



Photo Credit: Jonathan Maus/BikePortland

East Multnomah County

Transportation Safety Action Plan

EMCTC

December 15, 2025

alta



East Multnomah County

Transportation Safety Action Plan

Winter 2025



Agenda

- Schedule
- Project Recap
- Engagement summary
- Final Plan Overview
- Funding
- Next Steps
- EMCTC Approval Resolution

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

FALL

Final Plan Complete

Dec 2025

WE ARE HERE

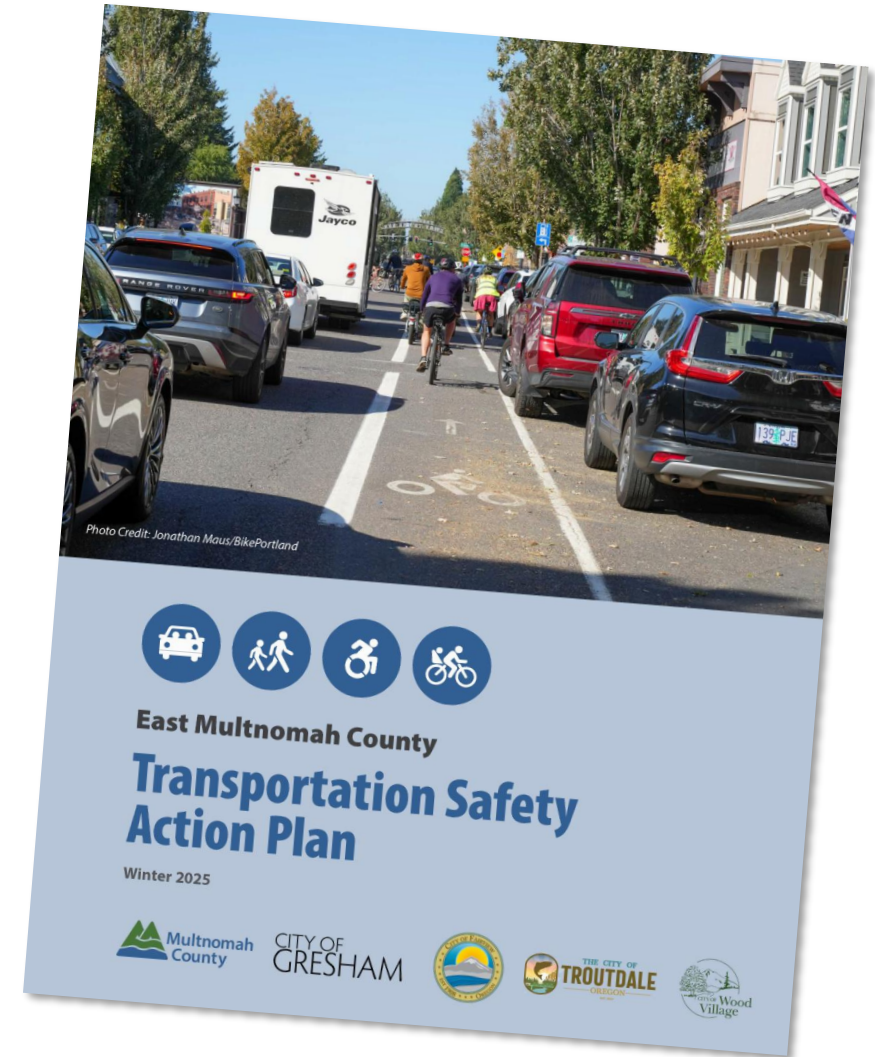
What is a Transportation Safety Action Plan?



*East Multnomah County Transportation
Safety Action Plan*

What is a Transportation Safety Action Plan?

A Transportation Safety Action Plan analyzes safety issues, community concerns, and crash patterns to develop projects and strategies aimed at reducing or eliminating serious injuries and fatalities for all road users.



