



East Multnomah County

Transportation Safety Action Plan

March 12, 2025

alta

Engagement



Transportation Safety Action Plan

In-Person Engagement



Online Engagement + Promotion

- Online Survey and Interactive Map
 - July 27- September 7
 - Digital and print
- Promotion:
 - Website/ Newsletter Updates
 - Social Media
 - Flyers
 - Press Release
 - Lawn Signs

EAST MULTNOMAH COUNTY

Take the Transportation Safety Survey!

Our community deserves safe streets, so everyone feels welcome.

That's why Multnomah County and local city governments are creating a coordinated **Transportation Safety Action Plan (TSAP)**. We are determined to improve safety and reduce traffic deaths, crashes, and close calls because everyone should have the freedom to get around safely and conveniently.

Take the survey and enter to win a \$50 grocery store gift card.

QR CODE

- Do you feel safe walking, biking, driving, and rolling around East Multnomah County?
- What areas, intersections, or streets feel unsafe?
- Have you had a transportation close call? We want to hear your story.

Whether you walk, bike, roll, motorcycle, drive, take public transit, skateboard, or scooter, we want to hear from you!

What is this project?

With funding from a federal grant, this project will improve roadway safety by developing a plan to significantly reduce roadway fatalities and serious injuries for all travelers. Outcomes will include transportation project recommendations for the most dangerous intersections and corridors across East County and an education campaign to spread the word about roadway safety.

Get involved!

- Learn more and sign up for the project email list: exampleURLhere.com
- Meet our team at a summer event!
- Survey coming soon

If you have additional questions about the project, contact: safe-routes-east-county@multco.us

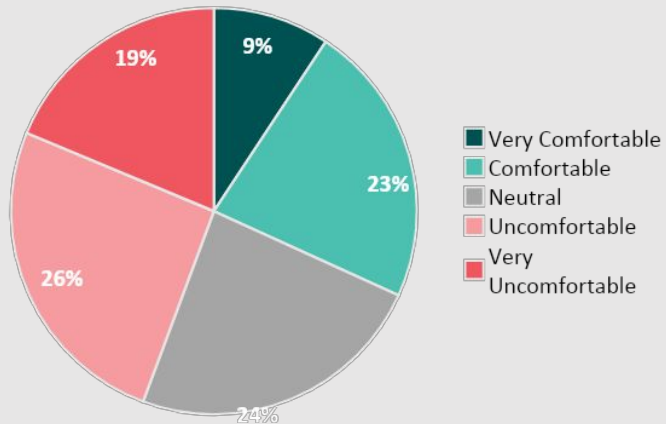
CITY OF GRESHAM

Wood Village

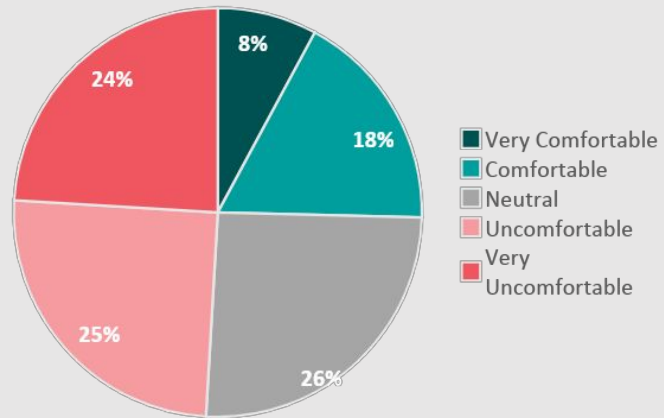
Multnomah County

How safe do you feel...

