



Urban East Multnomah County

Transportation Safety Action Plan

EMCTC July 14, 2025

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Agenda

- Objectives
- Project Overview
 - Safety Analysis and Engagement Key Takeaways
 - EMCTC Role
- What's Now
 - Update about Current Engagement
 - Adopt Vision Zero Goal
 - Review Strategies and Actions Approach
 - What are you hearing?
- What's Next
 - Draft Plan

Meeting Objectives

- Adopt Vision Zero Goal
- Reaffirm EMCTC Role
- Share information about what you are hearing about safety needs from constituents?
- Answer any questions, as we move into final stages of the project!

Project Overview



Transportation Safety Action Plan

Schedule

EAST MULTNOMAH COUNTY TRANSPORTATION SAFETY ACTION PLAN TIMELINE



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.

Completed Tasks:

- Phase I Engagement
- Existing Conditions: Plan Review, Systemic Safety Analysis, Additional Analysis

Ongoing Tasks:

- Goal Setting
- Phase II & III Engagement
- Strategies and Recommendations
- Draft and Final Plan

Phase I Engagement Summer 2024

In-Person Engagement

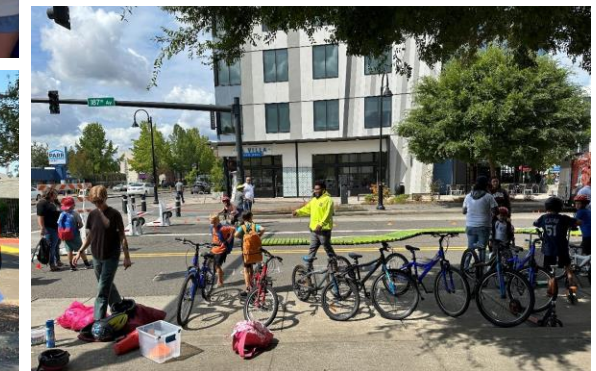
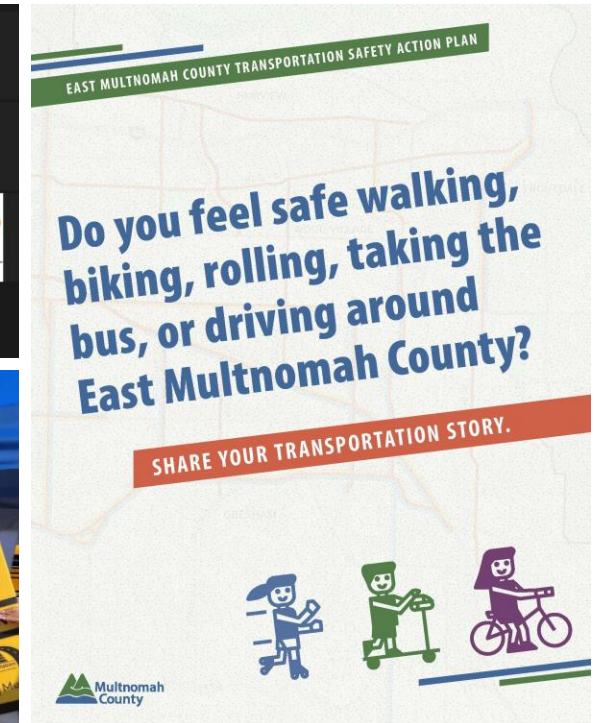
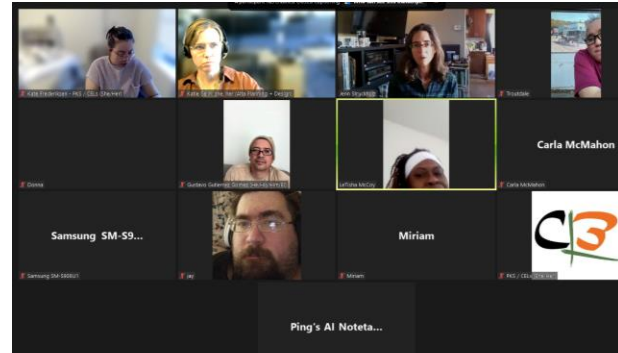
- Community Listening Sessions (CELS) - Spanish, Vietnamese, Chinese, Russian/Ukrainian, English (focus on transit riders)
- Key Partner Listening Sessions + Interviews
- Mobile Outreach at Existing Community Events
 - Juneteenth at Vance Park
 - Wood Village Night Out
 - Fairview on the Green
 - Rockwood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