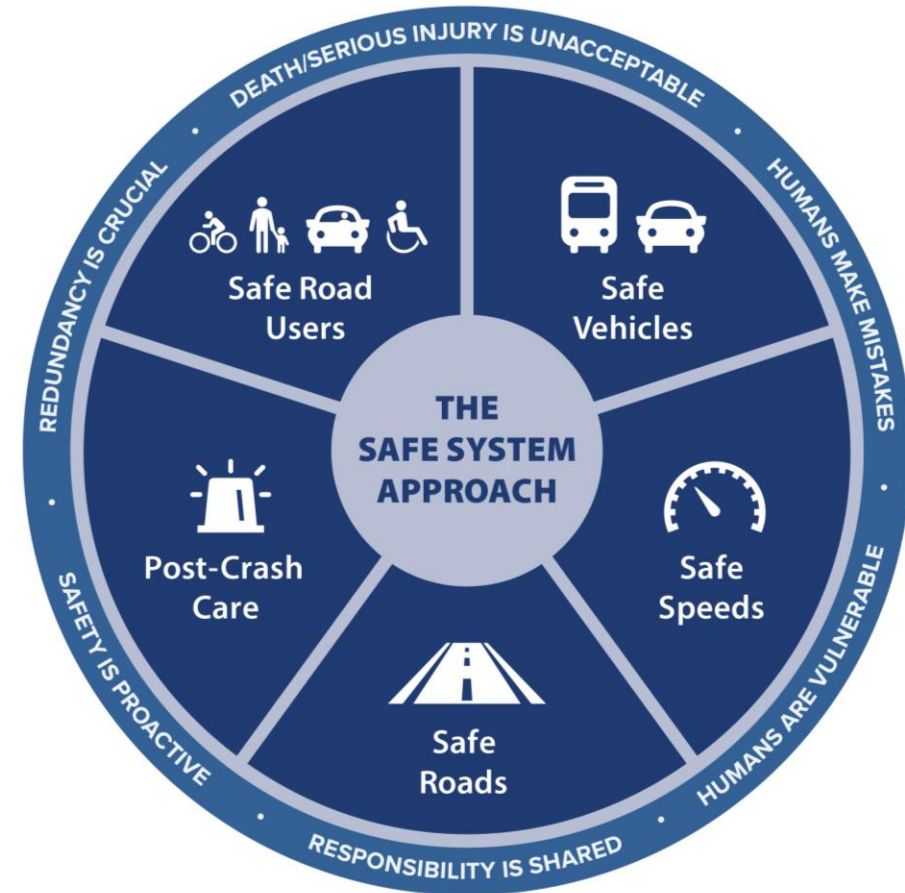
Project Recap



*East Multnomah County Transportation
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Vision Zero Goal

- Between 2013 and 2022, **473 people were seriously injured** and **104 people lost their lives** in crashes on East Multnomah County roadways
- Vision Zero uses the **Safe Systems Approach** to design roadways that anticipate human mistakes and minimize serious injuries or fatalities



Vision Zero Goal

A Vision Zero Goal for East Multnomah County

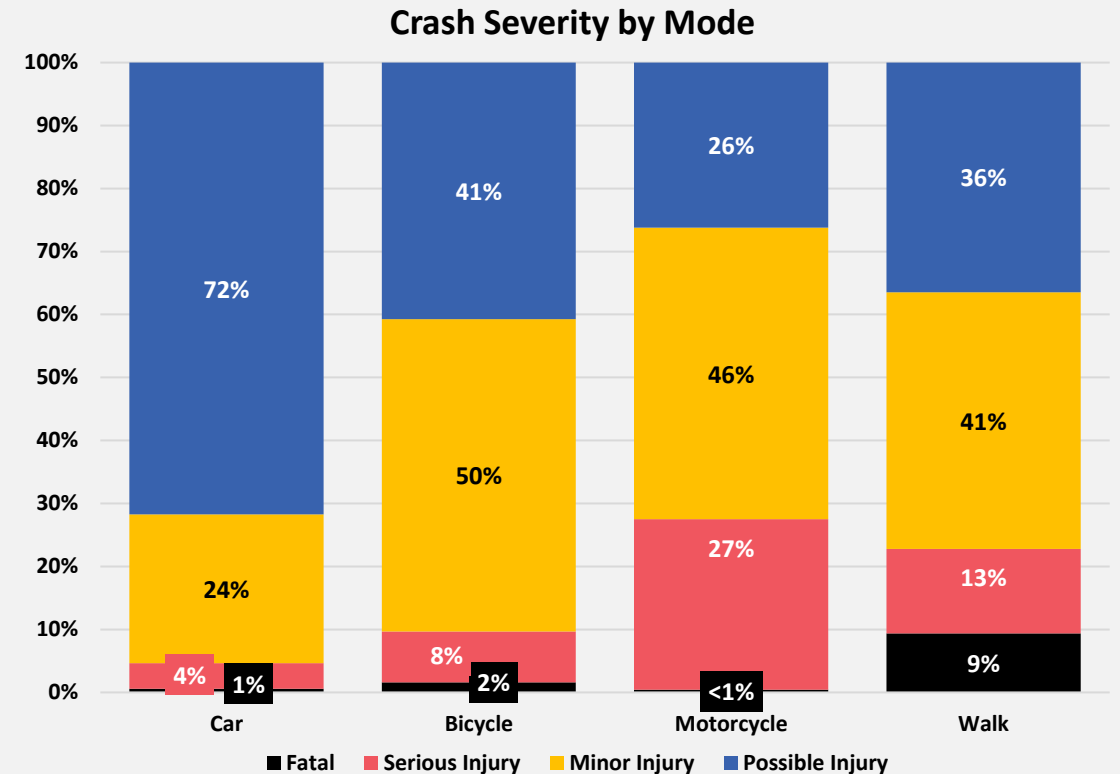
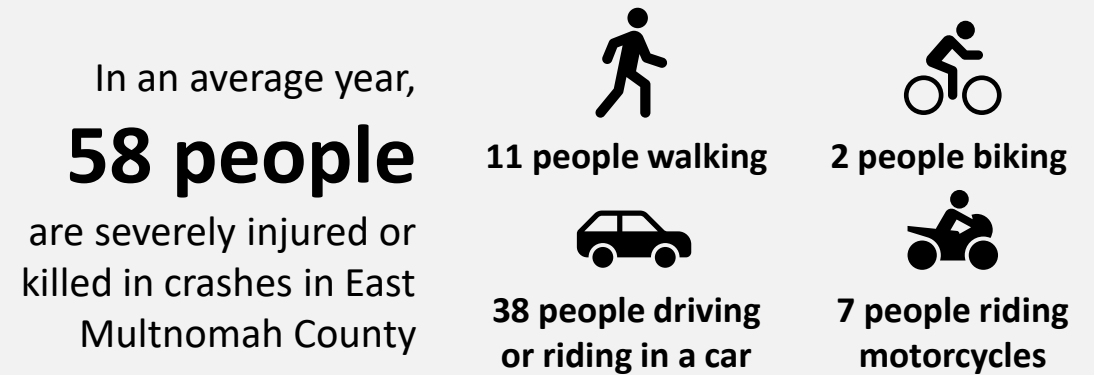
*The East Multnomah County Transportation Committee is committed to the goal of **eliminating all traffic fatalities and serious injuries in East Multnomah County by 2035.***