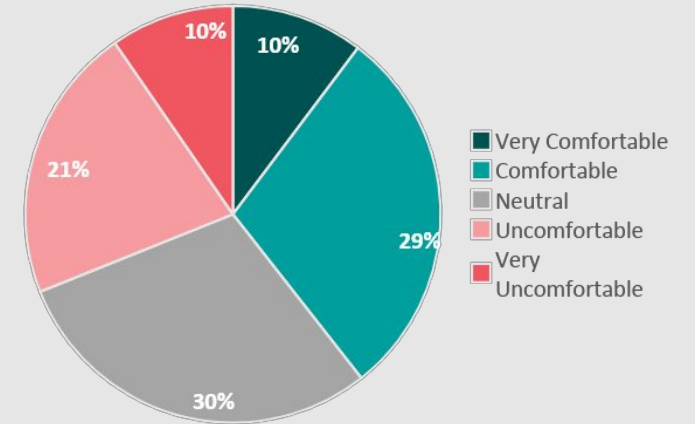
Walking or rolling



Bicycling



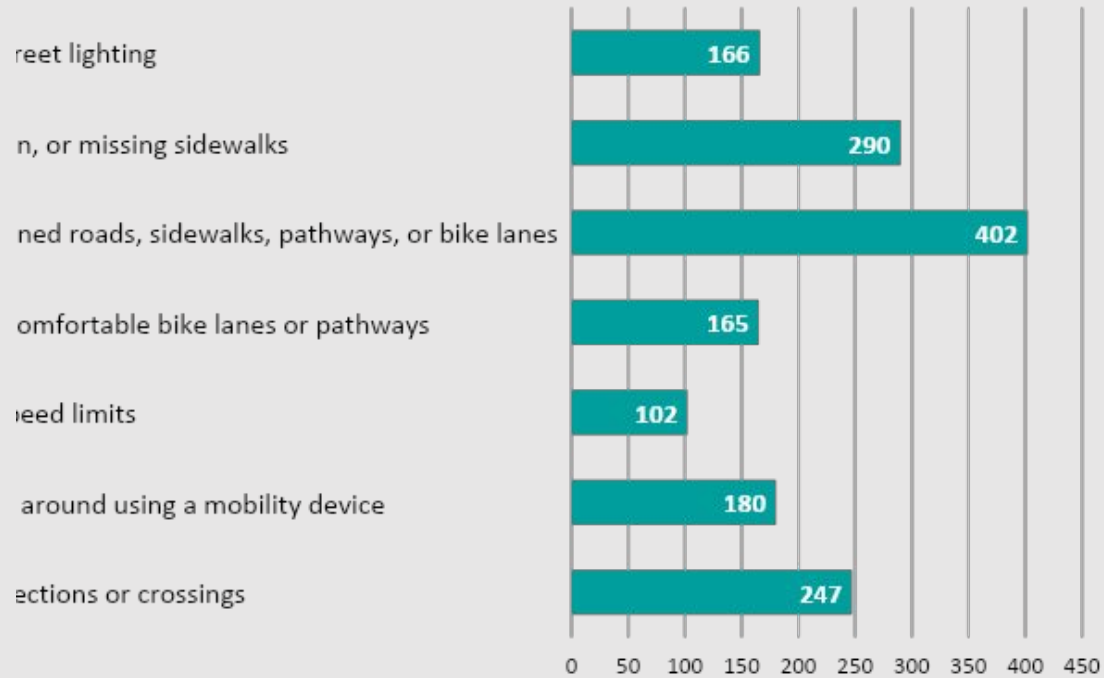
Driving



...in East Multnomah County

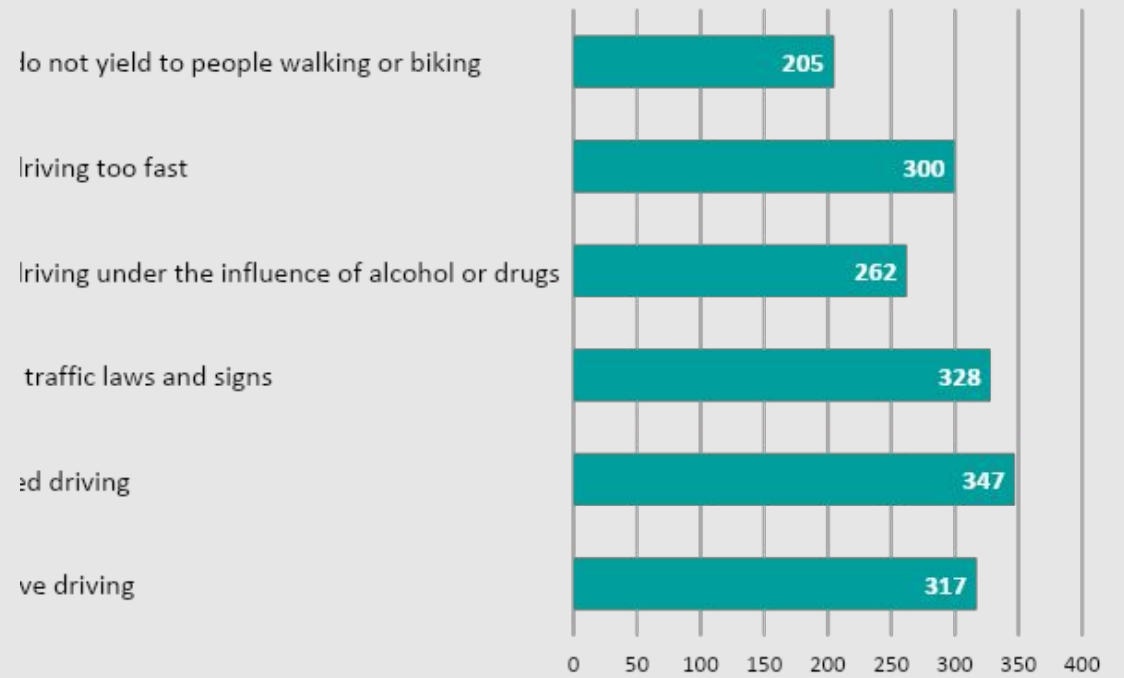
Top Concerns

What are your top safety concerns?



Other responses not listed above: *bicyclist and pedestrian behaviors, crime/drug use, homelessness, potholes or inadequate roadway maintenance, traffic calming measures, traffic enforcement, trash in roadways*

What are your top behavior concerns?



Other responses not listed above: *impaired bicyclists/pedestrians, jaywalking, parking violations, street racing*

Crash Trends Analysis

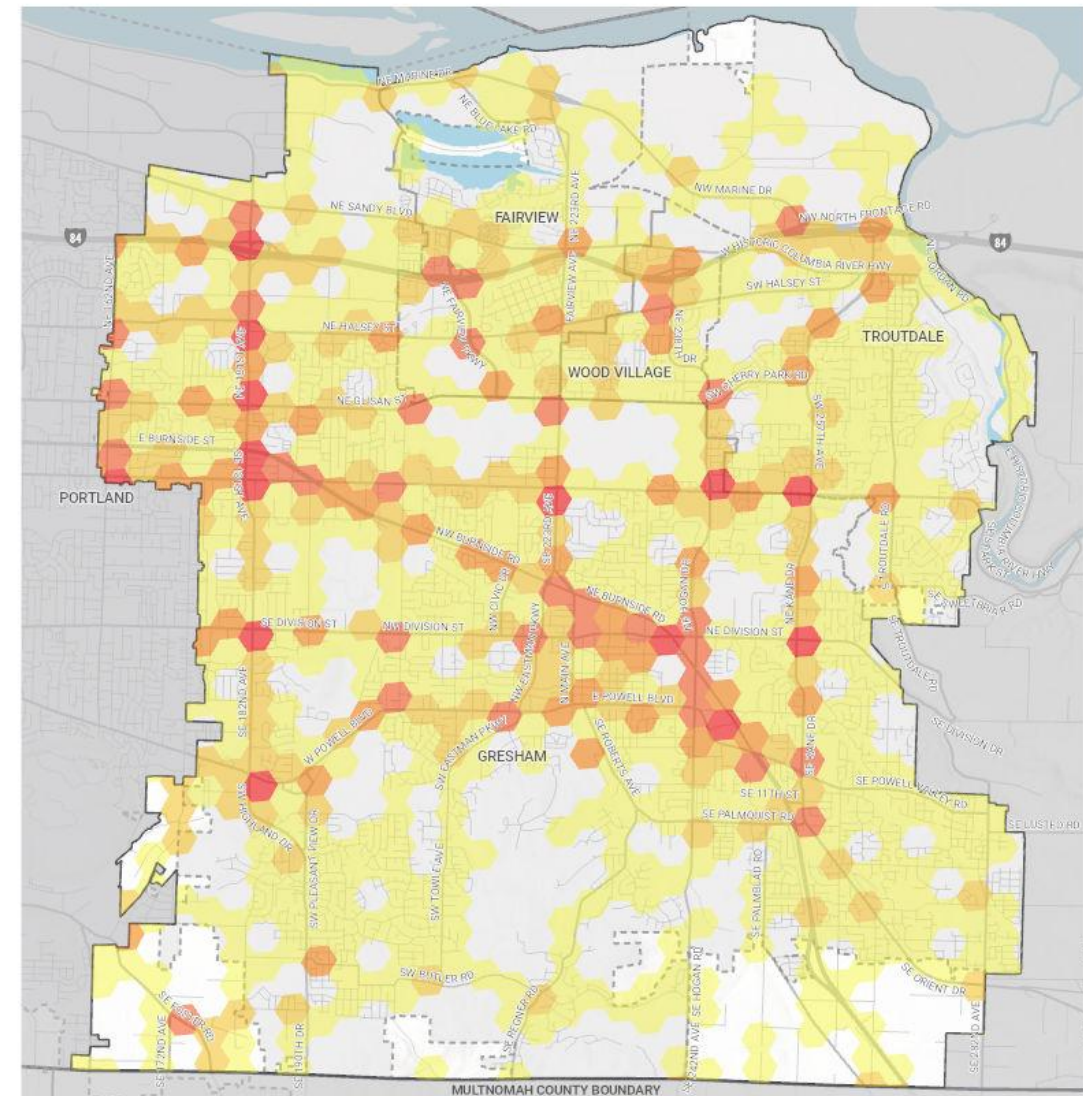
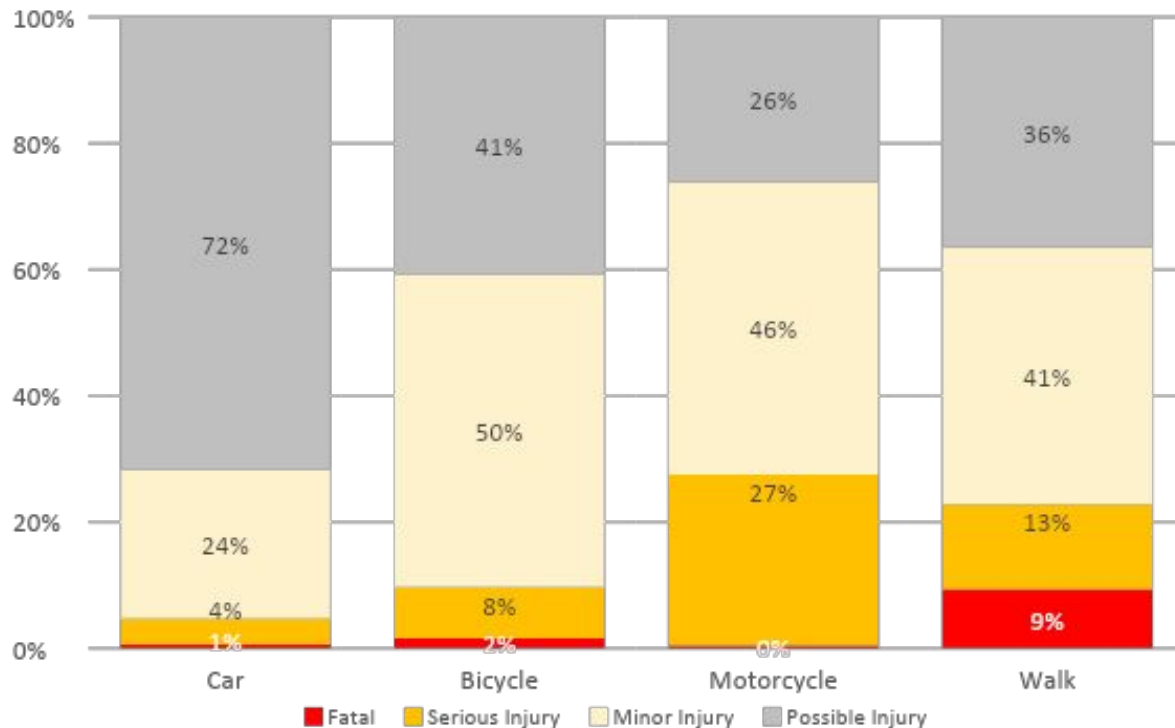


