

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** |
|---------------|-----------------------|---|---|------------------------|---|-------------------------|---|-----------------------------|
| 1. | Design & Construction | Improve street lighting – especially pedestrian scale lighting – along the identified priority corridors. | Identify opportunities to fill gaps in and enhance street lighting by bringing it up to currently adopted standards, particularly on the HICs and at midblock crosswalks and intersections. Priority locations include NE Hogan Dr and NE Division St, SE 181st Ave and SE Stark St, SE 182nd Ave and Division St. Safety improvement projects should include photometric analysis and appropriate pedestrian scale lighting improvements. | Safer Roads | City of Gresham, Mid-County Lighting District, Wood Village, Multnomah County | Medium | Percentage of lighting system improved to standards. 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 and bike lanes and address ADA accessibility issues. | In addition to targeting gaps and accessibility needs along high-injury corridors, implementation should prioritize transit routes, school walksheds, and connections to essential destinations. Look for opportunities to develop separated or protected bicycle facilities to address known safety issues on arterial streets with high levels of bicycle crashes and severe injuries, such as 181st Ave, Burnside Rd, and Powell Blvd. | Safer Roads | Cities and Multnomah County, ODOT*** | Long | Percentage progress in filling identified gaps. Number of miles of completed sidewalk and constructed bike lanes across all roads in East Multnomah County. Number of miles of completed sidewalk and constructed bike lanes across all arterials and collectors in East Multnomah County. Percentage progress on ADA Transition Plan implementation | \$\$\$ |
| 3. | Design & Construction | Construct high visibility crosswalks with beacons (RRFBs) where crossing opportunities are distant. | These improvements will enhance safety by making pedestrians more visible to drivers, reducing crossing distances, and providing designated, accessible points for safe street crossing. Treatments may include striping with reflective markings, rectangular rapid flashing beacons (RRFBs), or other appropriate signalized devices depending on roadway conditions. | Safer Roads | Multnomah County and cities | Long | Number of high-visibility crosswalks with pedestrian beacons installed in areas with crossing gaps greater than ¼ mile along the high injury network. | \$\$ |

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*** Fairview, Gresham, Troutdale, and Wood Village.

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| 4. | Design & Construction | 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. | Improvements should address the key target areas based on the crash data. This could include improved lighting for pedestrian facilities, especially in intersections where lighting is insufficient and has resulted in severe or fatal pedestrian crashes. Improving crossings, including adding mid-block crossings to heavy pedestrian and vehicle corridors, or adjusting signal timings should also be evaluated. Additional investments may include improving intersection safety for bicycles from turning vehicles, as well as implementing additional streetscape elements such as bulb outs and medians to address other documented safety issues identified by the community and in crash data. Project implementation will include quick build approaches, capital projects, and maintenance improvements. Implementation timing and strategy will vary for each corridor and roadway jurisdiction. | Safer Roads | Multnomah County and cities | Long | Number of priority corridors that received improvements. Number of proven safety improvements implemented on priority corridors. | \$\$\$ |
| 5. | Speed Management | Develop a program to enforce speed limits and vehicles stopping at stop signals through automated speed safety cameras and movable ticket vans. | Enact these changes across East Multnomah County, but some initial specific locations to prioritize include: SE Hogan Rd from Powell Blvd to Springwater Corridor Trail, SE 182nd Ave from SE Yamhill St to Springwater Corridor Trail, SE Stark St from SE 162nd Ave to SE 223rd Ave, and SE 223rd Ave from NE Halsey St to NE Glisan St. Use annual crash and speed data to evaluate effectiveness and identify new locations for camera expansion. | Safer Speeds | City of Gresham, City of Troutdale, City of Fairview, City of Wood Village, Gresham Police, Multnomah County Sheriff's Office | Short | Number of speed safety cameras installed. Percent reduction in vehicles traveling 10 mph or more over the posted speed limit at speed safety camera locations | \$\$ |

