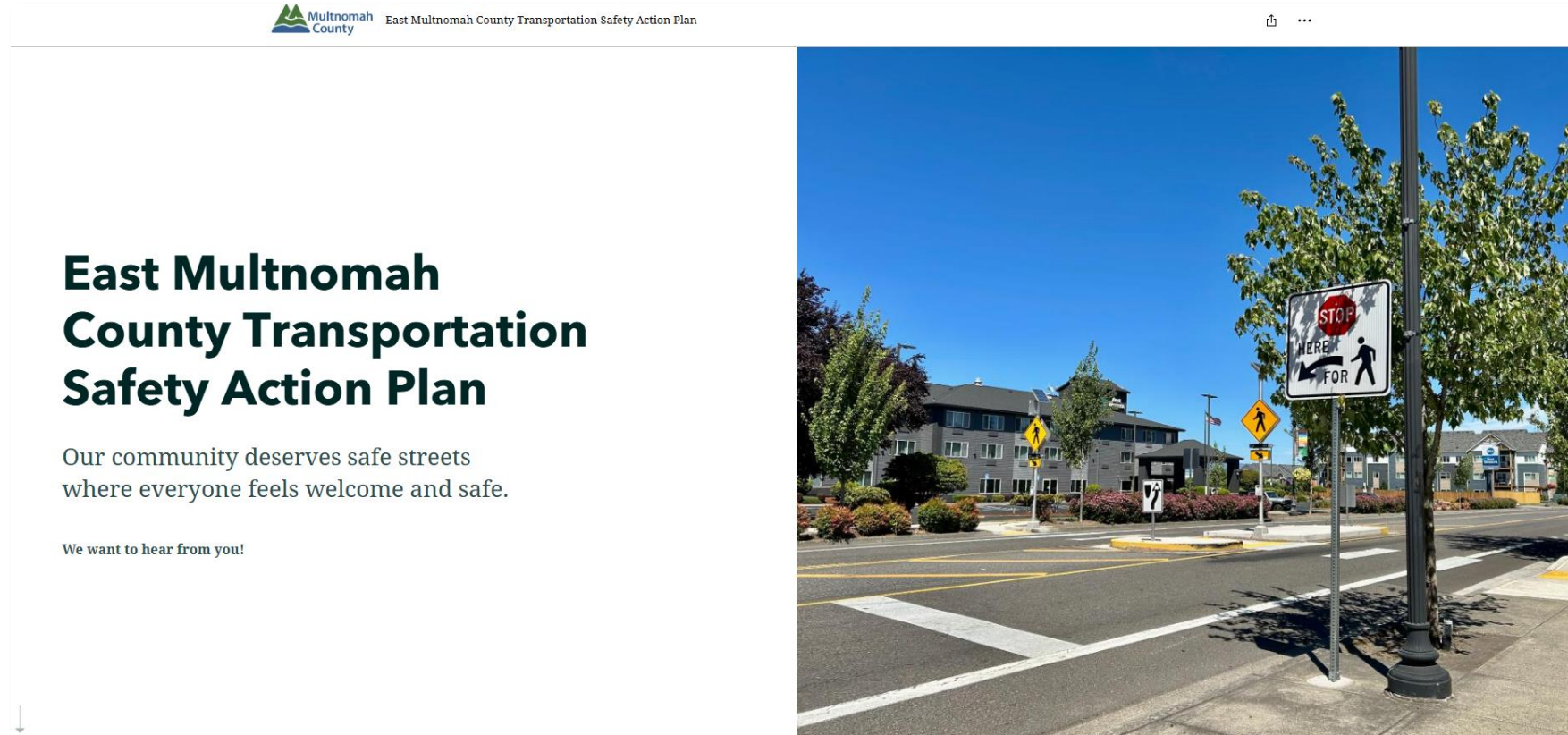
Transportation Safety Action Plan

Phase II Engagement – Overview

- Timeframe: June 16- July 31
- Key Questions:
 - Which roads would be most important to you for safety improvements? What infrastructure improvements would you like to see? Do you agree with the recommendations?
 - Please select your top five actions you want to see happen in the coming years.



Phase II Engagement – Story Map Survey



Online story map where members of the public can view and comment on priority corridors and recommendations.

<https://storymaps.arcgis.com/stories/4ff4caeb86d048fba1f98dee6b1262ae>

Phase II Engagement – Events

Activities

- Story Map Survey in English, Spanish, Chinese, Vietnamese, Russian, and Ukrainian.
- Key Partner Presentations and Interviews
- Broad communication and promotion through social media, postcards, flyers, etc.