Transportation Safety Action Plan

Key Crash Trends Summary

- 8,474 injury crashes occurred in the study area (2013 to 2022)
- Most severe crashes in East Multnomah County are on the arterial network
- People walking, biking and using a motorcycle were more likely to be involved in a serious injury or fatal crash

Crash Severity by Mode



VEHICULAR CRASH DENSITY MAP (2013-2022)

EAST MULTNOMAH COUNTY TSAP

CRASH CONCENTRATION INDEX*
 High
 Low

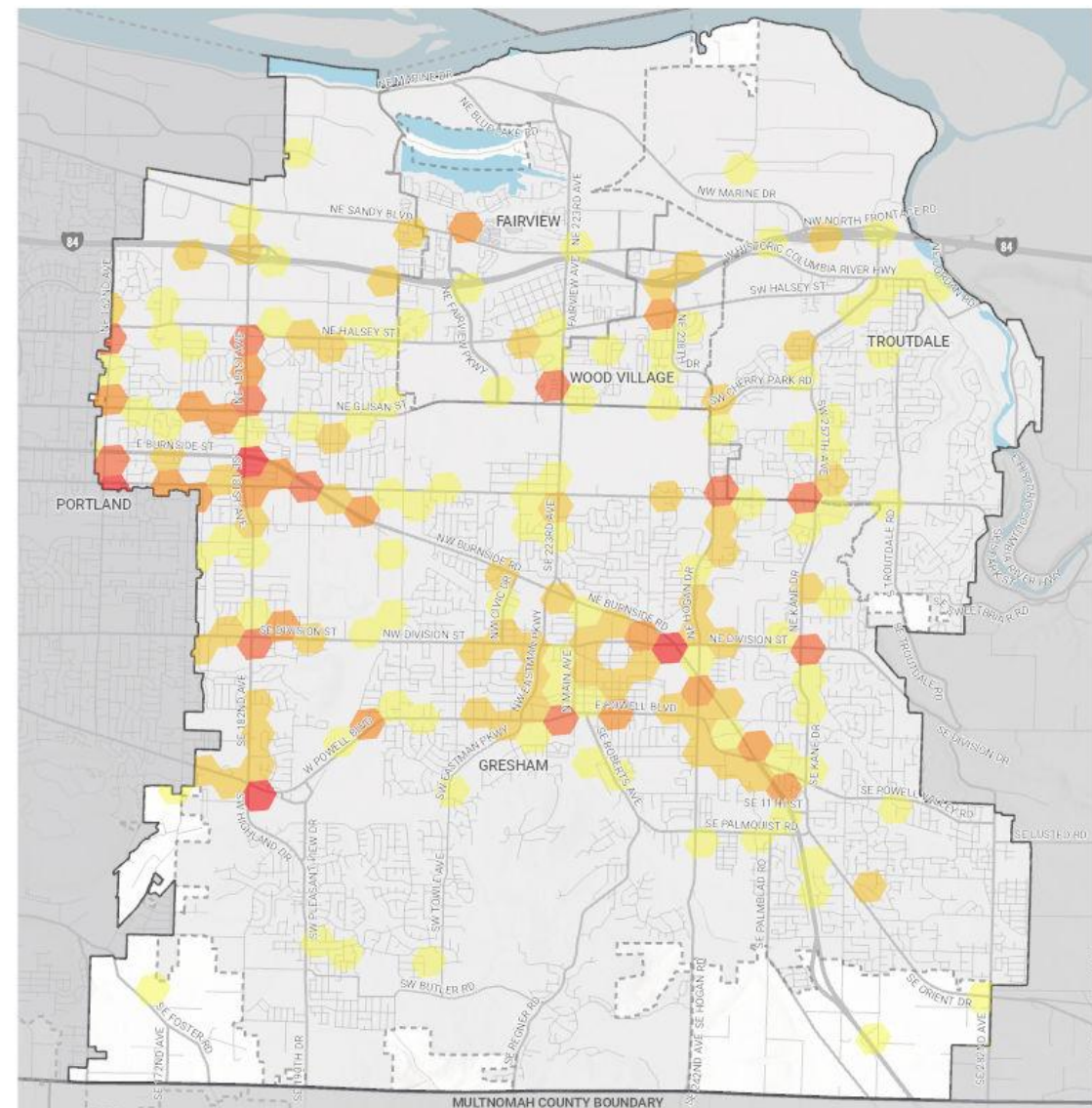
DESTINATIONS + BOUNDARIES
 City Limits
 Project Area Boundary

* The Crash Concentration Index was developed by summing up crash scores weighted by severity inside a respective hexagon.