Online Engagement

- Online Survey
- Interactive Map

Promotion

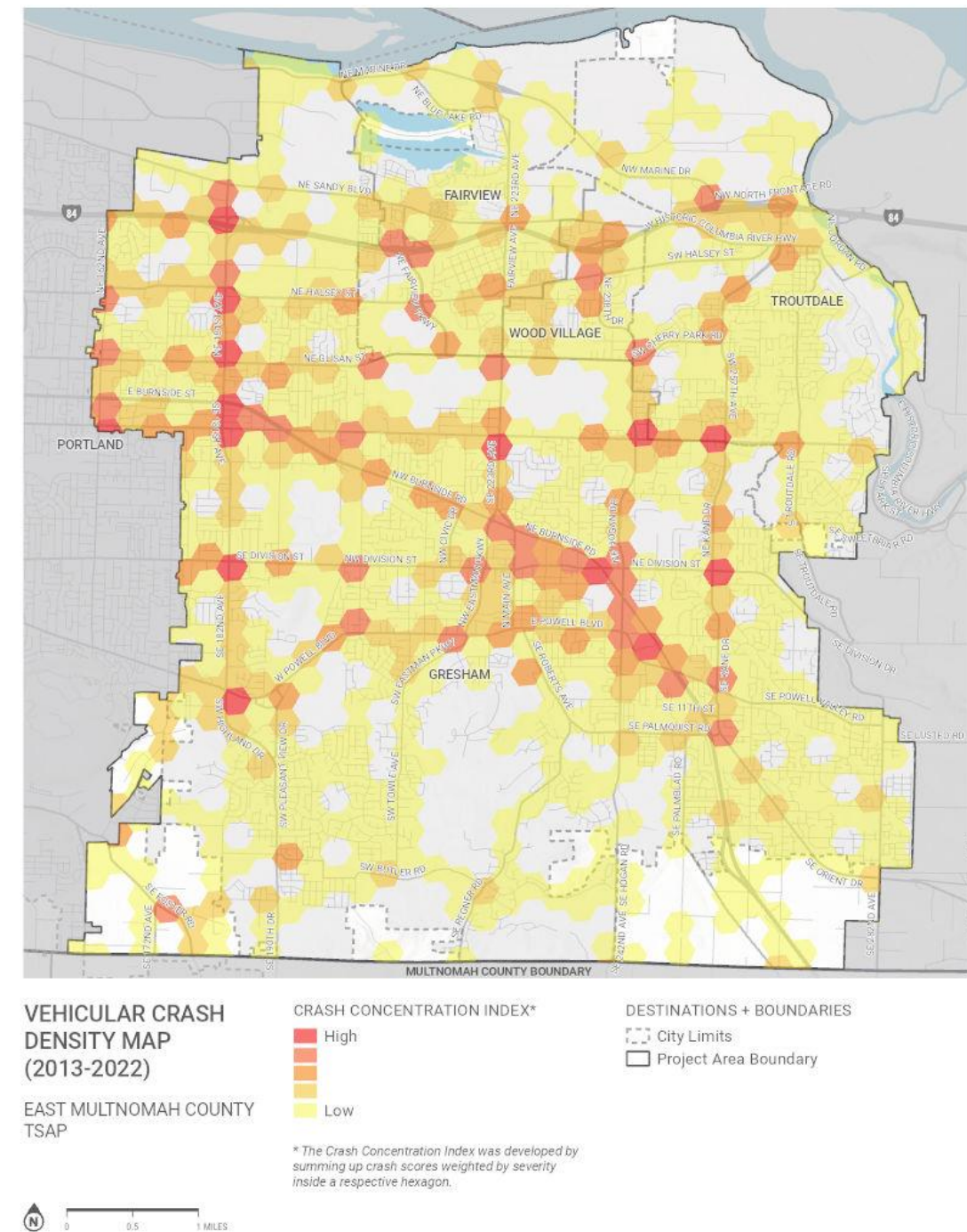