In-Person Events

- Juneteenth (June 19th, 2025)
- Wood Village Night Out (July 18th, 2025)
- Fairview on the Green (July 26th, 2025)
- Sunday Parkways (July 27th, 2025)
- First Friday in Troutdale (TBD)



Program and Policy Action Recommendations



Transportation Safety Action Plan

Strategies and Actions

INDIVIDUAL
EFFORT



POPULATION
HEALTH IMPACT



Actions – Design and Construction

- Complete gaps in sidewalks and bike lanes.
- Construct high visibility crosswalks with beacons where crossing opportunities are distant.
- Address accessibility (ADA) issues, such as adding curb ramps and removing sidewalk obstructions.
- Update traffic signal timing to give pedestrians a head start to cross the street.
- Improve street lighting, especially pedestrian scale lighting along the corridor.
- Prioritize maintenance actions that are critical for safety.
- Seek additional maintenance capacity and resources for safety projects.

Actions – Programs and Policy

- Develop a program to deliver quick and low-cost safety projects.
- Add speed feedback signs along high injury corridors and in school zones.
- Develop a program to enforce speeds through speed safety cameras.
- Work with partners to lower speed limits on high injury corridors, where appropriate.
- Work with partners to increase ride options to reduce drunk and impaired driving.
- Advocate for state and national laws that require safe vehicle standards and technology.
- Advocate for grants and other revenue sources that can be used for safety projects.
- Coordinate with partners to assess needs for post-crash response improvements.
- Incorporate safety recommendations into local plans and standards for ongoing implementation.

Actions – Education

- Launch an education campaign focused on impaired driving, speeding, and bicycle/pedestrian awareness.
- Educate property owners on sidewalk maintenance requirements for accessibility.
- Seek long-term funding for the East Multnomah County Safe Routes to School Program.

Actions – Breakout Groups

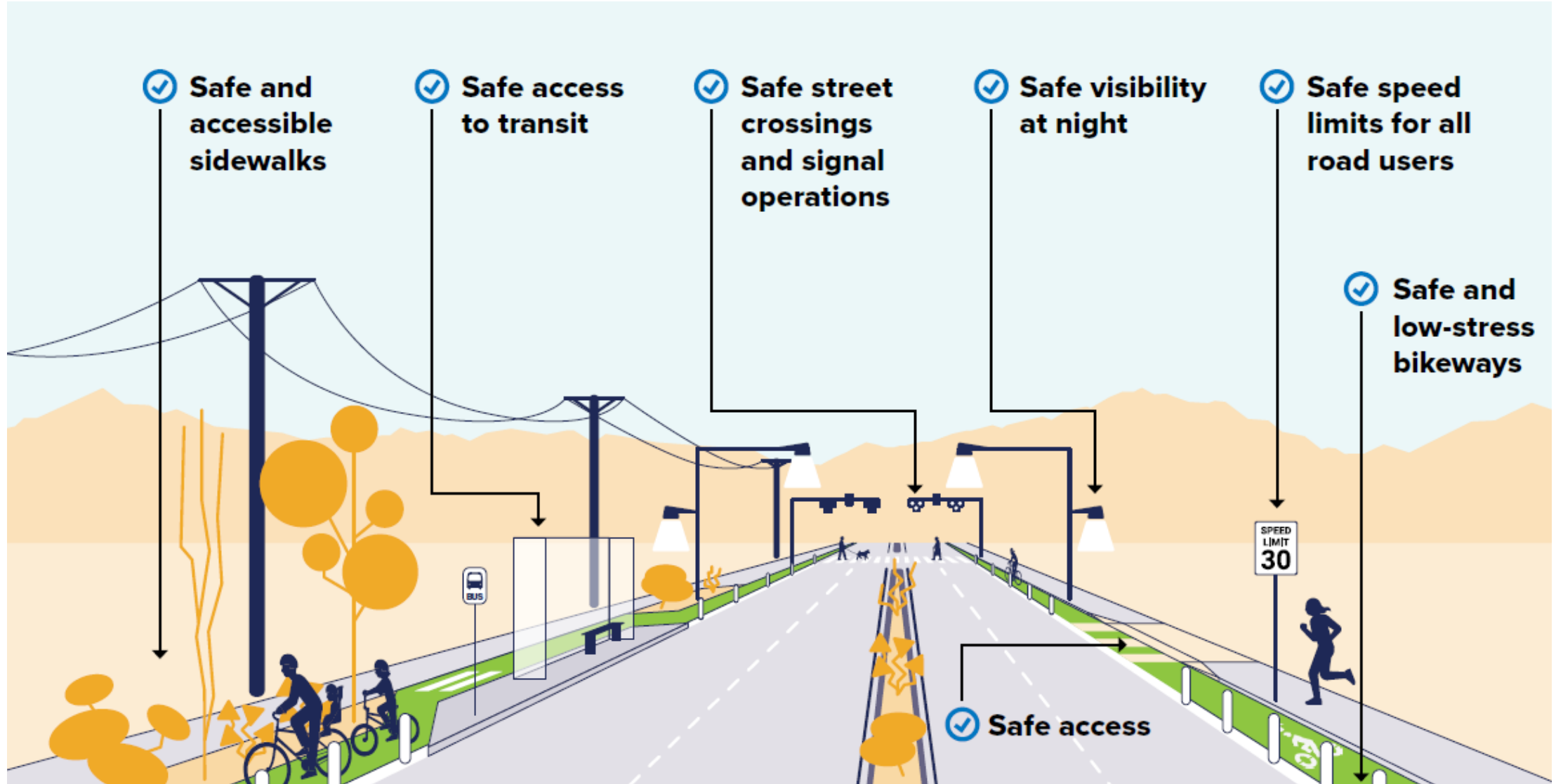
- Break into groups of 3-5 people.
- Discuss the Recommended Actions and determine your group's top approx. 5 actions. (10 minutes)
- Share back with the group and look for common themes. (5 minutes)
- **Does BPCAC have top recommended actions as a committee? (5 minutes)**