Pedestrian Crash Trends

- The most common cause is failure to yield the ROW
- Second-most common cause is a pedestrian being illegally in the roadway
- The highest concentrations of all pedestrian crashes are surrounding the intersections at NE Division & NE Kane Drive, NE Burnside Rd & NE Division, SE 182nd Avenue & W Powell Boulevard, and E Burnside Street and SE 181st Avenue.
- High pedestrian crash corridors include SE Stark Street, Burnside Road, 181st, 182nd, and NE 162nd Avenues



PEDESTRIAN CRASH DENSITY MAP (2013-2022)

EAST MULTNOMAH COUNTY TSAP

CRASH CONCENTRATION INDEX*



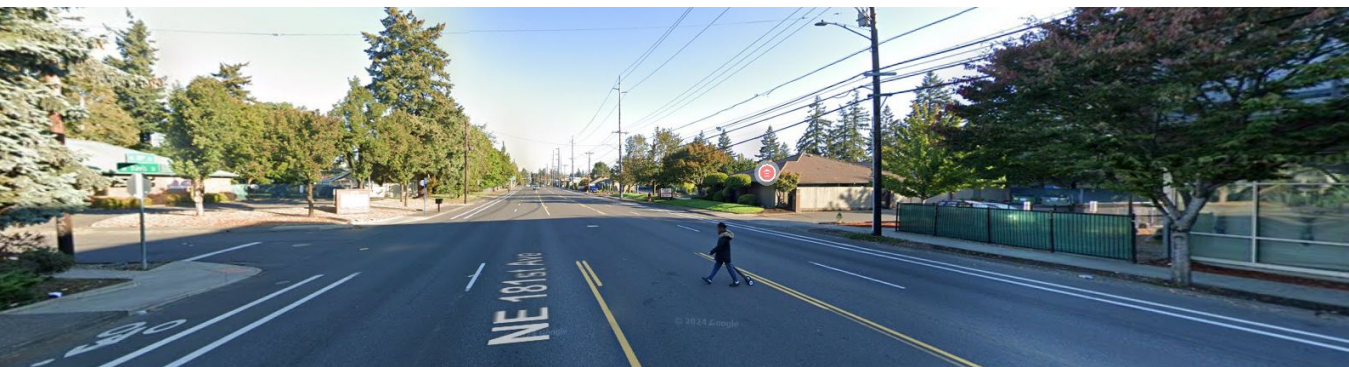
DESTINATIONS + BOUNDARIES



* The Crash Concentration Index was developed by summing up crash scores weighted by severity inside a respective hexagon.

Crash Profile: Pedestrian Crash, After Dark, On Road with Full or Partial Sidewalk

- 46% of pedestrian fatal and serious injury crashes
- 38% of all pedestrian injury crashes
- Of all modes, crashes involving pedestrians were most likely to occur after dark (with or without streetlights). Pedestrians are vulnerable to poor visibility.
- Clusters near intersection of Burnside St/Division St
- Clusters along NE 181st Ave between NE Halsey St and SE Stark St



CRASH PROFILE 3

EAST MULTNOMAH COUNTY
TSAP

Profile 3: Pedestrian, After Dark,
Road with Sidewalks

FEATURES

- Profile 3 Crash
- City Limits
- Project Area Boundary
- Multnomah County



Crash Profile: Pedestrian Crash, At intersection, with Improper Maneuver by Driver

- 25% of pedestrian fatal and severe injury crashes
- 38% of pedestrian injury crashes
- Equal split between signalized and unsignalized intersections
- Most common cause was failure to yield ROW



CRASH PROFILE 4

EAST MULTNOMAH COUNTY
TSAP

Profile 4: Pedestrian, Improper
Maneuver by Driver, At Intersection

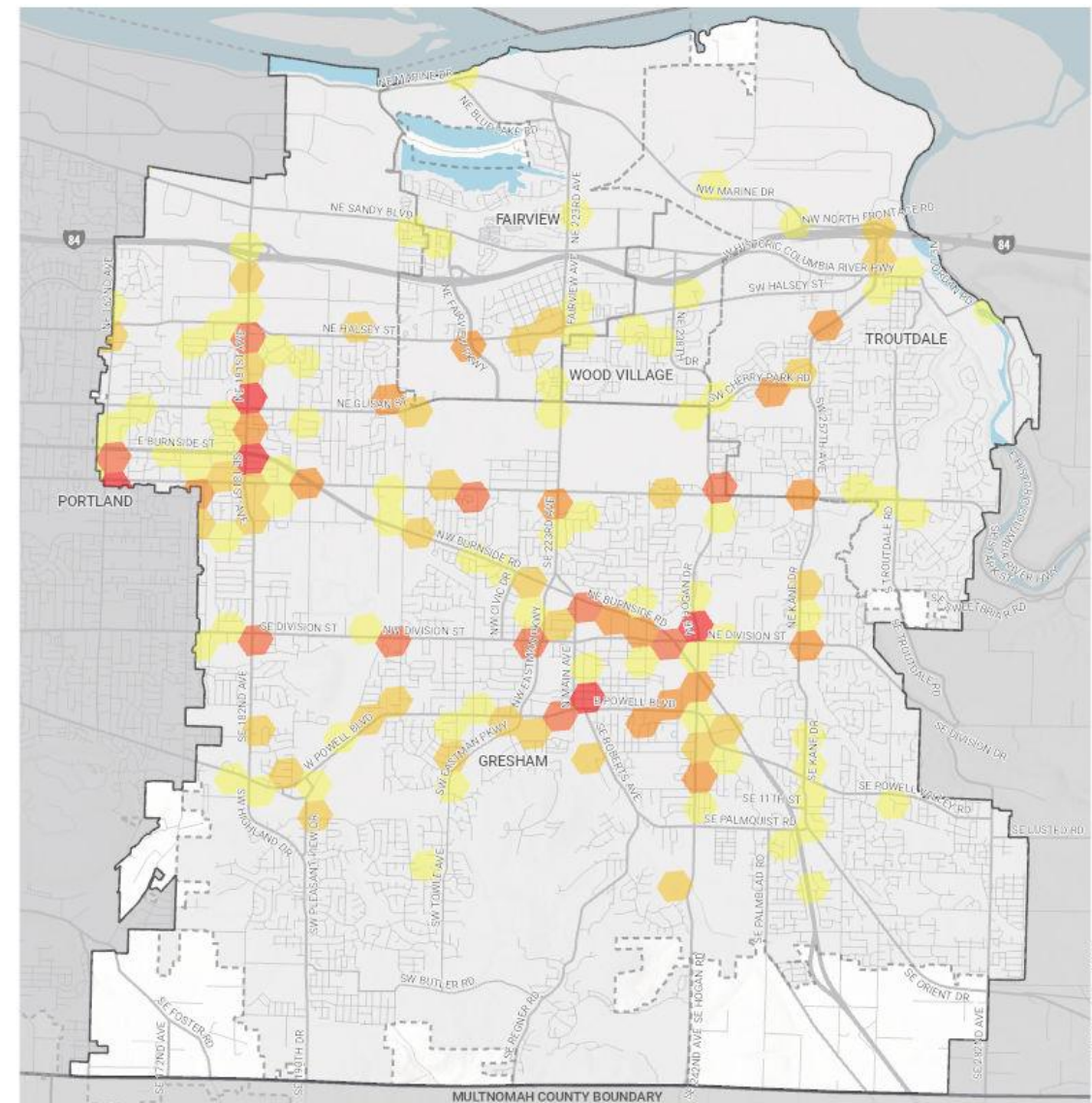
- FEATURES
- Profile 4 Crash
 - City Limits
 - Project Area Boundary
 - Multnomah County



