Multnomah County Transportation Safety Action Plan (TSAP) Update

EMCTC TAC
September 30, 2026
MaryJo Andersen

Transportation Safety Action Plan -

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**

Transportation Safety Action Plan - Summer Outreach

7 events

- Wood Village Night Out
- Fairview Summerfest
- Rockwood Neighborhood Night Out
- Multco Health Dept Fair at Vance Park
- Troutdale First Friday
- Rock the Block, Rockwood Market Hall
- The People's Market, Rockwood

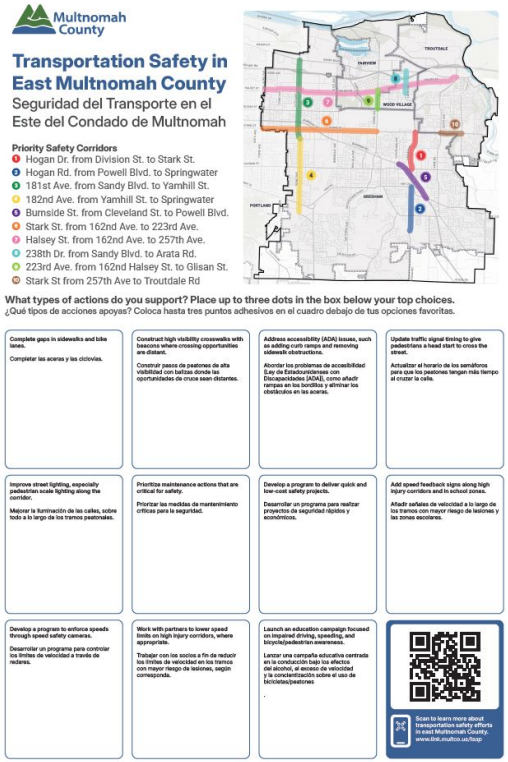


Transportation Safety Action Plan - Summer Outreach

Interactive Dot Board included 11 Priority Actions

- Complete gaps in sidewalks and bike lanes
- Construct high visibility crosswalks with beacons
- Address accessibility (ADA) issues, such as adding curb ramps
- 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
- 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
- Launch an education campaign focused on impaired driving, speeding, and bicycle/pedestrian awareness

