



*Urban East Multnomah County*

# Transportation Safety Action Plan

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EMCTC October 13, 2025

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# Agenda

- Schedule and Project Overview
- Phase 2 Engagement Findings
- Actions and Priority Next Steps
- What's Next
  - Phase 3 Engagement
  - Final Plan

# Project Overview

**Purpose:** 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.



**East Multnomah County**

## Transportation Safety Action Plan

Winter 2025



**CITY OF  
GRESHAM**



**THE CITY OF  
TROUTDALE  
OREGON**



# Vision Zero in the TSAP

- Since 2013, **104 people have lost their lives and 473 people have been seriously injured** in traffic collisions on roads in urban East Multnomah County
- Vision Zero uses the **Safe Systems Approach** to design roadways that anticipate human mistakes and minimize serious injuries or fatalities



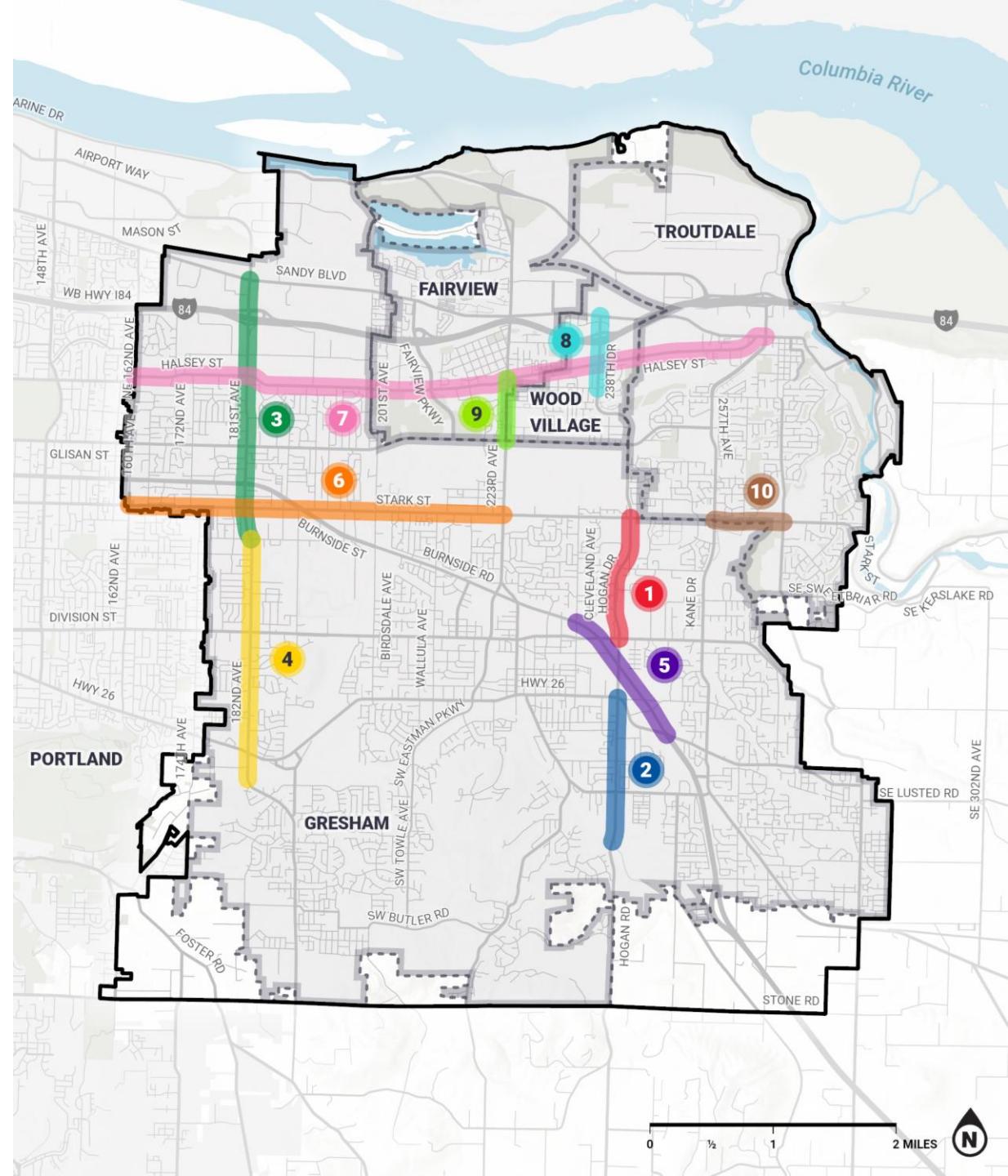
# East County Vision Zero Goal

*“East Multnomah County Transportation Committee (EMCTC) is committed to eliminating all traffic fatalities and serious injuries in East Multnomah County by 2035. No loss of life is acceptable, and we must ensure our streets are safe for all community members to travel, including those who walk, use bicycles, take transit, or use mobility devices.”*

# 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. **181<sup>st</sup> Ave** from Sandy Blvd to Yamhill St
4. **182<sup>nd</sup> Ave** from Yamhill St to Springwater
5. **Burnside St** from Cleveland St to Powell Blvd
6. **Stark St** from 162<sup>nd</sup> Ave to 223<sup>rd</sup> Ave
7. **Halsey St** from 162<sup>nd</sup> Ave to 257<sup>th</sup> Ave