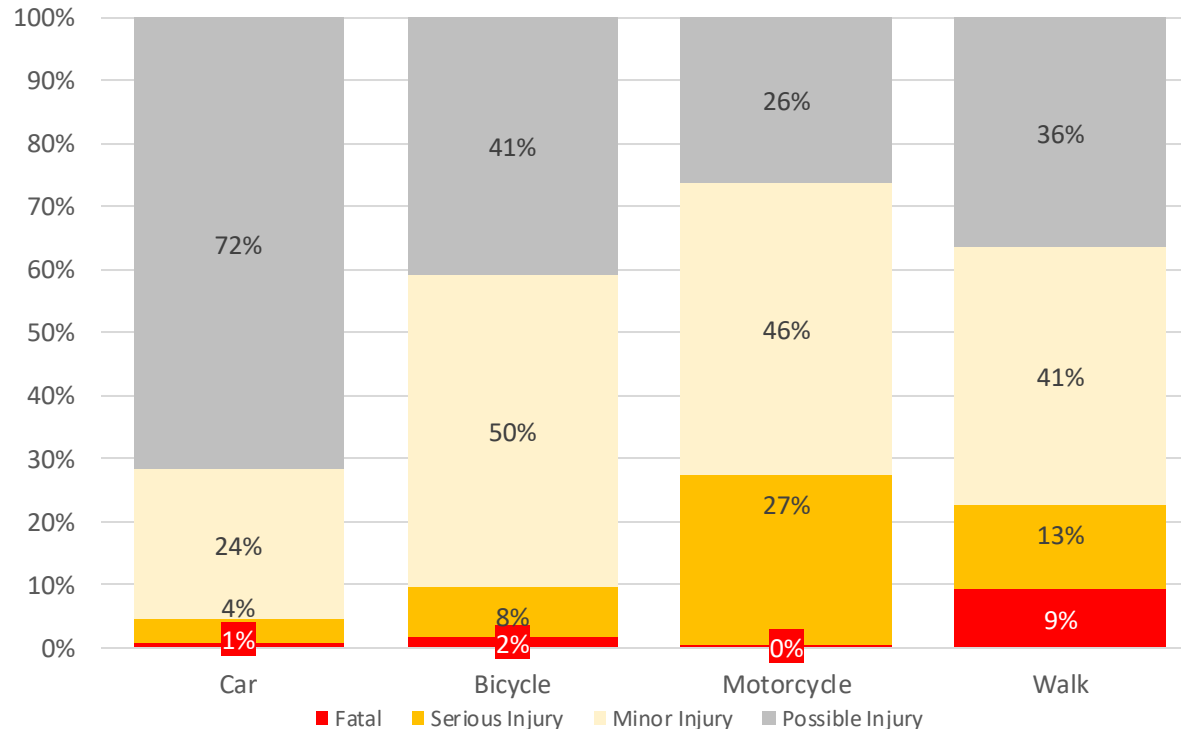
- Website/ Newsletter Updates
- Social Media
- Flyers
- Press Release
- Lawn Signs



