



Urban East Multnomah County

Transportation Safety Action Plan

EMCTC TAC

December 3, 2025

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Agenda

- Timeline
- Final Plan Edits
- Phase 3 Engagement Updates
- 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

FALL

Final Plan Complete

Dec 2025

WE ARE HERE

Final Plan Edits



Transportation Safety Action Plan

FHWA Edits

- Additional detail about safe systems approach
- Removed some references to the HIC dates
- Overlaid HICs on underserved communities map
- Added case studies about counter measures actions already underway (improved crossings in Wood Village and Gresham).
- Call out box and link to Metro Quick Build Guide

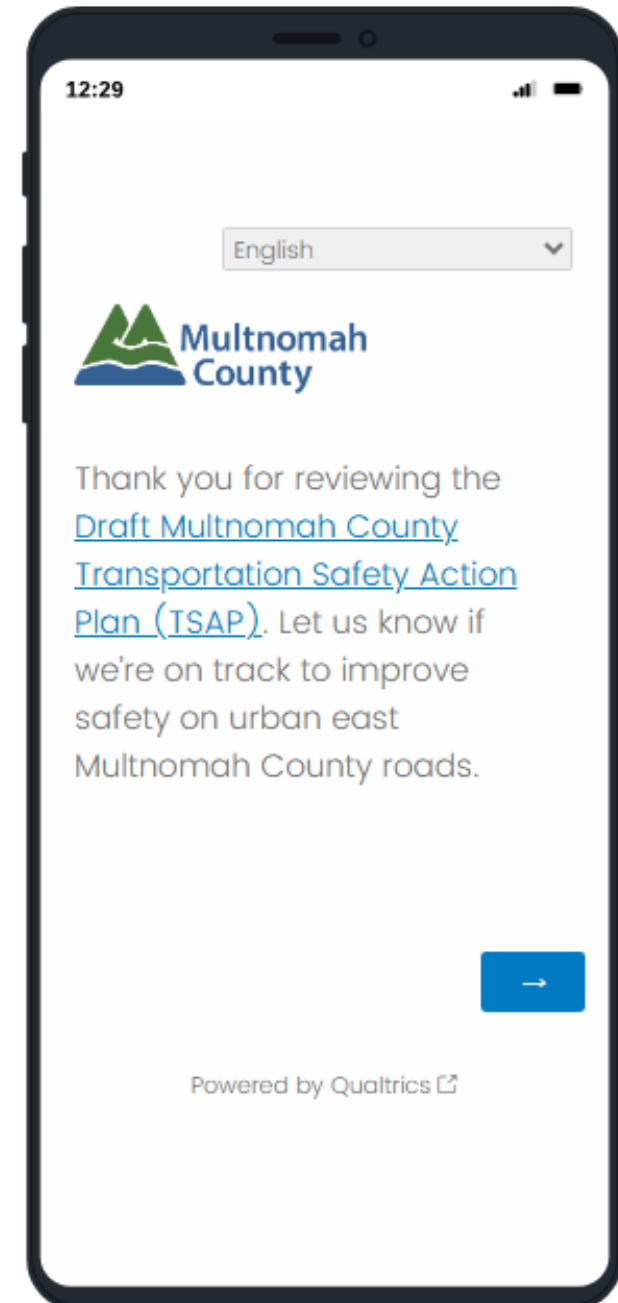
Phase III Engagement Updates



Transportation Safety Action Plan

Feedback Survey

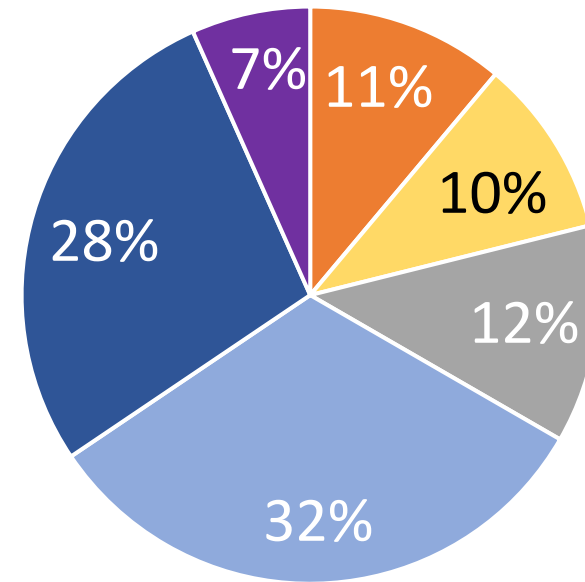
- Survey offered in English, Spanish, Vietnamese, Mandarin Chinese, Ukrainian, and Russian
- Asked about satisfaction with TSAP, ideas for additional safety strategies, and on how to improve public engagement.
- 185 public comments