8. **238<sup>th</sup> Dr** from Sandy Blvd to Arata Rd
9. **223<sup>rd</sup> Ave** from 162<sup>nd</sup> Halsey St to Glisan St
10. **Stark St** from 257<sup>th</sup> Ave to Troutdale Rd



# Schedule

## EAST MULTNOMAH COUNTY TRANSPORTATION SAFETY ACTION PLAN TIMELINE

SUMMER

FALL

### Phase 1: Listen & Learn

Jun - Nov 2024

Community Storytelling +  
Policy and Safety Analysis

SPRING

SUMMER

### Phase 2: Reflect & Dive In

Dec - Jul 2025

Develop and  
Share Transportation  
Safety Improvement  
Recommendations

SUMMER

### Phase 3: Refine

Jul - Oct 2025

**Prepare Draft Plan**

WE ARE HERE

FALL

### Final Plan Complete

Nov 2025

# Phase II Engagement

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*Transportation Safety Action Plan*

# Phase II Engagement

- Timeframe: June 16- July 31

## 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

- First Friday, Troutdale (June 6, 2025)
- Juneteenth (June 19th, 2025)
- Mt Hood CC, Farmers Market (July 13)
- Wood Village Night Out (July 18th, 2025)
- Rockwood Farmers Market (July 24, 2025)
- Fairview on the Green (July 26th, 2025)
- Sunday Parkways (July 27th, 2025)



# Phase II Engagement – Story Map Survey

 [Multnomah County](#) [East Multnomah County Transportation Safety Action Plan](#)

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## East Multnomah County Transportation Safety Action Plan

Our community deserves safe streets where everyone feels welcome and safe.

We want to hear from you!

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[What is the Plan?](#) [Project Schedule](#) [Study Area](#) [What We've Heard](#) [Systemic Safety Analysis](#) [Priority Safety Corridors](#) [Review Improvement Options](#) [Safety Strategies](#) [→](#)