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| 6. | Speed Management | Add speed feedback signs paired with enforcement along high injury corridors and in school zones. | Implement speed feedback signs and accompanying enforcement and education in identified HICs and school zones, and create a plan for identifying and improving other areas in need. Some specific locations to prioritize include: Hogan Rd from Powell Blvd to Springwater Corridor Trail, 182nd from Yamhill St to Springwater Corridor, Stark St from 162nd Ave to 223rd Ave, and 223rd Ave from Halsey St to Glisan St. | Safer Speeds | Multnomah County, Gresham Police, Sheriff's Office, and cities | Short | Measure reduction in vehicle speeds after speed feedback signs have been installed. Track the increase in the number of speed feedback signs installed on high injury corridors. | \$\$ |
| 7. | Speed Management | Develop a Safe Speeds Strategy for East Multnomah County. | The strategycan help to prioritize streets for working with partners to conduct speed studies and lower speed limits, installing traffic calming treatments, and pairing efforts with education and enforcement actions. The strategy should be developed with EMCTC input and approved by partner agencies' lead staff. | Safer Speeds | ODOT, Multnomah County (Transportation Division and Health Department), Sheriff's Office, Gresham Police and cities | Medium (short if we receive SS4A grant) | Track the start, completion, and adoption of Safe Speeds Strategy | \$\$ |
| 8. | Policies and Programs | Continue to gather public feedback and empower the public to share roadway safety concerns. | Develop and implement a standing public engagement strategy, with at least one community outreach activity per year focused on roadway safety priorities and experiences. Include updates about the Transportation Safety Action Plan in typical ongoing in-person outreach, particularly over the summer months, as well as email updates using the mailing list. Advertise See Click Fix as a method of reporting safety concerns and making sure its accessible to diverse communities. | Safer People | Multnomah County (Transportation Division and Health Department) and cities | Short | Number of events and communications containing transportation safety information and updates. | \$ |
| 9. | Policies and Programs | Fully staff local police traffic division and recreate a focused traffic enforcement team at the County Sheriff's Office. | These teams will focus on high-visibility enforcement of the most dangerous driving behaviors—such as speeding, impaired driving, and failure to yield—particularly in high-crash corridors and neighborhoods experiencing disproportionate traffic safety risks. | Safer People | Gresham Police Department, Multnomah County Sheriff's Office | Medium | Number of dedicated traffic division deputies | \$\$\$ |

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| 10. | Policies and Programs | Incorporate Vision Zero goal and safety recommendations into local plans and design standards for ongoing implementation. | <p>Update cities' Transportation System Plans to include safe system goals and safety actions identified in the TSAP.</p> <p>Update Capital Improvement Plans to include safety improvements identified in the TSAP as well as criteria to prioritize investments based on systemic crash analysis.</p> <p>Update the Multnomah County Design and Construction Manual and Standard Drawings focusing on roadway safety and specifically vulnerable roadway user safety. Recommended updates include but are not limited to: curb radii standards, stop bar standards, bike lane width standards/protection, traffic calming standards and guidance, bus stop facility standards and guidance, pedestrian crossing design and spacing standards, Leading Pedestrian Interval (LPI) and No Turn On Red (NTOR) guidelines, and Design Level-of-Service standards that define level of acceptable performance conditions for facilities.. Incorporate Vision Zero goals into upcoming community health improvement plan.</p> | Safer Roads | Multnomah County (Transportation Division and Health Department) and cities | Medium | Number of plans and/or standards that have been updated to include TSAP recommendations. | \$ |
| 11. | Policies and Programs | Support legislation to lower Oregon's legal blood alcohol content (BAC) limit from 0.08% to 0.05% and increase enforcement of driving under the influence and distracted driving. | Work with and advocate with state governing agencies and advocacy groups to lower the BAC. This includes setting up or joining recurring discussions with stakeholders, sending an EMCTC letter to support a bill, and speaking with state officials as needed. | Safer People | EMCTC, Multnomah County Health Department | Medium | <p>Number of meetings with state agencies and relevant advocacy groups on this subject.</p> <p>Adoption of legislative change</p> | \$ |

