Photo Credit: Jonathan Maus/BikePortland

East Multnomah County

Transportation Safety Action Plan

Winter 2025

Multnomah County

CITY OF GRESHAM

CITY OF FAIRVIEW EST 1908 OREGON

THE CITY OF TROUTDALE OREGON

CITY OF Wood Village

Disclaimer

Achieving Vision Zero through the Safe System Approach is a shared responsibility - government at all levels, law enforcement, industry, nonprofit and advocacy organizations, and individuals have a role in making our roadways safer for everyone. Successful implementation of the actions in this Plan is dependent upon available funding and participation of the partnering agencies in collaboration with community partners.

Visit the project website for plan summaries in English, Spanish, Ukrainian, Russian, Vietnamese, and Chinese.

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This project was funded by a Safe Streets and Roads for All federal grant awarded to Metro.

Metro

Introduction and Vision

A Call to Action to Save Lives

We are committed to creating a transportation system in East Multnomah County where everyone—regardless of how they travel—can move safely and confidently.

We recognize that traffic deaths and serious injuries are preventable and unacceptable. As part of the Transportation Safety Action Plan (TSAP), we resolve to take bold, data-driven, and community-informed actions to eliminate fatal and life-altering crashes in urban East Multnomah County, which includes the parts of East Multnomah County incorporated within the cities of Gresham, Troutdale, Fairview, and Wood Village.

We will collaborate to prioritize investments in high-risk corridors and implement proven safety strategies by focusing on communities. Our approach will be guided by the Safe System principles and aligned with the Vision Zero goal (see "**Safe System Approach**").

Who Are "We?"

In this TSAP, "we" refers to Multnomah County and its partner jurisdictions in the urban east county: the Cities of Gresham, Troutdale, Fairview, and Wood Village (see **Figure 1**). This plan reflects our commitment to work collaboratively to improve safety in our communities.

A Vision Zero Goal for East Multnomah County

EMCTC has collaborated to create this goal based on data and community engagement and recommends adoption by the County and Cities in East Multnomah County:

East Multnomah County Transportation Committee (EMCTC) 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.

Between 2013 and 2022 on our roads...

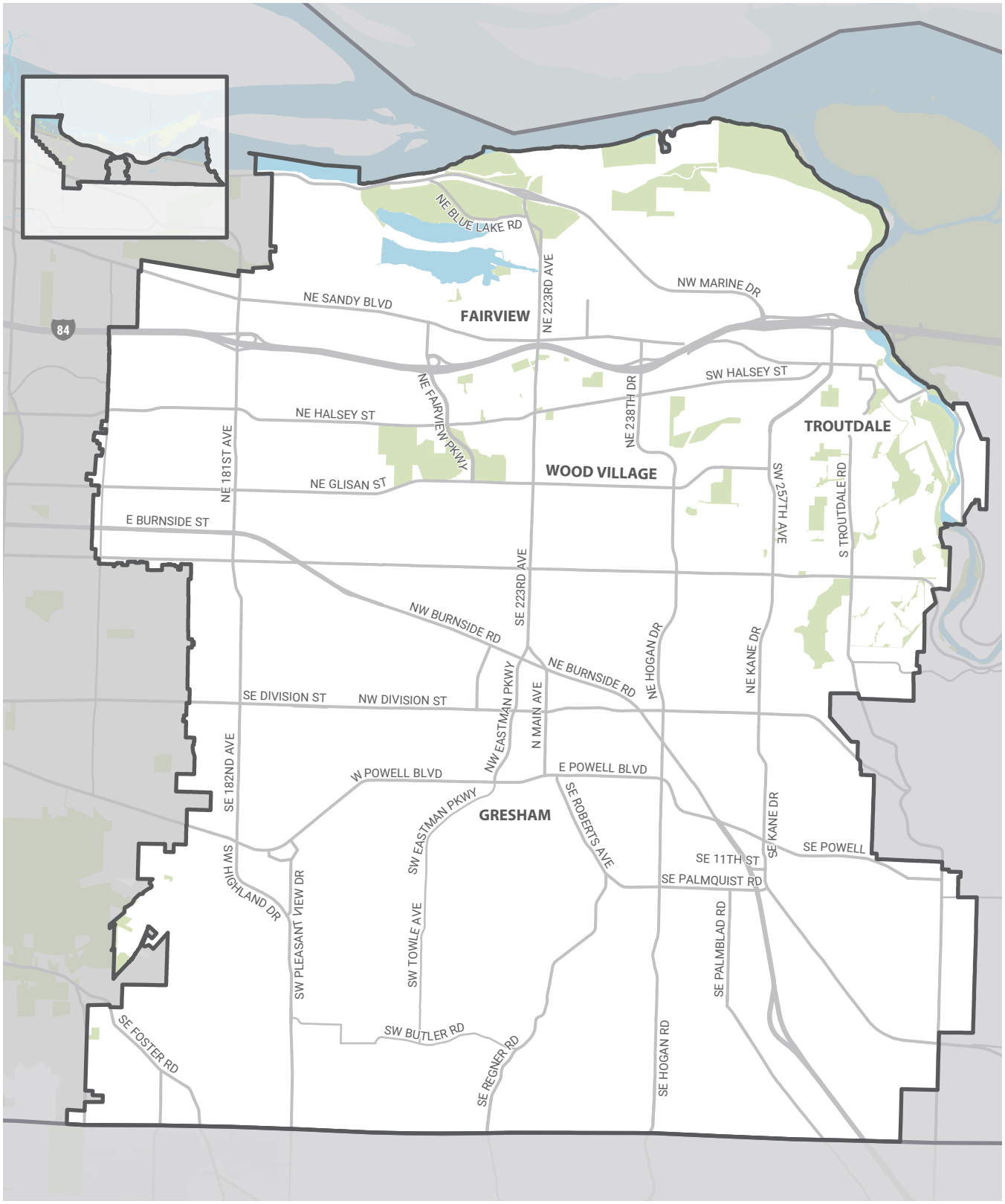
473 people were seriously injured

104 people lost their lives

The number of people killed or seriously injured in crashes was **almost three times higher in 2022 than 2013.**

People walking, biking and using a motorcycle are **much more likely to be involved in a serious injury or fatality** than people driving

Figure 1. *Project Area Map*

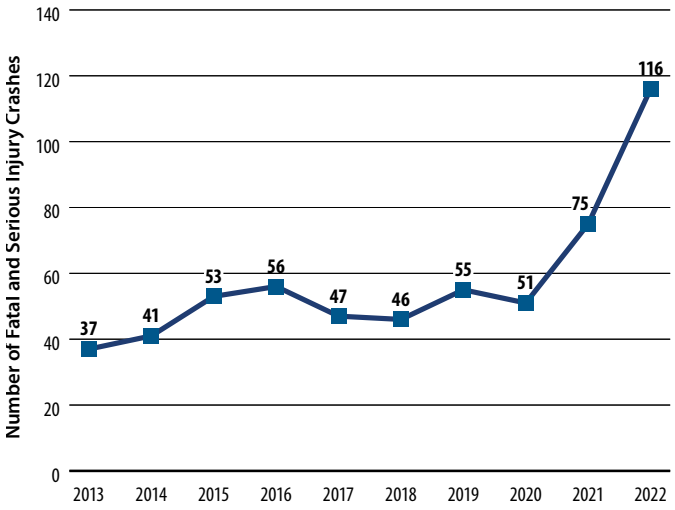


One Traffic Death Is Too Many

This TSAP is dedicated to those who have lost their lives or been seriously injured on urban East Multnomah County streets, and to their families and friends.

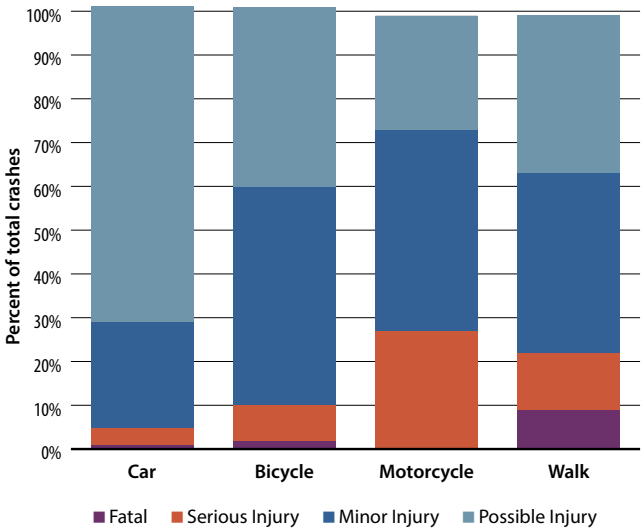
For our communities, even one traffic fatality is not acceptable. Crash data from 2013 to 2022 shows that the injury severity from crashes in East Multnomah County has increased, especially in 2021 and 2022 (see **Figure 2**). The data also reveals that bicyclists, motorcyclists, and pedestrians are more likely to be killed or seriously injured in a crash (see **Figure 3**). We created this TSAP to prevent deaths and life-altering injuries from happening. Walking, rolling, and driving can become safer through roadway design measures, education to improve behavior, enforcement, and regional collaboration.

Figure 2. *Fatal and Serious Injury Crashes in East Multnomah County, 2013–2022*



Note: East Multnomah County crash data for 2013 - 2022 is from ODOT and Multnomah County.

Figure 3. *Injuries and Fatalities from Crashes by Mode in East Multnomah County, 2013–2022*



This chart shows the share of injury type by mode. It shows that crashes involving bicycles, motorcycles, and pedestrians are more likely to result in a fatality or serious injury.

Police-Reported Classifications (KABCO Scale)

The KABCO scale is the nationally recognized standard used by police officers at the scene of a crash to classify injuries.

K (Fatal): An injury that results in death within 30 days of the crash.

A (Serious Injury): Any injury that prevents the person from performing normal activities they could do before the crash. This can include severe wounds, crushed injuries, or being unconscious.

B (Minor Injury): Any non-incapacitating injury that is evident to a person other than the injured person, such as major abrasions or visible bruising.

C (Possible Injury): Potential injuries indicated by the person's behavior or claim of pain, but not visible at the scene.

O (No Apparent Injury): The person does not claim injury and shows no visible signs of injury.

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 TSAP is the result of an organized and collective call to action.

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

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 new 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.** This approach is different because it focuses on shared responsibility for change instead of individual behavior.

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.

***For more information about Safe Systems Approach visit:* Zero Deaths and Safe System | FHWA

Community Engagement

Your Voice Matters!

Community Engagement Approach

Community feedback is critical to understanding transportation safety issues and informing high-impact recommendations and action items for this TSAP. To find out what challenges and barriers affect people traveling in East Multnomah County, we engaged over 3,000 community members, including underserved populations, about their experiences walking, rolling, biking, driving, and taking public transit.

To maximize the reach and depth of public feedback, we used the following three-phase approach for community engagement:

PHASE I: Listen and Learn

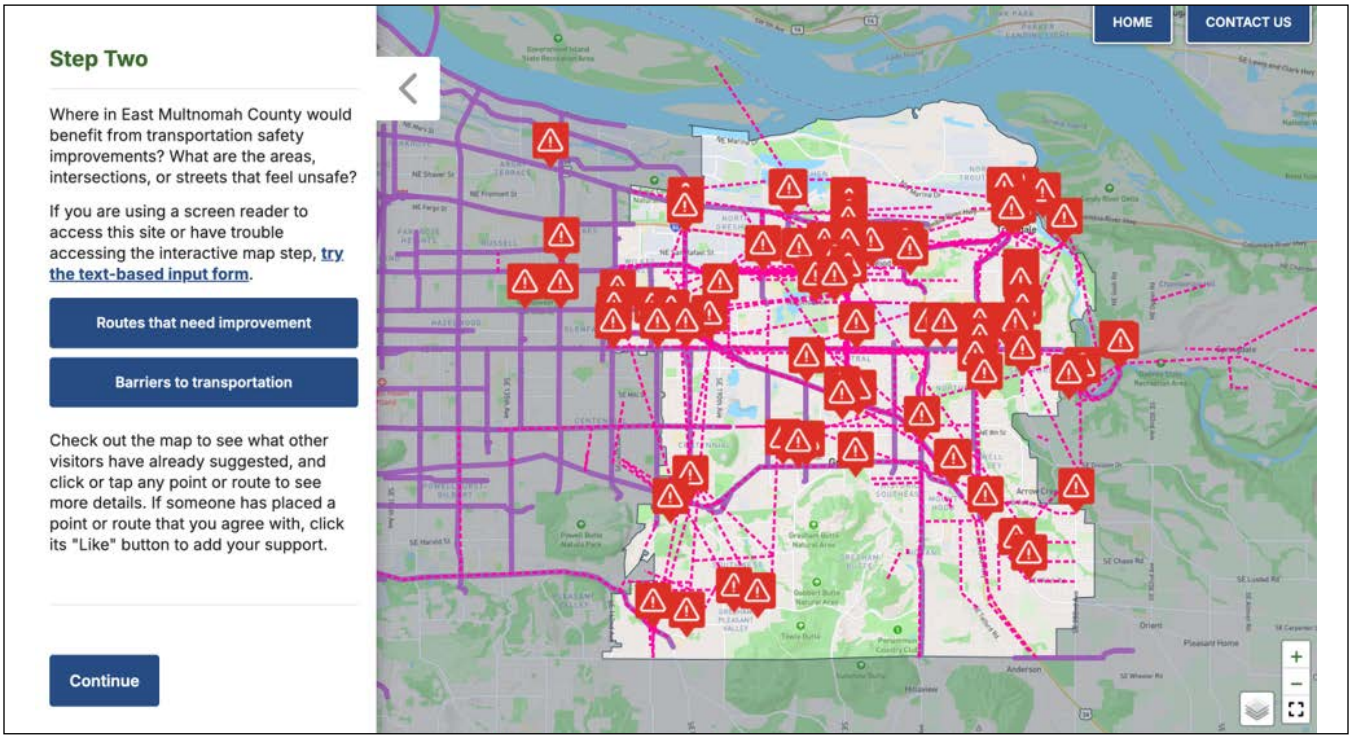
In this phase, we heard about residents' transportation safety concerns, needs, and visions for the future. We cast a wide net to reach as many people as possible by attending community events, conducting a survey, and hosting focus groups in multiple languages.

PHASE 2: Reflect and Dive In

This phase gave the public opportunities to learn about and refine preliminary goals and recommendations. We also shared how their Phase 1 feedback shaped those recommendations. During this phase, we tabled at in-person events with interactive poster boards and hosted a survey and virtual open house website using the StoryMap platform.