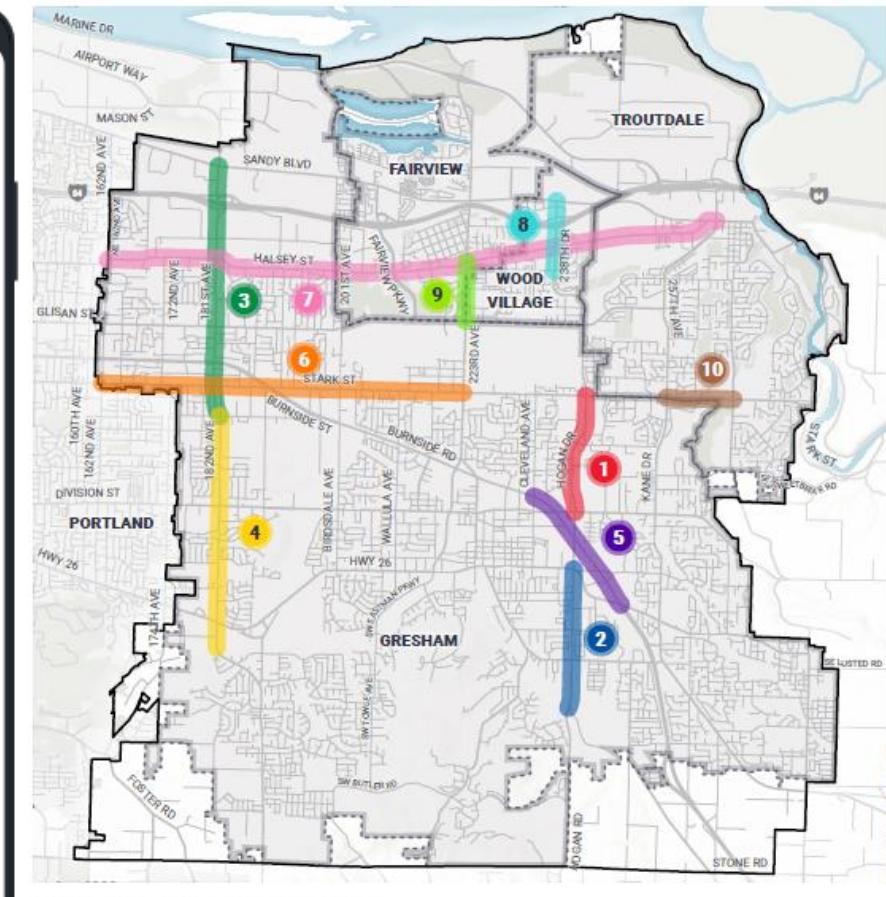
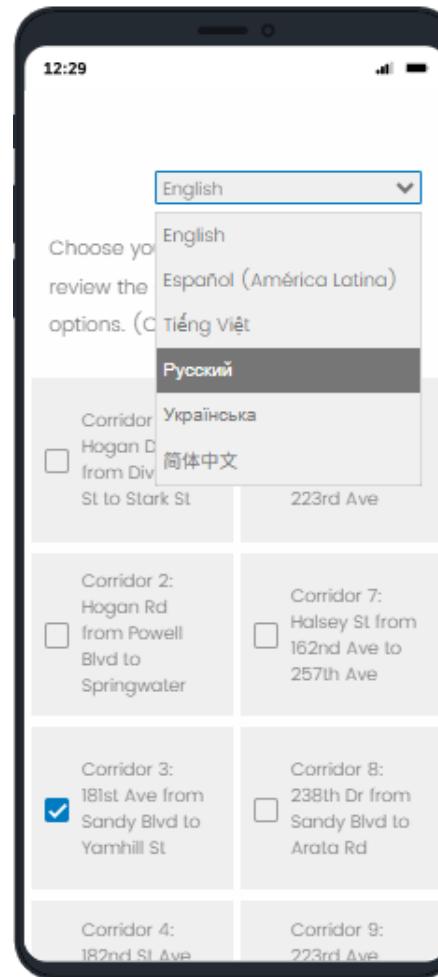
We promoted an online story map survey where members of the public could view and comment on priority corridors and recommendations.

# Phase 2 Engagement Findings

## Corridor-Specific Feedback

Top supported improvements across priority corridors:

- Pedestrian crossing enhancements
- Street lighting
- Traffic signal improvements
- Sidewalks
- Accessibility improvements