Transportation Safety Action Plan - Summer Outreach

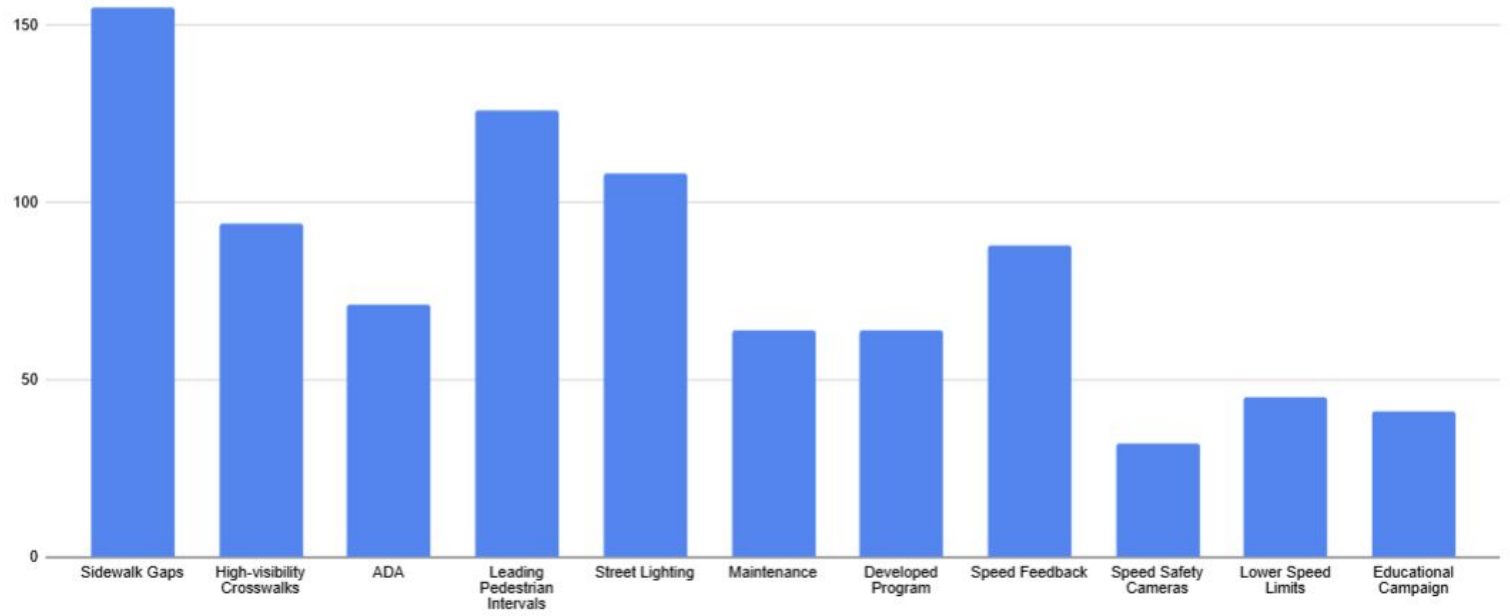


The poster board included:

- Map of High Injury Corridors (HIC) designated in the TSAP
- 11 Actions
- QR code to the TSAP website
- Text was in English and Spanish
- Each person had 3 dots to distribute on the board.

Transportation Safety Action Plan

Results



Transportation Safety Action Plan - Annual Reporting

Annual Reporting - we can present this information for EMCTC each year, possible in June, or another date that fits our cadence.
It can include:

- TSAP Project Overview
- Year in Review
- Progress on Priority Step Action Items
- Recent Crash Data and Trends
- Goals for the Upcoming Year

Transportation Safety Action Plan - Annual Reporting

How we did in [year]

- Timeframe: [date] - [date]

TSAP Actions Taken over the Past Year

- [List of TSAP actions performed in the past year]

Safer Speeds Actions

Action	Performance Measure	Progress
Speed Enforcement Program	• Number of speed safety cameras installed • Percent reduction in vehicles traveling 10 mph or more over the posted speed limit at speed safety camera locations	Reducing dangerous speeding remains a core strategy of our safety program. This year, we installed [Number of speed safety cameras installed] additional speed safety cameras at locations with persistent speeding and a history of severe crashes. At existing camera locations, we observed a [Percent reduction in vehicles traveling 10 mph or more over the posted speed limit at speed safety camera locations] reduction in vehicles traveling 10 mph or more over the posted speed limit.
Speed Feedback Signs and Enforcement on High Injury Corridors and in School Zones	• Measure reduction in vehicle speeds after speed feedback signs have been installed. Track the increase in the number of speed feedback signs installed on high injury corridors	Speed feedback signs continue to be an important tool for slowing vehicles in safety-critical areas. This year, we measured reductions in vehicle speeds following new sign installations, with results indicating [Measure reduction in vehicle speeds after speed feedback signs have been installed] percent improvement in speed compliance on high-risk corridors and near schools.
Safe Speeds Strategy for East Multnomah County	• Track the start, completion, and adoption of Safe Speeds Strategy	As part of the County's commitment to safe speeds, the County has [committed to developing/is in the process of developing/has completed and adopted] a safe streets strategy. This strategy will promote safe speeds along roadways in East Multnomah County which will help achieve the Vision Zero Goal of eliminating deaths and serious injuries on our roadways.