*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.*

Project Recap

Crash Data Summary

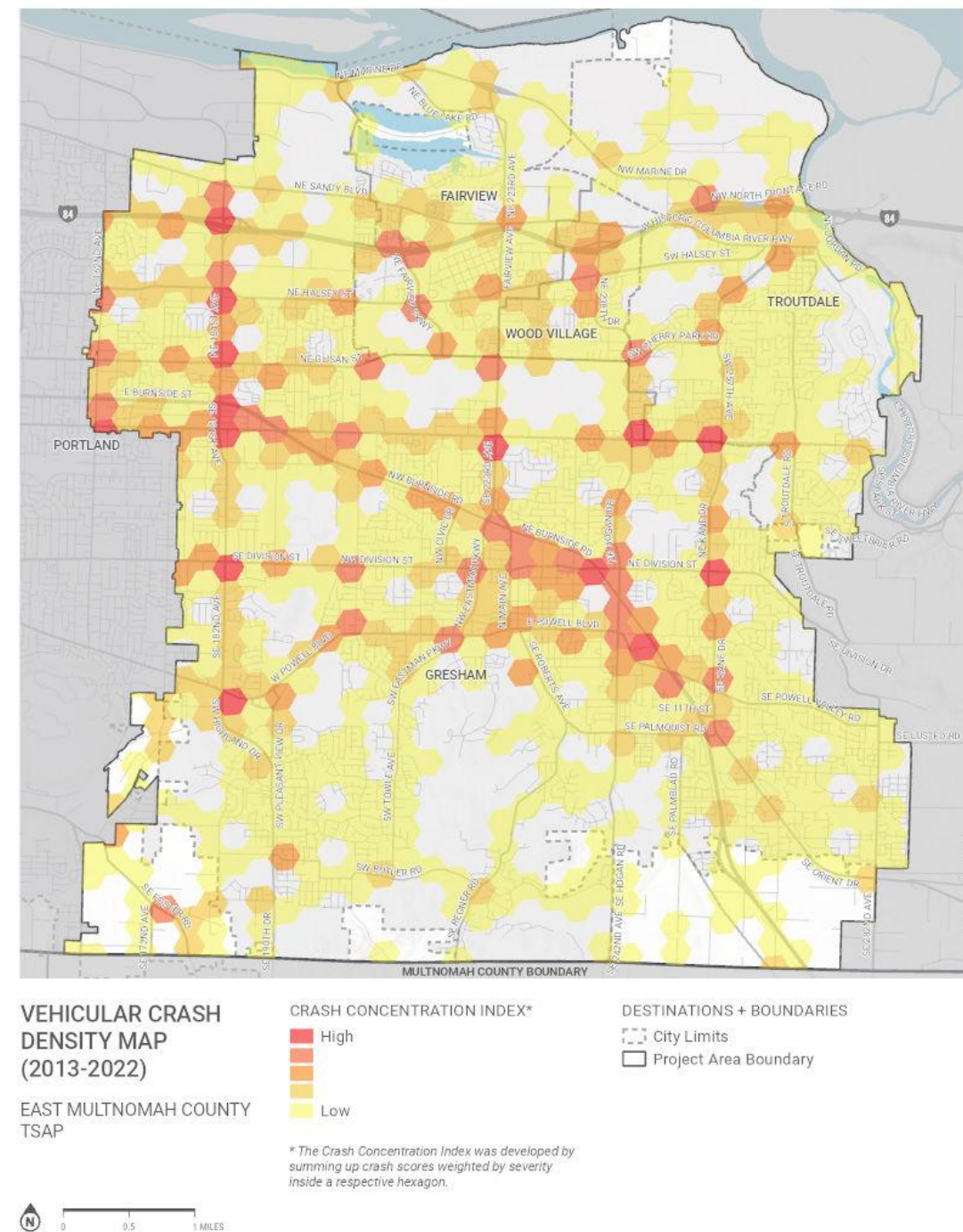
- 8,474 injury crashes occurred in East Multnomah County between 2013 and 2022
- People walking, biking and using a motorcycle were more likely to be involved in a serious injury or fatal crash