MULTNOMAH COUNTY TSAP

PRIORITY SAFETY CORRIDORS

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

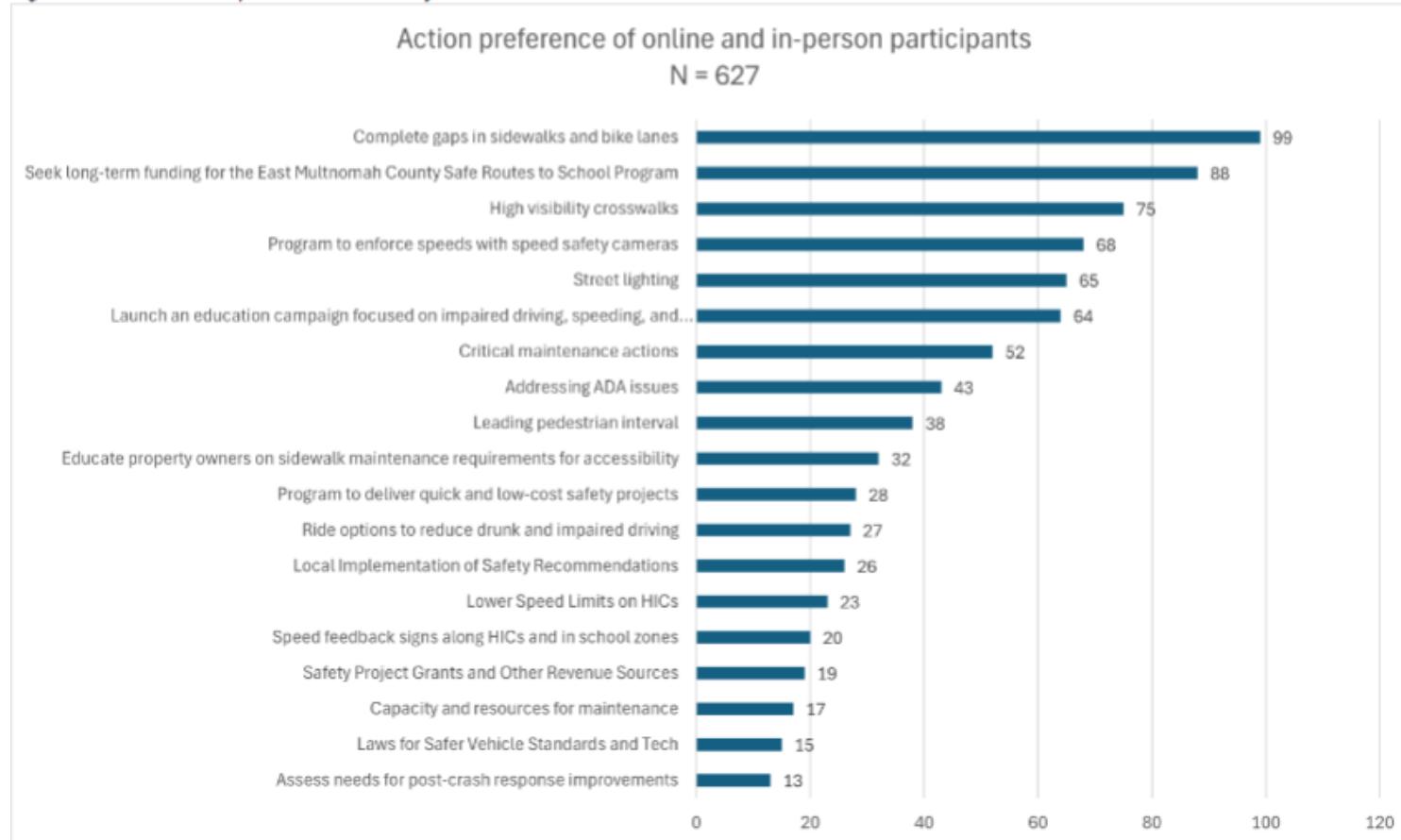
# Phase 2 Engagement Findings

## Program and Policy Actions Feedback

### Top supported actions:

- Complete gaps in sidewalk and bike lanes
- Seek long-term funding for the East Multnomah County SRTS Program
- High visibility crosswalks
- Program to enforce speeds with safety cameras
- Street lighting

Figure 2. Combined in-person and online feedback on actions



# Actions and Priority Next Steps

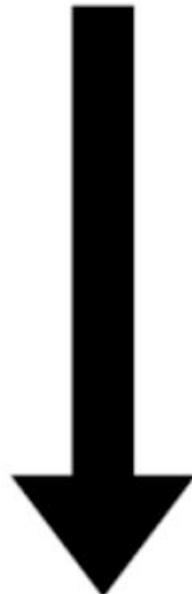
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# Safe System Pyramid: Strategies and Actions

