



Urban East Multnomah County

Transportation Safety Action Plan

TAC November 5, 2025

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Agenda

- Public Comment Draft Plan Updates
- Phase 3 Engagement Update
- Schedule and Next Steps
- Discussion

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

WE ARE HERE

FALL

Final Plan Complete

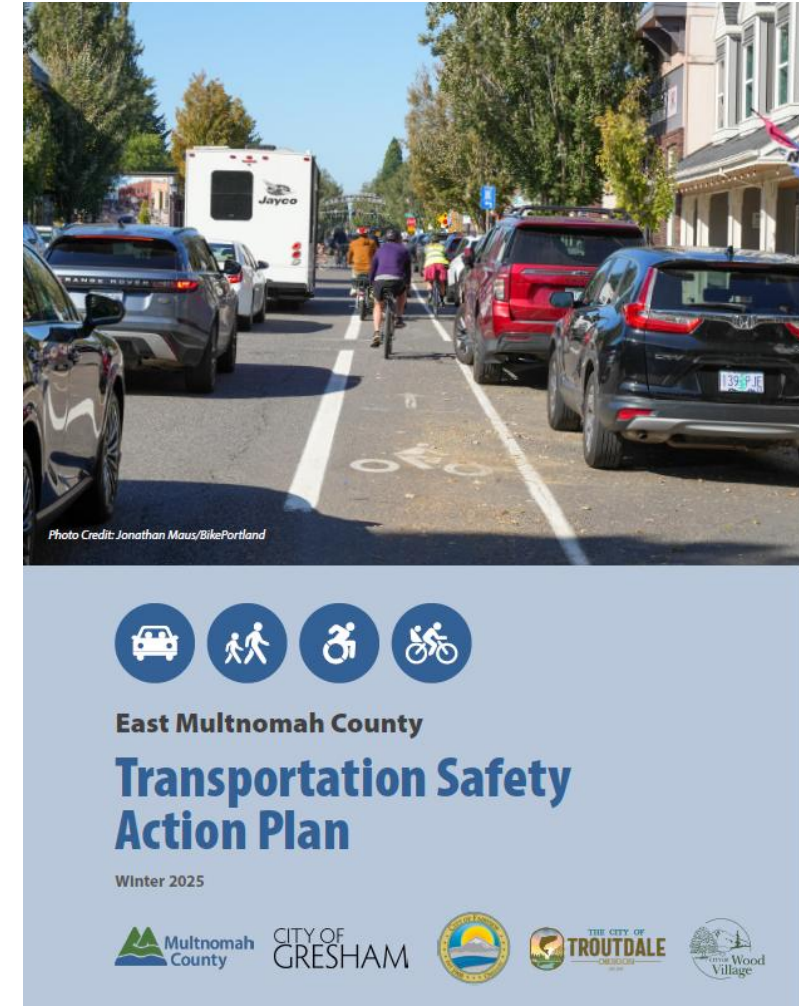
Nov 2025

Schedule

- Phase 3 Engagement- 10/15-11/9- Extended
- Final Plan edits- 11/10-11/18
- Fatal flaw review- 11/19-11/26
- Confirm final edits with TAC, if needed- 12/3
- Final Plan for approval 12/4 🎉
- EMCTC approve final plan at December 15 meeting.
- City Council/ County Commission Meetings January-March 2026

Public Comment Draft Updates

- Overall: added visuals, captions, worked to reduce text.
- Created robust Executive Summaries in 6 languages.
- Clarified and added more visuals to the “Understanding Safety Today” section. Removed Crash Profile Maps.
- Reordered sections to put Next Step Priorities before large table of actions.
- Simplified Next Step Priorities into 5 categories, with relevant actions nested, per our TAC discussion.



Public Comment Draft Updates

- Actions and Strategies Edits:
 - Clarified based on TAC comments.
 - List of updates from REACH to public health related actions and adding them as a partner to more relevant actions.
 - Re-worked Vision Zero Fleet goal, based on County fleet lead input.
 - Created new action to deploy variable message boards to communicate along high crash corridors.
 - Added call to make sidewalk permitting easier and more affordable.
 - Focus on advocating for funding in plan and identifying specific funding sources in memo (in progress).



