



Urban East Multnomah County

Transportation Safety Action Plan

Bicycle and Pedestrian Advisory Committee

October 08, 2025

alta

Agenda

- Meeting Objectives
- Schedule and Project Overview
- Phase 2 Engagement Findings
- Vision Zero Goal
- Strategies and Actions
- What's Next
 - Phase 3 Engagement
 - Final Plan

Meeting Objectives

- Review Phase 2 engagement results
- Provide feedback on TSAP strategies and priority next steps
- Coordinate and promote Phase 3 engagement
- Discuss Letter of Support for EMCTC

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.



Eastman Pkwy

CITY HALL
FIRE/POLICE

BEST BUY

WE

ST

IS

WHEELER

Icons: Car, Pedestrian, Wheelchair, Bicyclist

East Multnomah County

**Transportation Safety
Action Plan**

Winter 2025

Multnomah County CITY OF GRESHAM

CITY OF TROUTDALE

Wood Village

Schedule

EAST MULTNOMAH COUNTY TRANSPORTATION SAFETY ACTION PLAN TIMELINE



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



Multnomah County East Multnomah County Transportation Safety Action Plan

☆ ... 

East Multnomah County Transportation Safety Action Plan

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

We want to hear from you!

↓



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

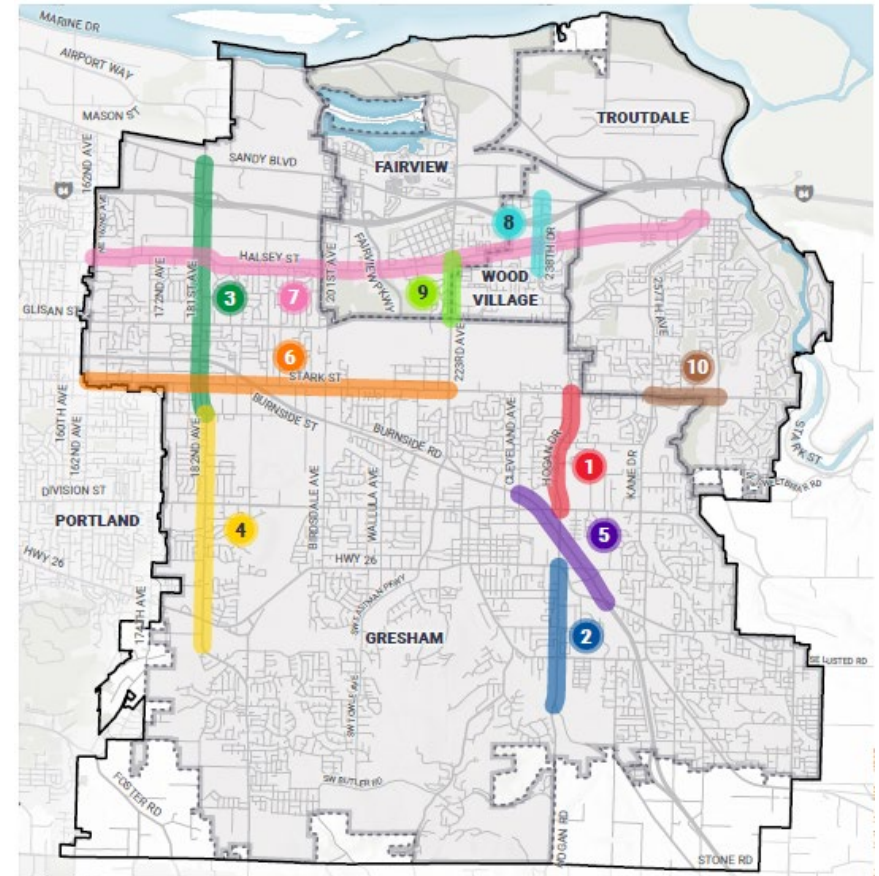
We promoted an online story map survey where members of the public could view and comment on priority corridors and recommendations.