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INDIVIDUAL  
EFFORT



## EDUCATION



Driver education programs,  
Slow Down campaigns

## ACTIVE MEASURES



Signals and signs, in-vehicle  
collision warnings, seatbelts,  
helmets

## LATENT SAFETY MEASURES



Signal timing, leading pedestrian  
intervals, air bags, automated  
emergency braking

## BUILT ENVIRONMENT



Roundabouts, curb extensions,  
raised crosswalks, sidewalks,  
bikeways

## SOCIOECONOMIC FACTORS



Affordable housing near transit, zoning  
reform

POPULATION  
HEALTH IMPACT

# TSAP Actions Organization

- Theme:
  - Design and Construction, Speed Management, Policies and Programs, Education, Process, Funding Advocacy
- Action Item
- Action Description
- Safe System Category
- Participating Parties
- Target Completion Term (Short, Medium, Long)\*
- Potential Performance Metrics
- Level of Funding Required (\$, \$\$, \$\$\$)\*\*

\* **Short:** 1-3 years; **Medium:** 4-7 years; **Long:** over 8 years; **Ongoing:** recurring actions  
 \*\* \$- Likely achievable within typical operating budgets; \$\$- May need an outside grant to complete; \$\$\$- Likely would require multiple large grants and/or identification of a new revenue source.

*Table 1. Systemwide Safety Transportation Actions and Strategies*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
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# TSAP Actions

## Example Actions (26 in total)

- Improve street lighting, construct high visibility crosswalks
- Automated enforcement, speed feedback signs
- Fully staff local police traffic division
- Work with partners to increase ride options and reduce drunk and impaired driving.
- Safety Education Campaign, likely related to speeding.
- Pursue grants and other funding sources
- Sustainable funding for SRTS



# Priority Next Steps

- Next 1-3 year timeline to begin—not necessarily finish!
- Reflect the most urgent needs identified through data analysis and community/community partner engagement.
- Build consensus and coordination across jurisdictions.
- Seek to leverage available funding and building public trust through visible improvements and transparent reporting.

# Priority Next Steps: Design and Construction

Construct safety improvements identified for the priority corridors of the TSAP, as well as on other East Multnomah County high-injury corridors.

## Key Actions to Advance

- Improve street lighting—especially pedestrian scale lighting—along the identified priority corridors. (Action 1 in Table 1)
- Complete gaps in sidewalks and bike lanes and address ADA accessibility issues. (Action 2 in Table 1)
- Construct high visibility crosswalks with beacons (RRFBs) where crossing opportunities are distant. (Action 3 in Table 1)
- Construct safety improvements identified for the priority corridors of the Transportation Safety Action Plan, as well as on other roads in the County with similar safety issues. (Action 4 in Table 1)

# Priority Next Steps: Speed Management

Develop a Safe Speeds Strategy and begin piloting speed safety cameras and feedback signs.

## Key Actions to Advance

- Develop a program to enforce speed limits and vehicles stopping at stop signals through automated speed safety cameras and movable ticket vans. (Action 5 in Table 1)
- Add speed feedback signs paired with enforcement along high-injury corridors and in school zones. (Action 6 in Table 1)
- Develop a Safe Speeds Strategy for East Multnomah County (Action 7 in Table 1)

# Priority Next Steps: Funding Advocacy

Partner strategically to advocate for funding to reach our Vision Zero goal in East Multnomah County.

## Key Actions to Advance

- Seek additional maintenance capacity and resources for safety priorities. (Action 24 in Table 1)
- Pursue grants and other revenue sources that can be used for safety projects. (Action 25 in Table 1)
- Continue seeking funding to sustain and grow the East Multnomah County Safe Routes to School (SRTS) Program. (Action 26 in Table 1)

# Priority Next Steps: Process

Act on community priorities and opportunities for short-term solutions in all safety improvements, both new investment and maintenance work.

Build trust by reporting on progress towards implementing projects and programs in the plan.