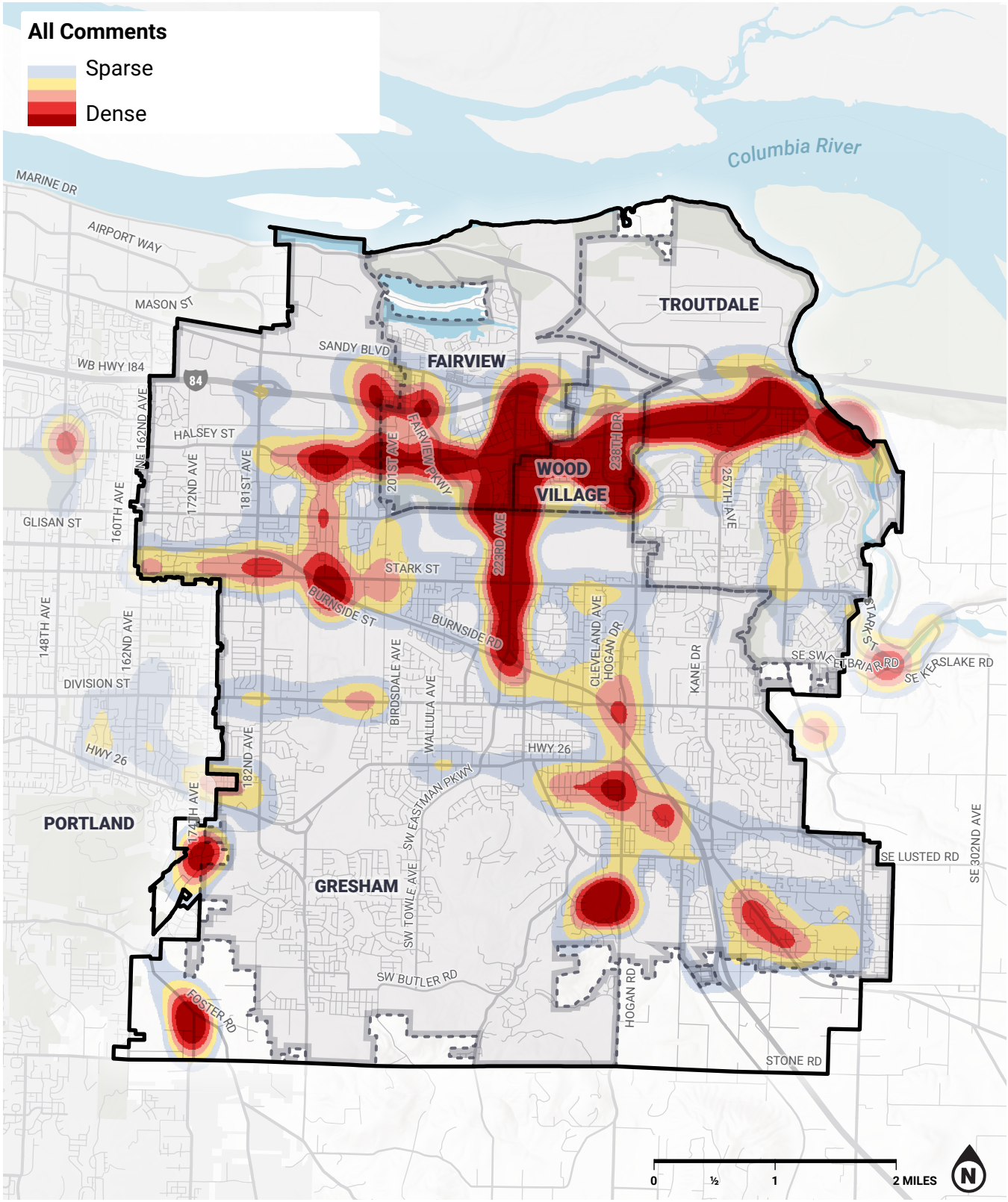
PHASE 3: Refine

The purpose of this phase was to provide opportunities for the public and partners to review the draft TSAP. We reconnected with project participants to share and get any final ideas about the draft plan document and planned strategies and actions to make streets safer.



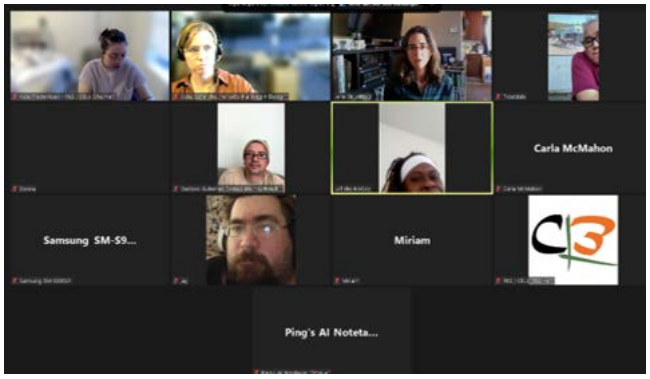
Phase 1 Public Input Map with many comments.

Figure 4. *Interactive Map Comments*



This map illustrates the interactive map comments about different types of safety issues for all modes of transportation. Which illustrates general high safety need areas from the public perspective.

Bringing a Wide Audience to the Planning Process



Participants attend Listening Session 1.

We provided a mix of virtual and in-person opportunities to meaningfully involve a wide audience in the TSAP process. The project team also worked with Community Engagement Liaisons (CELs)—community engagement experts with ties to underserved communities in the area—to hold listening sessions with speakers of Russian, Vietnamese, Mandarin Chinese, and Spanish as well as low-income transit riders and cyclists. We also interviewed community partners from community groups in the area.

Virtual Open House Visitors

- English: 1,844
- Spanish: 172
- Russian: 136
- Mandarin Chinese: 115
- Ukrainian: 105
- Vietnamese: 87

Engagement Highlights

18
In-Person Tabling Events

81
Participants in Community Listening Sessions*

8
Interviews with Organizations

1,298
Phase 1 Participants

310
Phase 2 Participants

*English, Spanish, Vietnamese, Mandarin Chinese, Russian

What We Heard

Widespread Safety Concerns

Residents expressed strong concerns about unsafe conditions for walking, biking, and rolling—especially along high-injury corridors (HICs). Older adults, people with disabilities, and transit users reported feeling particularly vulnerable.

> *"All the busy roads make it hard to make my bus transfers, sometimes there's no crosswalk that gets there and I have to run. I feel the most unsafe in the winter when it's dark."*

Strong Support for Safety Improvements

Community members overwhelmingly supported strategies like improving sidewalks and lighting (81%), reducing speed limits (66%), and funding safety education programs (78%). There was also broad support for making biking safer (68%) and reallocating street space for safety (62%). Some community members called for a fundamental shift in transportation planning, emphasizing multimodal design, increased density, and reduced reliance on cars.

> *"We need more than an attempt to make 5-lane roads safer—we need systemic change to how we design our cities."*

> *"Most folks drive too fast. Any methods or improvements to help slow traffic down would be appreciated."*

Top Infrastructure and Behavior Issues

The most cited infrastructure concerns were poorly maintained or missing sidewalks, bike lanes, difficult crossings, and inadequate lighting. Behavior concerns included distracted driving, aggressive driving, speeding, and failure to yield to pedestrians and cyclists.

> *"Drivers don't understand that any intersection is a crosswalk—not just marked ones."*

Shared Concerns Across Communities

Listening sessions with Slavic, Vietnamese, Chinese, Spanish-speaking, and underserved English-speaking communities revealed shared concerns about lighting, sidewalk conditions, reckless driving, and lack of enforcement. Many participants supported safety improvements but had mixed views on reallocating road space. Community members also brought up the importance of ADA (Americans with Disabilities Act) compliant infrastructure, especially near schools and transit stops.

> *As a driver, I especially worry about visibility of bikes and pedestrians.*

Safety Needs Around Schools

Youth participants spoke about poor lighting, sidewalk obstructions, and speeding near schools. Community partners shared the need for better infrastructure, education, and coordination—especially in areas with high social vulnerability.

Support for Safe Routes to School

Community members are interested in local jurisdictions implementing and supporting existing programs that improve roadway safety. They support seeking long-term funding for the East Multnomah County Safe Routes to School Program.

Automated Traffic Enforcement

Automated enforcement with speed safety cameras was the most popular policy and programmatic action in our Phase 2 community survey.

Which Corridors Are Safety Priorities

Community members provided input on where safety can be improved. We gathered this input and combined it with a safety analysis of crash records between 2013 and 2022 to identify priority safety corridors (see more details about priority safety corridors on **page 28**).

We also asked what safety improvements should be made for each corridor. The most frequently supported improvements were pedestrian crossing enhancements, street lighting, traffic signal improvements, sidewalks, and accessibility improvements.

Project staff interact with community members at the Rock the Block Event in Rockwood.

Understanding Transportation Safety Today

Data Reveals Why and Where Crashes Are Happening

A comprehensive safety analysis serves as the foundation of this TSAP. We analyzed over 9,000 crash records between 2013 and 2022 to better understand where and how transportation safety can be improved in East Multnomah County.

Systemic Safety Analysis Approach

Some streets are more dangerous than others. To prioritize safety improvements, it is essential to first know where the most severe crashes occur or have the potential to occur. The systemic safety analysis examined roadway characteristics and contributing crash factors to identify patterns and proactively determine where safety improvements should be prioritized to prevent future severe crashes.

In an average year,
58 people
are killed or severely injured in East Multnomah County (2013-2022)


11 people walking


2 people biking


7 people riding motorcycles

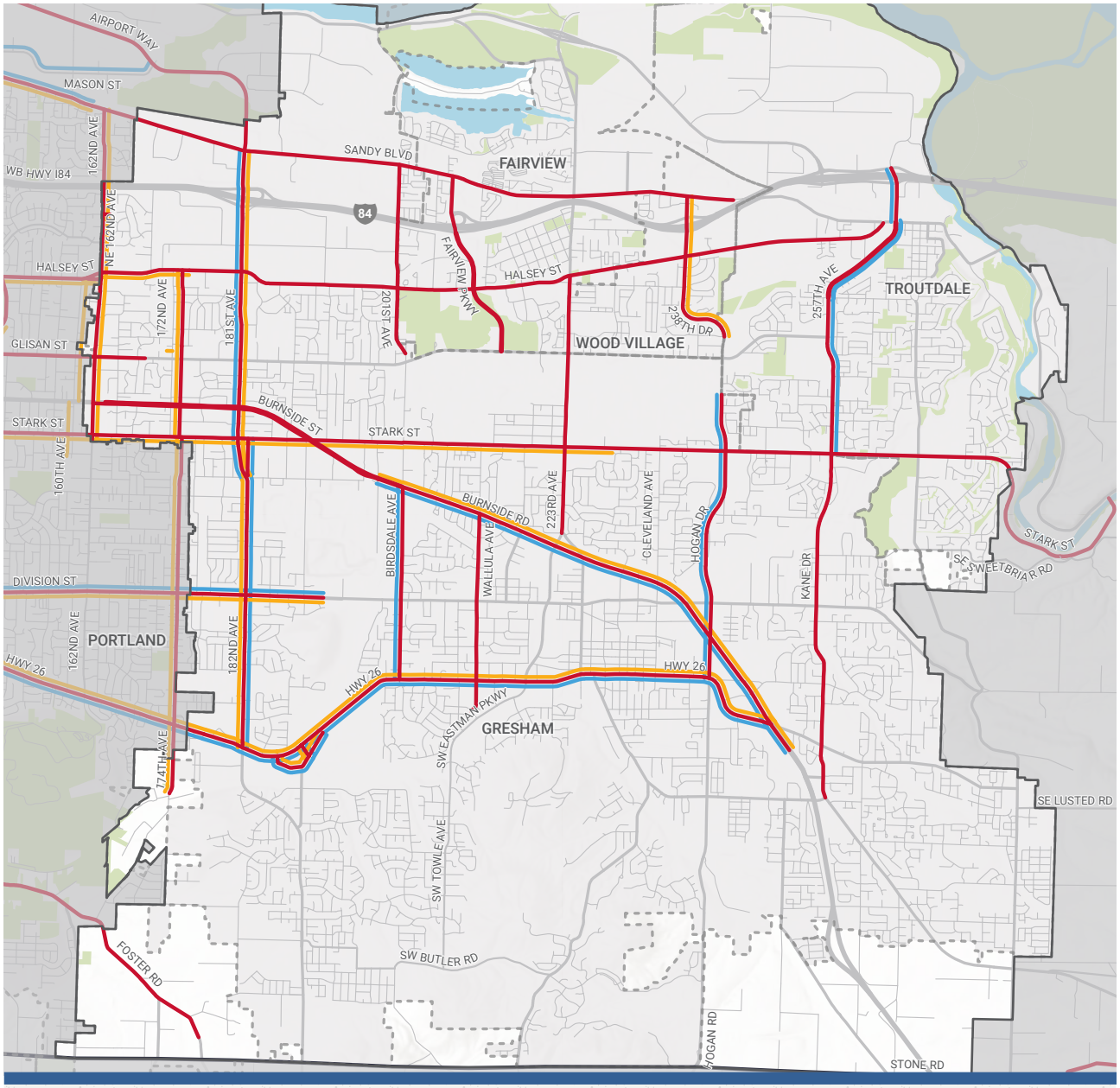

38 people driving or riding in a car

Crashes and High-Injury Corridors

Metro (the planning organization for the Portland metropolitan region) identified corridors with the highest concentration of fatal or serious injury crashes throughout the region, defining these corridors as high-injury corridors (HICs). The HIC analysis included in this plan used the most recent HICs available during the TSAP planning process and compared roads over one mile long in East Multnomah County. Metro regularly updates the HICs as more recent crash data becomes available. Three HIC layers were developed—one focusing on crashes involving people walking, one focusing on crashes involving people biking, and one focusing on all crashes (**Figure 5**). This plan uses Metro's HICs as a starting point to identify roads with safety issues.

Most of the arterial roads in East Multnomah County are HICs. These corridors serve as the main connecting grid to meet the needs of community members walking, rolling, or taking transit as well as those traveling in their cars and moving freight through the area.

Figure 5. *East Multnomah County High-Injury Corridors*



High Injury Corridors

MULTNOMAH COUNTY TRANSPORTATION SAFETY ACTION PLAN

High injury corridors (HICs) are roadways in the region where the highest concentrations of crashes involving a motor vehicle occur.

This map shows that many of the major streets in East Multnomah County are dangerous for people traveling around by car, walking, or rolling.

All Modes

These corridors have the highest concentrations of serious or fatal crashes for all modes.

Pedestrian

Pedestrian corridors have the highest concentrations of crashes between motor vehicles and people walking.

Bike

Bike corridors have the highest concentrations of crashes between motor vehicles and people biking.

Overall Safety Trends

Speeding

Excessive speeds, especially in areas with speed limits of 35 mph or higher:

- Roads with a 35 mph speed limit make up only 11% of roadway miles but account for 66% of fatal and serious injury crashes.
- Free-flow speed analysis shows typical travel speeds exceed posted limits by up to 5 mph on corridors like W. Powell Blvd and Columbia River Hwy.

Intersections

High incidence of bicycle, pedestrian, and motorcycle crashes caused by vehicles failing to yield:

- 52% of pedestrian injury crashes were due to driver failure to yield. Drivers were responsible in 76% of those cases.
- Bicycle and motorcycle crashes often involve turning vehicles.

Midblock Crossing

Lack of mid-block crosswalks increases risk for people crossing the street:

- Mid-block crossing crashes are common near commercial areas and transit stops, where there are long distances between designated crossings.
- 68 pedestrian-involved crashes occurred away from intersections, 60% of these were more than 200 feet from a crosswalk or signal.
- High-risk areas include NE Burnside Rd and NE Division St (see **Figure 6**).

Peak Hours and Visibility

Lighting conditions play a major role in crash severity, especially for people walking:

- Crash severity spikes during winter months, afternoon rush hours and after dark (especially in November).
- Of 160 pedestrian-involved crashes after dark, 86% occurred in areas with some street lighting.
- High crash rates on SE 182nd Ave and NE 181st Ave despite existing lighting (see **Figure 7**).

Impaired Driving

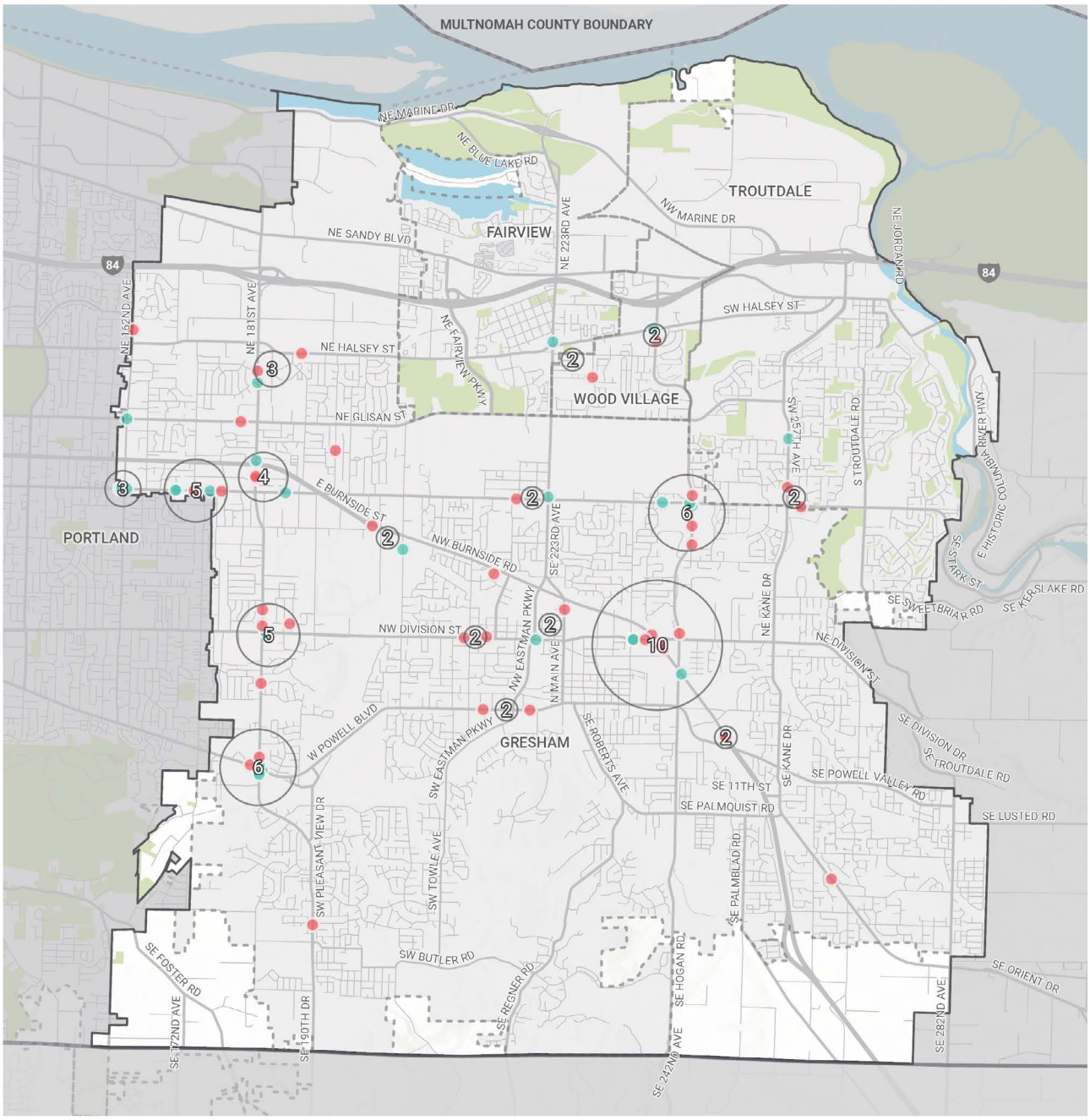
Drug and alcohol use greatly increases crash severity, particularly at night:

- Substance-involved crashes are four times more likely to result in fatal or serious injuries. These crashes are most common between 7 PM and midnight and disproportionately affect pedestrians.
- 84% of all fatal crashes after dark involve impairment.