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



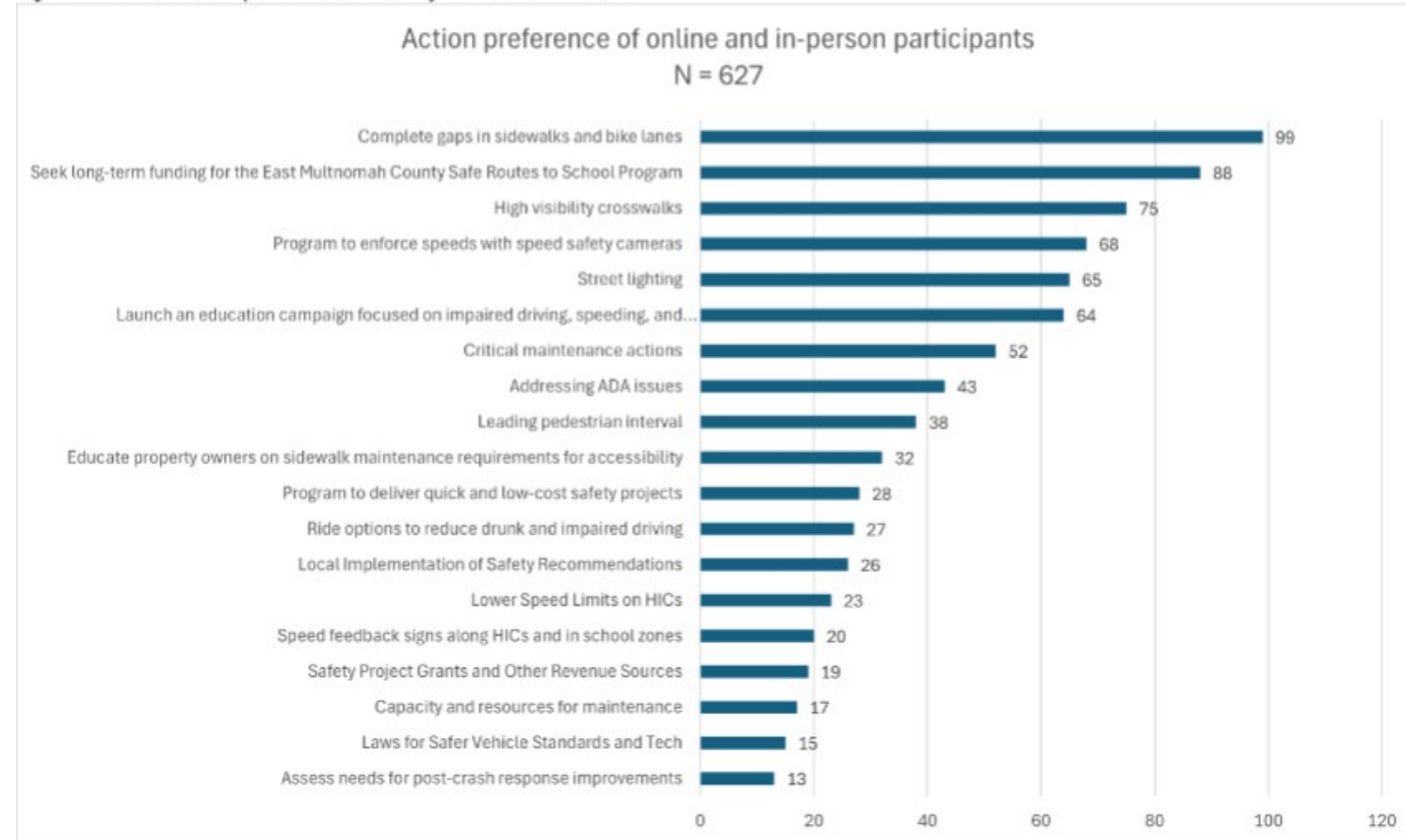
Phase 2 Engagement Findings

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



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



Safety Goal Setting – Regional Examples



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



Washington County



The County's goal is to reduce road-related severe injuries and fatalities.

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

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

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.

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.

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.”

Safe System Pyramid: Strategies and Actions

INDIVIDUAL
EFFORT



POPULATION
HEALTH IMPACT

TSAP Actions Organization

Plan Document Organization

- Theme
- Action Item
- Action Description
- Safe System Category
- Participating Parties
- Target Completion Term (Short, Medium, Long)
- Potential Performance Metrics
- Level of Funding Required (\$,\$\$,\$\$\$)

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**
---------------	-------	-------------	--------------------	------------------------	-----------------------	-------------------------	-------------------------------	-----------------------------

Priority Next Steps

- Next 1-3 year timeline to begin—not necessarily finish!
- Reflect the most urgent needs identified through crash data and community 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

- Complete gaps in sidewalks and bike lanes and address Americans with Disabilities Act accessibility issues.
- Improve street lighting—especially pedestrian scale lighting—along the identified priority corridors.
- Construct high visibility crosswalks with beacons where crossing opportunities are distant.

Priority Next Steps: Speed Management

Develop a Safe Speeds Strategy and begin piloting key speed-related actions.

Key Actions

- Add speed feedback signs paired with enforcement along high-injury corridors and in school zones.
- Develop a program to enforce speed limits and vehicles stopping at stop signs through automated speed safety cameras and movable ticket vans.

Priority Next Steps: Policies and Programs

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

Key Actions

- 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.

Priority Next Steps: Process

Center community input and opportunities for short-term solutions in all safety improvements, both new investment and maintenance work.

Key Actions

- Create programs to fund and implement quick build and low-cost safety projects.
- Continue to gather public feedback and empower the public to share roadway safety concerns.
- Scope scheduled corridor projects to include opportunities to implement proven safety countermeasures and engage the community on safety needs.

Priority Next Steps: Funding Advocacy

Work together to advocate for funding to reach our Vision Zero goal in East Multnomah County.