Satisfaction with the TSAP

- Majority of respondents indicate that TSAP reflects safety concerns experienced or observed in community (60%).
- 23% say the plan doesn't address their safety needs.
- 19% neutral or not sure

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



Not at all Not very well Neutral
Somewhat well Very well I'm not sure

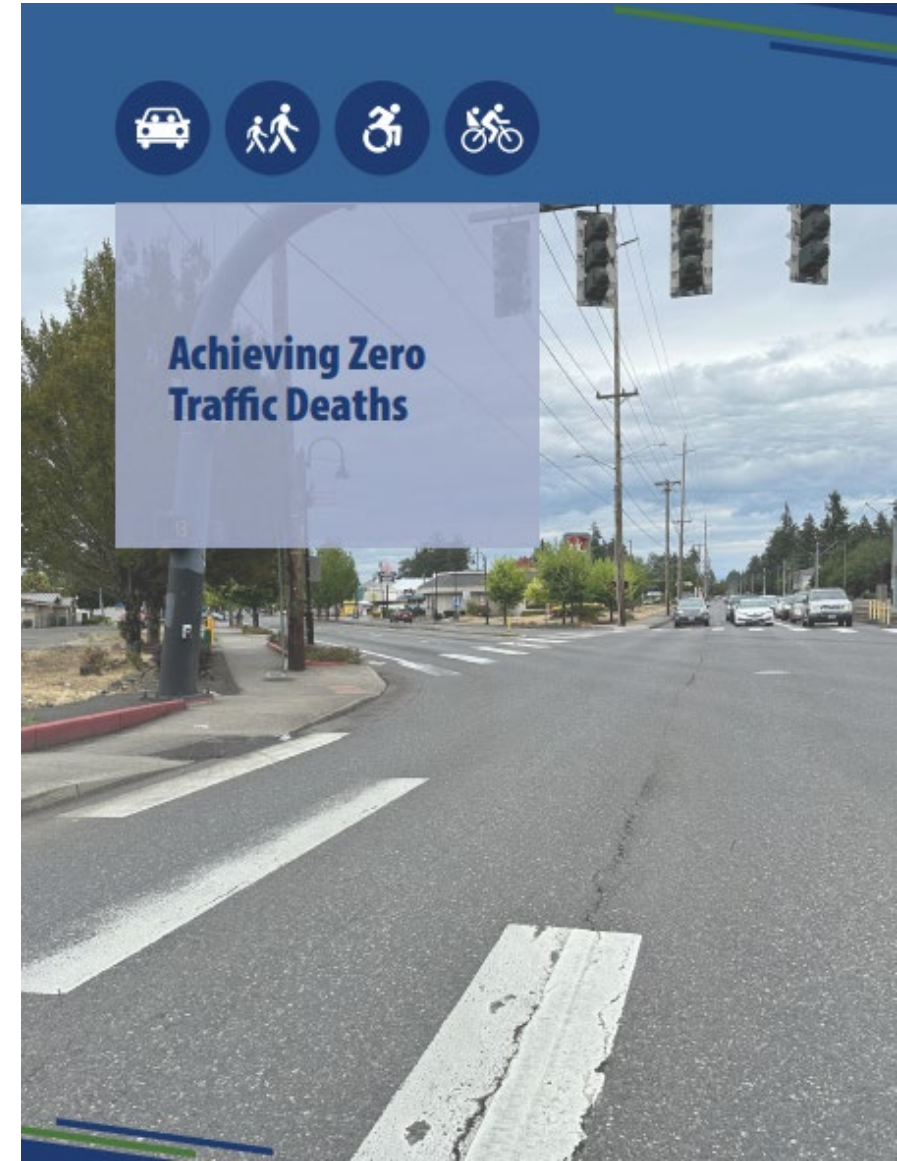
Understanding Concerns- General Comments