Initial Safety Improvement Recommendations



Transportation Safety Action Plan

What makes a Safe Street?



Bicycle Improvement Countermeasures

- **Separated/Protected Bicycle Lane:** A separated bike lane is a bikeway next to the street that keeps people biking safely apart from car traffic by using barriers like curbs, posts, or planters.
- **Bicycle Conflict Striping:** Bicycle conflict striping uses painted markings to clearly show where people biking and driving may cross conflicting roadways, such as at intersections and driveways. (*see example at right*).



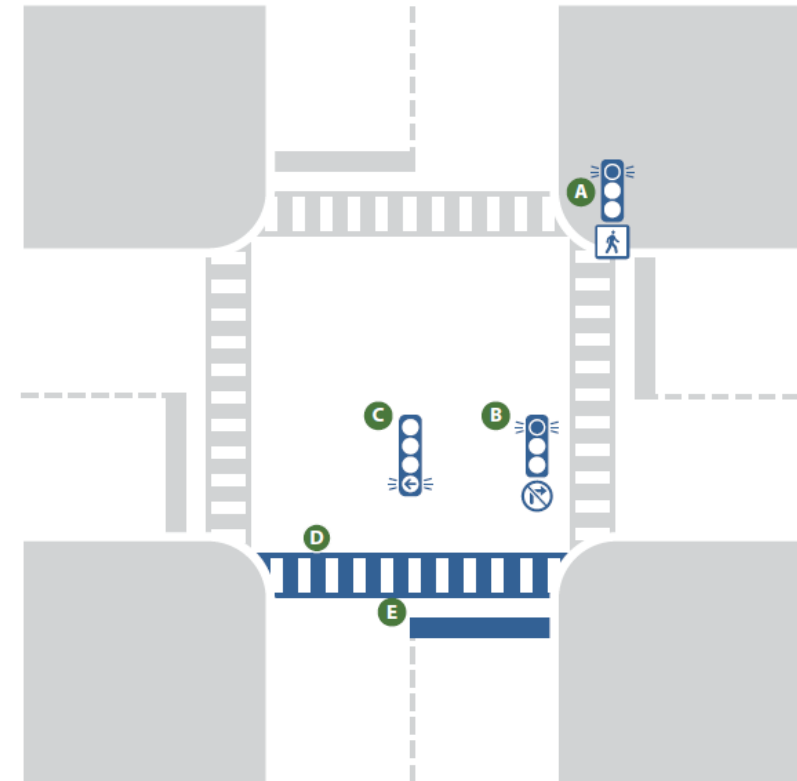
Crossing Improvement Countermeasures

- **Rectangular Rapid Flashing Beacons:** Flashing lights at crosswalks that alert drivers when someone is about to cross.
- **Pedestrian Hybrid Beacons:** Overhead signals that stop traffic for crossing pedestrians.
- **Raised Pedestrian Crossings:** Ramped speed tables marked with paint or special paving to slow vehicles (*see example at right*).
- **Pedestrian Refuge Islands:** Cut-outs in medians that provide an area for pedestrians and bicyclists to pause between opposing lanes of traffic.
- **High Visibility Crosswalks:** Bold, wide striping patterns make crosswalks more noticeable to drivers.