Road and Pathway Maintenance

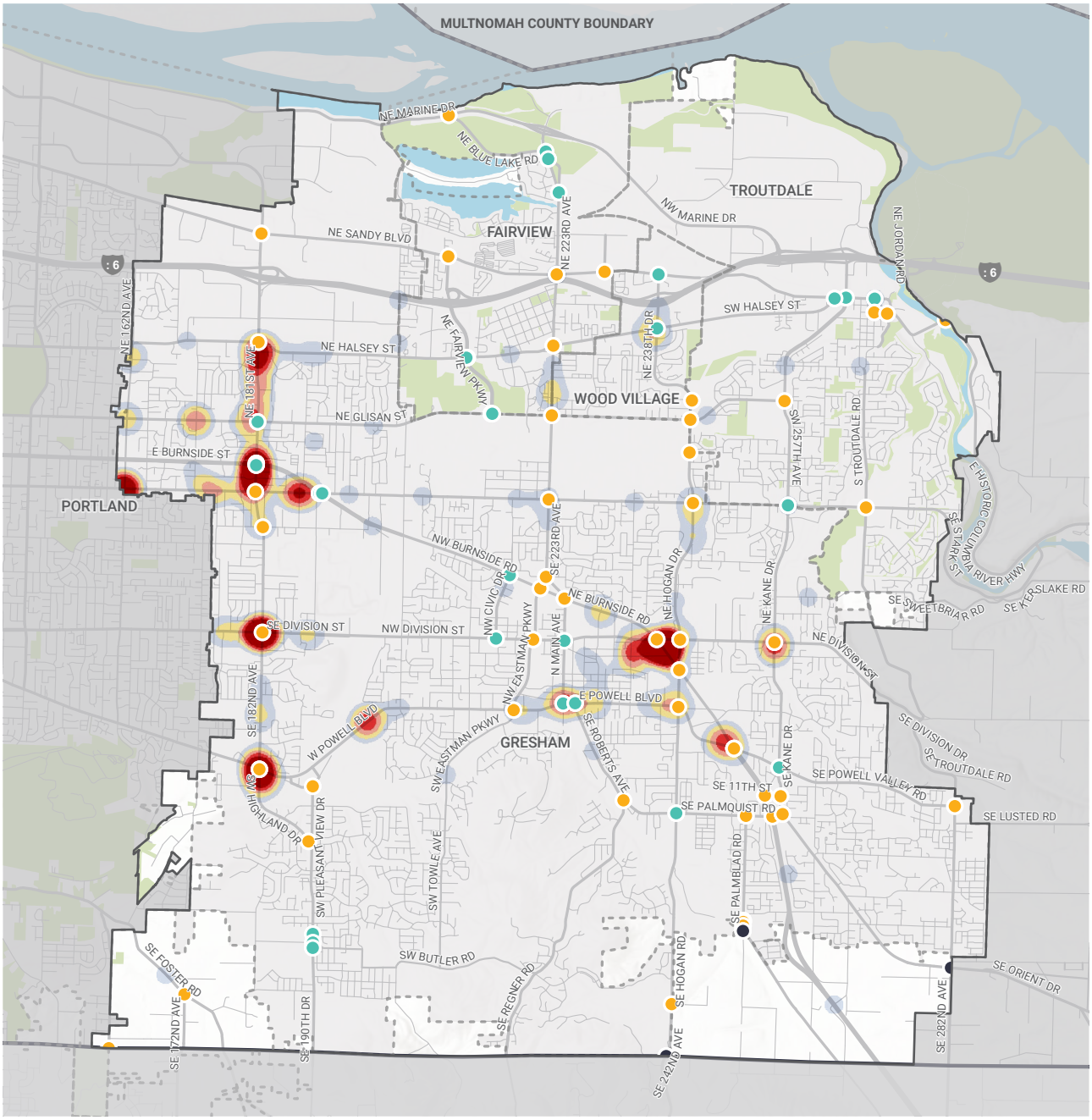
Poor conditions of roads, sidewalks, and bike lanes identified as a top safety concern in the community survey. Crashes often occur in areas with missing or inadequate pedestrian and bicycle infrastructure.

Figure 6. *Crossing Safety Analysis*



This map shows where pedestrian crashes that are not at an intersection or crosswalk are occurring in relation to crossings in East Multnomah County. Red dots represent crashes withing 200 feet of a crossing, and teal dots represent those farther than 200 feet from a crossing. Numbers within black circles indicate the total number of all midblock pedestrian collisions. Crashes shown are categorized according to their distance from the nearest marked crossing, such as a signalized intersection or crosswalk.

Figure 7. *Lighting Safety Analysis*



This map shows the number of light poles at intersections in East Multnomah County, as well as indicating where there are higher numbers of collisions after dark. Areas noted as heavily lit (teal), with a higher number of light fixtures, do not necessarily reflect areas that are sufficiently lit.

Crash Location Analysis

Understanding where crashes occur can determine where transportation investments can have the most impact. We mapped crashes in East Multnomah County and categorized them by injury and crash type. **Figure 8** through **Figure 10** map the highest concentrations of fatal and severe crashes by mode with the red hexagons illustrating where the most crashes occurred.

Pedestrian

The highest concentrations of pedestrian crashes take place at the following **intersections**:

- Division St and NE Kane Dr
- NE Burnside Road and NE Division St
- SE 182nd Ave and W. Powell Blvd
- E. Burnside St and SE 181st Ave

High pedestrian crash **corridors** include the following:

- Stark St
- Burnside Rd
- 181st Ave
- 182nd Ave
- NE 162nd Ave

Pedestrian fatalities are concentrated on major arterials, especially along SE 181st and 182nd Aves. Some pedestrian fatalities are also identified directly along I-84 or on highway ramps. The northwest portions of East Multnomah County have particularly high concentrations of severe crashes. This includes segments of E Burnside Rd, SE 181st Ave, and NE Glisan St.

See **Figure 8**.

Bicycle

Bicycle crashes are concentrated along the following **corridors**:

- 181st Ave
- Burnside Rd
- Powell Blvd
- NE Glisan St

Many crashes take place at the **intersection** of Burnside Rd and Division St.

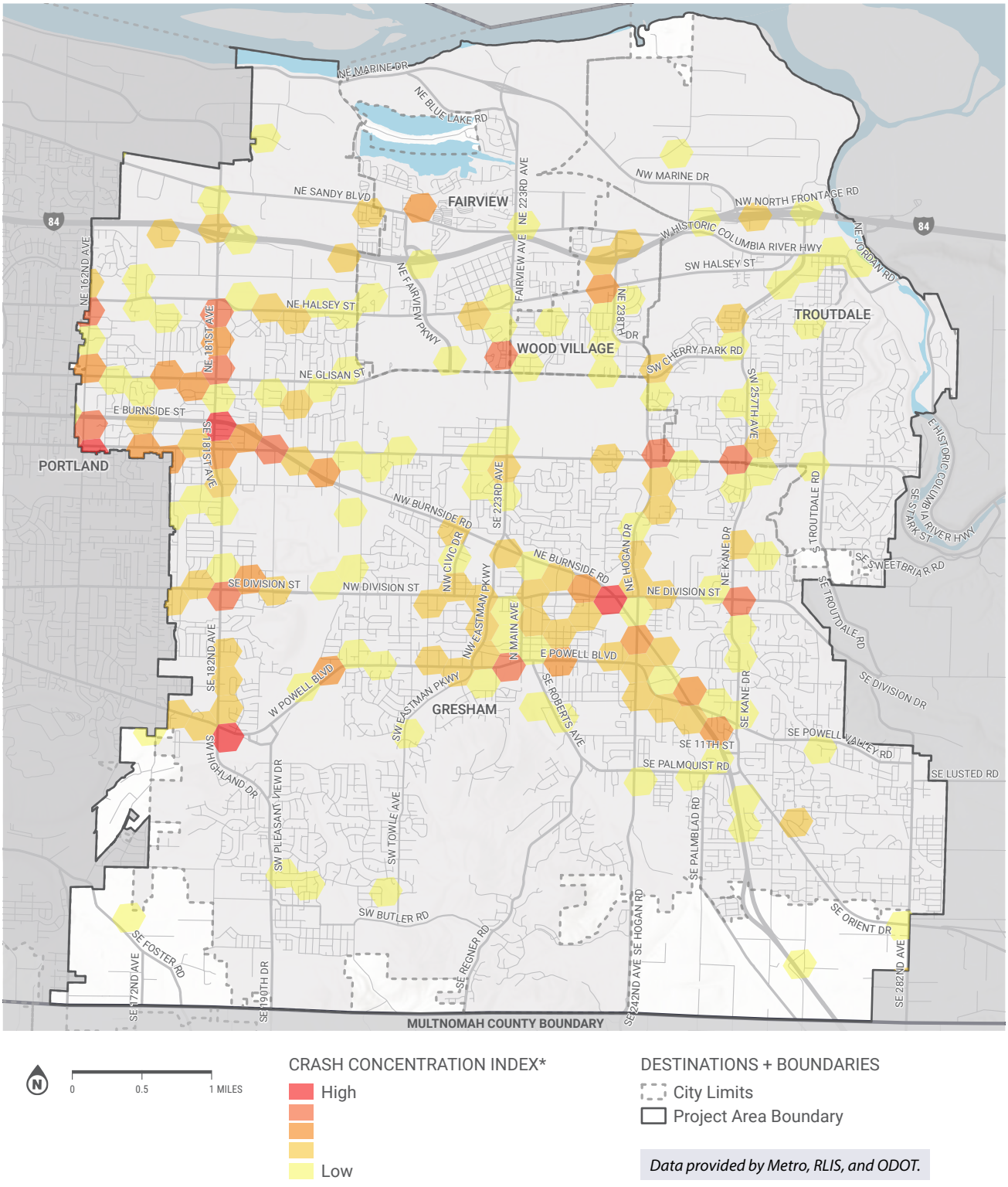
See **Figure 9**.

Vehicle-Only

Vehicle-only collisions take place on every major arterial in East Multnomah County, especially in the central and western parts. Fatalities are distributed throughout and are especially concentrated on Burnside Rd and 181st Ave and other intersections. Minor injury crashes are distributed throughout East Multnomah County.

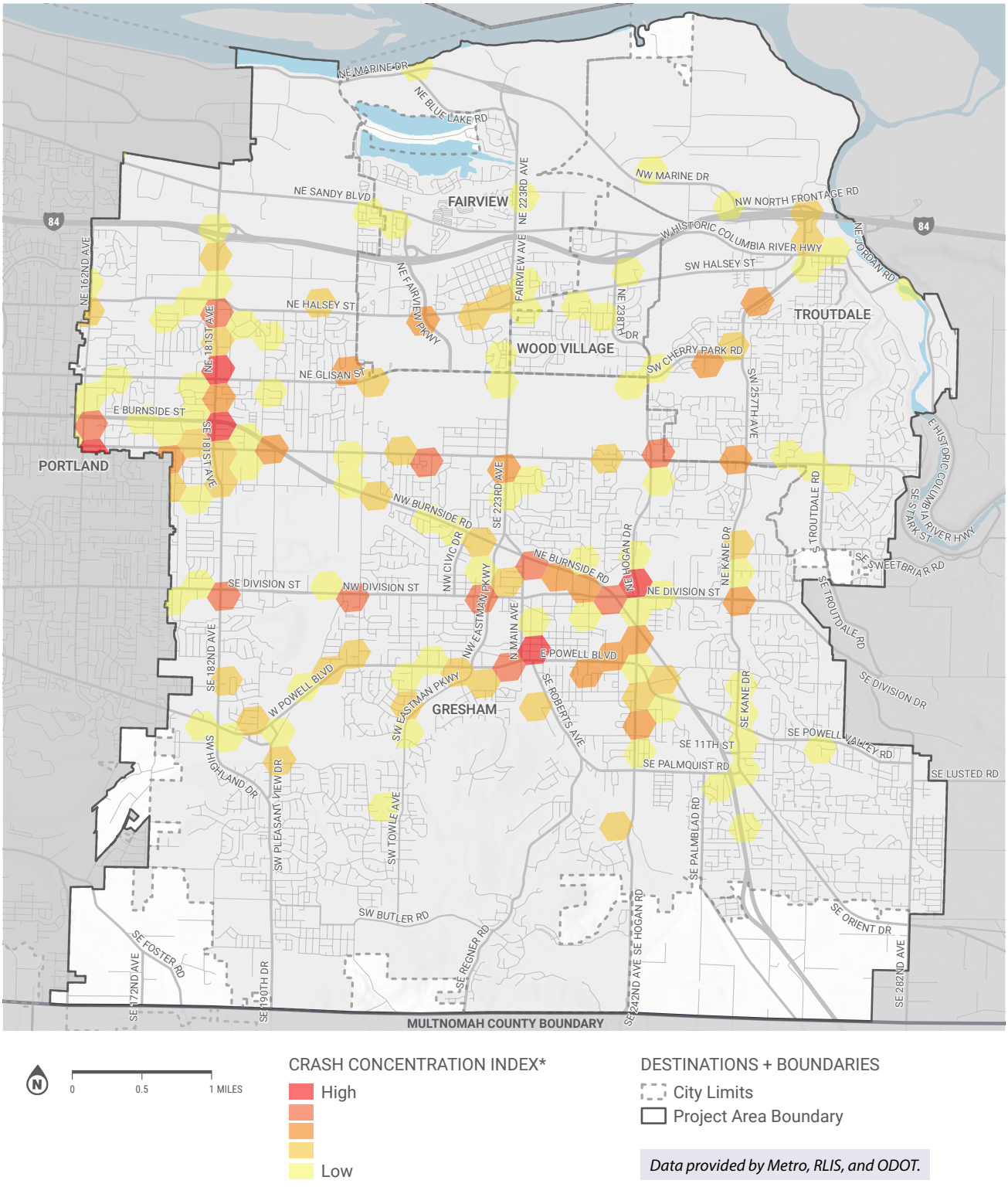
See **Figure 10**.