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



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*

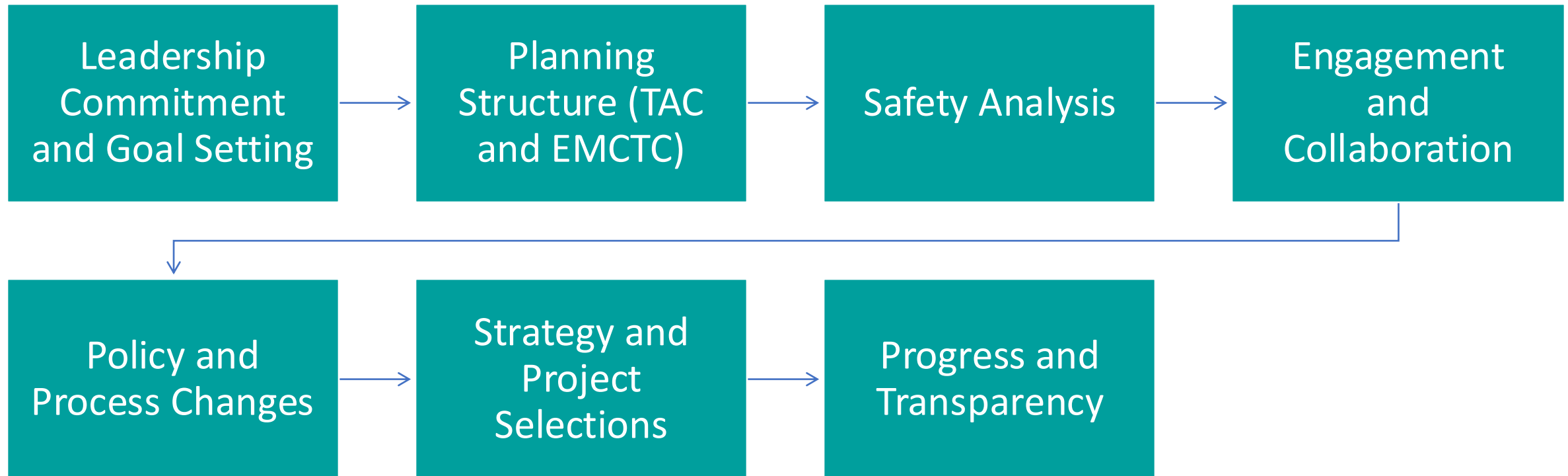
EMCTC's Role

EMCTC:

- is the project steering committee
- brings jurisdictions together to advocate for safety investments
- coordinated effort
- will endorse the Safety Action Plan and recommend adoption to their jurisdictions
- after adoption, accountability of the Safety Action Plan implementation



Safe Streets for All Action Plan Components



There are a variety of ways that El Paso will implement Vision Zero objectives. Some funding will come from the City itself. But, there are many grant funding opportunities that the city can leverage for implementation, including funding from the Metropolitan Planning Organization, the State of Texas, and the Federal Government. These are just a few of the funding sources that can help El Paso in its Vision Zero journey.

Federal Funding Opportunities



SAFE STREETS AND ROADS FOR ALL (SS4A)

ing opportunity: **March 30, 2023**

e date: **June 23, 2023**

line: **July 10, 2023**

n invests in projects that
g safety for people walking,
cars. The grant can be applied
nt funds both Planning
mentation grants.

Remaining Technical Work: Implementation and Performance Monitoring

- **Performance Targets or Key Performance Indicators** track progress
- Tied to community priorities
- Transparency is a core Vision Zero element
- Grant funding sources table

SAFETY ACTION PLAN KEY PERFORMANCE INDICATORS

1. Number of total and KSI crashes

2. Fatal and serious injury rates per 100 million vehicle miles traveled

3. Number of crashes involving a pedestrian or bicyclist

4. Proportion of speed-related crashes to total crashes

5. Proportion of traffic stops focused on distracted driving

6. Time taken for emergency response from dispatch to arrival on scene

7. Number and description of new safety countermeasures implemented in city since last report period

8. Number of new safety countermeasures installed in city's HIN

9. Number of new safety countermeasures installed in the areas with the highest proportion of socially vulnerable population (top 40% of the composite equity score)

10. Miles of bike lanes or sidewalks installed in Mill Creek

What's Now?



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)

EAST MULTNOMAH COUNTY

Transportation Safety Action Plan

Do we have the right places, improvements, and actions in the plan?