Safer Roads Actions

Action	Performance Measure	Progress
Improvement of Street Lighting on Identified Corridors	• Percentage of lighting system improved to standards. • Number of crosswalks with new lighting. • Number of miles of roadway with new street lighting (both pedestrian scale and vehicular).	Throughout East Multnomah County, we are continuing to improve street lighting on TSAP priority corridors to improve transportation safety. In the last year, we've improved lighting along [Percentage of lighting system improved to standards] of the priority corridor system. In addition, we've added lighting to [Number of crosswalks with new lighting] crosswalks in the last year to make it safer while crossing these roadways. In addition, [number of miles of roadway with new street lighting (both pedestrian scale and vehicular)] miles of roadway has new pedestrian-scale or vehicular lighting.
Sidewalk, Bike Lane Gaps, and ADA Accessibility	• 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	We continue to make steady progress towards closing sidewalk and bike lane gaps across East Multnomah County. This year, we achieved [Percentage progress in filling identified gaps] completion of the sidewalk and bike lane gaps identified in the TSAP. In total, [Number of miles of completed sidewalk and constructed bike lanes across all roads in East Multnomah County] miles of new sidewalks and bike lanes were completed in East Multnomah County. On arterial and collector streets, which carry the highest traffic volumes and are often the most challenging environments for people walking and biking, we installed [Number of miles of completed sidewalk and constructed bike lanes across all arterials and collectors in East Multnomah County] miles of new or upgraded facilities. Progress also continues on ADA accessibility upgrades. This year we reached [Percentage progress on ADA Transition Plan implementation] implementation of the County's ADA Transition Plan, improving curb ramps, crossings, and accessible routes throughout priority areas. Find out more about the County's ADA transition plan here.
Construction of High Visibility and Enhanced Crosswalks	• Number of high-visibility crosswalks with pedestrian beacons installed in areas with crossing gaps greater than ¼ mile along priority corridors and High Injury Corridors	This year we expanded safe crossing opportunities on the priority corridors and High Injury Corridors by installing [Number of high-visibility crosswalks with pedestrian beacons installed in areas with crossing gaps greater than ¼ mile along the priority corridors and High Injury Corridors] new high-visibility crosswalks paired with pedestrian beacons. These installations shorten crossing distances, increase driver yielding, and provide safer connections to schools, transit stops, and community destinations.

Safer Roads Actions (cont.)

Action	Performance Measure	Progress
Construction of Identified Safety Improvements on Priority Corridors	• Number of priority corridors that received improvements • Number of proven safety improvements implemented on priority corridors	We continued to deliver proven safety treatments on corridors identified as high priorities in the TSAP. Over the last year, [Number of priority corridors that received improvements] priority corridors received safety upgrades, such as roadway reconfigurations, pedestrian improvements, and bicycle facility enhancements. Across these corridors, we implemented [Number of proven safety improvements implemented on priority corridors] proven safety countermeasures designed to reduce severe crashes and improve comfort for people traveling along and across East Multnomah County's roadways.
Incorporating Vision Zero Goals and Safety Recommendations into Local Plans and Design Standards	• Number of plans and/or standards that have been updated to include TSAP recommendations	Local partners continue to embed Vision Zero principles into long-range planning and design guidance. In the last year, [Number of plans and/or standards that have been updated to include TSAP recommendations] plans and design standards were updated to include TSAP safety recommendations, ensuring consistent and proactive implementation across jurisdictions. [Optional: highlight notable updates that have been updated by jurisdiction]
Program to Fund and Implement Quick Build and Low-Cost Safety	• Number of quick-build and low-cost safety projects implemented per year in East Multnomah County	Quick-build and low-cost projects allow the County to deliver safety benefits rapidly. This year, [Number of quick-build and low-cost safety projects implemented per year in East Multnomah County] projects were implemented across East Multnomah County, improving crossings, visibility, and multimodal access at locations with pressing safety needs. [Optional: highlight notable quick build projects that have been installed]

Safer Roads Actions (cont.)

Action	Performance Measure	Progress
TSAP Recommendations in Project Design and Implementation	• Number of corridor projects that include safety improvements and how they are being used. • Number of projects using inclusive community engagement best practices.	TSAP safety recommendations continue to be integrated into corridor and capital projects across East Multnomah County. This year, [Number of corridor projects that include safety improvements] corridor projects incorporated TSAP-aligned safety upgrades, improving multimodal travel and reducing crash risk. Additionally, [Number of projects using inclusive community engagement best practices] projects applied inclusive engagement strategies to ensure equitable representation in transportation decision-making.
Maintenance Capacity and Resources for Safety Priorities	• Number of surface maintenance service requests • Pavement Condition Index (PCI) • Number of regulatory and warning signs replaced or repaired	Maintenance activities are vital to preserve safety and accessibility. This year, the County responded to [Number of surface maintenance service requests] surface maintenance service requests, supporting safe travel conditions across the roadway network. Pavement conditions [improved/remained stable/deteriorated], with a countywide Pavement Condition Index (PCI) of [Pavement Condition Index (PCI)]. Additionally, [Number of regulatory and warning signs replaced or repaired] regulatory and warning signs were replaced or repaired, supporting clear guidance for drivers and improving roadside safety.
Safety Project Grant Pursuits	• Number of grant applications • Number of successful grant applications • Total dollars awarded for safety projects	External funding continues to support key safety investments. This year, the County submitted [Number of grant applications] grant applications and secured [Number of successful grant applications] awards totaling [Total dollars awarded for safety projects] in funding for transportation safety initiatives.