Intersection Improvement Countermeasures

- **Restricting Right Turns on Red:** Restricting right turns on red using signs helps reduce conflicts between turning vehicles and pedestrians.
- **Leading Pedestrian Intervals:** Give pedestrians time start crossing before vehicles get a green light.
- **Dedicated Left Turn Phasing:** a green arrow signal indicates to left-turning vehicles that oncoming traffic is stopped, allowing them to make their turn safely
- **Advance Stop Bars:** An advanced stop bar is a solid white line striped in advance of crosswalks that encourage drivers to stop further back from crosswalks



- A Leading Pedestrian Interval (LPI)
- B Right on Red Restriction
- C Protected or Protected/Permissive LT Phasing
- D High Visibility Crosswalks
- E Advanced Stop Bars

Roadway Design Improvement Countermeasures

- **Road Diets:** Reducing lanes can lower vehicle speeds and create space for pedestrian and bike facilities (*see example at right*).
- **Curb Extensions:** Curb extensions extend the sidewalk into the roadway at intersections or mid-block crossings.
- **Curb Radius Reduction:** Many streets have overly curb large radii that encourage fast turns, smaller radii improve pedestrian safety.
- **Slip Lane Modifications:** Closing or realigning slip lanes.

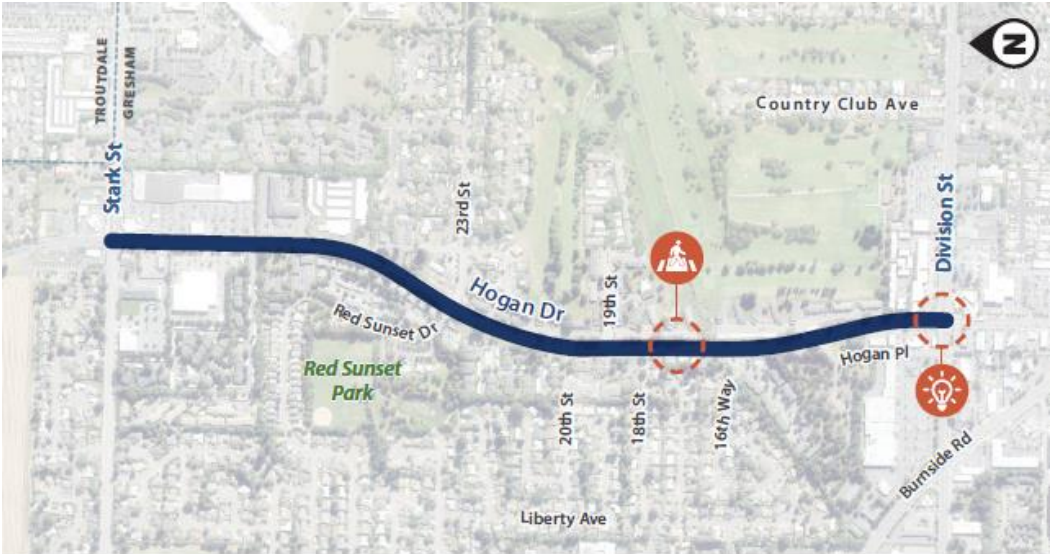


Speed Management Countermeasures

- **Speed Feedback Signage:** Can show drivers that they are speeding and encourages them to slow down.
- **Speed Safety Camera Enforcement:** Measures vehicle speeds to capture speeding violations.
- **Speed Humps and Speed Cushions:** Raised areas in the roadway that slow vehicles (*see example at right*).
- **Speed Limit Reductions:** Lower speed limits can reduce crashes and casualties on highways and in urban areas, can be quickly implemented.