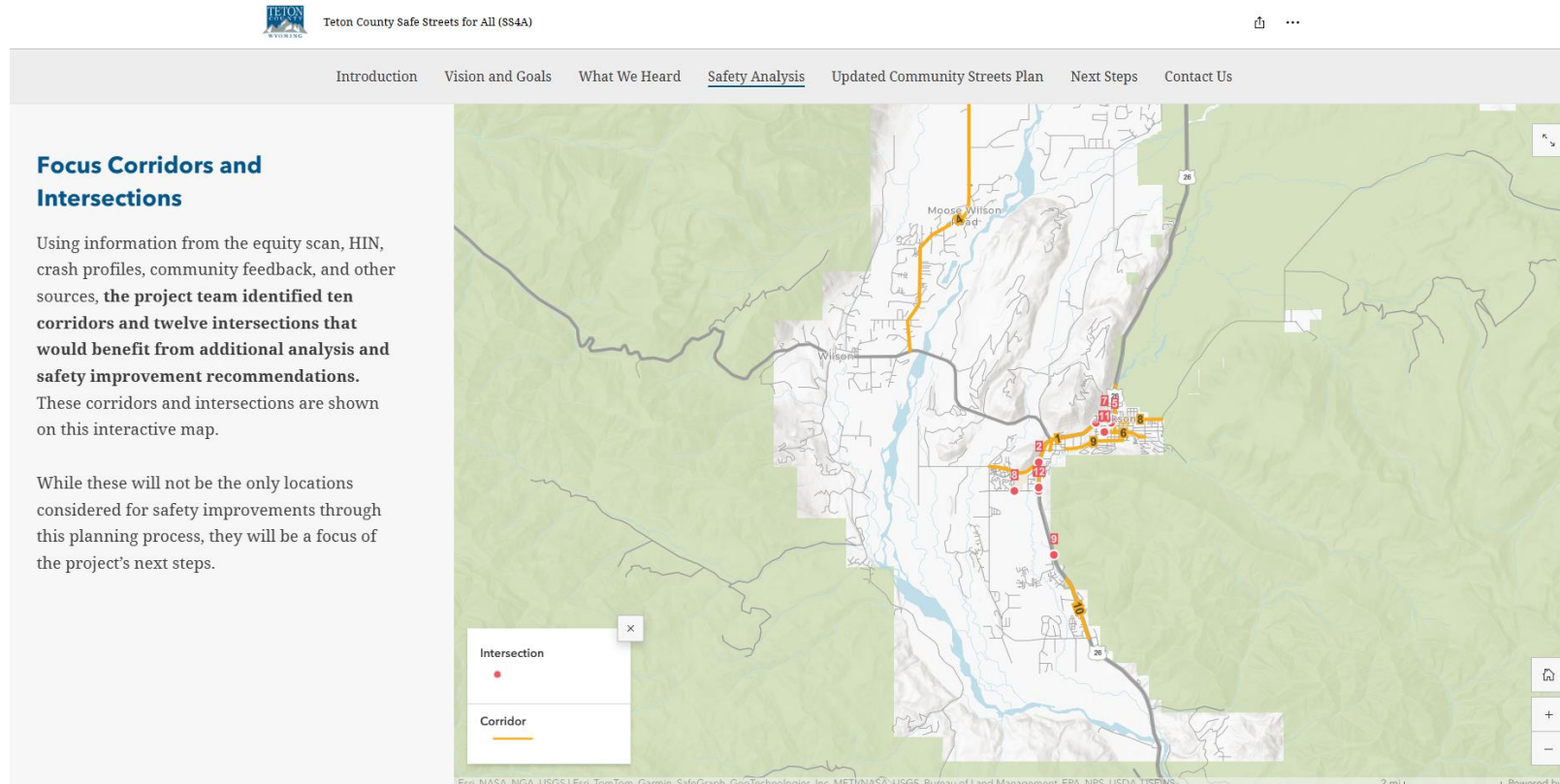
Check out the **top 10 safety priority roads** and improvements in East Multnomah County. Research-supported improvements address concerns from over 1000 community members and partner organizations.