Safer People Actions

Action	Performance Measure	Progress
Gathering Public Feedback	• Number of events and communications containing transportation safety information and updates	Community engagement continues to guide and shape transportation safety investments. Over the past year, we shared safety information and gathered input through [Number of events and communications containing transportation safety information and updates] events, outreach activities, and communications for various local transportation project processes. This feedback helps ensure that these projects reflect lived experiences and community priorities.
Safety Updates to the EMCTC, EMCTC TAC, and BPCAC	• Number of briefings (to EMCTC and EMCTC TAC) • Completion of annual report and evaluation.	Maintaining clear communication with regional committees and stakeholders is a key part of the TSAP. This year, County staff provided [Number of briefings (to EMCTC and EMCTC TAC)] formal safety briefings to the EMCTC and EMCTC TAC. The completion of this annual report and evaluation of TSAP performance measures fulfills our commitment to transparent progress reporting and ongoing evaluation .
Funding for East Multnomah County SRTS Program	• Dollars awarded to the East Multnomah County SRTS Program	The Safe Routes to School (SRTS) Program continues to grow through grant and partner contributions. This year, the program received [Dollars awarded to the East Multnomah County SRTS Program] in funding to support education, engagement, and infrastructure improvements that help students walk and bike safely.

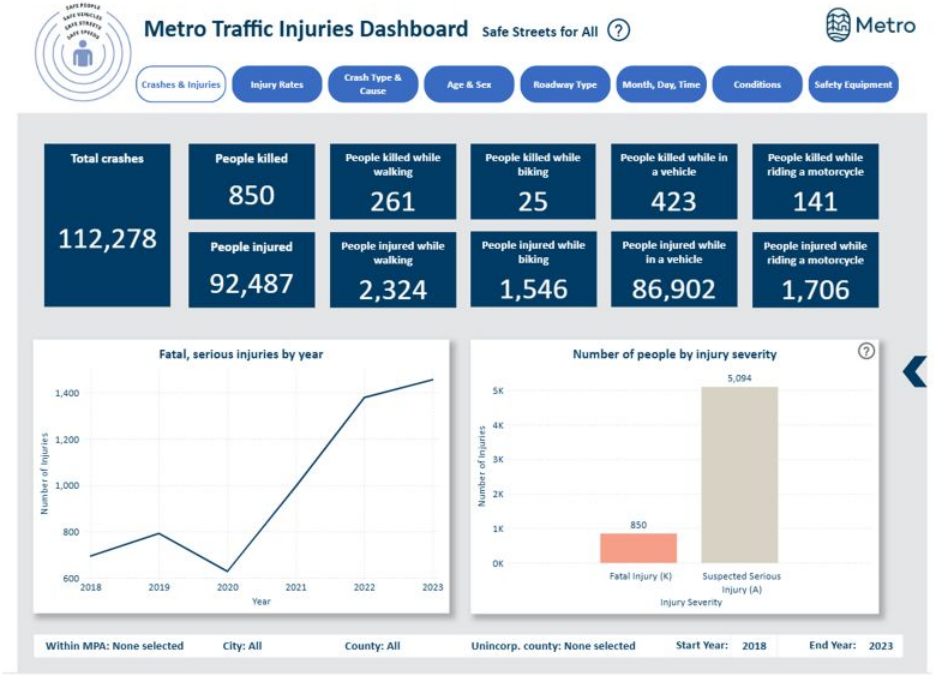
What's Next

- [Include a row for any specific actions that will take place in the upcoming year]

Action and Description	Goal and Performance Measure	Lead and Partners
Improvement of Street Lighting on Identified Corridors	**Goal**: Improve street lighting along TSAP priority corridors and crosswalks. **Performance Measures:** • Percentage of lighting system improved to standards. • Number of crosswalks with new lighting. • Number of miles of roadway with new street lighting (both pedestrian scale and vehicular).	County Transportation Department and partner cities

Recent Crash Data

- [Summarize the data highlights from Metro's crash data dashboard and include screenshots from the dashboard]



Transportation Safety Action Plan

Crash Data and Trends

Metro Fatal Crash Dashboard

Questions?

Thank you!