East Multnomah County

Transportation Safety Action Plan

Winter 2025



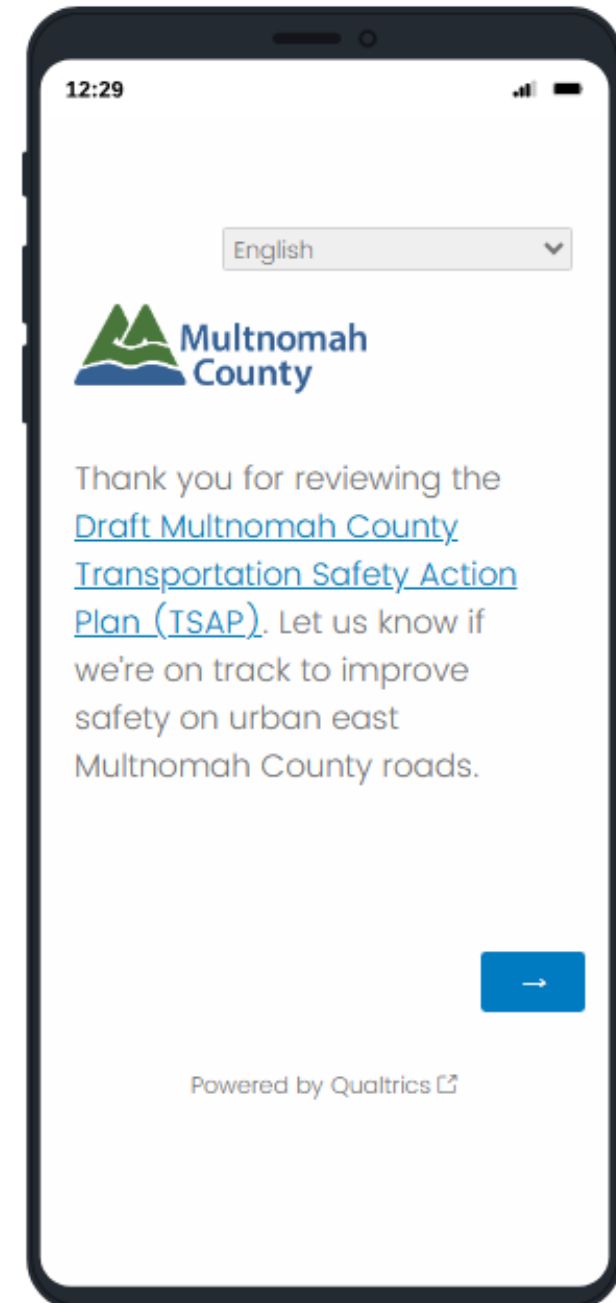
Phase III Engagement.. So Far



Transportation Safety Action Plan

Feedback Survey

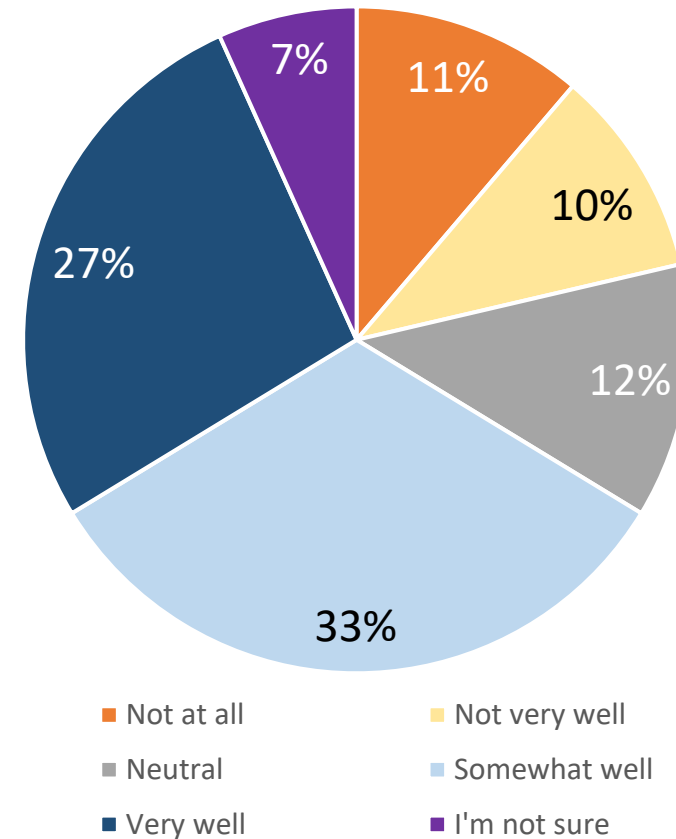
- After reviewing TSAP, readers are asked to complete quick follow-up survey to share thoughts