Figure 8. *Pedestrian Crashes, 2013-2022*



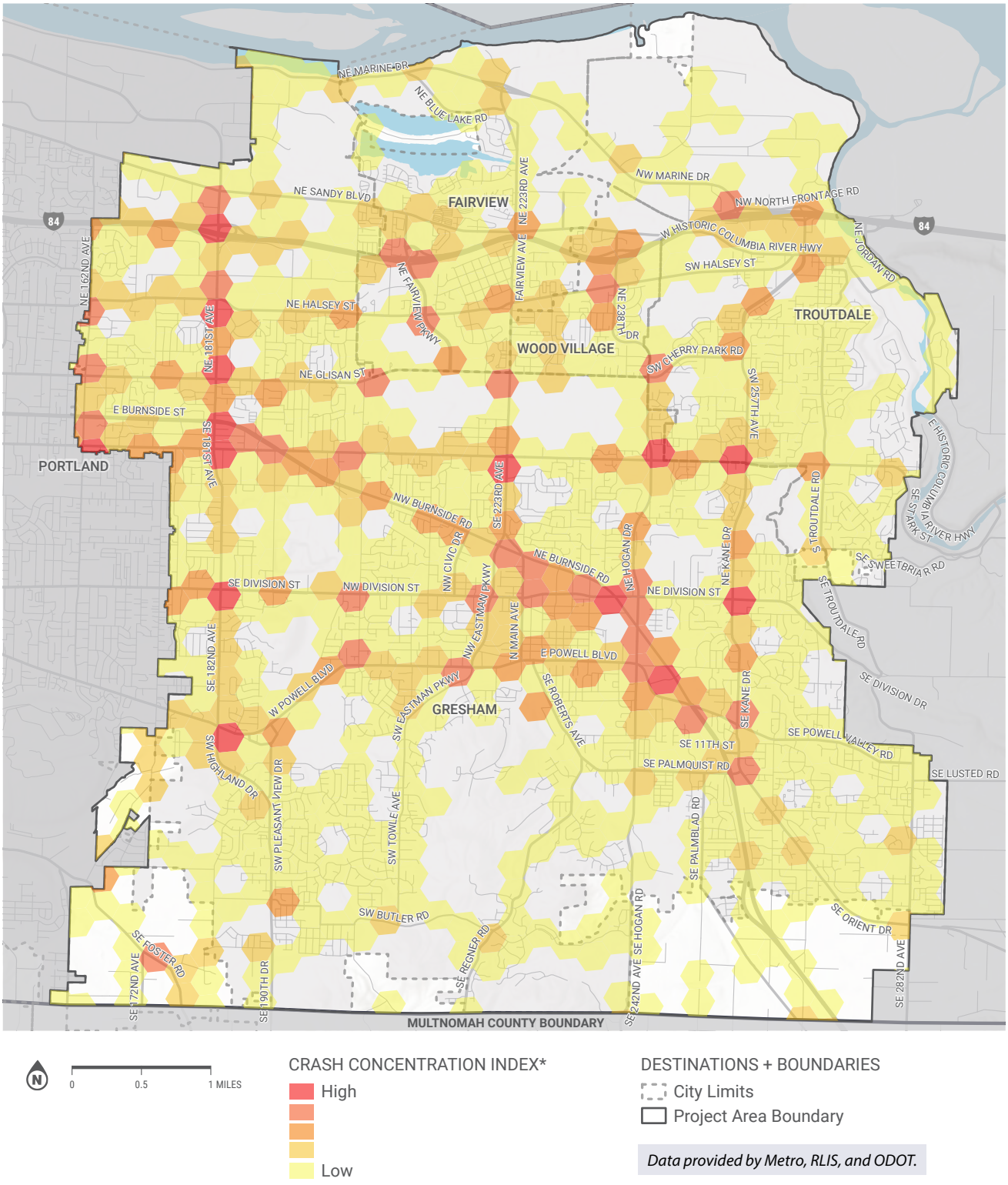
This map shows where pedestrian crashes occurred, with red indicating high numbers of crashes and yellow indicating low numbers of crashes. To create this map, we developed a crash concentration index for each mode that summarizes crash frequency and severity within a 0.2-mile-wide hexagon grid. Each hexagon's score is the sum of crash scores weighted by severity.

Figure 9. *Bicycle Crashes, 2013-2022*



This map shows where bicycle crashes occurred, with red indicating high numbers of crashes and yellow indicating low numbers of crashes. To create this map, we developed a crash concentration index for each mode that summarizes crash frequency and severity within a 0.2-mile-wide hexagon grid. Each hexagon's score is the sum of crash scores weighted by severity.

Figure 10. *Vehicular Crashes, 2013-2022*



This map shows where vehicular (including motorcycle) crashes occurred, with red indicating high numbers of crashes and yellow indicating low numbers of crashes. To create this map, we developed a crash concentration index for each mode that summarizes crash frequency and severity within a 0.2-mile-wide hexagon grid. Each hexagon's score is the sum of crash scores weighted by severity.

Crash Profiles (2013-2022)

Knowing the circumstances surrounding crashes is just as important as knowing where they occurred. While there are many factors that contribute to crashes, some crash types are more common than others. Crash profiles highlight groups of crashes with similar characteristics to identify contributing factors that can influence recommendations for safety countermeasures. These crash profiles were also used to identify the priority safety corridors. Six crash profiles were developed for roads in East Multnomah County and include all injury and fatality crashes. Interestingly, weather was not shown to be a significant risk factor for crashes.

Crash Profile 1: Crashes with Alcohol or Drugs Involved

568 crashes

The highest number of injury crashes in this profile occurred between 7 pm and midnight, with 38% of crashes. In comparison, only 17% of non-substance involved crashes occurred between those hours.

Crash Profile 2: Fixed Object Crashes on 35 mph Roads

286 crashes

This profile accounts for 9% of all fatal and serious injury crashes, and 3% of all injury crashes.

Crash Profile 3: Pedestrian Crash, After Dark

160 crashes

Crashes in this profile account for 46% of pedestrian fatal and serious injury crashes and 38% of all pedestrian injury crashes.

Crash Profile 4: Pedestrian Crash, at Intersection, with Improper Maneuver by Driver

160 crashes

Crashes in this profile account for 25% of pedestrian fatal and serious injury crashes and 38% of pedestrian injury crashes.

Crash Profile 5: Bicycle Crash, at Intersection, with a Turning Vehicle, on Road with Dedicated Bike Facility

73 crashes

This profile accounts for 33% of bicycle-involved fatal and serious injury crashes and 29% of bicycle injury crashes.

Crash Profile 6: Motorcyclist Crash, at Intersection, with a Turning Vehicle

68 crashes

This profile accounts for 32% of motorcyclist fatal and serious injury crashes and 30% of motorcyclist injury crashes.

Maps of crash locations for the six crash profiles are shown in the Systemic Safety Analysis Planning Reference Document available on the project website: **https://multco.us/info/tsap-project-resources**

Crash Trends Over Time

We analyzed crash data from 2013 to 2022 to identify where crashes were increasing or decreasing. Instead of just looking at where crashes happened, we also considered when they occurred over the past years to identify trends. Over this time period there was an increase in crashes in the Wood Village and Fairview, potentially correlated with new commercial and residential development. Troutdale, Kane Drive and Division Street had a decrease in crashes over the past 10 years.

See **Figure 11**.

Safe Roads for Everyone

Underserved Communities Analysis

East Multnomah County includes communities with a high concentration of people who have historically faced barriers to transportation access, including low-income households and communities of color. This focus on reducing barriers helped guide us in identifying where safety and transportation improvements could have the greatest impact.

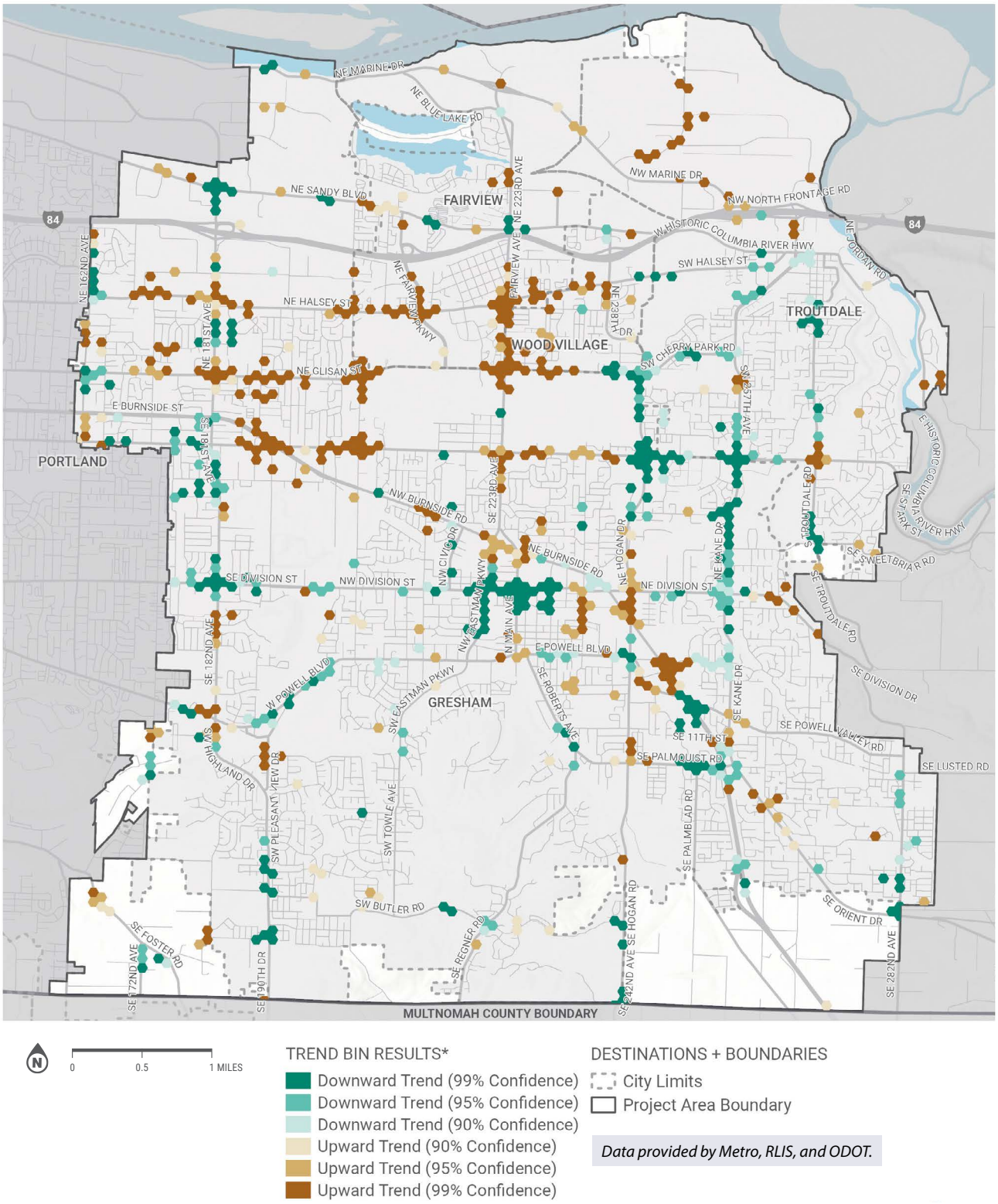
See **Figure 12**.

Where Low-Income Communities Travel

We looked at how often people earning less than 80% of the average income travel through the project area without a car. In East Multnomah County, 6.7% of households do not have access to a motor vehicle. Most trips without a car are on the MAX Blue Line or on East Burnside/NW Burnside Rd in Gresham, which is also served by TriMet Route 287 and has a bike lane along some of it, in addition to sidewalks. Many trips without a car are also made on NW Division St, W. Powell Blvd, NE Glisan St, SE Stark St, NE Halsey St, and SE 182nd Ave. Many trips without a car are also made on roads where there are gaps in active transportation infrastructure such as the majority of NE Sandy Blvd within the project area and 201st Ave between Halsey St and I-84.

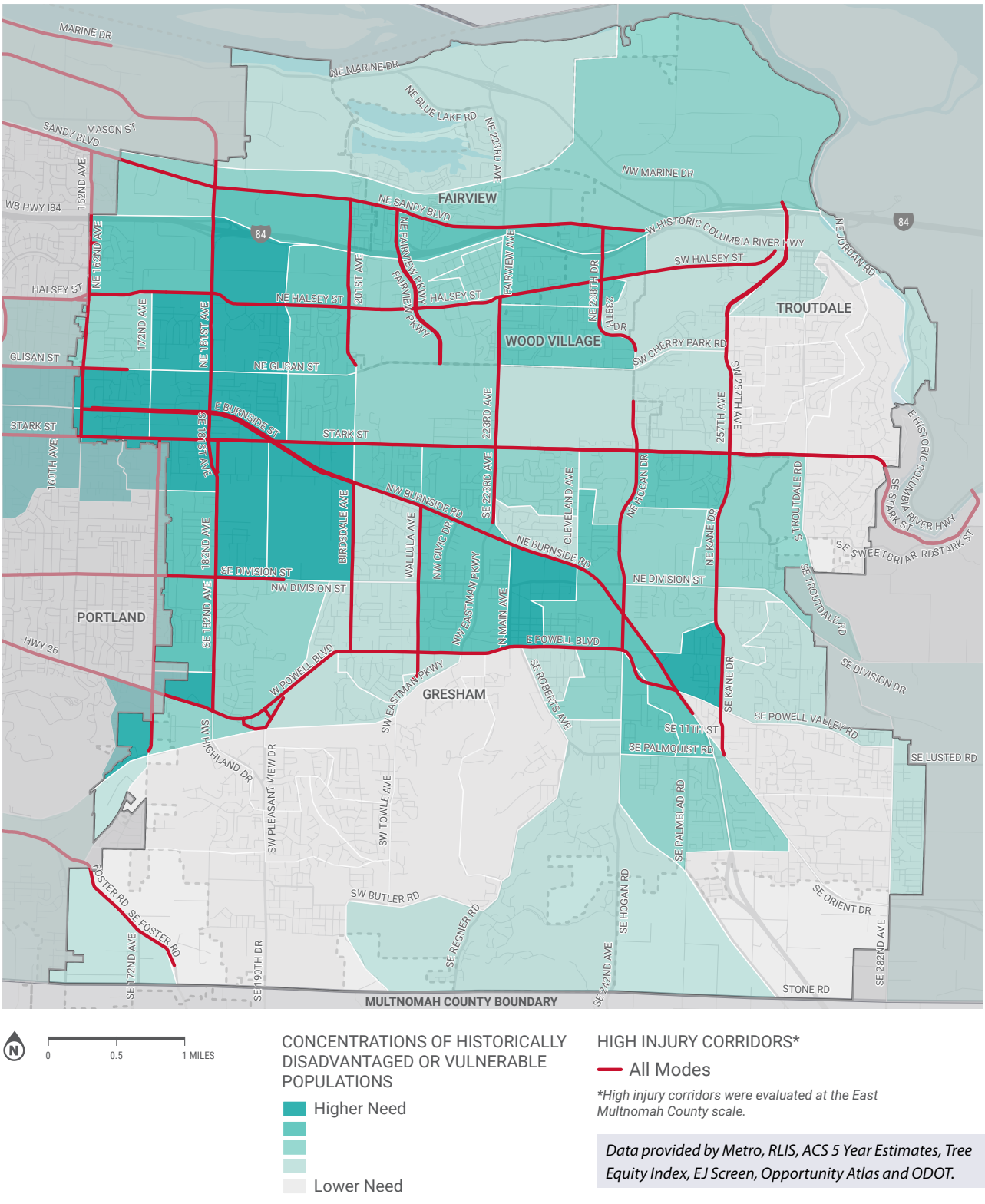
See **Figure 13**.