Project Recap

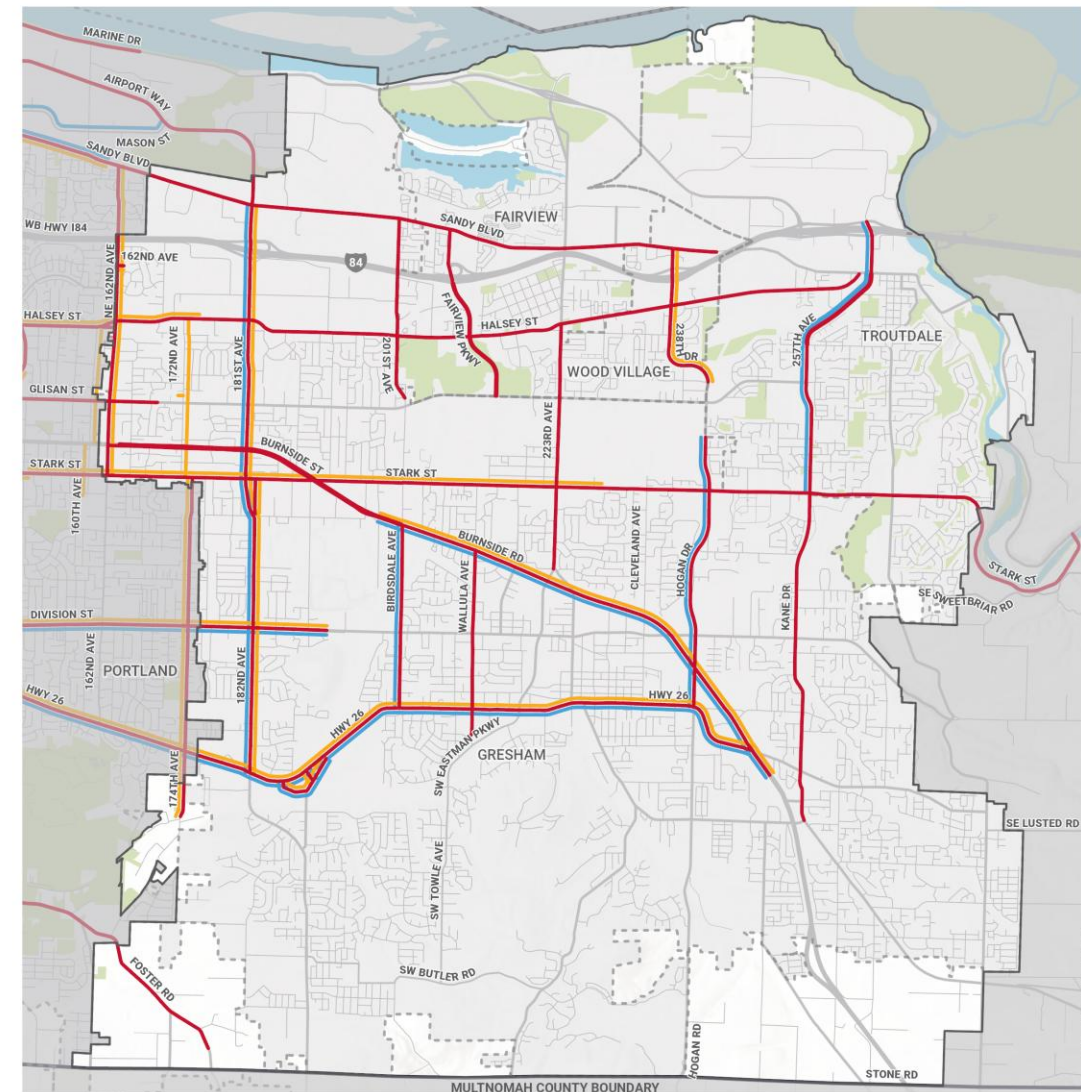
Crash Data Summary

- Most of the severe crashes occurred on the arterial network
- Many of the major streets in East Multnomah County are dangerous for people traveling around by car, walking, or rolling



High Injury Corridors

- High injury corridors (HICs) are **roadways where the highest concentrations of crashes occur**
- Mostly along on the arterial network



HIGH INJURY CORRIDORS - METRO




MULTNOMAH COUNTY TSAP

HIGH INJURY CORRIDORS*

- Bike
- Pedestrian
- All Modes

*High injury corridors were evaluated at the Metro regional scale.

DESTINATIONS + BOUNDARIES

-  City Limits
 Parks + Open Space
 Project Area Boundary



Community Engagement

- **More than 3,000 community members** shared their experiences walking, rolling, biking, driving, and using transit in East Multnomah County.
- **A 3-phase approach** was used to maximize the reach and depth of public feedback.



Project Recap

Phase 1 Engagement

In-Person Engagement

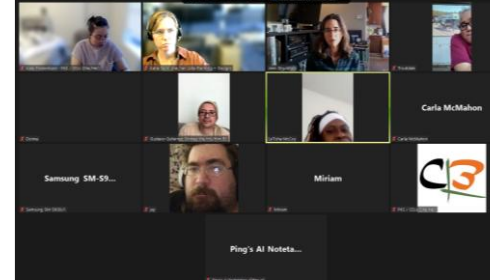
- Community Listening Sessions (CELs) - Spanish, Vietnamese, Chinese, Russian/Ukrainian, English (focus on transit riders)
- Key Partner Listening Sessions + Interviews
- Outreach at Several Community Events:
 - Juneteenth at Vance Park
 - Wood Village Night Out
 - Fairview on the Green
 - Rockwood Rock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