- Survey asked about satisfaction with TSAP, ideas for additional safety strategies, and on how to improve public engagement
- Survey offered in English, Spanish, Vietnamese, Mandarin Chinese, Ukrainian, and Russian
- 179 Responses recorded so far (as of 11/4)



Satisfaction with the TSAP

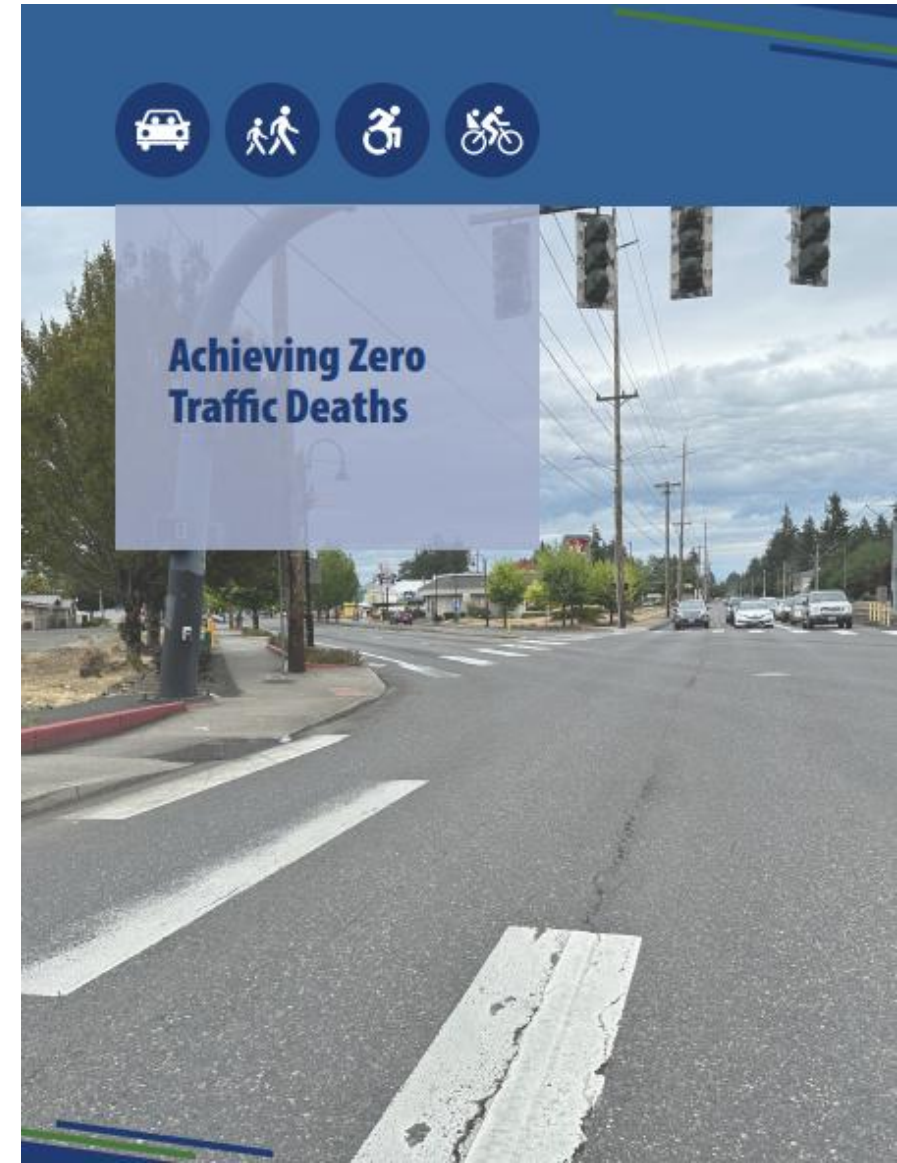
- Majority of respondents indicate that TSAP reflects safety concerns experienced or observed in community