Figure 11. *Crash Trends Over Time*



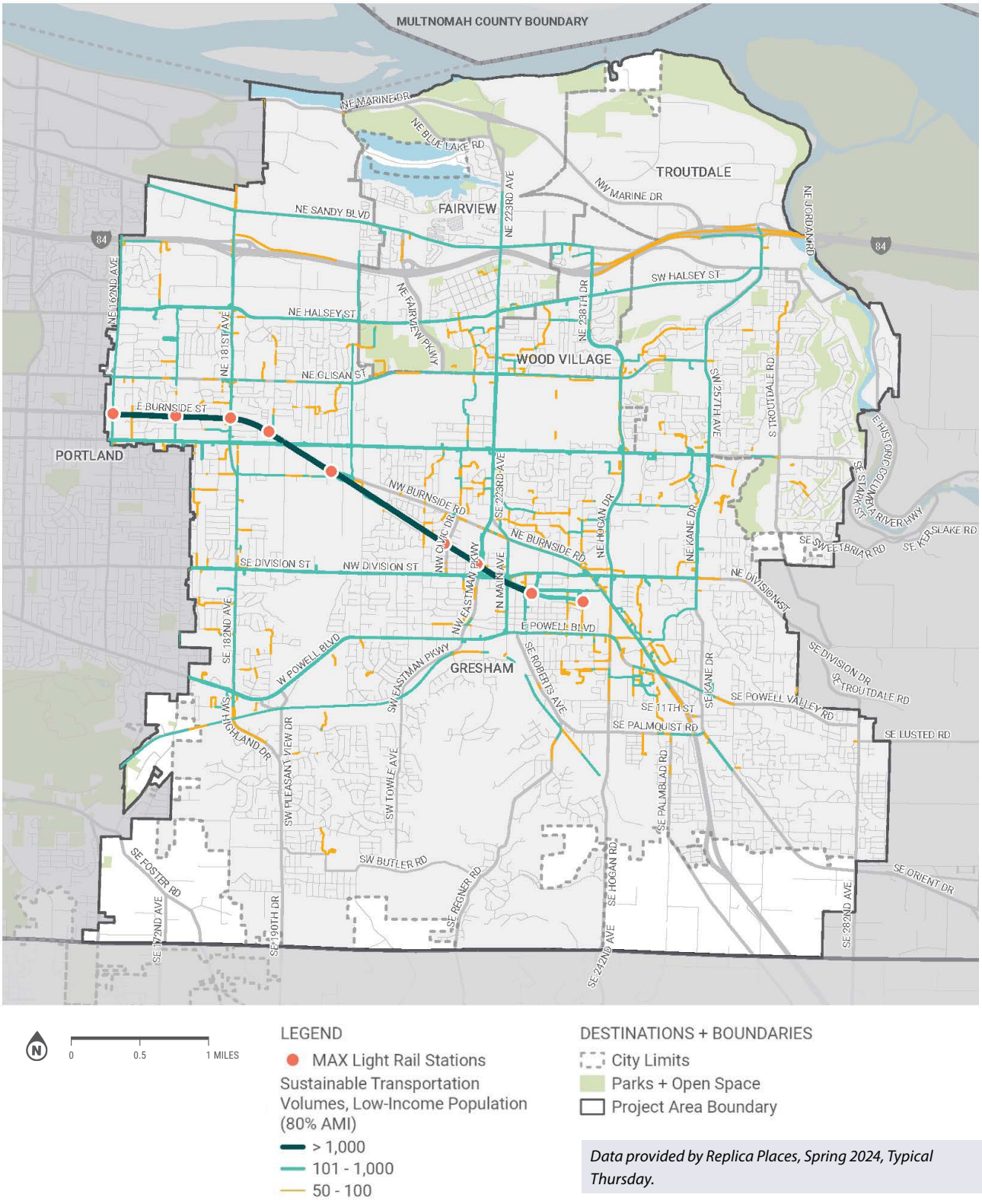
This map presents how crash trends have changed over time in East Multnomah County. Green dots indicate areas where crash numbers are decreasing, while orange dots indicate areas where crash numbers are increasing. The relative confidence of the results is color coded, with darker shades indicating higher confidence levels.

Figure 12. *Areas with Higher Proportion of Underserved Communities*



This map highlights the areas that have concentrations of historically disadvantaged or vulnerable populations using public health and demographic indicators. Darker teal areas are those that are expected to have higher needs as defined by concentration of population indicators such as economic opportunity, lack of tree canopy, and households with access to a vehicle. For a full description of the methodology, refer to the Systemic Safety Analysis Appendix.

Figure 13. *Network Use by Low-Income Communities*



This map highlights network use by low-income communities. MAX light rail stations are designated by orange dots, while travel routes are designated based on numbers of low-income travelers, with dark teal representing the greatest number of trips (more than 1,000) and orange indicating the fewest trips (between 50 and 100).

Taking Action to Improve Our Streets

Creating Priority Safety Corridors

The community feedback, systemic safety data, and underserved community analysis results were combined to create the top 10 safety priority corridors where we can see the most benefit from implementing future safety countermeasures. Traffic safety improvement recommendations target specific factors that contribute to crashes, including road design, driver behavior, and environmental conditions.

The map on the next page presents all 10 priority safety corridors (**Figure 15**), followed by detail sheets that provide recommendations for each corridor. **Figure 14** provides a summary of signalized improvement options for all corridors.

The following detail sheets provide information about recommended improvements for each of the corridors. Blue text indicates concerns and improvements that are corridor-wide. For example, adding new crossings or constructing medians. Additional design work will be needed to determine exact locations. Orange indicates improvements assigned to specific locations.

How We Chose the Corridors

To meaningfully address traffic-related fatalities and serious injuries in the area, we identified a set of priority safety corridors that tell us where improvements are needed—roadways where crash risk is disproportionately high and where targeted investments can have the greatest impact. These corridors span multiple jurisdictions and reflect a data-driven approach that considers crash history, underserved communities, land use context, and community input.

These streets often serve as critical connectors between neighborhoods, schools, transit, and essential services, yet they currently present significant barriers to safe and comfortable travel for people of all ages and abilities. Corridors were identified by evaluating roadways on the following criteria:

- Location on an High Injury Corridor (HIC)
- Number of crash profiles along the corridor
- Number of bicycle or pedestrian crashes per mile along the corridor
- Number of crashes involving fatalities or serious injuries along the corridor among all modes
- Low-income travel
- Whether the corridor was flagged as a safety concern in the public engagement survey results

Corridors that already have committed investments for safety improvements by local agencies were not included among the TSAP priority safety corridors. These include NE Sandy Blvd and SE 257th Dr/NE Kane Dr.

Systemwide Safety Improvements

Across the 10 priority safety corridors, several safety countermeasures are recommended repeatedly, indicating strong potential for systemwide implementation. These treatments address the most common crash types and community concerns, including speeding, unsafe crossings, and conflicts between modes. Implementing these measures is critical to achieving Vision Zero and improving safety for all users. The countermeasures highlighted on this page should be prioritized for inclusion in agency design standards, maintenance programs, and capital planning efforts. By embedding these treatments into routine operations and policy updates, jurisdictions can ensure that safety improvements are delivered consistently and equitably across the entire transportation network. Installing safety improvements may also provide additional benefits to the surrounding area such as supporting placemaking, economic development, and climate resiliency.*

Speed safety camera

**Visit the FHWA website for more information about proven safety countermeasures, including measures of effectiveness.*

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

Enhanced crosswalk (above) and curb extension (below)

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

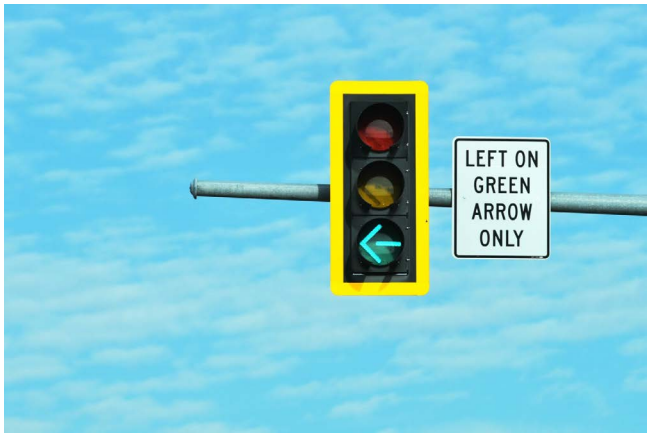
Access and Connectivity

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

A comprehensive list of actions and countermeasures is in **Table 1**.

Separated bike lane

Bicycle Conflict Striping



Protected or protected/permissive left turn phasing

Floating bus stop

Safety Improvements in East County

Flashing beacon improves safety at pedestrian crossing in Wood Village.

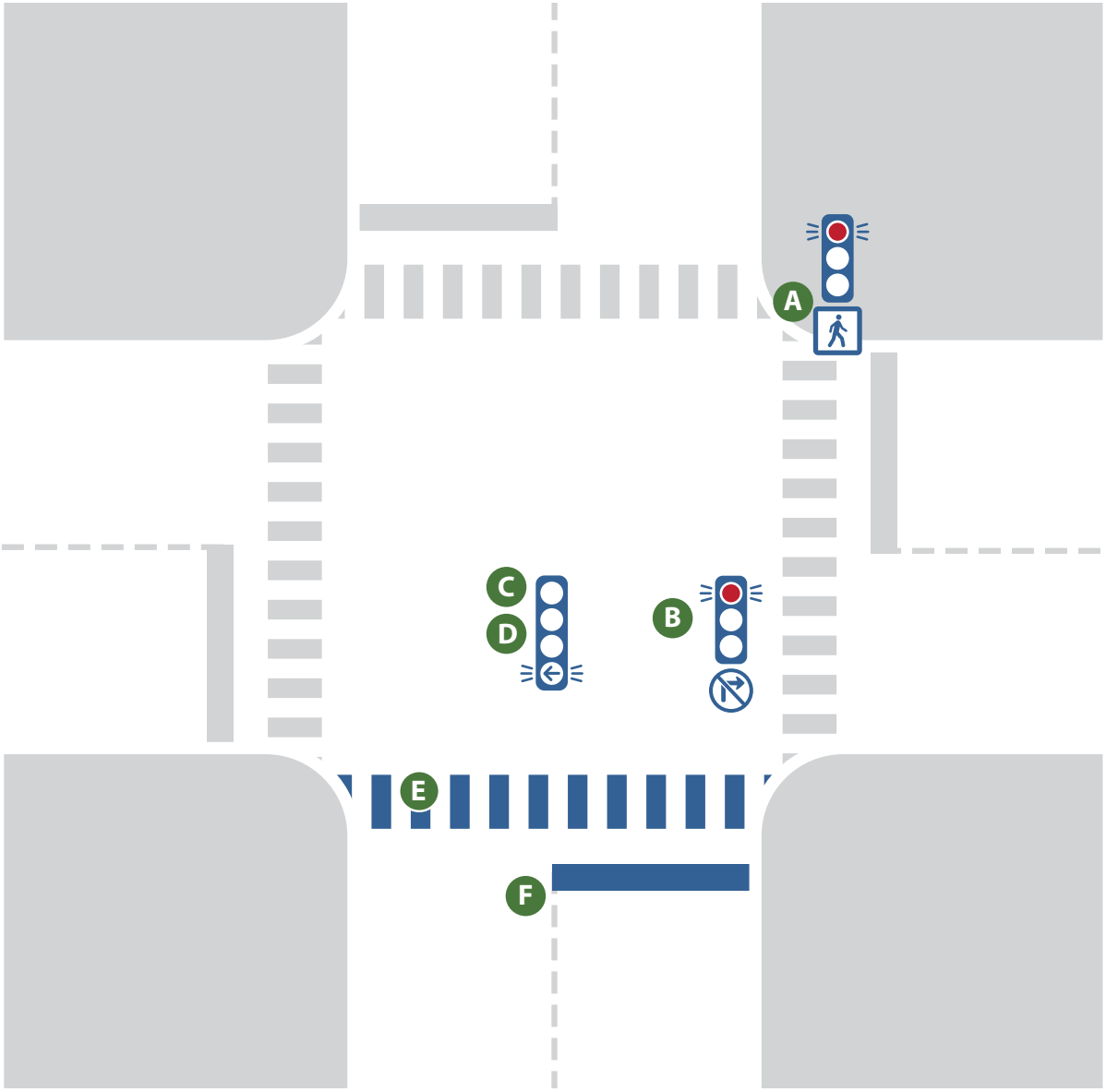
This location, at the corner of Wood Village Blvd and Riverwood St, is an important link between a dense neighborhood and a large community shopping hub. While there was a marked crosswalk, Multnomah County Sheriff's Office (MSCO) safety missions showed that many drivers failed to stop for pedestrians. The crossing now has a Rapid Rectangular Flashing Beacon (RFFB) and ADA compliant features. These features increase pedestrian visibility and driver stop compliance, which improves pedestrian safety in this important location.

New multi-use path and crossing fills gap in Gresham.

A new, safer crossing for the Wy'East Way multi-use path in Gresham completes a gap in the system and address ADA accessibility issues.

Gresham completed a missing link of the Wy'East Way path along the MAX tracks just south of Division Street. This new segment gives bicyclists and pedestrians on the Wy'East Way a safe route around the Division and Main Avenue intersection. The intersection is a primary route to downtown Gresham and a heavily travelled intersection. Bicyclists trying to access downtown previously shared the road with vehicles on Main Avenue and the intersection didn't even have bicycle lanes. The new path segment has an RRFB crossing on Division Street and makes it easier for pedestrians and bicyclists to skip the crowded Division and Main Avenue intersection and travel downtown and to the Gresham Transit Center.

Figure 14. *Summary of Signalized Intersection Improvement Options in All Corridors*



A **Leading Pedestrian Intervals (LPI)** give pedestrians a head start of a few seconds before cars get a green light, making the pedestrians more visible and helping cars yield to them.

B **Right Turn on Red Restrictions** prohibit vehicles from turning right on a red light, decreasing the opportunity for conflicts.

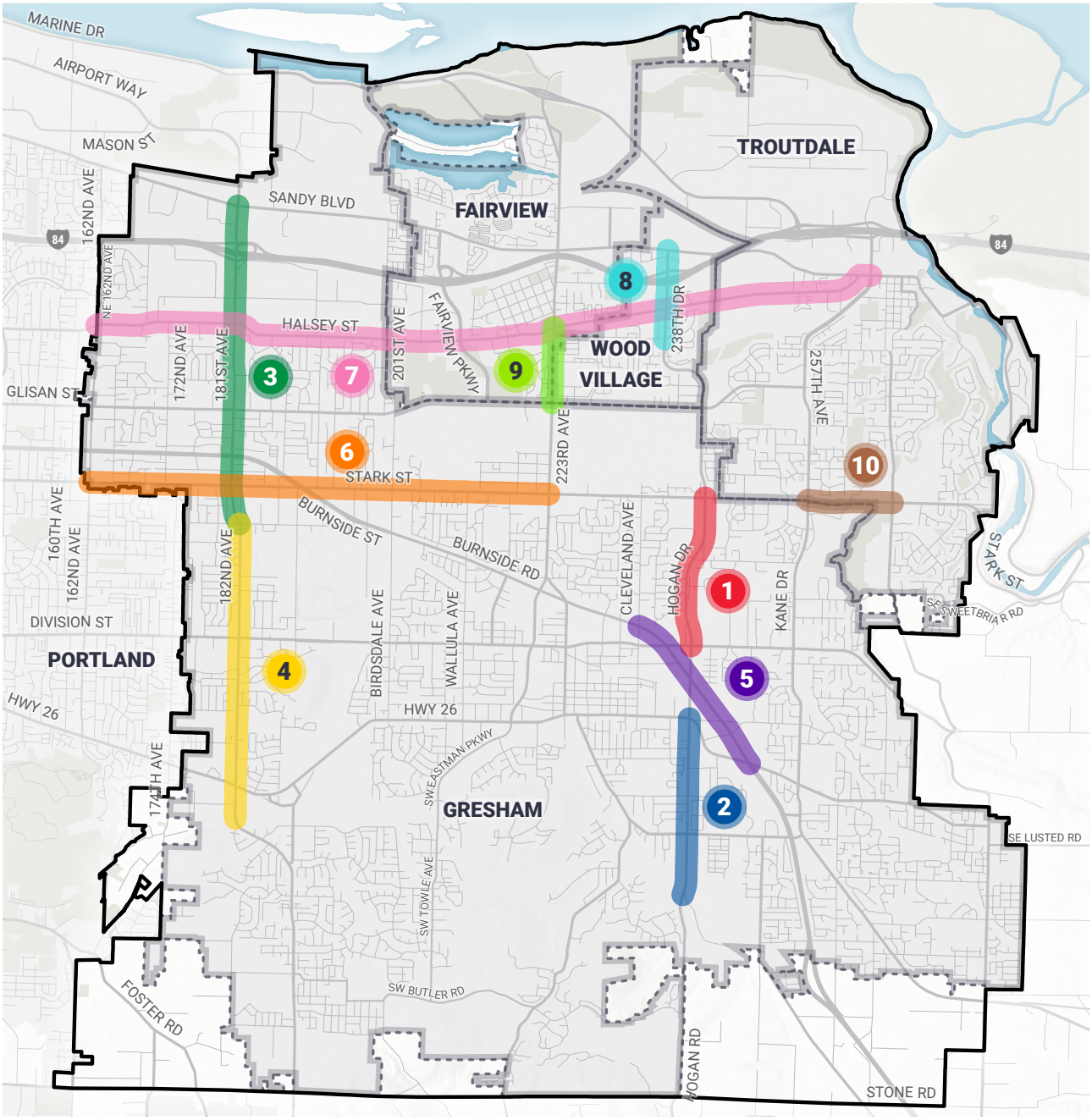
C **Protected Left Turn Phasing** is a type of signal phasing that reduces conflicts by giving left-turning vehicles dedicated time to make their turn on a green arrow.