Online Engagement

- Online Survey
- Interactive Map

Promotion

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



Phase 1: Listen & Learn

Listen to and learn from community experiences



Phase 2: Reflect & Dive In

Reflect on community input to shape draft recommendations



Phase 3: Refine

Refine draft recommendations with final community input

PHASES OF COMMUNITY ENGAGEMENT

Phase 1 Engagement Findings

Top five safety concerns

- **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



Phase 2 Engagement



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
- Juneteenth
- Mt Hood CC, Farmers Market (July 13)
- Wood Village Night Out
- Rockwood Farmers Market (July 24)
- Fairview on the Green
- Sunday Parkways (July 27th)

Phase 1: Listen & Learn

Listen to and learn from community experiences



Phase 2: Reflect & Dive In

Reflect on community input to shape draft recommendations



Phase 3: Refine

Refine draft recommendations with final community input

PHASES OF COMMUNITY ENGAGEMENT

Phase 2 Engagement Findings

Top supported improvements across priority corridors:

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

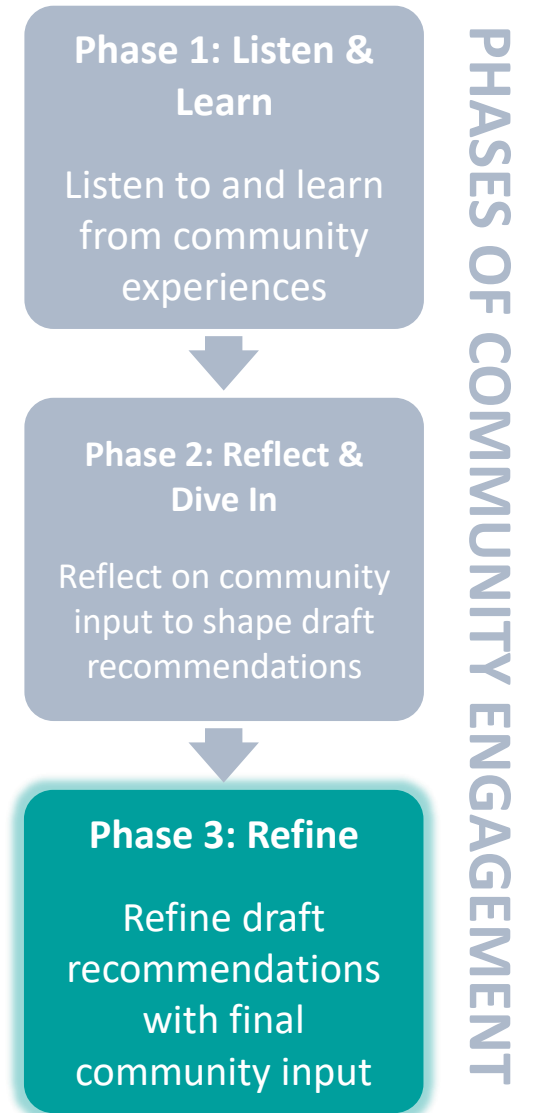
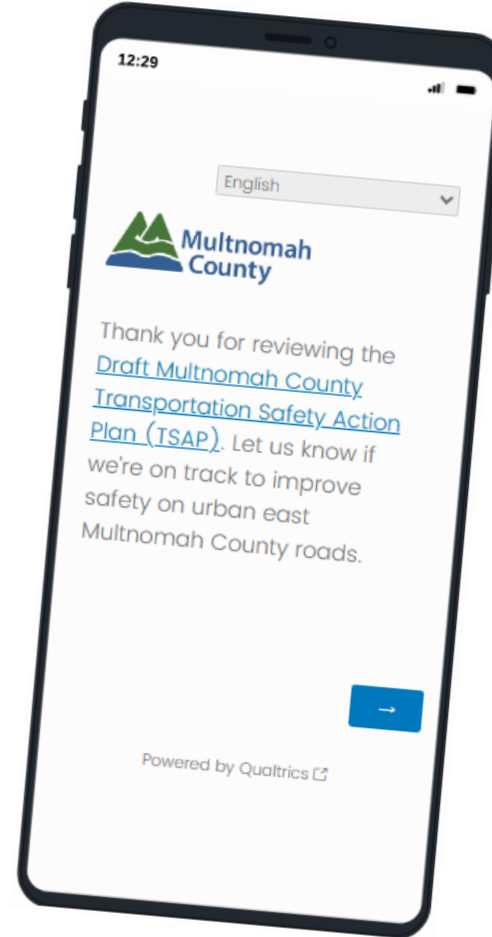
Top supported actions

- 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



Phase 3 Engagement

- **185 public comments**
- **Feedback Survey**
 - Survey offered in English, Spanish, Vietnamese, Mandarin Chinese, Ukrainian, and Russian
 - Asked about satisfaction with TSAP, ideas for additional safety strategies, and on how to improve public engagement.