How well does the draft plan reflect the transportation safety concerns you've experienced or observed in your community? N = 89



Ideas for safety strategies

- Road diets/road reconfiguration—in the plan!
- TDM campaign to reduce driving—in the plan!
- ADA accessibility improvements
- Improve roadway aesthetics
- Remove abandoned vehicles



Ideas for how to improve public engagement

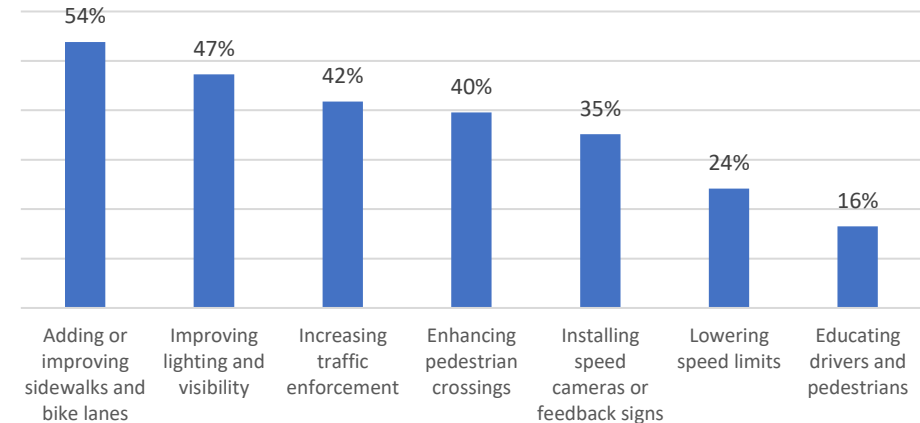
- Showing progress on proposed improvements can result in more enthusiasm about the transportation planning process
 - *“Shouldn't the effort be to do the plan, not just talk about it. Doing the plan and people seeing actual results would be the best form of communication.”*
 - *“SHORT Videos about how it is now vs. what it would be like with proposed changes AND Why Those changes would help keep everyone safe!”*
- Engagement at community events
 - *“Sunday Parkway type event connected to businesses, parks and schools.”*



Key Takeaways

- Among proposed strategies, greatest support for: **Adding or improving sidewalks and bike lanes**
- **Strong support for improved maintenance of roadways and active transportation facilities**
 - *“Clearing roads of debris/leaves/etc so pedestrians and bikes are not forced into car lanes”*
- **Some support for hardening infrastructure and separation between peds and bikes from vehicles**
 - *“Physical barriers work! If the road looks like you can go 45, people will go 45, no matter what the speed limit is.”*
- **Some support for traffic calming and speed management**
 - *“Work towards making traffic calming ubiquitous, shrink the driving space in excessively wide roads.”*

Which safety strategies in the plan do you think are most important to focus on first? N = 91



Schedule and Next Steps



Transportation Safety Action Plan

Schedule

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EMCTC 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.
- Support legislation to lower Oregon's legal BAC limit.



TAC Role – Immediate Next Steps

- Brief your member about the upcoming plan approval! Let us know any questions or concerns.
- Let us know any final feedback/ issues.



Discussion



Transportation Safety Action Plan

Thank you!