D **Protected/Permissive (P/P) left turn phasing** is a signal control strategy that allows left-turning drivers to make their turns under two conditions: first, during a dedicated green arrow (protected phase), and then, if traffic conditions are safe, under a circular green signal after yielding to oncoming traffic (permissive phase)

E **High Visibility Crosswalks** are crosswalk markings that are perpendicular to the pedestrian path of travel and are visible to drivers from farther away than traditional crosswalk markings.

F **Advanced Stop Bars** are painted lines before crosswalks that encourage drivers to stop further back from crosswalks and give more space to pedestrians.

Figure 15. *Priority Safety Corridors*



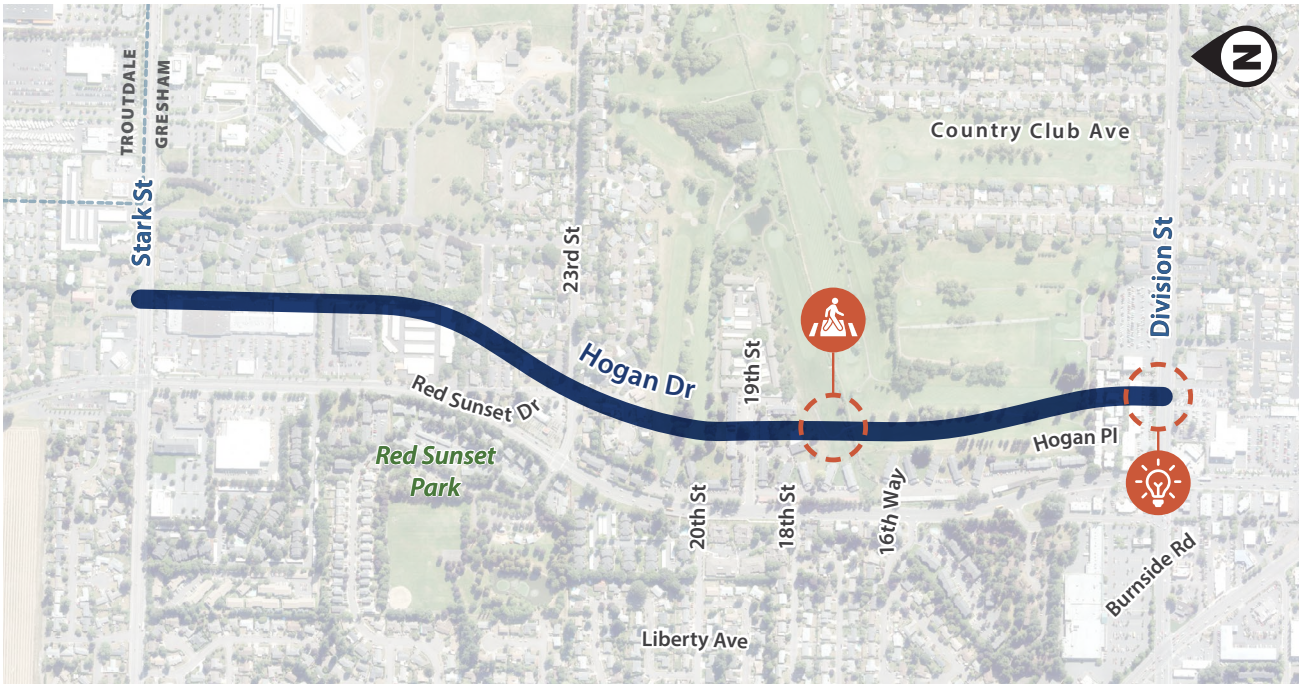
This map shows the 10 corridors where we will prioritize future safety countermeasures. These corridors were chosen based on the systemic safety data, community feedback, and underserved community analysis results. The corridors all have equal value for improvements, they are not ranked in order of priority.

Data provided by Metro, RLIS, and ODOT.

Corridor 1: Hogan Dr

DIVISION ST TO STARK ST

Hogan Drive, between Division Street and Stark Street, carries around 29,000 vehicles per day. The corridor has a high number of crashes, including rear-end crashes and pedestrian crashes at both signalized and unsignalized intersections. Community members have raised concerns about speeding and shared that they feel unsafe walking and biking along this stretch. Poor lighting at key intersections, like Hogan Drive and Division Street, also makes it harder for people walking and biking to see and be seen, increasing safety concerns. This corridor is located within Gresham and owned by the City of Gresham.



Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Construct medians**
	Lower speed limit
Driveways create conflicts for people walking and biking	**Access management (reduce number of driveways)**
Infrequent and insufficient pedestrian crossings	**Enhanced pedestrian crossings**
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Non-bicycle-safe storm drains in bike lane	**Roadway surface improvements**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

- **Pedestrian refuge islands**
- **New lighting**

Corridor 2: Hogan Rd

POWELL BLVD TO SPRINGWATER CORRIDOR TRAIL

Hogan Road, between Powell Boulevard and the Springwater Corridor Trail, carries 15,000 to 18,000 vehicles per day. This stretch has a high number of crashes, mostly rear-end crashes, with some angle crashes. Although the posted speed limit is 35 mph, our speed analysis shows many drivers are driving faster. Community members have expressed feeling unsafe walking and biking, particularly at the Springwater Trail crossing. There are also gaps in the sidewalk network and a lack of Americans with Disabilities Act-compliant curb ramps, making access difficult for many users. Future plans to widen the road could lead to more traffic and encourage even faster driving. This corridor is located within Gresham and owned by the City of Gresham.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Speed safety camera enforcement** **Speed feedback signs** **Lower speed limit**
Future plans to widen roadway likely increase demand and encourage higher speeds	**Two-way left turn lanes**
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Gaps in sidewalk facility	**Sidewalks**
Wide roadway creates longer pedestrian crossing distances	**Curb extensions**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

- **Pedestrian refuge islands**
- **Enhanced pedestrian crossings**
- **ADA-compliant ramps**

Corridor 3: 181st Ave

SANDY BLVD TO YAMHILL ST

Traffic volumes along 181st Avenue range from 16,000 to 28,000 vehicles per day, and the corridor has seen a high number of crashes—including pedestrian, bicycle, and multiple types of vehicle crashes. Community members have expressed feeling unsafe walking and biking, especially near the I-84 interchange. The street has wide travel lanes that can encourage speeding, while the bike lanes are narrow, unprotected, and often difficult for drivers to see across intersections and driveways. Buses stopping in the bike lane create additional conflicts. Lighting at key locations, such as the intersection of 181st Avenue and Stark Street, is also limited, further reducing visibility and safety. This corridor is located within Gresham and managed by the City of Gresham.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Infrequent and insufficient pedestrian crossings	**Enhanced pedestrian crossings**
Speeding	**Construct medians**
	Lower speed limit
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Buses block bike lane	**Floating bus stops (bike lane behind bus stop)**
Excessively wide vehicle lanes	**Narrow vehicle lanes**
History of crashes after dark	**Reflective pavement markings**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

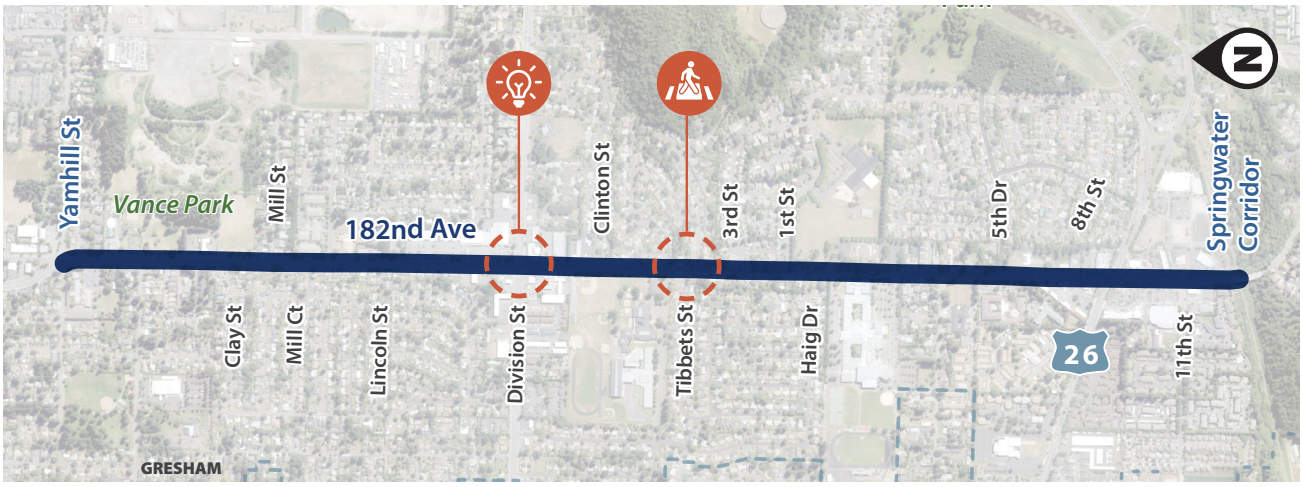
Site Specific Recommendations

- **Install ADA-compliant ramps**
- **New lighting**
- **Modify right turn lanes to slow turning speeds**
- **Reduce curb corner radii (to slow turning speeds)**
- **New high visibility crosswalk**

Corridor 4: 182nd Ave

YAMHILL ST TO SPRINGWATER CORRIDOR TRAIL

182nd Avenue carries between 20,000 and 24,000 vehicles per day. The posted speed limit is 35 mph, with 20 mph school zones. The corridor has a high number of crashes, including rear-end, pedestrian, and angle crashes—many of which occurred after dark. Crash data often points to speeding as a contributing factor. Community members have shared that they feel unsafe walking and biking in the area. Lighting is poor at key intersections, such as 182nd Avenue and Division Street. Additionally, buses stopping in bike lanes create conflicts for people biking. This corridor is located within Gresham and managed by the City of Gresham.



Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Speed safety camera enforcement**
	Speed feedback signs
	Lower speed limit
	Construct medians
Infrequent and insufficient pedestrian crossings	**Enhanced pedestrian crossings**
Driveways create additional conflict points	**Access management (reduce number of driveways)**
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Buses block bike lane	**Floating bus stops (bike lane behind bus stop)**
History of crashes after dark	**Reflective pavement markings**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

- **Pedestrian refuge islands**
- **New lighting**

Corridor 5: Burnside Rd

CLEVELAND AVE TO POWELL BLVD

Traffic volumes on Burnside Road range from 26,000 vehicles per day near Cleveland Avenue to 37,000 near Powell Boulevard. The posted speed limit is 35 mph. The corridor has seen a high number of crashes, including pedestrian crashes, rear-end, and angle crashes. Community members have shared concerns about speeding and reported feeling unsafe walking and biking, especially near Hogan Drive and Burnside Road. Pedestrians often face challenges with drivers not yielding at intersections, and there is a general lack of safe crossing options along the corridor. This corridor is located within Gresham and managed by the City of Gresham.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Construct medians**
	Lower speed limit
Infrequent and insufficient pedestrian crossings	**Enhanced pedestrian crossings**
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Non-bicycle-safe storm drains in bike lane	**Roadway surface improvements**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

- **Raised crosswalk across right turn slip lane**
- **Right on red restriction**
- **Intersection geometry reconfiguration**
- **ADA improvements**

Corridor 6: Stark St

162ND AVE TO 223RD AVE

Between 162nd and 223rd Avenues, Stark Street carries between 12,000 and 24,000 vehicles per day, with a posted speed limit of 35 mph. It has a high number of crashes, including rear-end, pedestrian, and angle crashes—along with some head-on crashes. Crash data points to excessive speeding as a contributing factor. Community members have expressed concerns about feeling unsafe walking and biking. Long distances between marked or enhanced pedestrian crossings increase risk for people walking, and buses stopping in bike lanes create conflicts for people biking. This corridor is located within Gresham and managed by the City of Gresham.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Speed safety camera enforcement**
	Dynamic speed display/feedback signs
	Construct medians
	Lower speed limit
Infrequent and insufficient pedestrian crossings	**Enhanced pedestrian crossings**
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Buses block bike lane	**Floating bus stops (bike lane behind bus stop)**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Corridor 7: Halsey St

162ND AVE TO 257TH AVE

Traffic volumes along Halsey Street range from 8,000 to 18,000 vehicles per day. The posted speed limit is 35 mph, with 20 mph school zones. Community members have shared concerns about feeling unsafe walking and biking, particularly due to the wide roadway and long distances between marked pedestrian crossings—especially between 162nd Avenue and 192nd Avenue. The combination of low traffic volumes and inconsistent street design can encourage speeding and make it difficult for pedestrians to crosssafely. This corridor crosses Gresham, Fairview, Wood Village, and Troutdale and is managed by Gresham and Multnomah County.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Lower speed limit**
	Narrow vehicle lanes
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Infrequent and insufficient pedestrian crossings	**Enhanced pedestrian crossings**
Gaps in sidewalk facility	**Sidewalk**
Wide roadway creates longer pedestrian crossing distances	**Curb extensions**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

- **Roadway reconfiguration**
- **Construct medians**
- **Pedestrian refuge islands**

Corridor 8: 238th Dr

SANDY BLVD TO ARATA RD

Traffic volumes on 238th Drive range from 12,000 vehicles per day north of I-84 to 24,000 further south. The posted speed limit is 35 mph. The corridor has experienced a high number of crashes, including rear-end, pedestrian, and angle crashes. Community members have raised concerns about speeding. The roadway design is inconsistent between Halsey Street and Arata Road. There are also gaps in the bicycle network, and bike facilities are often missing or poorly marked—especially at intersections and driveways, where conflicts are more likely. This corridor is located within Wood Village and is partially managed by both Multnomah County and ODOT.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Lower speed limit**
Indistinct bike lane crossings	**Bicycle conflict striping**
Speeding	**Speed feedback signs**
Inconsistent roadway cross section	**Roadway reconfiguration**
Uncomfortable bike lanes	**Separated/protected bicycle lane**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

High visibility crosswalks

Corridor 9: 223rd Ave

HALSEY ST TO GLISAN ST

223rd Ave carries about 18,000 vehicles per day and has a posted speed limit of 35 mph and 40 mph. Community members have raised strong concerns about speeding and reckless driving, and the corridor has experienced a high number of crashes—including rear-end, pedestrian, and bicycle crashes. People walking and biking report feeling unsafe, particularly where bike lanes are unmarked or unclear at intersections and driveways. Buses crossing and stopping in the bike lane also create conflicts for people biking. At the intersection with Glisan Street, the right turn lanes are slip lanes, which increase turning speeds and create long unsafe crossings for pedestrians, while two vehicle lanes must merge at once—adding further risk. Additional safety issues include frequent angle crashes at 223rd Avenue and Park Lane, and an unprotected bike lane at 223rd Avenue and Halsey Street that is crossed by turning vehicles. This corridor is located on the boundary of Wood Village and Fairview and is managed by Multnomah County.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Speeding	**Speed safety camera enforcement**
	Construct medians
	Lower speed limit
Uncomfortable bike lanes	**Separated/ protected bicycle lane**
Indistinct bike lane crossings	**Bicycle conflict striping**
Buses block bike lane	**Floating bus stops (bike lane behind bus stop)**
Infrequent and insufficient pedestrian crossings	**Enhanced pedestrian crossings**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

- **Modify right turn lanes to slow turning speeds**
- **ADA improvements**
- **Lane extention lines**
- **Roadway reconfiguration**
- **Protected or protected/ permissive LT phasing**
- **Dedicated bicycle signal phase**