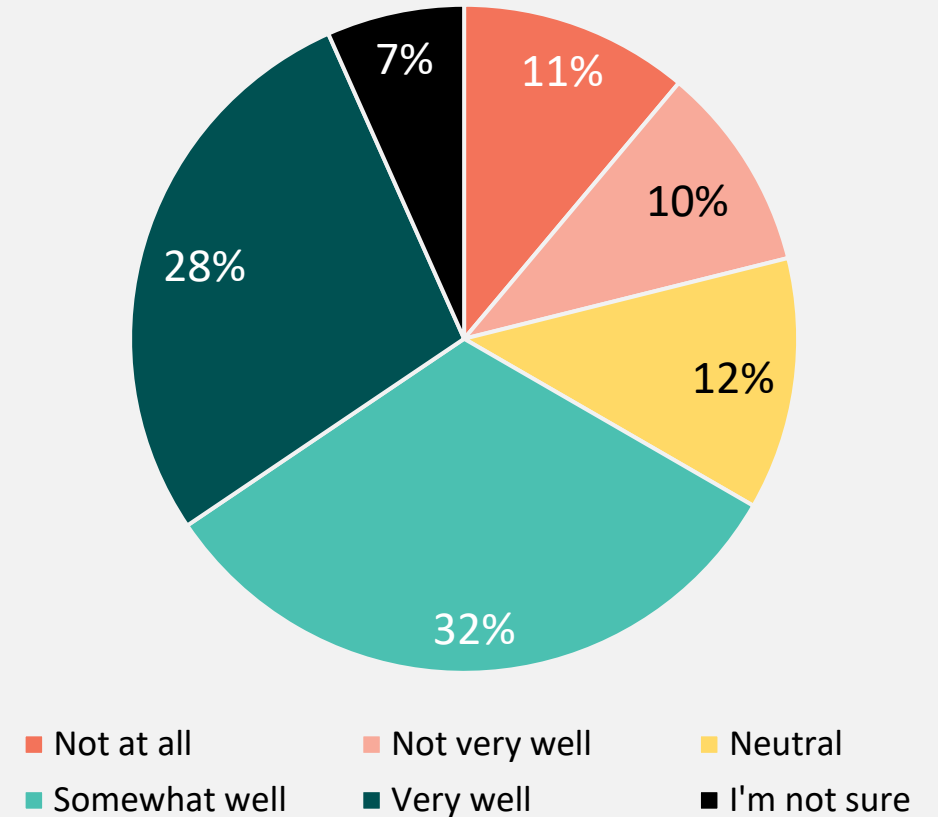


Phase 3 Engagement Findings

Key Themes

- Support for the plan and enthusiasm for implementation.
- Support for speed management and enforcement
- Some respondents provided additional infrastructure and road design ideas.
- A majority of survey respondents indicated that the TSAP reflects safety concerns they have experienced or observed.

How well does the draft plan reflect the transportation safety concerns you've experienced or observed in your community? N = 90