Data provided by Metro and ODOT

Bike Crash Trends

- Bike crashes are concentrated in a few corridors:
 - 181st Avenue
 - Burnside Road
 - Powell Boulevard
 - NE Glisan Street
 - Segments of Powell Blvd, Kane Drive, and NE Halsey Street
 - Intersection of Burnside Road/Division Street



BICYCLE CRASH DENSITY MAP (2013-2022)

EAST MULTNOMAH COUNTY TSAP

CRASH CONCENTRATION INDEX*



DESTINATIONS + BOUNDARIES



*The Crash Concentration Index was developed by summing up crash scores weighted by severity inside a respective hexagon.



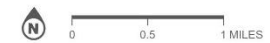
Crash Profile: Bicycle Crash, At Intersection, with a Turning Vehicle, On Road with Dedicated Bike Facility

- Bike facilities are defined as bike lanes (protected and unprotected) and shared-use paths
- People riding bikes are still vulnerable to vehicles turning at intersections, even on dedicated facilities
- 33% of bicycle-involved fatal and serious injury crashes
- 29% of bicycle injury crashes
- In 70% of these crashes the cause was failure to yield ROW
- Crashes are concentrated on NE 181st Ave between NE Halsey St and SE Stark St (unprotected bike lane)



CRASH PROFILE 5
EAST MULTNOMAH COUNTY
TSAP

- FEATURES**
- Profile 5 Crash
 - ▭ City Limits
 - ▭ Project Area Boundary
 - ▭ Multnomah County



Profile 5: Bicyclist, With Turning Vehicle, At Intersection, Near Dedicated Bike Lane or Trail

Crash Profile: Motorcyclist Crash, At Intersection, with a Turning Vehicle

- 32% of motorcyclist fatal and serious injury crashes
- 30% of motorcyclist injury crashes
- Leading cause is failure to yield ROW
- 59% of these crashes were at unsignalized intersections
- In half of these crashes, one vehicle was making a left turn



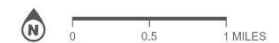
CRASH PROFILE 6

EAST MULTNOMAH COUNTY
TSAP

Profile 6: Motorcyclist, With
Turning Vehicle, At Intersection

FEATURES

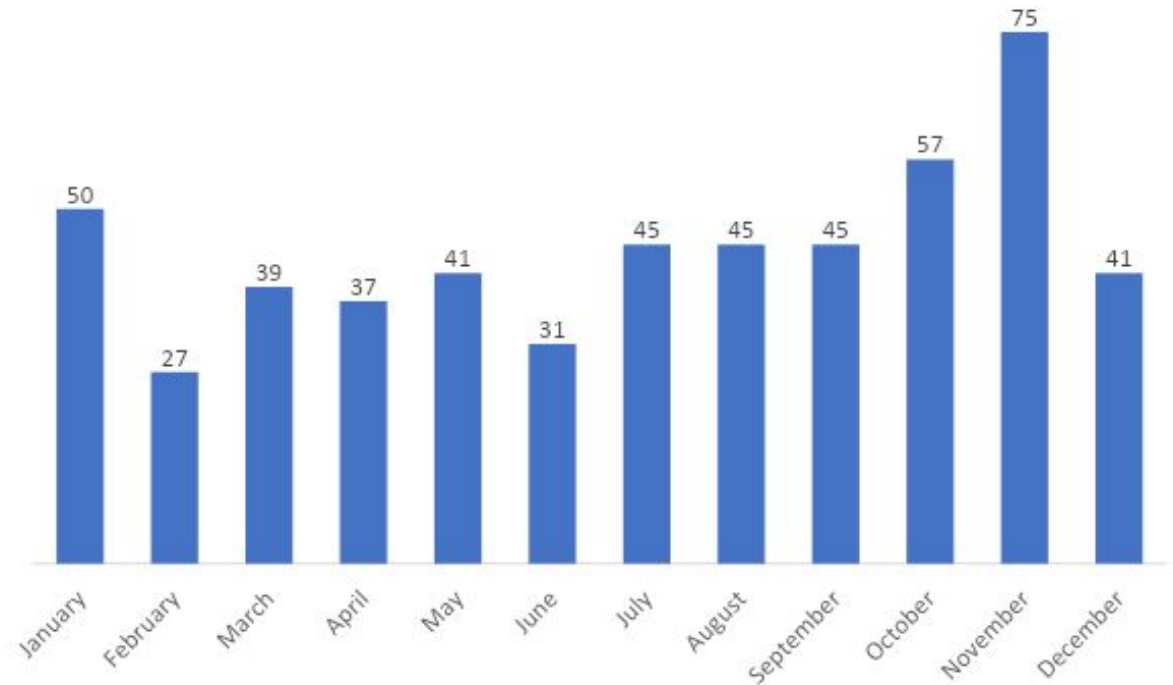
- Profile 6 Crash
- City Limits
- Project Area Boundary
- Multnomah County



Crash Trends by Month

- Serious injury and fatal crashes spike in the winter months for all modes
- Trend cannot be explained just by darkness in winter, since darkness peaks in December
- The large spike in November possibly attributed to Daylight Savings Time change.