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| 12. | Policies and Programs | Work towards a Vision Zero Fleet by purchasing safer fleet vehicles as old ones need to be replaced. | When replacing fleet vehicles, review safety features that are included in each manufacturer's standard package and add additional features, as feasible. Desirable advanced driver assistance systems (ADAS) features include blind spot monitoring, automatic emergency braking, lane keeping assist, etc. | Safer Vehicles | EMCTC, Multnomah County, and cities | Medium | Percent reduction in preventable crashes involving agency fleet vehicles per year. Percentage of fleet vehicles equipped with safety technology (e.g., telematics, automatic emergency braking, speed governors, backup cameras). | \$ |
| 13. | Policies and Programs | Work with partners to increase ride options to reduce drunk and impaired driving. | Promote and look for ways to support existing safe transportation alternatives such as late-night bus routes, rideshare partnerships, or voucher programs. Additionally, work with driver-for-hire services (including taxis, rideshare companies, and other private companies), transit providers, and bar owners to develop a targeted DUI program in hotspots linked to DUI citations. | Safer People | Multnomah County (Transportation Division and Health Department) | Medium | Number of new partnerships with relevant community partners. | \$\$ |
| 14. | Policies and Programs | Advocate for state and national laws that require safe vehicle standards and technology. | Integrate into annual legislative and policy advocacy agenda, with clearly defined priorities and documented engagement with state and national level initiatives. | Safer Vehicles | EMCTC, Multnomah County Health Department | Medium | Document EMCTC support and advocacy. | \$ |
| 15. | Policies and Programs | Coordinate with partners to assess needs for post-crash response improvements. | Identify and partner with relevant community partners to determine data sharing needs, response needs, strategies to adopt latest evidence-based practices, and victim priorities. | Post-Crash Care | Multnomah County Health Department | Medium | Number of partner agencies engaged (e.g., fire, EMS, law enforcement, hospitals, transportation). | \$ |

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| 16. | Education | Deliver a safety education campaign in East Multnomah County. | Launch and implement a comprehensive and culturally relevant speed safety campaign including multilingual education materials and tailored outreach strategies for community groups (e.g., non-English speakers, youth, and older adults). Speed is a top risk factor in many serious and fatal crashes in East Multnomah County and a high priority public concern. | Safer People | Multnomah County and cities, Gresham Police Department, Sheriff's Office | Medium | Completion of campaign design. Number of community members reached through the campaign. Number of community partners helping to promote the campaign. | \$\$ |
| 17. | Education | Create a program for deploying variable message boards throughout East Multnomah County along high crash corridors. | Messages can inform on fatal crashes, school zone awareness, speeding, or other safety considerations. | Safer People | Multnomah County and cities | Medium | Number of messages displayed per year. | \$\$ |
| 18. | Education | Educate property owners on sidewalk maintenance requirements for accessibility. | Design and create property owner sidewalk maintenance educational resources and outreach plan. Ensure materials are accessible in multiple formats and languages and explore ways to make sidewalk permitting easier and more affordable. | Safer People | Multnomah County and cities | Long | Completion of education materials and promotion plan. Number of property owners reached. Percent change in sidewalk repair permit applications. | \$ |
| 19. | Policies and Programs | Create program to fund and implement quick build and low-cost safety projects. | Develop a program that identifies, funds, and delivers quick-build and low-cost safety improvements to address urgent transportation safety needs. These projects may include temporary or lower-cost treatments such as flexible delineators, paint-and-post curb extensions, high-visibility crosswalks, signage, or traffic calming elements. By streamlining funding and implementation processes, this program will allow agencies and partners to respond quickly to community-identified concerns, pilot innovative safety solutions, and make immediate progress toward reducing serious crashes while larger capital projects are planned and built. | Safer Roads | Multnomah County and cities | Short | Number of quick-build and low-cost safety projects implemented per year in East Multnomah County. | \$\$ |