Corridor 10: Stark St

257TH DR TO TROUTDALE

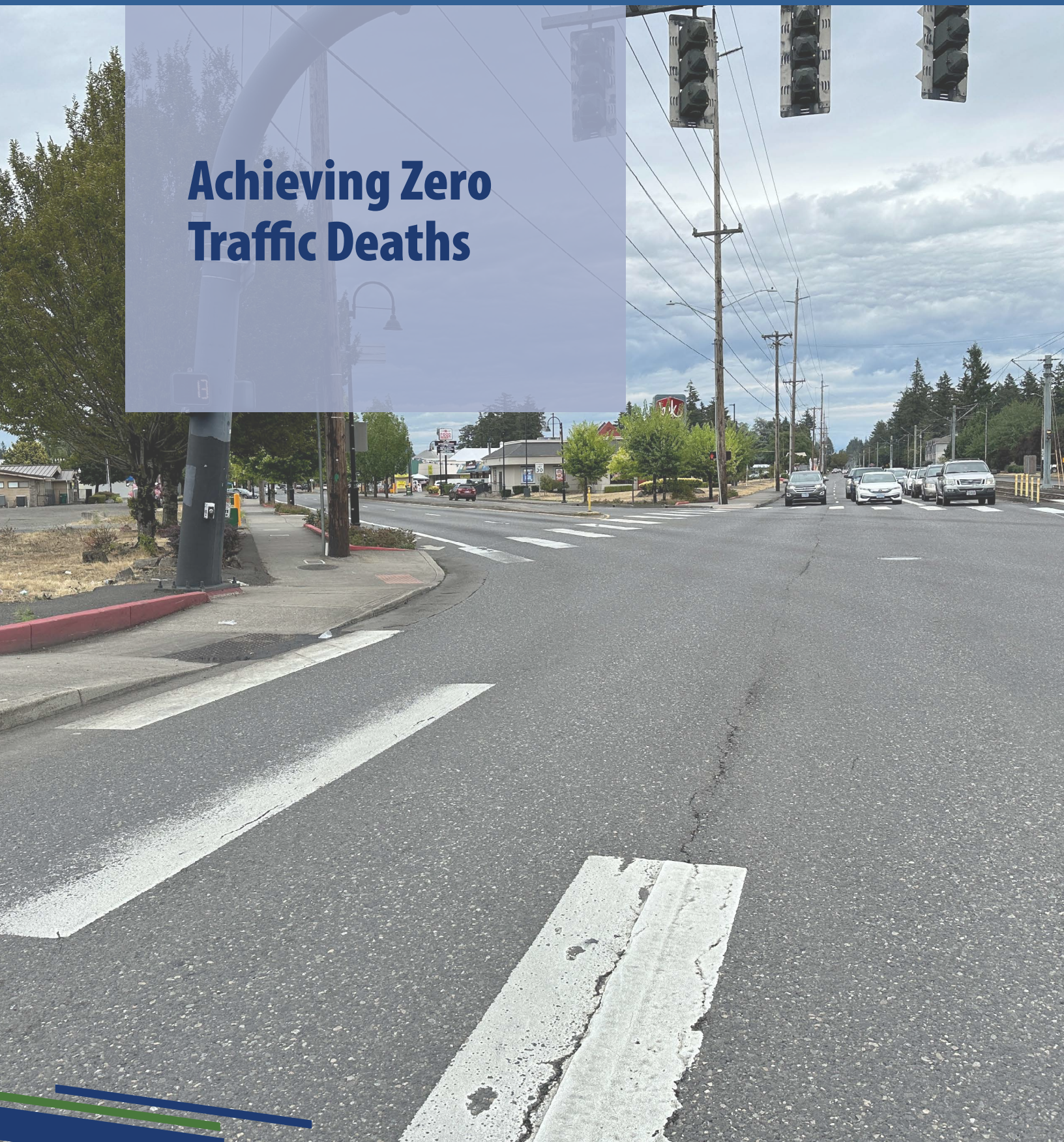
Stark Street carries about 12,000 vehicles per day between 257th Drive and Troutdale Road, with a posted speed limit of 40 mph. The current design standard, if applied, would widen the roadway, leading to more traffic and faster driving. There are gaps in the sidewalk network, including a narrow culvert crossing where people walk on gravel across a bridge with no separation from traffic. Long distances between marked or enhanced pedestrian crossings increase risk for people walking. The bike network is incomplete, and existing bike lanes lack protection or separation from traffic. This corridor is located on the boundary of Gresham and Troutdale and is partially managed by both City of Gresham and Multnomah County.

Corridor-wide Safety Concerns	Corridor-Wide Safety Recommendations
Current design standard, if applied, would widen the roadway and likely induce demand and encourage higher speeds	**Two-way left turn lanes**
Sidewalk facility gaps- people are walking on gravel across narrow bridge	**Sidewalk**
Bicycle facility gaps and lack of protection/separation	**Separated/protected bicycle lane**
Signalized intersection conflicts	**See summary of safety improvement options for signalized intersections (on page 31)**

Site Specific Recommendations

Enhanced pedestrian crossing

Achieving Zero Traffic Deaths



Safety Strategies and Actions

This chapter outlines the full set of actions that we will take to implement the TSAP and move toward the Vision Zero goal of eliminating traffic deaths and serious injuries. This implementation framework includes priority steps to address the most urgent needs, quick-build and demonstration projects, and systemwide improvements that respond directly to the safety issues identified in the crash analysis and community engagement. Actions are aligned with the Safe System categories—Safe Roads, Safe Speeds, Safe People, Safe Vehicles, and Post-Crash Care—and span infrastructure improvements, policy updates, education campaigns, enforcement programs, and funding advocacy.

On the next page, priority next steps are presented, together with accompanying key actions and context. A toolbox of quick-build projects that provide immediate, low-cost safety benefits follows. **Table 1** presents the systemwide actions and strategies, including roles, timelines, and performance metrics. The chapter concludes with strategies for performance monitoring and reporting.

These actions to address traffic safety require a collaborative, multisector effort. Local agencies and community organizations can implement a wide range of actions—some within the traditional scope of transportation agencies, and others that extend into public health, law enforcement, and social services. The recommendations in this chapter are based on insights from other studies, including reports prepared by **Racial and Ethnic Approaches to Community Health** (REACH) and the Multnomah County Health Department, highlighting systemic factors and community-driven solutions beyond the authority of transportation agencies. These actions address the biggest safety issues identified in the systemic safety analysis, including speeding, intersection conflicts, and pedestrian visibility issues. By combining infrastructure improvements with education and policy changes, we target both physical and behavioral conditions that contribute to serious injury and fatal crashes.

The East Multnomah County Transportation Committee (EMCTC) is the transportation coordinating committee for the urban eastern portion of Multnomah County.

EMCTC is made up of elected officials from Fairview, Gresham, Troutdale, Wood Village, Multnomah County, and the Port of Portland. It also has non-voting representation from Metro, Oregon Department of Transportation (ODOT), the City of Portland, and TriMet. The EMCTC advises on transportation policy direction and funding priorities for East Multnomah County.

For the TSAP, EMCTC served as the steering committee. Throughout the project, they reviewed key materials, such as the public engagement plan and other deliverables, and helped shape the direction of the work. They also provided input on crash data analysis, prioritization, and safety infrastructure and actions. EMCTC used all of this information to set an ambitious Vision Zero goal for this plan and the partner agencies to work towards.

The EMCTC Technical Advisory Committee (TAC), which includes staff representatives from each of the agencies, was the project advisory group, collaborating and offering support and expertise to guide the project every step of the way. Looking ahead, both groups will be instrumental in overseeing implementation of the plan, communicating back with the community, and monitoring progress towards the Vision Zero goal.

Where Do We Start?

Priority Steps

Achieving Vision Zero will require sustained commitment, collaboration, and a willingness to act boldly and quickly. Where do we start? Progress must begin with tangible, near-term steps.

These priority steps can help move the TSAP from vision to reality. They reflect the most urgent needs identified through crash data and community engagement, and they focus on strategies that can be implemented quickly and effectively. These steps emphasize coordination across jurisdictions, advocating for funding, and building public trust through visible improvements and transparent reporting.

The priority steps on the following pages have been organized into the following categories:

- Design and construction
- Speed management
- Funding advocacy
- Process
- Policy and program

Safety Partnerships and Ongoing Community Engagement

Coordination with other agencies and community-based organizations in East Multnomah County can help ensure that all the organizations that have a stake in the upcoming improvements. We will coordinate with local agencies such as the Multnomah County Sheriff, city police, or TriMet, depending on the relevancy to a specific project. For example, we will work with TriMet to pair transit improvements with planned safety projects. Additionally, coordinating with community-based organizations such as Oregon Walks or the Street Trust may also help amplify engagement to a broader community and improve communication with local communities.

Ongoing community engagement is also an important next step for the project. Community members should continue to be involved through updates on the email list and website, project-based communication and events. The Multnomah County Bicycle and Pedestrian Community Advisory Committee serves an important advisory role and a way for community members to be more involved in implementation.

Design and Construction Priority Steps

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**)

Context

While building all the safety improvements identified in the TSAP (see Taking Action to Improve our Streets) will require a long-term investment, there are opportunities to begin now. Some corridors already have projects underway, and others present opportunities for quick-build improvements that can deliver faster, less costly safety benefits. Building safer roads through proven safety countermeasures is one of the most effective ways to both prevent crashes from happening and minimize the harm caused to those involved when crashes do occur.

Our safety analysis shows that intersections are high-risk locations for vulnerable road users and a lack of midblock crosswalks increases the risk for people crossing the street. Among all modes of travel, pedestrians are the most at risk in low-light conditions, as drivers have greater difficulty detecting people walking or crossing. Existing data shows enhancing lighting conditions along priority corridors will improve visibility, reduce the likelihood of collisions, and create safer and more comfortable environments for pedestrians. Through our community engagement, we know that people want to see safety improvements on East County roadways. Completing sidewalk and bike lane gaps was the highest community priority, followed closely by improving difficult street crossings and the need for better pedestrian-scale street lighting.

Recent investments are already showing results. The recent Metropolitan Transportation Improvement Program (MTIP) report cited a nearly $24 million transportation investment in East Multnomah County, including significant safety projects. Alongside these investments, there has also been a decline in traffic deaths and serious injuries in East Multnomah County in 2024. We can continue this trend with strategic investments based on our TSAP data and community input.

Speed Management Priority Steps

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**)

Context

Our project data, community members, and many community organization partners agree that speeding is a major concern and leading cause of fatal and serious injury crashes on East Multnomah County roads. By developing a Safe Speeds Strategy, we will be able to conduct additional detailed planning and coordination on deployment of speed management strategies such as, setting appropriate speed limits, identifying opportunities for speed safety cameras, and other proven countermeasures. We can also begin moving forward to pilot strategies as the City of Gresham is planning a speed camera test run to assess the technological feasibility, understand the potential workload and revenue impacts, evaluate public perception, and determine if the technology aligns with the City's safety goals.

Crash data show that higher vehicle speeds increase the likelihood of a crash and the severity of injuries. Many pedestrian crashes in the study area occurred on busy corridors with high vehicle speeds and limited crossings. In school zones, lower speeds can give drivers more reaction time for children crossing. Pairing speed feedback signs with enforcement reinforces safe driving behavior, builds driver speed awareness, and can create a safer road environment for all, especially more vulnerable users.

Funding Advocacy Priority Steps

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**)

Context

East Multnomah County faces significant transportation funding gaps, with needs for roadway maintenance, safety upgrades, and larger corridor projects far outpacing available resources. Aging infrastructure, rising construction costs, and increasing need for safer, multimodal streets place added strain on limited budgets. While we have been successful in securing some state and federally funded grants, these are often project specific and competitive, leaving gaps in addressing urgent local priorities.

The East Multnomah County Safe Routes to School (SRTS) program has been funded by ODOT and Metro grants. Currently, there is no long-term, stable funding source for the SRTS program. In our project survey, SRTS programming was the second most requested action of this plan.

EMCTC's leadership is critical to advocate for a more comprehensive transportation funding package from the state, as well as bringing in grants and ensuring successful programs, like SRTS, have sustainable funding. This multijurisdictional plan will allow us to partner strategically and advocate for East County with a unified voice.

Process Priority Steps

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 Technical 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**)

Context

Through this project, we engaged over 3,000 community members from across East County. Our community shares widespread safety concerns and wants to see change happen quickly. Continued presence at events and relationships with community groups will help sustain trust, ensure ongoing community input, and keep local priorities at the forefront of transportation decision-making. By maintaining these connections, the County can more effectively identify emerging safety concerns, tailor projects to meet the needs of diverse populations, and foster a sense of shared ownership over improvements.

To create change as quickly as possible, we plan to scope these safety improvements into scheduled corridor projects and create programs to fund and implement quick-build and low-cost improvements. While quick builds can be challenging on arterials due to heavy traffic and freight needs, they can still be effective when paired with targeted solutions—such as lane reconfigurations, modular traffic calming, signal timing adjustments, and rapid crosswalk enhancements—that do not require full reconstruction. For more information about quick builds see **page 49**.

To continue to build trust with the community and implement the plan, we will provide regular safety updates to the EMCTC, EMCTC TAC, and the Multnomah County Bike and Pedestrian Community Advisory Committee. Ongoing reporting allows decision-makers to monitor the effectiveness of implemented projects, identify emerging challenges, and adjust strategies based on data and community feedback. It also strengthens transparency, builds trust among member jurisdictions, and ensures that limited resources are directed to the highest-need locations and projects. By institutionalizing these updates, we can demonstrate measurable progress toward reducing serious crashes and keep roadway safety at the forefront of regional transportation planning.

Policy and Program Priority Steps

Upcoming transportation plan and standards updates will provide good opportunities to incorporate the Vision Zero goal and Safer System Approach into ongoing agency projects.

Key Actions to Advance

- Incorporate Vision Zero goal and safety recommendations into local plans and design standards for ongoing implementation. (Action 10 in **Table 1**)

Context

By embedding Vision Zero principles into TSPs (Transportation System Plans), Capital Improvement Plans, and design standards, jurisdictions can use multiple funding streams and implementation pathways to build projects, seek funding, or start programs. Updating these guiding documents to reflect safety best practices creates a framework for consistent, long-term improvements. We can make sure that safety is a baseline requirement, not an add-on—so every plan, project, or investment moves the community closer to zero traffic deaths.

Progress has already begun. 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, midblock crossings, and general safety updates. The Cities of Troutdale, Fairview, and Wood Village will be updating their TSPs and standards in the coming years.

Quick-Build and Demonstration Projects: A Tool for Immediate Safety Action

Transportation funding is limited, and the community has made it clear: they want to see safety improvements now, not years from now. We can respond to this urgent need by prioritizing quick-build approaches – low-cost, rapidly deployable roadway treatments that can reduce vehicle speeds and separate vehicles from people walking and biking. The strategies can be effective at targeted locations on the high priority corridors.

Quick-build projects may use temporary or semi-permanent materials such as paint, flexible delineators, modular curbs, and signage. They allow local agencies to test safety treatments, gather feedback, and refine designs before committing to full capital investments that may take a longer amount of time. However, not all quick-build projects may be suitable along high-volume or high-speed corridors due to traffic complexity, transit operations, or the need for more durable materials and traffic control.

For more information about quick build projects, check out Portland Metro's Community Quick-build and Demonstration Projects Guide.

Quick Build Approaches for Arterial and Collector Roadways

Arterial and collector roads in East Multnomah County are often high-speed, high-volume corridors that serve as critical connectors for people walking, biking, rolling, and driving. These roads are also where many of the region's most severe crashes occur—particularly those involving vulnerable road users.

These quick build strategies provide immediate, lower-cost safety benefits and can be scaled or adapted as conditions change, helping address urgent safety concerns, test design concepts, and build momentum toward long-term Vision Zero goals while pursuing funding for larger corridor projects. The two biggest priorities from a safety standpoint are to reduce speeds and increase separation between people walking and biking and vehicles on busy roads.

Key Elements:

- To leverage quick builds to balance effectiveness and feasibility, start with protected bike lanes, refuge islands, signal timing fixes, and lane narrowing (high impact + feasible). Layer in road diets, curb extensions, and parking-protected lanes where corridor conditions and community support allow.
- Explore how to set up a dedicated budget to build quick build projects, even if it is small to start, and determine a process to select priority locations.
- Identify and Pilot Priority Locations – Use crash data and community input to select a small set of high-need sites to pilot quick build approaches.
- Apply for SS4A funding to pay for these sites.
- Monitor outcomes (crash reductions, user feedback, travel behavior changes) to build evidence for expansion and help secure additional funding.