Serious Injury and Fatal Crashes by Month, All Modes

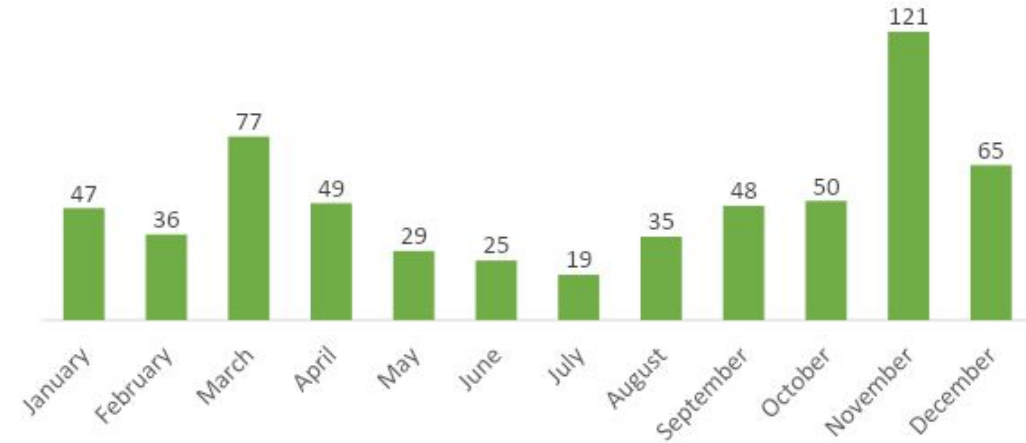


Crash Trends by Month

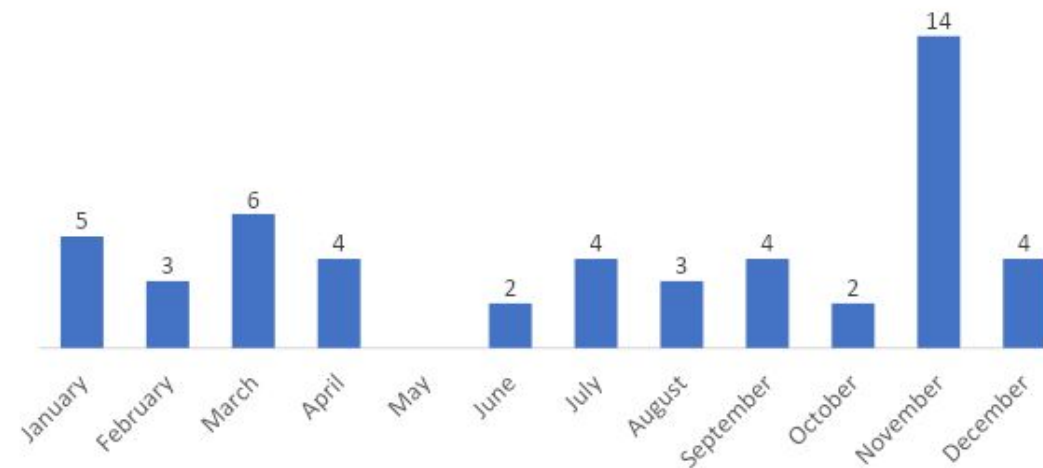
Dusk and Dawn

- Looking at crashes that occurred at dusk/dawn only, November and March both stand out
- The trend coincides with the months of Daylight Savings Time beginning and ending, when the dusk and dawn hours suddenly shift into peak commuting times:
 - November: sunset shifts earlier from about 6pm to 5pm
 - March: sunrise shifts later from about 6:30 am to 7:30 am
- Trend is especially prevalent for bicycle and pedestrian injury crashes at dusk or dawn in November