- **Dissatisfied and generally in support of improving multimodal transportation options.**
 - “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.”
 - “Physical barriers work! If the road looks like you can go 45, people will go 45, no matter what the speed limit is.”
 - “Bike lanes on East Multnomah County arteries need to be separated from car traffic. Striping a small shoulder for bikes is proven to be meaningless for biking safety.”
 - “Equally prioritize non motorized vehicle transit. Priority to drivers on motor vehicles reinforces speed and dismissive driving practices.”
- **Dissatisfied and generally against improving multimodal transportation options.**
 - “The plan is not in line with actual neighborhood desires and reflects inner SE progressive policymaking applied without regard to local desires.”
 - “Keep travel lanes open for cars.”
 - “Refrain from adding any new bike/pedestrian crossing designs...”



Engagement Key Themes

- Support for the plan and enthusiasm for implementation.
- Additional infrastructure and road design ideas
- Support for speed management and enforcement
- Suggestions for public engagement and communication strategies



Infrastructure and Road Design Ideas

- *Existing active transportation infrastructure could be improved.*
- *Desire for rapid deployment of specific improvements.*
- Plan Updates:
 - Added details about improving roadway aesthetics
 - More specific references and photo of grade separated bike lanes
 - Details about collaboration with TriMet
 - Slip lane policy recommendation to reduce use.
 - Added language connecting safety improvements to Americans with Disabilities Act (ADA) improvements and plans.



Speed Management and Enforcement

- *Many participants noting how wide street design encourages speeding.*
- *Participants suggested certain traffic calming elements (infrastructure) and enforcement tactics.*
- Plan Updates:
 - Speed management is already a major priority in the Draft Plan.
 - Added references to chicanes and road diverters as traffic calming elements.



Public Engagement and Communication Strategies



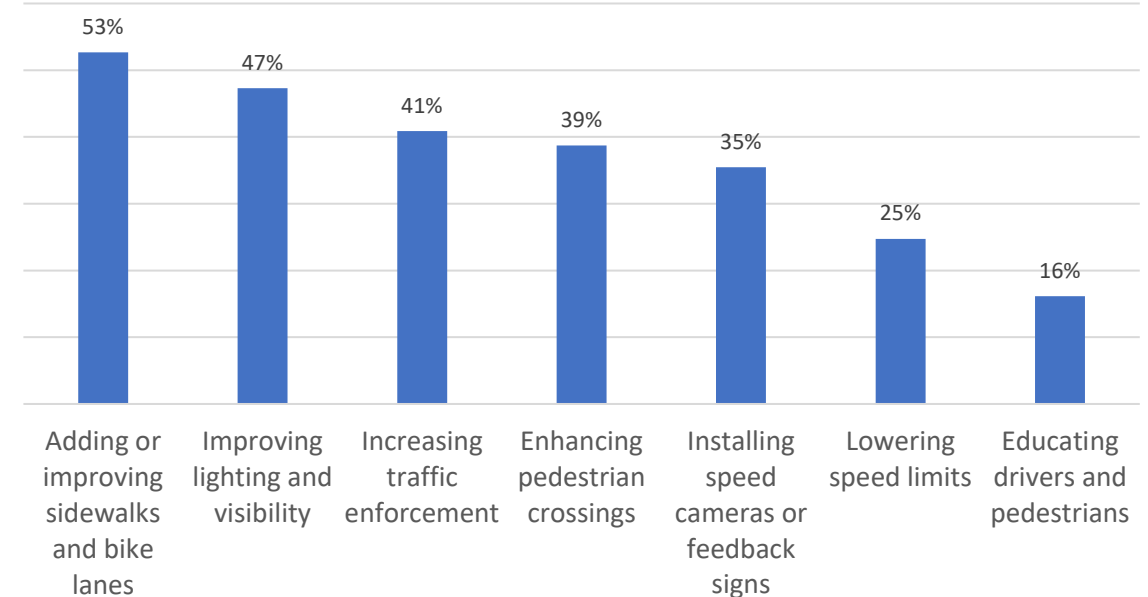
- *Participants generally satisfied with TSAP engagement process.*
- *Interest in moving forward rapidly with implementation to generate trust with community groups.*
- Plan Updates:
 - Added Safety Partnerships section to discuss ongoing partnership with groups such as Oregon Walks and AARP and the community through the Bicycle and Pedestrian Committee and additional ongoing engagement, particularly around specific project implementation and initiatives.