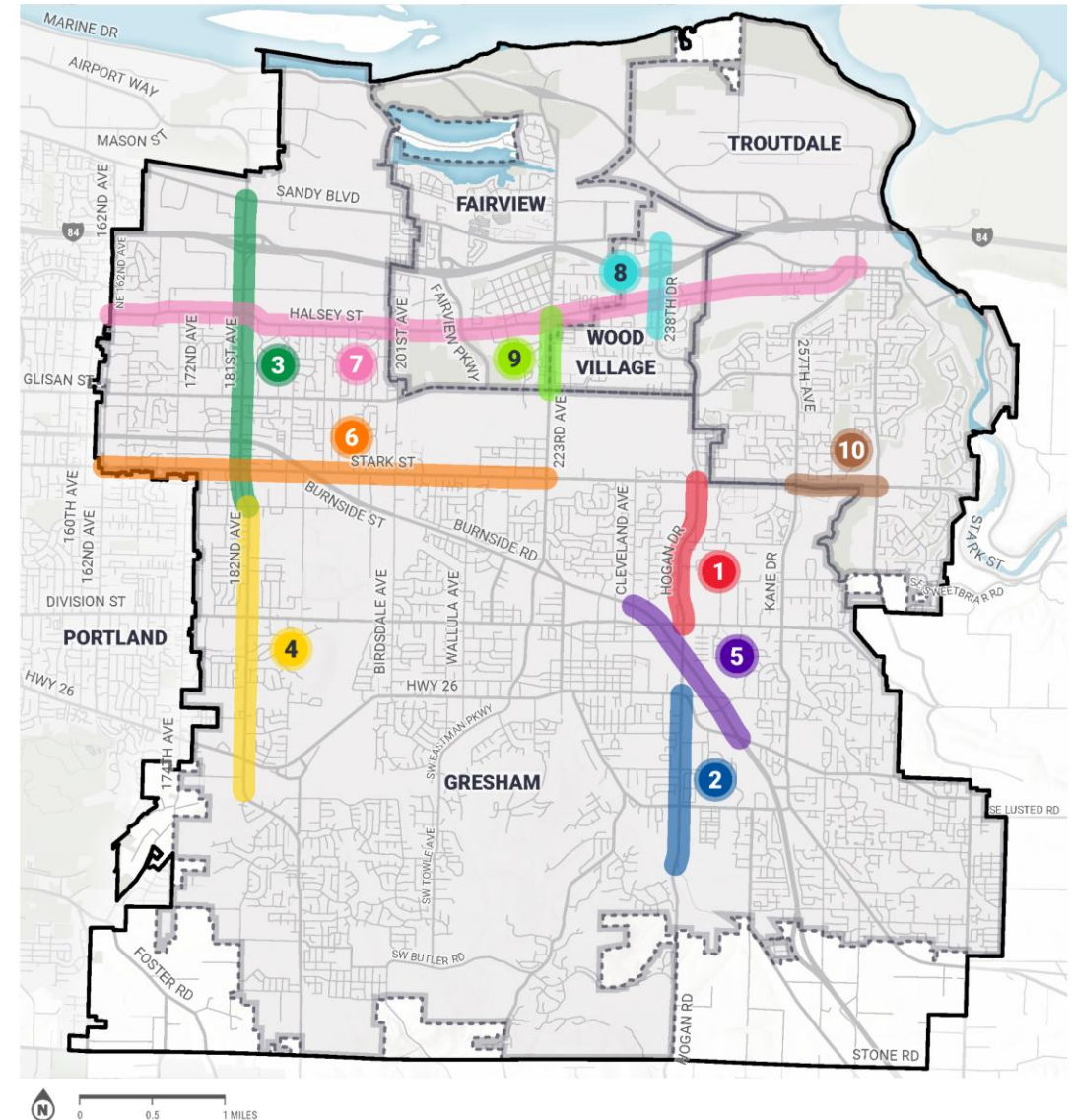
The Final Plan



*East Multnomah County Transportation
Safety Action Plan*

Priority Safety Corridors

- Corridors were identified by evaluating roadways on the following criteria:
 - Location on a High Injury Corridor (HIC)
 - Number of crashes
 - Benefit to travelers with lower incomes
 - Public engagement survey results



Systemwide Safety Improvements



Speed Management

- Lower posted speed limits
- Speed feedback signs and dynamic displays
- Speed safety camera enforcement
- Constructed medians and lane narrowing

Pedestrian Safety

- Enhanced pedestrian crossings
- Curb extensions to shorten crossing distances
- Pedestrian scale lighting
- Raised crosswalks

Bicycle Safety

- Separated or protected bike lanes
- Bicycle conflict striping at intersections and driveways
- Floating bus stops to reduce bus-bike conflicts
- Roadway surface improvements and ADA-compliant ramps

Intersection Safety

- Leading Pedestrian Intervals (LPIs)
- Right turn on red restrictions
- Protected or permissive left-turn phasing
- Right turn on red restrictions
- Advanced stop bars

Access and Connectivity

- Sidewalk infill and ADA improvements
- Access management to reduce driveway conflicts
- Roadway reconfiguration to improve multimodal balance

Where do we start?

Priority Steps

Design & Construction

Implement safety countermeasures

- Improve **Street Lighting**
- **Fill Gaps** in Bike Lanes and Sidewalks
- Construct **High Visibility Crosswalks**
- Construct **Priority Safety Improvements**

Speed Management

Deploy speed management strategies

- **Speed safety camera** enforcement program
- **Speed feedback signs**
- Develop a **Safe Speeds Strategy**

Funding Advocacy

Advocate for funding

- Additional **maintenance capacity and resources**
- Pursue **Grants**
- East Multnomah **Safe Routes to School** program

Process

Act on community priorities and build trust through implementation

- Continue gathering **public feedback**
- Program for **quick build and low-cost safety projects**
- Provide **regular updates to committees**

Policy and Program

Incorporate Vision Zero goals into local plans

- Incorporate **Vision Zero goals into local plans and design standards**

EMCTC's 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.



Funding Strategies

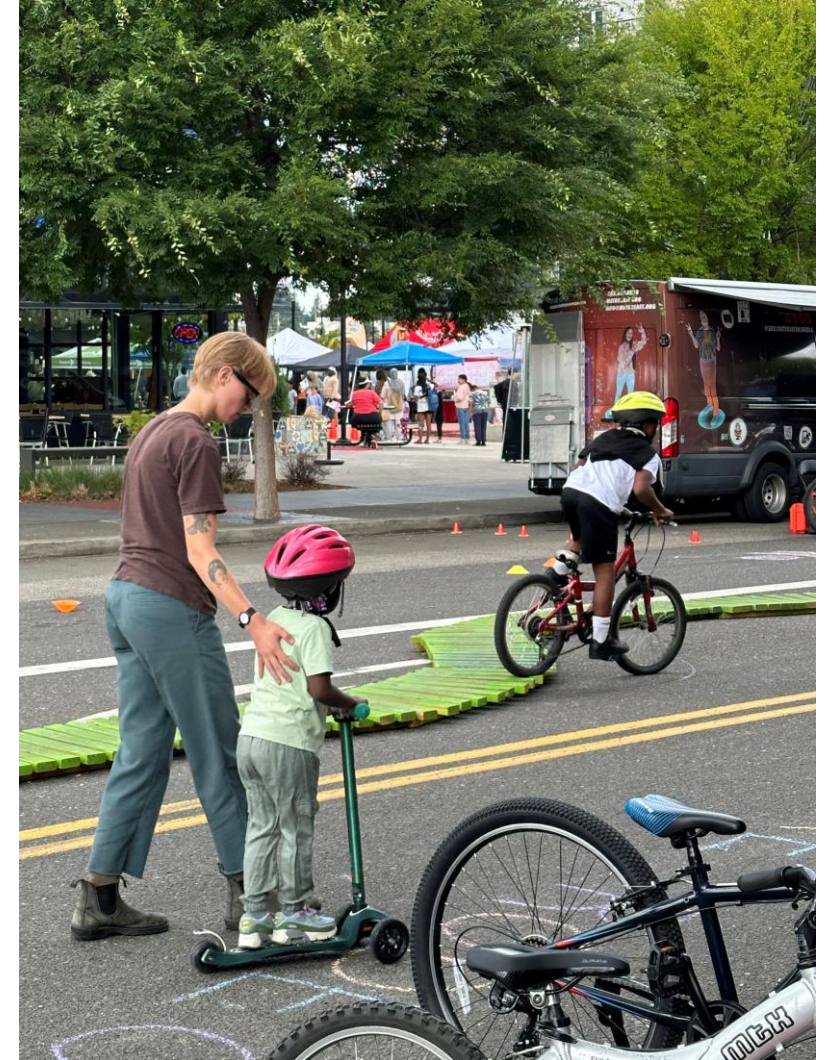


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TSAP Funding Strategy Overview