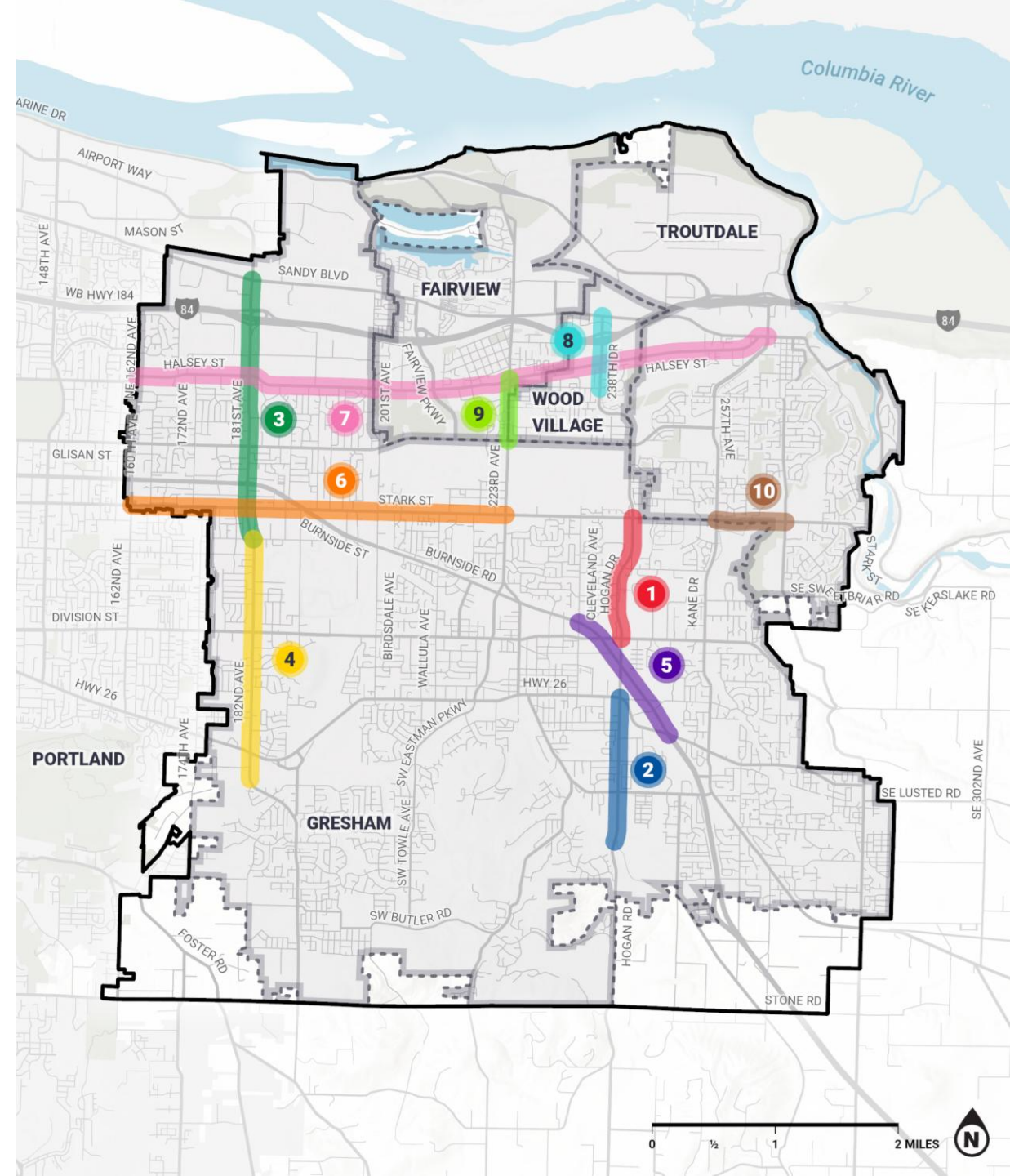
East County Vision Zero Goal

“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.”