Visit our table at upcoming community events:

June 6th	First Friday at Troutdale City Hall	July 18th	Wood Village Night Out at Wood Village Baptist Church
June 19th	Juneteenth at Vance Park	July 26th	Fairview on the Green at Community Park
		July 27th	Sunday Parkways

See the details and take the survey in our Interactive Virtual Open House. Enter to win a \$50 grocery store gift card!

Phase II Engagement – Story Map Survey



We are promoting an online story map survey where members of the public can view and comment on priority corridors and recommendations.

Safety Goal Setting – Overview

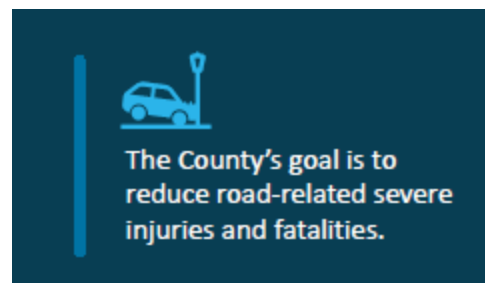
- Commitment from local leaders is a crucial step to advance safety efforts.
- Requirement of SS4A funding
- Needs to include a goal and timeline for eliminating roadway fatalities and serious injuries
- Aspirational and sets the tone for regional strategy



Safety Goal Setting – Regional Examples



Washington County



Provide a safe transportation system that considers the needs of all people and all modes, eliminating transportation-related fatalities and serious injuries by 2045.

Oregon envisions **no deaths or life-changing injuries** on Oregon's transportation system by 2035

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The Tigard City Council commits to a Safe Systems approach to transportation safety.

SECTION 2: The Tigard City Council adopts the goal of eliminating traffic deaths and serious injuries, stating that no loss of life or serious injury is acceptable on our streets and roads.

Portland's Vision Zero commitment

No person should die or be incapacitated from simply going about their day.

Since Portland's update in changed i
A global p
societal st

VISION ZERO: The City of Hillsboro envisions zero serious injuries and deaths on its transportation system by 2035. The Transportation Safety Action Plan includes projects and actions to get there.



It is the Portland Metro region's adopted goal to progressively reduce the number of people killed or seriously injured on the region's roadways to zero by 2035.

Vote on Vision Zero Goal

BY-LAWS FOR THE EAST MULTNOMAH COUNTY TRANSPORTATION COMMITTEE

5. RESPONSIBILITIES OF THE EMCTC

A. POLICY DIRECTION:

1. EMCTC is committed to significantly reducing traffic fatalities and serious injuries in East Multnomah County. We must ensure our streets are safe for all residents to travel, especially for those who walk, use bicycles, take transit or use mobility devices. We will prioritize funding for projects that reflect this stance.

Draft Vision Zero Goal language, from EMCTC bylaws:

EMCTC is committed to eliminating all traffic fatalities and serious injuries in East Multnomah County by 2045. No loss of life is acceptable, and we must ensure our streets are safe for all community members to travel, especially for those who walk, use bicycles, take transit or use mobility devices.

Strategies and Actions

INDIVIDUAL
EFFORT



POPULATION
HEALTH IMPACT



Strategies and Actions: Online Survey

What types of design and construction actions do you support?

- ☐ 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
- ☐ I don't support any of these

Strategies and Actions: Online Survey

What types of programs and policy actions do you support?

- ☐ 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
- ☐ I don't support any of these

Strategies and Actions: Online Survey

What types of education actions do you support?

- ☐ 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
- ☐ I don't support any of these

Strategies and Actions: Example

Safe System Category

Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, Post-Crash Care

Action Item

More detailed direction for the key steps needed to achieve the strategy.

Strategy

Broad recommendation directly related to systemic safety analysis, crash profiles, community concerns, or policy/program gap assessment.

Role and Responsibility

Who should lead and what partners are critical to success?

Performance Target

Ways that the City will monitor implementation and provide transparent communication on progress.

Timeline







When the action should take place.

Implementation Needs

Identifies if the action item will require funding, additional staff capacity, relationship building with external partners, or policy legislation in order to advance.

Rationale for Recommendations

Identifies which part of the planning process directly informed recommendation development.