Funding to support TSAP actions is a priority next step

- Seek additional maintenance capacity and resources
- Pursue grants and other revenue sources
 - List federal, state, and regional opportunities
 - Describe program, match requirements, eligible uses, funding cycle
- Safe Routes to School Program funding
- Quick Build Program funding



What's Next?



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Next Steps for Implementation

Applying for grants in 2026

- Metro RTO Program Core Partner for Safe Routes to School funding
- SS4A for an implementation grant?
- REACH applying for Road to Zero grant

Plans and Standards Updates

- Gresham Transportation System Plan update
- Multnomah County Design and Construction Manual Update

Upcoming Safety Projects

- Sandy Blvd and 223rd in Fairview
- 181st improvements in Gresham
- Troutdale Rd Culvert (bike/ped gap) and planning for a path

Pending Projects

- 2025 SS4A application – Safe Speeds Strategy and pilot projects

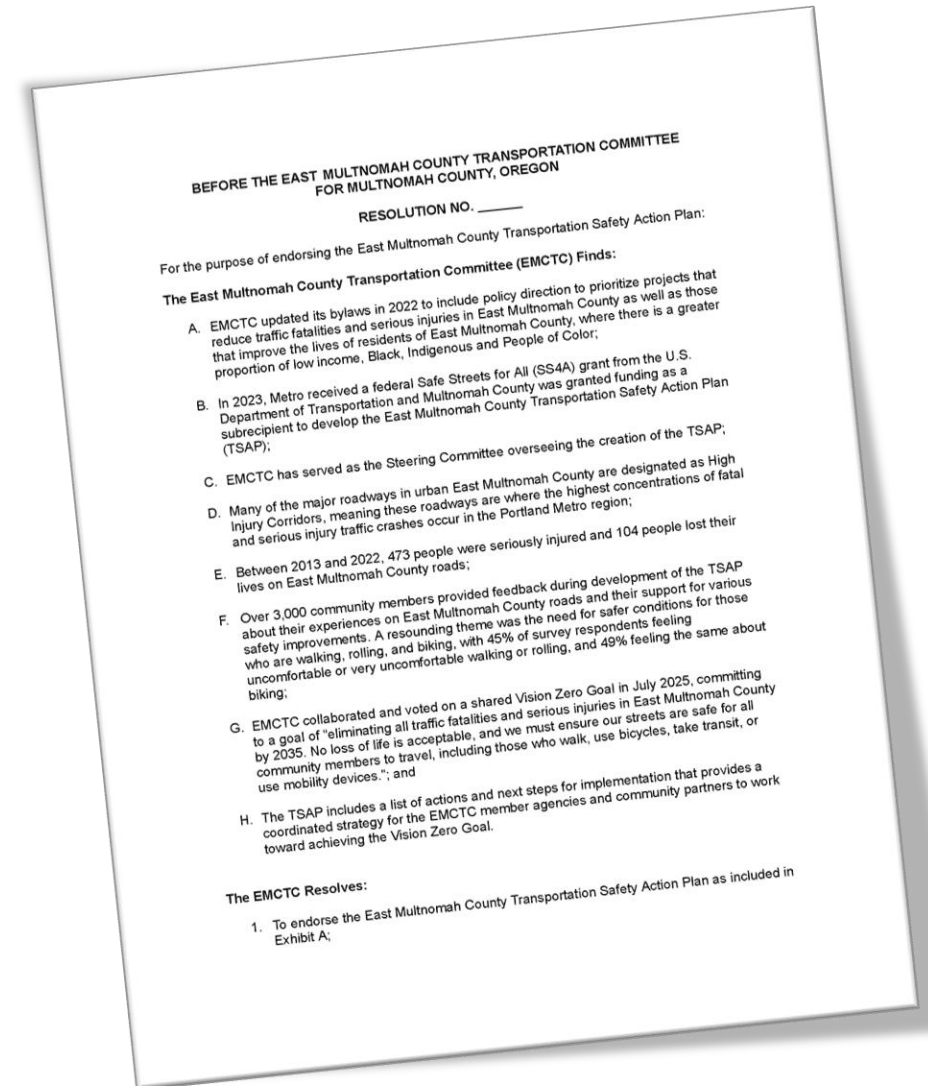
TSAP Approval Resolution



*East Multnomah County Transportation
Safety Action Plan*

The EMCTC Resolves:

1. To endorse the East Multnomah County Transportation Safety Action Plan
2. To recommend the Multnomah County Board of Commissioners and the City Councils consider adoption of the plan
3. To use its role as a transportation coordinating committee to oversee and monitor implementation of the TSAP and evaluate progress toward the Vision Zero Goal
4. To prioritize, in developing its future workplans, actions in the plan that EMCTC can advance through its leadership, such as advocating for funding for priority safety investments



Thank you!