Linking Countermeasures to Safety Concerns

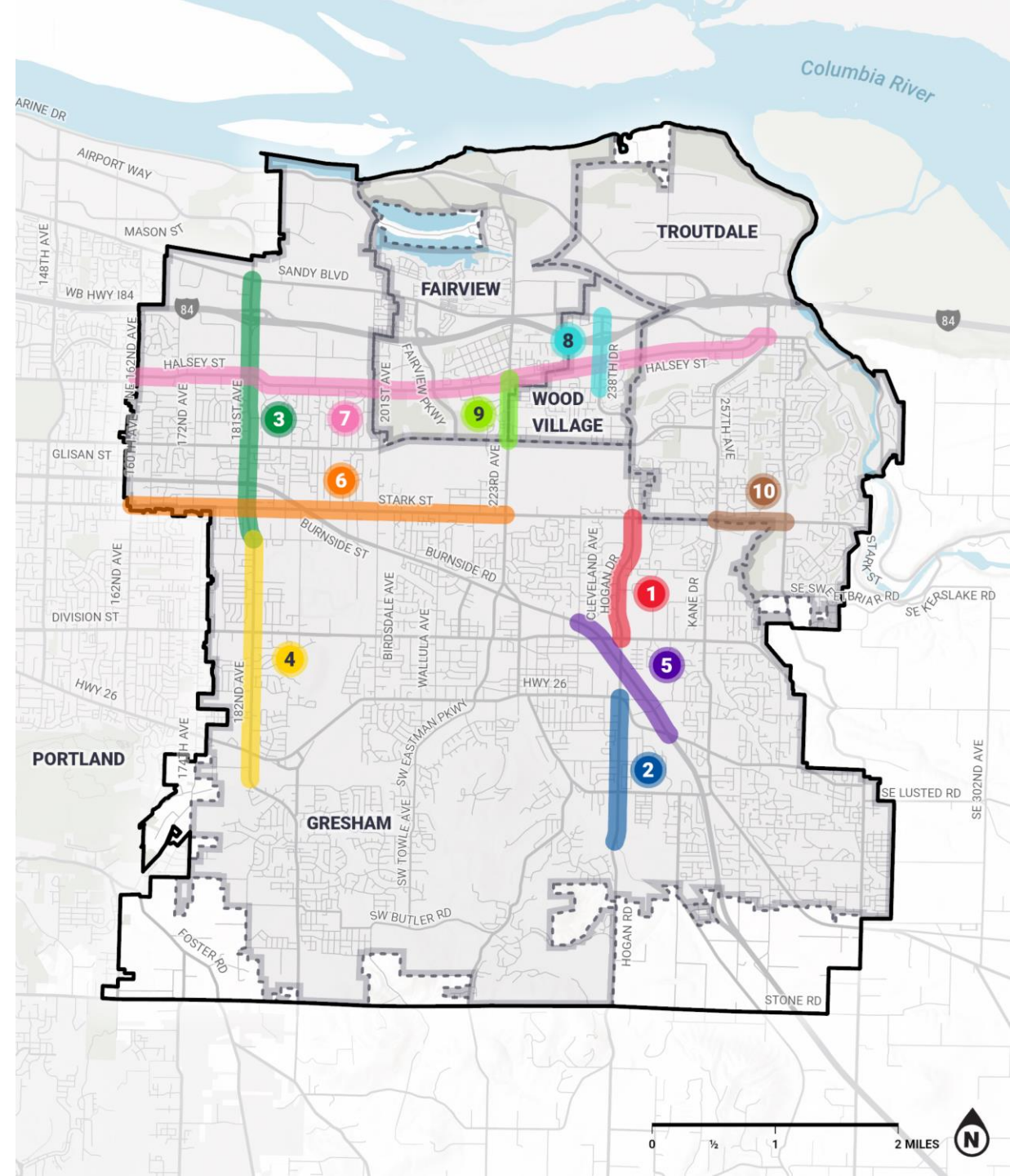


Corridor-wide Safety Concerns	Safety Improvement Options	Site Specific Recommendations
Speeding	<div> Construct medians </div> <div> Lower speed limit </div>	<div> Pedestrian refuge islands </div> <div> New lighting </div>
Driveways create conflicts for people walking and biking	<div> Access management (reduce number of driveways) </div>	
Distant pedestrian crossings	<div> Enhanced pedestrian crossings </div>	
Uncomfortable bike lanes	<div> Separated/protected bicycle lane </div>	
Indistinct bike lane crossings	<div> Bicycle conflict striping </div>	
Non-bicycle-safe storm drains in bike lane	<div> Roadway surface improvements </div>	
Signalized Intersection conflicts	<div> See summary of safety improvement options for signalized intersections (on separate page) </div>	

Priority Corridors

Which corridors would you like to review?

1. Hogan Dr from Division St to Stark St
2. Hogan Rd from Powell Blvd to Springwater
3. 181st Ave from Sandy Blvd to Yamhill St
4. 182nd Ave from Yamhill St to Springwater
5. Burnside St from Cleveland St to Powell Blvd
6. Stark St from 162nd Ave to 223rd Ave
7. Halsey St from 162nd Ave to 257th Ave
8. 238th Dr from Sandy Blvd to Arata Rd
9. 223rd Ave from 162nd Halsey St to Glisan St
10. Stark St from 257th Ave to Troutdale Rd



Next Steps

- Phase 2 Engagement- June 16- July 31
- EMCTC + EMCTC TAC in July
- Draft Plan- end of August 🎉
- Phase 3 Engagement- Sept 16- Oct 17

Thank you!