Action Item	Timeline <i>Short, Mid, Long</i>	Lead Agency	Supporting Partners	Performance Target	Implementation Needs				Rationale for Recommendations				
					Funding	Staff Capacity	Relationship Building	Legislation	Crash Profiles	Systemic Analysis Finding	HIN	Policy Assessment	Public Feedback
A-3b. Develop a Safe Routes to School Plan, including an audit of the schools that have the highest crash rates within their school zone. Develop safety recommendations including both quick build opportunities and long-term improvements.	 Short	City of El Paso - Capital Improvement Department	El Paso, Ysleta, and Socorro Independent School Districts	Identify the schools located within disadvantaged communities that have the highest crash rates and the highest number of existing students who walk or bike to school. Conduct a road safety audit of each school zone to identify and implement improvements.									

Strategies and Actions: Example

- Create “First Step Priorities” (5-10 Actions)
- Priorities will be updated annually through the implementation of the plan

Our Priority Actions

Achieving Vision Zero's goal of eliminating death and serious injuries from El Paso's roadways requires dedication and commitment from city departments, outside partners, and all El Pasoans.

The previous chapter outlined policy and program recommendations that will incrementally guide a cultural shift towards safer roads. But, each journey must begin with a few important first steps, and priority actions have been developed to outline the immediate steps El Paso can take to begin its Vision Zero journey.

“ What El Pasoans Are Saying

There are no bike lanes. You are safer driving a car because there is no space for bikes. And the roads are very dark in some areas where it would be dangerous to walk in the late evening.

The success of these priority actions depends on the collaboration and determination of everyone in El Paso, including city staff and officials, law enforcement, community and neighborhood groups, advocates, school districts, and residents. These actions provide transparency for action and should be updated regularly.

We all play an important role in eliminating traffic deaths on our roads. Priority actions are our first steps on the Vision Zero journey and will help guide where we begin and how we leverage important resources.

Top 10 Actions



Apply for Safe Streets for All Implementation Funding.



Appoint a permanent Vision Zero Task Force.



Identify/Hire a Vision Zero coordinator tasked with overseeing Vision Zero implementation.



Hire a Safe Routes to School Coordinator and develop a Safe Routes to School Program.



Collaborate with TxDOT to begin addressing top safety areas identified within the Action Plan.



Update the Street Design Guidelines focusing on vulnerable roadway user safety.



Create a Quick Build Toolkit.



Expand the Neighborhood Traffic Calming and “Love Your Block” programs.



Launch a Vision Zero safety campaign focusing on key safety issues identified by the Action Plan.



Prepare the first annual Vision Zero Progress Report and update the Dashboard to track progress and provide transparency.

What are you hearing?

What are you hearing from your constituents about their priorities and needs? What strategies do you think are important?

For example:

- **Design and Construction Actions**

- Complete gaps in sidewalks and bike lanes
- Construct high visibility crosswalks where crossings are distant
- Update signal timing to give people walking a head start

- **Programs and Policies Actions**

- Program to deliver quick and low-cost safety projects
- Advocate for grants
- Increase ride options to reduce drunk and impaired driving

- **Education Actions**

- Educate property owners on sidewalk maintenance requirements
- Safety education campaign

What's Next?



Transportation Safety Action Plan

Up Next: Draft Plan

- Graphically-rich document with similar outline to StoryMap Survey content.

The founding principles of a Safe System Approach include:

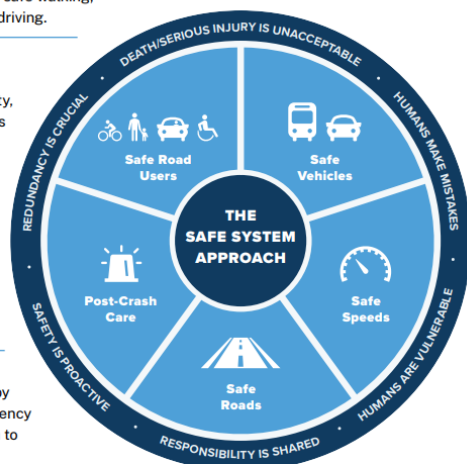
Safe Road Users. People living, working, or traveling in Mill Creek should be safe walking, biking, rolling, taking transit, or driving.