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| 20. | Process | Continue to provide regular safety updates to the EMCTC, EMCTC TAC, and Bike and Pedestrian Community Advisory Committee (BPCAC) to track progress. | Publish an annual report or webpage that tracks crash data and implementation progress using key performance metrics. Dedicate at least one EMCTC working session a year towards safety. Encourage partner jurisdictions to brief their commission/council on annual progress as well. In presentations make connections between land use and safety. | Safer People | Multnomah County, City of Gresham, Metro | Ongoing | Number of briefings. Completion of annual report and evaluation. | \$ |
| 21. | Process | Include TSAP recommended safety improvements in upcoming and future road projects and incorporate community knowledge of safety issues into project design and implementation. | The TSAP identifies many proven safety improvements that correspond to the crash profiles on our roads and can be incorporated into the design of upcoming road projects. Through the TSAP, the community shared specific safety issues and locations as well as safety measures they support. This information can provide a starting place for engaging the community on specific improvement projects. Create guiding process documentation to consistently implement these practices in future corridor projects. | Safer Roads | Multnomah County and cities | Ongoing | Number of corridor projects that include safety improvements and how they are being used. Number of projects using inclusive community engagement best practices. | \$\$ |
| 22. | Process | Update the Plan and HICs. | Update this TSAP every 5 years to track progress and meet evolving needs. Make updates to the High Injury Corridors Map based on the most recent data available. More frequent updates to HICs and other crash data can be documented in the annual progress report. | Safer Roads | Cities, Multnomah County, Metro, EMCTC | Medium | Completion of Transportation Safety Action Plan and HIC Map updates every 5 years. | \$\$ |
| 23. | Process | Evaluate locations where fatal crashes occur, identify safety improvements, and consider if implementation can occur through a quick build program or rapid response grant. | Complete an evaluation/inventory of fatal crash locations after they happen and identify safety improvements and implementation strategies for all sites. Complete an evaluation of fatal crash locations annually to identify new priority locations. | Safer Roads | Multnomah County (Transportation Division and Health Department) and City of Gresham | Long | Percent of fatal crash locations evaluated annually. Percentage of fatal crash locations with documented safety improvement recommendations. | \$\$ |

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| 24. | Funding Advocacy | Seek additional maintenance capacity and resources for safety priorities. | Continue advocating for funding and working to stabilize maintenance capabilities to increase safety on roadways and public trust. Integrate safety into maintenance and asset management prioritization processes. Utilize maintenance staff's expertise in reviewing and addressing safety needs. Look for opportunities for maintenance staff to assist in implementing quick build safety improvements in coordination with maintenance activities. Design safety improvements that consider maintenance capacity and equipment needs. | Safer Roads | Multnomah County and cities | Long | Number of surface maintenance service requests. Pavement Condition Index (PCI). Number of regulatory and warning signs replaced or repaired. Number of new street lights installed. | \$\$\$ |
| 25. | Funding Advocacy | Pursue grants and other funding sources that can be used for safety projects. | EMCTC should strategize and advocate for funding for East Multnomah County safety projects at regional committees and at the state legislature. Staff will apply for Safe Streets and Roads for All (SS4A) Implementation funding and other available state, regional or federal funds for priority safety infrastructure projects identified in the Safety Action Plan. | Safer Roads | EMCTC, Multnomah County (Transportation Division and Health Department), and Cities | Short | Number of grant applications. Number of successful grant applications. Total dollars awarded for safety projects. | \$ |
| 26. | Funding Advocacy | Continue seeking funding to sustain and grow the East Multnomah County Safe Routes to School Program. | Continue to leverage Metro and state grants as available but seek other opportunities for long-term funding for the East Multnomah County Safe Routes to Schools and Vision Zero Programs. | Safer People | East Multnomah County SRTS Partnership: Multnomah County, City of Gresham, Portland, School Districts, Community Partner Organizations, Metro | Medium | Dollars allocated to the East Multnomah County SRTS Program. | \$ |

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