Injury Crashes at Dusk or Dawn by Month, All Modes

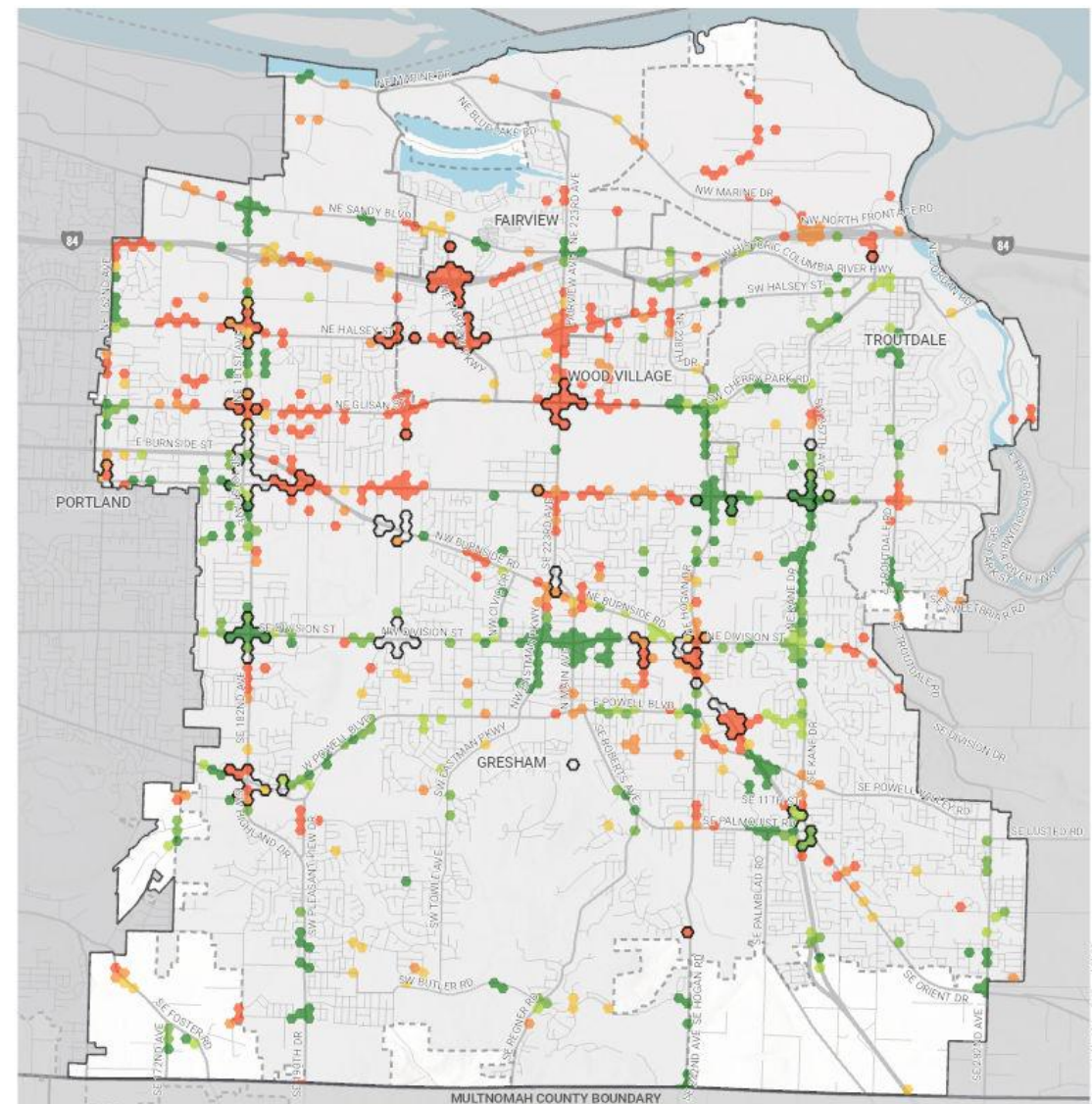


Bicycle and Pedestrian Injury Crashes at Dawn or Dusk



Temporal Crash Trends (2013-2022)

- Red shows upward trend of number of crashes at that location over time
- Green shows downward trend of crashes at that location over time
- Black outline shows identified hot spots that consistently have a high number of crashes over time: communities of Wood Village and Fairview, along Burnside Road and Division Street and the 181st Ave/182nd Ave/Highland Drive corridor
- Crashes have increased over time in the communities of Wood Village and Fairview.
- Crashes have increased over time at the intersections of NE Burnside Road & NE Division Street and SE 181st Ave & SE Stark Street.
- Crashes have decreased over time in the community of Troutdale and along Division Street.



TEMPORAL CRASH HOTSPOT & TREND BIN ANALYSIS (2013-2022)

EAST MULTNOMAH COUNTY TSAP

RESULTS*	DESTINATIONS + BOUNDARIES
<ul style="list-style-type: none"> ▭ Identified Hotspots Trend Bin Results ■ Downward Trend (99% Confidence) ■ Downward Trend (95% Confidence) ■ Downward Trend (90% Confidence) ■ Upward Trend (90% Confidence) ■ Upward Trend (95% Confidence) ■ Upward Trend (99% Confidence) 	<ul style="list-style-type: none"> ▭ City Limits ▭ Project Area Boundary



* Hotspots and trend bins were assembled using a space time cube with a time interval of 2 months comparing crashes on a yearly basis. Hotspots only

Data provided by Metro, BLS, and ODOT

Crash Profile: Fixed Object Crashes on 35 MPH Roads

- 9% of all fatal and severe injury crashes
- 3% of all injury crashes
- 35 MPH roads account for 13% of centerline miles overall, but 66% of fatal and severe injury crashes
- NE 181st Ave stands out on the profile map



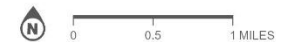
CRASH PROFILE 2

EAST MULTNOMAH COUNTY
TSAP

Profile 2: Fixed Object, 35 MPH
road

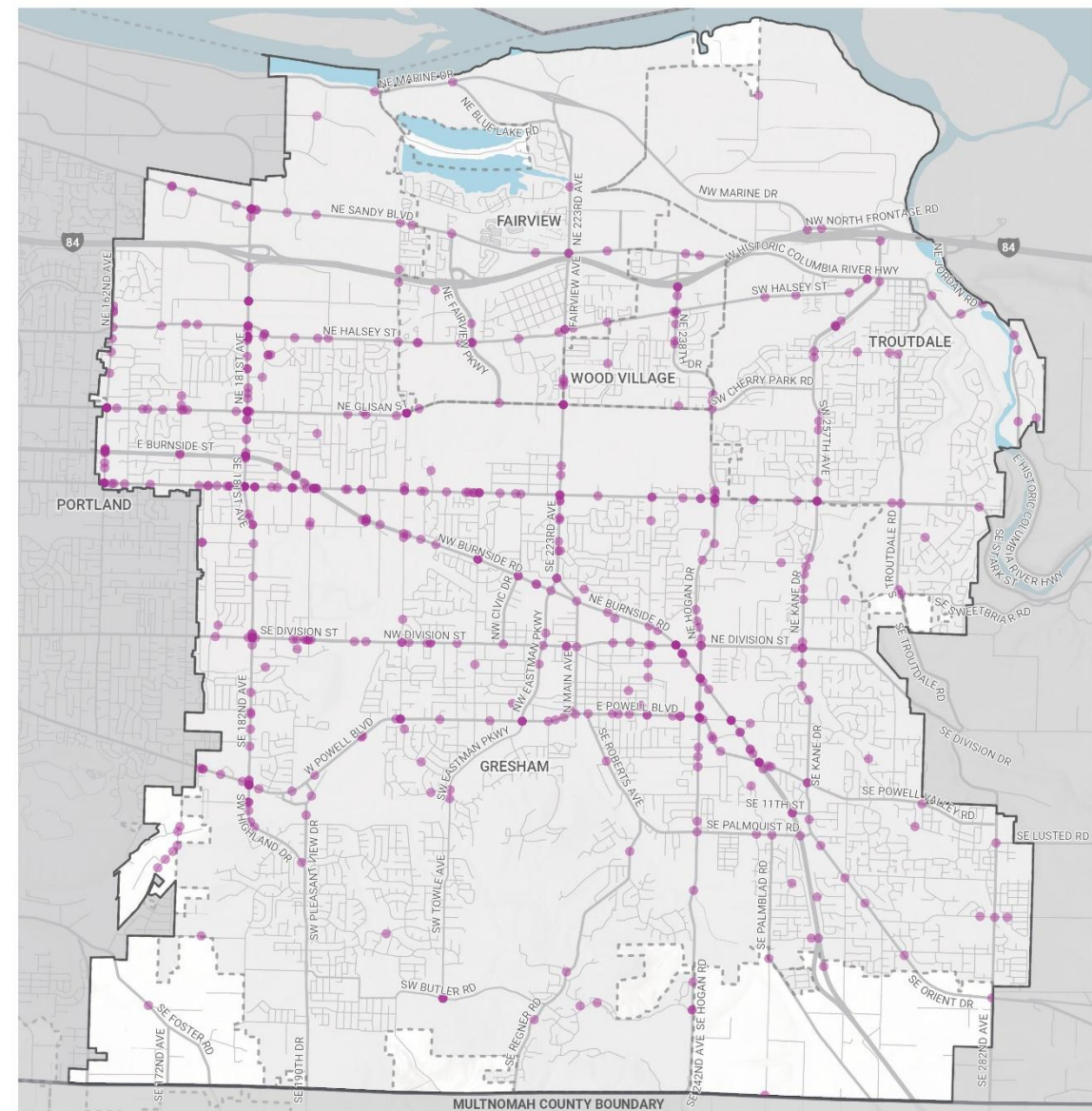
FEATURES

- Profile 2 Crash
- City Limits
- Project Area Boundary
- Multnomah County



Crash Profile: Crashes with Drugs or Alcohol Involved

- Alcohol and drug involved crashes were four times as likely as injury crashes overall to result in a fatal and severe injury crash
- When the crash results in a fatality, about half the time the crash is with a pedestrian
- When the crash results in a serious injury, it is usually because an impaired driver collides with a fixed object
- The majority of all fatalities happen after dark, and of those after-dark fatalities, drug or alcohol impairment is involved in 83% of crashes.