Key Actions

- Seek additional maintenance capacity and resources for safety priorities.
- Pursue grants and other revenue sources that can be used for safety projects.
- Continue to provide regular safety updates to the EMCTC and EMCTC Transportation Advisory Committee to track progress.
- Continue seeking funding to sustain and grow the East Multnomah County Safe Routes to School Program.

What's Next?



Transportation Safety Action Plan

Up Next: Phase 3 Draft Plan Review

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



East Multnomah County
Transportation Safety Action Plan
 Winter 2025

Vision Zero

Vision Zero is a transformational shift in how to approach street design and traffic safety. It is rooted in the belief that traffic deaths are preventable and that it is important to continuously strive for zero traffic deaths. Vision Zero means shifting our focus from prioritizing moving vehicles to prioritizing moving people safely. Communities across the nation have established a Vision Zero goal, and have seen fewer deaths and injuries on their roadways.*

Why Vision Zero?

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. This Transportation Safety Action Plan is the formation of an organized and collective call to action.

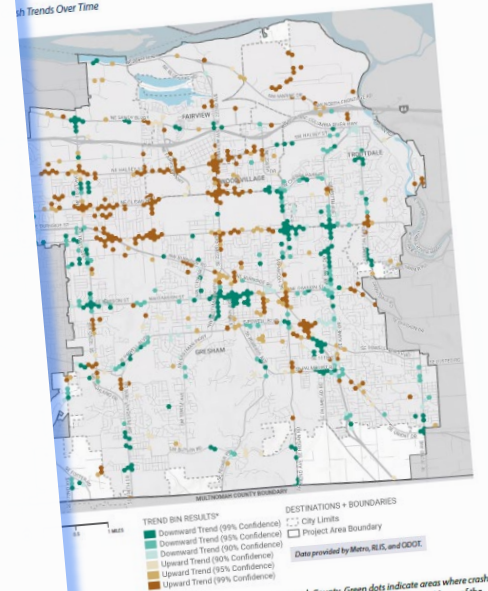
Safe System Approach

Vision Zero uses the Safe System Approach, which recognizes that humans sometimes make mistakes, and that the human body has a limited ability to tolerate the force of a crash. Therefore, transportation systems should be designed so that mistakes do not result in deaths. This approach focuses on roadway designs that anticipate human mistakes and reduce the risks of a crash, while also minimizing the risk of a serious injury or fatality when crashes do take place.

- Safe Road Users.** People living, working, or traveling in urban East Multnomah County 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.



*World Resources Institute and Global Road Safety Facility. Sustainable and Safe: A Vision and Guidance for Zero Road Deaths, 2017. <https://www.wri.org/research/sustainable-and-safe-vision-and-guidance-zero-road-deaths>



How crash trends have changed over time in East Multnomah County. Green dots indicate areas where crash rates are decreasing, while orange dots indicate areas where crash numbers are increasing. The relative confidence of the data, with darker shades indicating higher confidence levels.

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 NE and at midblock crosswalk and intersections. Priority locations include NE Hogan Dr and NE Division St, SE 16th Ave and SE Stark St, SE 16th Ave and Division St.	Safe Roads	City of Gresham, Multnomah County Lighting, Street, Wood Village, Multnomah County	Medium	Percentage of lighting systems improved to standards. Number of crosswalks with new lighting. Number of miles of roadway with new street lighting (both pedestrian scale and vehicle).	\$5
2	Design & Construction	Complete gaps in sidewalk and bike lanes and address ADA accessibility issues.	In addition to gaps and ADA issues along priority corridors, implementation should prioritize transit routes, school walkways, and connections to essential destinations. Look for opportunities to develop separate or protected bike facilities to address known safety issues on arterial streets with high levels of traffic volume and driver injuries, such as 16th Ave, Burnside Rd, and Powell Blvd.	Safe Roads	City 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.	\$50
3	Design & Construction	Construct high-visibility crosswalks with beacons (RTK) where existing opportunities are absent.	These improvements will enhance safety by making pedestrians more visible to drivers, reducing crossing distances, and providing directional, audible prompts for safe street crossing. Locations may include ongoing walkway realignment, upcoming rapid lighting beacons (RTK), or other appropriate signalized devices depending on roadway conditions.	Safe Roads	Multnomah County and cities***	Long	Number of high-visibility crosswalks with pedestrian beacons installed in areas with crossing gaps greater than 1/4 mile along the high injury network.	\$5

Note: Actions highlighted in orange reflect the most urgent needs and are considered priority next steps. See page 59 for more details.

* Short: 1-3 years, Medium: 4-7 years, Long: over 8 years, Ongoing: remaining actions
 ** \$: Likely achievable within typical operating budgets, \$5+: May need an outside grant to complete, \$\$\$: Likely would require multiple large grants and/or identification of a new revenue source.
 *** Gresham, Gresham, Troutdale, and Wood Village.

Schedule

- Phase 3 Engagement- 10/15-11/04
- Final Plan- Late-November 🎉
- EMCTC approve final plan

BPAC Action Items

- 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 take survey.
- Submit a letter of support to EMCTC



Thank you!