## Key Actions to Advance

- Continue to gather public feedback and empower the public to share roadway safety concerns. (Action 8 in Table 1)
- Create program to fund and implement quick-build and low-cost safety projects. (Action 19 in Table 1)
- Continue to provide regular safety updates to the EMCTC, EMCTC Transportation Advisory Committee, and the Multnomah County Bike and Pedestrian Community Advisory Committee to track progress. (Action 20 in Table 1)
- Include TSAP recommended safety improvements in upcoming and future road projects and incorporate community knowledge of safety issues into project design and implementation. (Action 21 in Table 1)

# Priority Next Steps: Policies and Programs

Update local plans and design standards to incorporate the Vision Zero goal and Safe System Approach into ongoing agency programs.

## Context

- The City of Gresham is updating their TSP and incorporating projects and countermeasures from this plan into that effort.
- Multnomah County is updating their Design and Construction Manual to add more options for separated bike facilities, mid-block crossings, and general safety updates.
- The Cities of Troutdale, Fairview, and Wood Village will be updating their TSPs and standards in the coming years.

# EMCTC Role

- Provide accountability for implementation of the Safety Action Plan and track progress.
- Bring jurisdictions together to advocate for safety investments and coordinate efforts.
- Dedicate at least one EMCTC working session a year towards safety.
- Provide input on development of Speed Management Plan for East County.
- Support legislation to lower Oregon's legal BAC limit.



# What's Next?

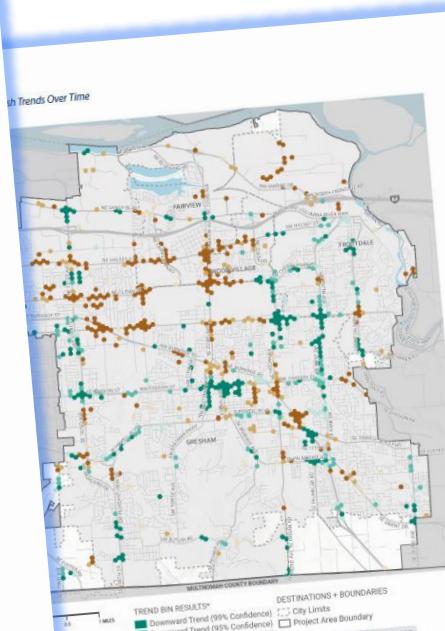
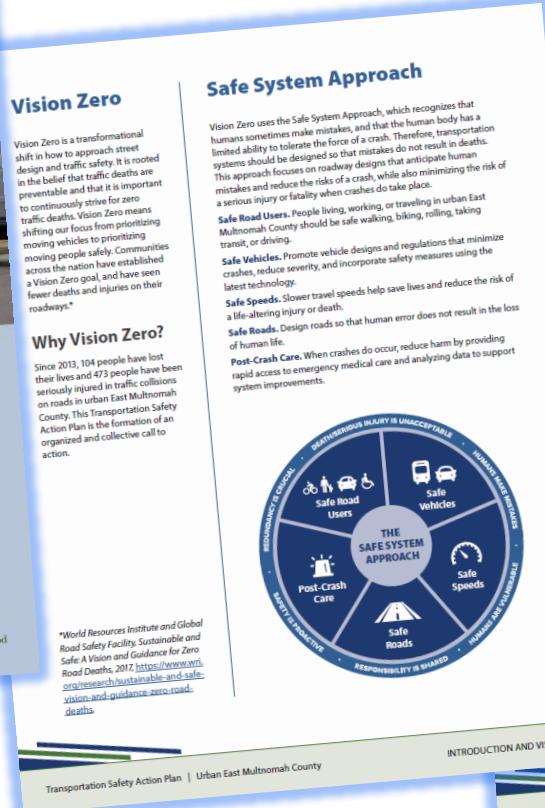
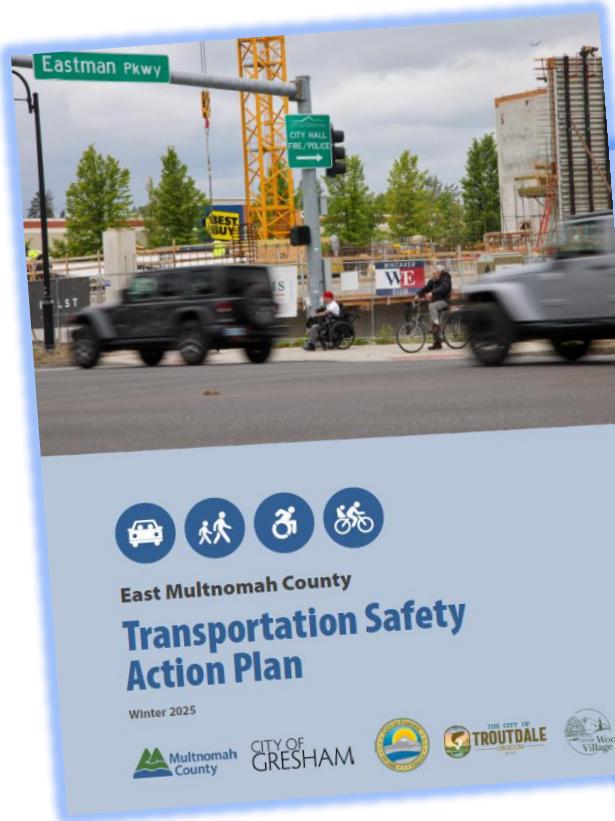
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# Up Next: Phase 3 Draft Plan Review