Feedback on planned infrastructure

- Among proposed strategies, greatest support for:
Adding or improving sidewalks and bike lanes
- **Improved maintenance of roadways and active transportation facilities**
 - *“Clearing roads of debris/leaves/etc so pedestrians and bikes are not forced into car lanes”*
- **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.”*
- **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?



Funding Strategies



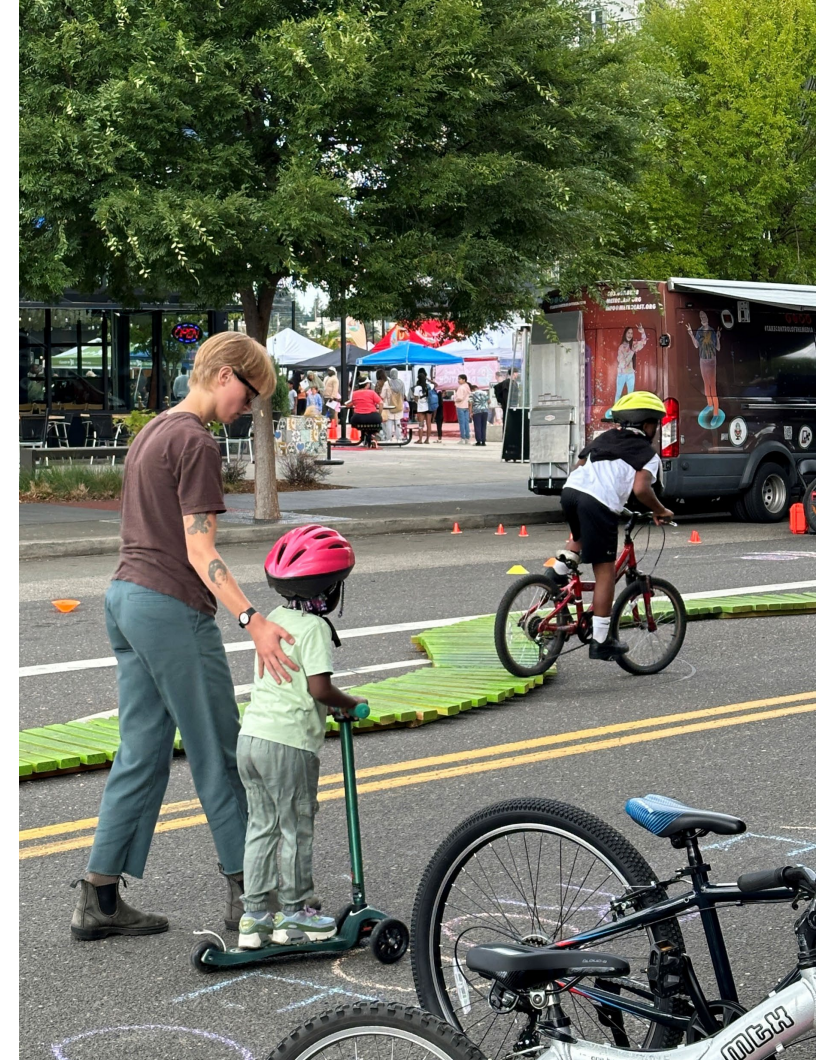
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TSAP Funding Strategy Overview

Funding to support TSAP actions and strategies

- Maintenance and Capacity Building
- Grant Pursuit and Strategy
 - List federal, state, and regional opportunities
 - Describe program, match requirements, eligible uses, funding cycle
- Safe Routes to School
- Quick Build Program

What should we highlight at EMCTC?



Schedule and Next Steps



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Schedule

- Phase 3 Engagement- 10/15-11/9- Extended
- Final Plan for approval at TAC 12/3
- EMCTC approve final plan at 12/15 meeting.
- City Council/ County Commission Meetings January-March 2026

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 questions or concerns.



Discussion



Transportation Safety Action Plan

Thank you!