CRASH PROFILE 1

EAST MULTNOMAH COUNTY
TSAP

Profile 1: Alcohol or Drugs Involved

FEATURES

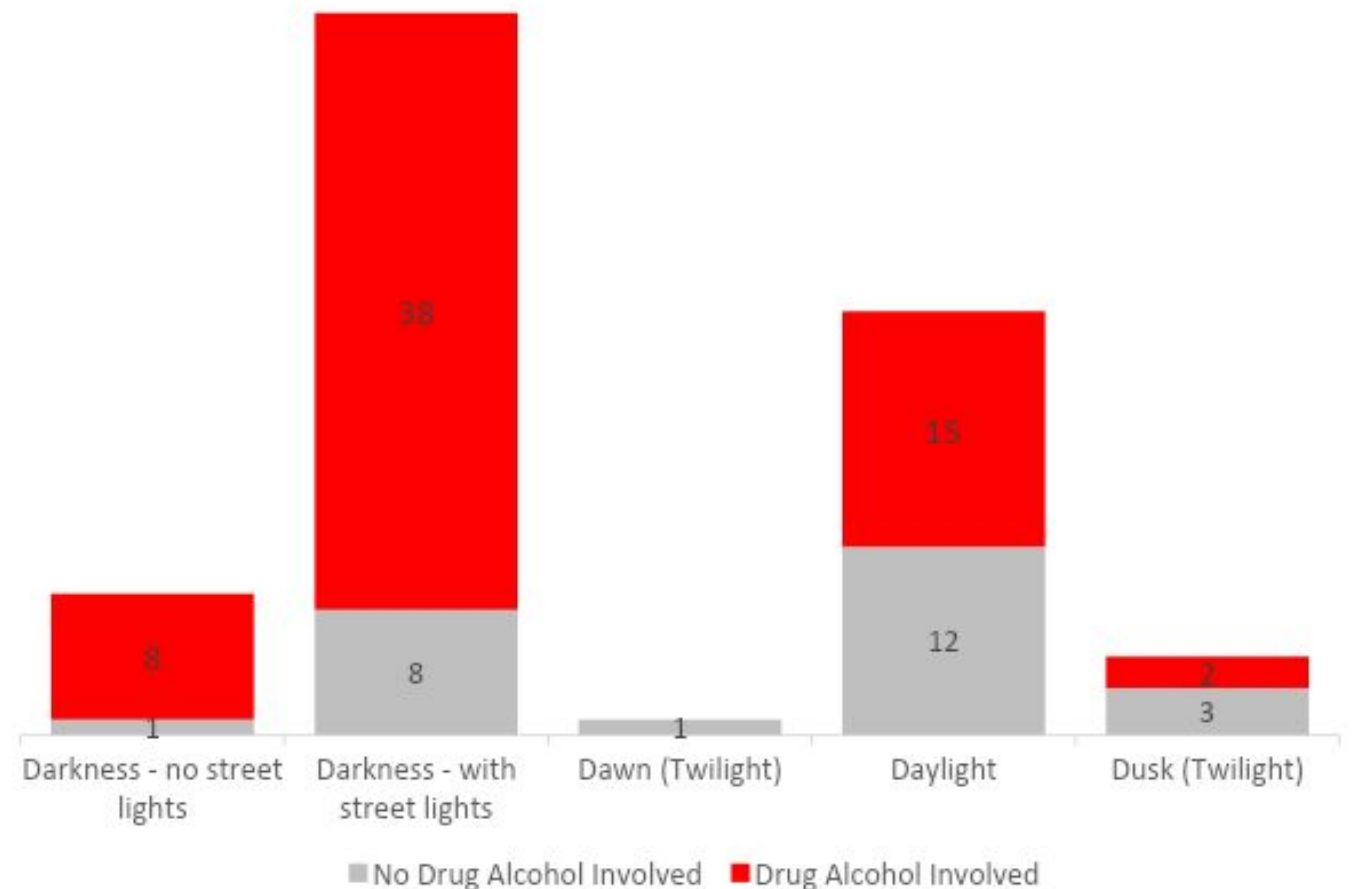
- Profile 1 Crash
- City Limits
- Project Area Boundary
- Multnomah County



Drug and Alcohol Involved at Dark

Fatalities by Time of Day

- While most injury crashes overall happen during daylight hours, the majority of fatalities happen after dark.
- Of these after-dark fatalities, drug or alcohol impairment is involved in 83% of crashes.
- Drug and alcohol impairment significantly increases crash severity in the study area, especially after dark



Discussion and Next Steps



Transportation Safety Action Plan

Questions for the BPCAC

1. How safe do you feel *using different modes* on roads in East Multnomah County?
2. Are there any places in East Multnomah County that you think would benefit from transportation safety improvements?
3. What are your top priority transportation safety concerns **YOU SEE or YOU AND YOUR COMMUNITY EXPERIENCE** in East Multnomah County?
4. Level of support for different safety strategies

THE SAFE SYSTEM ELEMENTS



Safe Roads: Separated bicycle facility



Post Crash Care: Emergency Response

Safe Vehicles: City vehicle fleet



Safe Speeds: Traffic Calming



Safe Road Users: Education Campaign

Top Five Safety Concerns in Multnomah County

Based on data collected and community engagement (displayed in no particular order):

1. **Speeding** – Excessive speeds, particularly in 35+ MPH zones
2. **Intersections** – High incidence of bicycle, pedestrian and motorcycle crashes due to failure to yield ROW
3. **Peak Hours & Visibility** – Increased risks during afternoon rush hour (especially in winter) and insufficient pedestrian-scale lighting
4. **Under the Influence Crashes** – Drug and alcohol impairment significantly increases crash severity, especially after dark
5. **Poorly maintained roads, sidewalk, pathways or bike lanes** – Top safety concern from the community survey

Using Mentimeter, let's collaborate on holistic actions to address each concern.

Next Steps

- Goal setting (Spring)
- Begin Strategy and Project Selections (Winter/Spring)
- Phase II Engagement (Summer)
- Draft Plan (Fall)

Thank you!