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- Public reviews Draft Plan (10/15-11/04)



Safe and Sustainable Safety Transportation Actions and Strategies

Table 1. Systemwide Safety Transportation Actions and Strategies							Level of Funding Required**
Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Entities	Target Completion Term*	Potential Performance Metrics
1.	Design & Construction	Improve street lighting – organization, design, and style lighting along the identified priority corridors.	Identify opportunities to fill gaps in and enhance street lighting by bringing it to standard, adopted standards, particularly in areas of mid-block, crosswalks and intersections. Priority areas include NE 10th and SE 10th Aves and SE 10th and SE Stark Sts, and Division St.	Safe Roads	City of Gresham, Mid-County Lighting District, Multnomah Village, Multnomah County	Medium	Percentage of lighting system improvements made Number of crosswalks with new lighting Number of miles of roadway with new street lighting (both pedestrian scale and vehicular)
2.	Design & Construction	Complete gaps in sidewalks, bike lanes, and address ADA accessibility issues.	The addition to and repair of ADA accessible routes, school walkways, and bike lanes, and other infrastructure. Look at prioritizing infrastructure development in areas of primary transit facilities to address safety concerns on arterial streets with high levels of traffic, crashes and severe injuries, such as 10th Ave, Burnside Rd, and Powell St.	Safe Roads	City of Multnomah County, ODOT	Long	Percentage progress in filling identified gaps Number of miles of completed sidewalk and constructed bike lanes across all areas in East Multnomah County Number of miles of completed sidewalk and constructed bike lanes across all areas and collector in East Multnomah County
3.	Design & Construction	Construct high visibility crosswalks with bollards (WB) where crossing opportunities are discrete.	These improvements will enhance safety by making pedestrian movement visible to drivers during crossing distances, and providing a safe, accessible points for safe crossings. Businesses may include crossing with high visibility markings, rectangular rapid flashing beacons (RRFBs), or other appropriate signalized devices depending on roadway context.	Safe Roads	Multnomah County and cities**	Long	Number of high visibility crosswalks with pedestrian bollards installed in areas with crossing greater than 1/4 mile along the high injury network.

15. Listed in orange reflect the most urgent needs and are considered priority next steps. See page 59 for more detail.

...ways. Dropping, reusing, and adding new words.

\* Short: 1-3 years; Medium: 4-7 years; Long: over 8 years

Grubman, Immitzke, and Wood Village

# Schedule

- Phase 3 Engagement- 10/15-11/04
- Final Plan- Late-November 
- EMCTC approve final plan at November or December meeting.
- City Council/ County Commission Meetings January- March 2026

# EMCTC Role – Immediate Next Steps

- Promote the Draft TSAP and survey for feedback starting 10/15 using Partner Toolkit. **Please share with friends and family.**
- Review Draft TSAP once ready and provide feedback.



*Thank you!*