Priority Corridors

Top 10 priority corridors based on community engagement and safety data:

1. Hogan Dr from Division St to Stark St
2. Hogan Rd from Powell Blvd to Springwater
3. 181st Ave from Sandy Blvd to Yamhill St
4. 182nd Ave from Yamhill St to Springwater
5. Burnside St from Cleveland St to Powell Blvd
6. Stark St from 162nd Ave to 223rd Ave
7. Halsey St from 162nd Ave to 257th Ave
8. 238th Dr from Sandy Blvd to Arata Rd
9. 223rd Ave from 162nd Halsey St to Glisan St
10. Stark St from 257th Ave to Troutdale Rd



Actions and Priority Next Steps



Transportation Safety Action Plan

Safe System Pyramid: Strategies and Actions **alta**

INDIVIDUAL
EFFORT



POPULATION
HEALTH IMPACT

TSAP Actions Organization

- Theme:
 - Design and Construction, Speed Management, Policies and Programs, Education, Process, Funding Advocacy
- Action Item
- Action Description
- Safe System Category
- Participating Parties
- Target Completion Term (Short, Medium, Long)*
- Potential Performance Metrics
- Level of Funding Required (\$,\$\$,\$\$\$)**

* **Short:** 1-3 years; **Medium:** 4-7 years; **Long:** over 8 years; Ongoing: recurring actions

** \$- Likely achievable within typical operating budgets; \$\$- May need an outside grant to complete; \$\$\$- Likely would require multiple large grants and/or identification of a new revenue source.

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**
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TSAP Actions

Example Actions (26 in total)

- Improve street lighting, construct high visibility crosswalks
- Automated enforcement, speed feedback signs
- Fully staff local police traffic division
- Work with partners to increase ride options and reduce drunk and impaired driving.
- Safety Education Campaign, likely related to speeding.
- Pursue grants and other funding sources
- Sustainable funding for SRTS



Priority Next Steps

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

- Improve street lighting—especially pedestrian scale lighting—along the identified priority corridors. (Action 1 in Table 1)
- Complete gaps in sidewalks and bike lanes and address ADA accessibility issues. (Action 2 in Table 1)
- Construct high visibility crosswalks with beacons (RRFBs) where crossing opportunities are distant. (Action 3 in Table 1)
- 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. (Action 4 in Table 1)

Priority Next Steps: Speed Management

Develop a Safe Speeds Strategy and begin piloting speed safety cameras and feedback signs.

Key Actions to Advance

- Develop a program to enforce speed limits and vehicles stopping at stop signals through automated speed safety cameras and movable ticket vans. (Action 5 in Table 1)
- Add speed feedback signs paired with enforcement along high-injury corridors and in school zones. (Action 6 in Table 1)
- Develop a Safe Speeds Strategy for East Multnomah County (Action 7 in Table 1)

Priority Next Steps: Funding Advocacy

Partner strategically to advocate for funding to reach our Vision Zero goal in East Multnomah County.

Key Actions to Advance

- Seek additional maintenance capacity and resources for safety priorities. (Action 24 in Table 1)
- Pursue grants and other revenue sources that can be used for safety projects. (Action 25 in Table 1)
- Continue seeking funding to sustain and grow the East Multnomah County Safe Routes to School (SRTS) Program. (Action 26 in Table 1)

Priority Next Steps: Process

Act on community priorities and opportunities for short-term solutions in all safety improvements, both new investment and maintenance work.

Build trust by reporting on progress towards implementing projects and programs in the plan.

Key Actions to Advance

- Continue to gather public feedback and empower the public to share roadway safety concerns. (Action 8 in Table 1)
- Create program to fund and implement quick-build and low-cost safety projects. (Action 19 in Table 1)
- Continue to provide regular safety updates to the EMCTC, EMCTC Transportation Advisory Committee, and the Multnomah County Bike and Pedestrian Community Advisory Committee to track progress. (Action 20 in Table 1)
- Include TSAP recommended safety improvements in upcoming and future road projects and incorporate community knowledge of safety issues into project design and implementation. (Action 21 in Table 1)

Priority Next Steps: Policies and Programs

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

Context

- 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.