Safe Vehicles. Promote vehicle designs and regulations that minimize crashes, reduce severity, and incorporate safety measures using the latest technology.

Safe Speeds. Slower travel speeds help save lives and reduce the risk of a life-altering injury or death.

Safe Roads. Design roads so that human error does not result in the loss of human life.

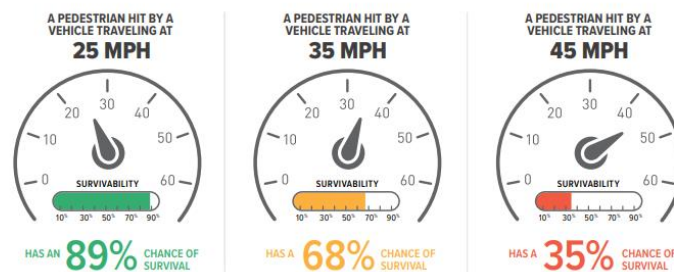
Post-Crash Care. When crashes do occur, reduce harm by providing rapid access to emergency medical care and analyzing data to support system improvements.



CONTEXT AND CRASH FACTORS

Speed

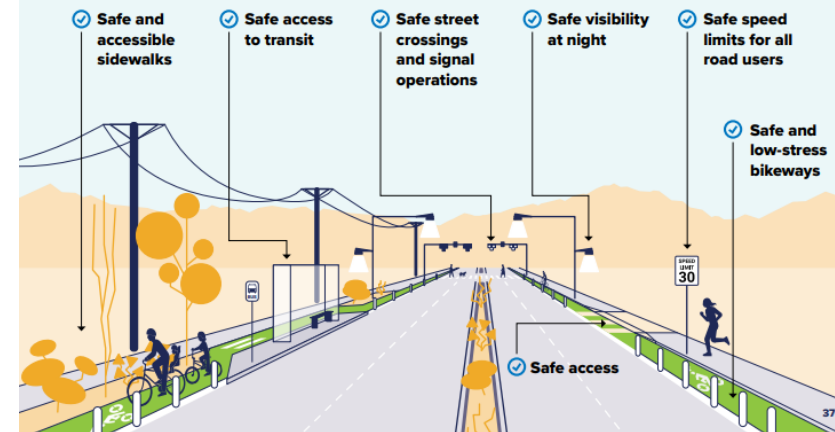
Speed is one of the most important predictors of whether a crash is survivable. Lower speeds make crashes more avoidable as well. Due to the high speeds common on major arterials and rural or suburban roads, crashes tend to be more severe on these roadways. This is a significant crash factor throughout the Knoxville region and for people using all modes of transportation. However, higher speeds are particularly dangerous for people walking, with a pedestrian's chance of surviving a crash declining to 35% when hit by a vehicle traveling at 45 mph.



Teff, B. C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention 50 (2013): 871-878.

Anatomy of a Safe Street

Safe streets help keep all roadway users safe. However, not all safe streets will look the same. By responding to crash data and the context of local streets, El Paso can advance safety through improved street design.



Schedule

- Phase 2 Engagement- June 16- July 31
- TAC Working Meeting- Week of August 11
 - First Step Priorities + Performance Measures Discussion
- Draft Plan- September 16
- September TAC and EMCTC Meetings to discuss Draft Plan
- Phase 3 Engagement- Sept 16- Oct 17
- Final Plan- Mid-November 🎉
- EMCTC approve final plan

EMCTC Action Items

- Promote the StoryMap survey for feedback by 7/31 using Partner Toolkit. **Please share on your social media.**
- Review projects + actions in the StoryMap by the end of July.

Thank you!

Strategies and Actions Discussion



Add speed feedback signs along high injury corridors and in school zones. 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.

Work with partners to lower speed limits on high injury corridors, where appropriate.

Develop a program to enforce speeds through speed safety cameras. 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.