Toolbox of Quick-Build Treatments for Arterial and Collector Roads

The following treatments are well-suited for high-volume corridors and can be deployed using temporary or semi-permanent materials:

Speed Management

- Painted curb extensions to narrow intersections and slow turning movements
- Lane narrowing using striping or flex posts
- Speed feedback signs and dynamic displays
- Modular medians to reduce crossing distances and calm traffic
- Chicanes to slow vehicle travel speeds along straight corridors

Pedestrian Safety

- High-visibility crosswalks with reflective markings
- Pedestrian refuge islands using modular curbs or delineators
- Pedestrian-scale lighting at crossings and intersections
- Advance stop bars to increase yielding behavior

Bicycle Safety

- Protected bike lanes using flex posts, parking buffers, or modular curbs
- Conflict striping at intersections and driveways
- Floating bus stops to reduce bus-bike conflicts
- Surface improvements to address potholes and drainage issues
- Diverters and modal filters to separate bicycles from motor vehicles

Intersection Safety

- Leading pedestrian intervals (LPIs) to give pedestrians a head start
- Right-on-red restrictions to reduce turning conflicts
- Turn calming treatments such as rubber speed humps or centerline hardening
- Remove parking near corners to increase visibility "Intersection daylighting"

Access and Connectivity

- Sidewalk infill using temporary materials such as modular interlocking panels where feasible
- ADA-compliant curb ramps and tactile warning surfaces*
- Wayfinding signage to improve navigation and visibility

These treatments can be bundled into corridor-specific quick-build packages or deployed as standalone improvements. We can coordinate with maintenance schedules, transit operations, and community partners to ensure successful implementation. Where possible, we will pair quick build projects with evaluation plans to measure effectiveness and inform future investments.

**ADA-specific plans provide more details on how road authorities will address ADA upgrades. All new capital projects will be ADA-compliant.*

Painted curb and bollard curb extensions

Advance stop bar and high visibility crosswalk

Speed feedback sign

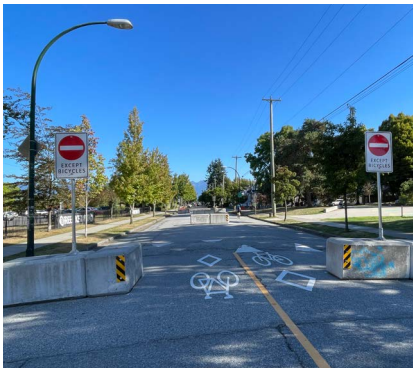
Modular curb protected bike lane

Floating bus stop

Chicane

Wayfinding signage

Street beautification/public art



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The following table presents the actions we will pursue to implement the TSAP. Actions are organized by theme and aligned with the Safe System categories—Safer Roads, Safer Speeds, Safer People, Safer Vehicles, and Post-Crash Care. Each action includes a description, participating agencies, target timeline, performance metrics, funding level, and implementation considerations such as staffing needs and policy changes. Together, these actions provide local agency staff with a clear and structured road map for achieving Vision Zero in East Multnomah County, starting with high-impact, near-term priorities and building toward long-term systemic change.

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 HICs and at midblock crosswalks and intersections. Priority locations include NE Hogan Dr and NE Division St, SE 181st Ave and SE Stark St, SE 182nd Ave and Division St. Safety improvement projects should include photometric analysis and appropriate pedestrian scale lighting improvements.	Safer Roads	City of Gresham, Mid-County Lighting District, Wood Village, Multnomah County	Medium	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).	$$
2.	Design & Construction	Complete gaps in sidewalks and bike lanes and address ADA accessibility issues.	In addition to targeting gaps and accessibility needs along high-injury corridors, implementation should prioritize transit routes, school walksheds, and connections to essential destinations. Look for opportunities to develop separated (spatially separated or grade separated) or protected bicycle facilities to address known safety issues on arterial streets with high levels of bicycle crashes and severe injuries, such as 181st Ave, Burnside Rd, and Powell Blvd.	Safer Roads	Cities and Multnomah County, ODOT***	Long	Percentage progress in filling identified gaps. Number of miles of completed sidewalk and constructed bike lanes across all roads in East Multnomah County. Number of miles of completed sidewalk and constructed bike lanes across all arterials and collectors in East Multnomah County. Percentage progress on ADA Transition Plan implementation	$$$

Note: Actions highlighted in orange reflect the most urgent needs and were outlined in the previous priority steps section on **page 45***.*

* 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.

*** Fairview, Gresham, Troutdale, and Wood Village.

Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
3.	Design & Construction	Construct high visibility, enhanced crosswalks where crossing opportunities are distant.	These improvements will enhance safety by making pedestrians more visible to drivers, reducing crossing distances, and providing designated, accessible points for safe street crossing. Treatments may include striping with reflective markings, rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHBs) or other appropriate signalized devices depending on roadway conditions.	Safer Roads	Multnomah County and cities	Long	Number of high-visibility crosswalks with pedestrian beacons installed in areas with crossing gaps greater than ¼ mile along the high injury network.	$$
4.	Design & Construction	Construct safety improvements identified for the priority corridors of the Transportation Safety Action Plan, as well as on other roads in the County with similar safety issues.	Improvements should address the key target areas based on the crash data. This could include improved lighting for pedestrian facilities, especially in intersections where lighting is insufficient and has resulted in severe or fatal pedestrian crashes. Improving crossings, including adding mid-block crossings to heavy pedestrian and vehicle corridors, or adjusting signal timings should also be evaluated. Additional investments may include improving intersection safety for bicycles from turning vehicles, as well as implementing additional streetscape elements such as bulb outs and medians to address other documented safety issues identified by the community and in crash data. Project implementation will include quick build approaches, capital projects, and maintenance improvements. Implementation timing and strategy will vary for each corridor and roadway jurisdiction.	Safer Roads	Multnomah County and cities	Long	Number of priority corridors that received improvements. Number of proven safety improvements implemented on priority corridors.	$$$

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
5.	Speed Management	Develop a program to enforce speed limits and vehicles stopping at stop signals through automated speed safety cameras and movable ticket vans.	Enact these changes across East Multnomah County, but some initial specific locations to prioritize include: SE Hogan Rd from Powell Blvd to Springwater Corridor Trail, SE 182nd Ave from SE Yamhill St to Springwater Corridor Trail, SE Stark St from SE 162nd Ave to SE 223rd Ave, and SE 223rd Ave from NE Halsey St to NE Glisan St. Use annual crash and speed data to evaluate effectiveness and identify new locations for camera expansion.	Safer Speeds	City of Gresham, City of Troutdale, City of Fairview, City of Wood Village, Gresham Police, Multnomah County Sheriff's Office	Short	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	$$
6.	Speed Management	Add speed feedback signs paired with enforcement along high injury corridors and in school zones.	Implement speed feedback signs and accompanying enforcement and education in identified HICs and school zones, and create a plan for identifying and improving other areas in need. Some specific locations to prioritize include: Hogan Rd from Powell Blvd to Springwater Corridor Trail, 182nd from Yamhill St to Springwater Corridor, Stark St from 162nd Ave to 223rd Ave, and 223rd Ave from Halsey St to Glisan St.	Safer Speeds	Multnomah County, Gresham Police, Sheriff's Office, and cities	Short	Measure reduction in vehicle speeds after speed feedback signs have been installed. Track the increase in the number of speed feedback signs installed on high injury corridors.	$$
7.	Speed Management	Develop a Safe Speeds Strategy for East Multnomah County.	The strategy can help to prioritize streets for working with partners to conduct speed studies and lower speed limits, installing traffic calming treatments, and pairing efforts with education and enforcement actions. The strategy should be developed with EMCTC input and approved by partner agencies' lead staff.	Safer Speeds	ODOT, Multnomah County (Transportation Division and Health Department), Sheriff's Office, Gresham Police and cities	Medium (short if we receive SS4A grant)	Track the start, completion, and adoption of Safe Speeds Strategy	$$

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
8.	Policies and Programs	Continue to gather public feedback and empower the public to share roadway safety concerns.	Develop and implement a standing public engagement strategy, with at least one community outreach activity per city (4 total) each year focused on roadway safety priorities and experiences. Include updates about the Transportation Safety Action Plan in typical ongoing in-person outreach, particularly over the summer months, as well as email updates using the mailing list. Advertise See Click Fix as a method of reporting safety concerns and making sure its accessible to diverse communities.	Safer People	Multnomah County (Transportation Division and Health Department) and cities	Short	Number of events and communications containing transportation safety information and updates.	$
9.	Policies and Programs	Fully staff local police traffic division and recreate a focused traffic enforcement team at the County Sheriff's Office.	These teams will focus on high-visibility enforcement of the most dangerous driving behaviors—such as speeding, impaired driving, and failure to yield—particularly in high-crash corridors and neighborhoods experiencing disproportionate traffic safety risks.	Safer People	Gresham Police Department, Multnomah County Sheriff's Office	Medium	Number of dedicated traffic division deputies	$$$

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
10.	Policies and Programs	Incorporate Vision Zero goal and safety recommendations into local plans and design standards for ongoing implementation.	Update cities' Transportation System Plans to include safe system goals and safety actions identified in the TSAP. Update Capital Improvement Plans to include safety improvements identified in the TSAP as well as criteria to prioritize investments based on systemic crash analysis. Update the Multnomah County Design and Construction Manual and Standard Drawings focusing on roadway safety and specifically vulnerable roadway user safety. Recommended updates include but are not limited to: curb radii standards, stop bar standards, bike lane width standards/protection, traffic calming standards and guidance, discouraging slip-lane use, bus stop facility standards and guidance, pedestrian crossing design and spacing standards, slip lane standards, Leading Pedestrian Interval (LPI) and No Turn On Red (NTOR) guidelines, and Design Level-of-Service standards that define level of acceptable performance conditions for facilities. Incorporate Vision Zero goals into upcoming community health improvement plan.	Safer Roads	Multnomah County (Transportation Division and Health Department) and cities	Medium	Number of plans and/or standards that have been updated to include TSAP recommendations.	$

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
11.	Policies and Programs	Support legislation to lower Oregon's legal blood alcohol content (BAC) limit from 0.08% to 0.05% and increase enforcement of driving under the influence and distracted driving.	Work with and advocate with state governing agencies and advocacy groups to lower the BAC. This includes setting up or joining recurring discussions with stakeholders, sending an EMCTC letter to support a bill, and speaking with state officials as needed.	Safer People	EMCTC, Multnomah County Health Department	Medium	Number of meetings with state agencies and relevant advocacy groups on this subject. Adoption of legislative change	$
12.	Policies and Programs	Work towards a Vision Zero Fleet by purchasing safer fleet vehicles as old ones need to be replaced.	When replacing fleet vehicles, review safety features that are included in each manufacturer's standard package and add additional features, as feasible. Desirable advanced driver assistance systems (ADAS) features include blind spot monitoring, automatic emergency braking, lane keeping assist, etc.	Safer Vehicles	EMCTC, Multnomah County, and cities	Medium	Percent reduction in preventable crashes involving agency fleet vehicles per year. Percentage of fleet vehicles equipped with safety technology (e.g., telematics, automatic emergency braking, speed governors, backup cameras).	$
13.	Policies and Programs	Work with partners to increase ride options and explore other strategies to reduce drunk and impaired driving.	Promote and look for ways to support existing safe transportation alternatives such as late-night bus routes, rideshare partnerships, or voucher programs. Additionally, work with driver-for-hire services (including taxis, rideshare companies, and other private companies), transit providers, and bar owners to develop a targeted DUI program in hotspots linked to DUI citations.	Safer People	Multnomah County (Transportation Division and Health Department)	Medium	Number of new partnerships with relevant community partners.	$$

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
14.	Policies and Programs	Advocate for state and national laws that require safe vehicle standards and technology.	Integrate into annual legislative and policy advocacy agenda, with clearly defined priorities and documented engagement with state and national level initiatives Apply for a Road to Zero grant to explore other strategies to address impaired driving crashes.	Safer Vehicles	EMCTC, Multnomah County Health Department	Medium	Document EMCTC support and advocacy.	$
15.	Policies and Programs	Coordinate with partners to assess needs for post-crash response improvements.	Identify and partner with relevant community partners to determine data sharing needs, response needs, strategies to adopt latest evidence-based practices, and victim priorities.	Post-Crash Care	Multnomah County Health Department	Medium	Number of partner agencies engaged (e.g., fire, EMS, law enforcement, hospitals, transportation).	$
16.	Education	Deliver a safety education campaign in East Multnomah County.	Launch and implement a comprehensive and culturally relevant speed safety campaign including multilingual education materials and tailored outreach strategies for community groups (e.g., non-English speakers, youth, and older adults). Speed is a top risk factor in many serious and fatal crashes in East Multnomah County and a high priority public concern.	Safer People	Multnomah County and cities, Gresham Police Department, Sheriff's Office	Medium	Completion of campaign design. Number of community members reached through the campaign. Number of community partners helping to promote the campaign.	$$
17.	Education	Create a program for deploying variable message boards throughout East Multnomah County along high crash corridors.	Messages can inform on fatal crashes, school zone awareness, speeding, or other safety considerations.	Safer People	Multnomah County and cities	Medium	Number of messages displayed per year.	$$

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
18.	Education	Educate property owners on sidewalk maintenance requirements for accessibility.	Design and create property owner sidewalk maintenance educational resources and outreach plan. Ensure materials are accessible in multiple formats and languages and explore ways to make sidewalk permitting easier and more affordable.	Safer People	Multnomah County and cities	Long	Completion of education materials and promotion plan. Number of property owners reached. Percent change in sidewalk repair permit applications.	$
19.	Policies and Programs	Create program to fund and implement quick build and low-cost safety projects.	Develop a program that identifies, funds, and delivers quick-build and low-cost safety improvements to address urgent transportation safety needs. These projects may include temporary or lower-cost treatments such as flexible delineators, paint-and-post curb extensions, high-visibility crosswalks, signage, or traffic calming elements. By streamlining funding and implementation processes, this program will allow agencies and partners to respond quickly to community-identified concerns, pilot innovative safety solutions, and make immediate progress toward reducing serious crashes while larger capital projects are planned and built.	Safer Roads	Multnomah County and cities	Short	Number of quick-build and low-cost safety projects implemented per year in East Multnomah County.	$$
20.	Process	Continue to provide regular safety updates to the EMCTC, EMCTC TAC, and Bike and Pedestrian Community Advisory Committee (BPCAC) to track progress.	Publish an annual report or webpage that tracks crash data and implementation progress using key performance metrics. Dedicate at least one EMCTC working session a year towards safety. Encourage partner jurisdictions to brief their commission/council on annual progress as well. In presentations make connections between land use and safety.	Safer People	Multnomah County, City of Gresham, Metro	Ongoing	Number of briefings. Completion of annual report and evaluation.	$

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
21.	Process	Include TSAP recommended safety improvements in upcoming and future road projects and incorporate community knowledge of safety issues into project design and implementation.	The TSAP identifies many proven safety improvements that correspond to the crash profiles on our roads and can be incorporated into the design of upcoming road projects. Through the TSAP, the community shared specific safety issues and locations as well as safety measures they support. This information can provide a starting place for engaging the community on specific improvement projects. Create guiding process documentation to consistently implement these practices in future corridor projects.	Safer Roads	Multnomah County and cities	Ongoing	Number of corridor projects that include safety improvements and how they are being used. Number of projects using inclusive community engagement best practices.	$$
22.	Process	Update the Plan and HICs.	Update this TSAP every 5 years to track progress and meet evolving needs. Make updates to the High Injury Corridors Map based on the most recent data available. More frequent updates to HICs and other crash data can be documented in the annual progress report.	Safer Roads	Cities, Multnomah County, Metro, EMCTC	Medium	Completion of Transportation Safety Action Plan and HIC Map updates every 5 years.	$$
23.	Process	Evaluate locations where fatal crashes occur, identify safety improvements, and consider if implementation can occur through a quick build program or rapid response grant.	Complete an evaluation/inventory of fatal crash locations after they happen and identify safety improvements and implementation strategies for all sites. Complete an evaluation of fatal crash locations annually to identify new priority locations.	Safer Roads	Multnomah County (Transportation Division and Health Department) and City of Gresham	Long	Percent of fatal crash locations evaluated annually. Percentage of fatal crash locations with documented safety improvement recommendations.	$$

Note: Actions highlighted in orange reflect the most urgent needs and were outlined in the previous priority steps section on **page 45**.

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

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Table 1: *Systemwide Safety Transportation Actions and Strategies, cont'd.*

Action Number	Theme	Action Item	Action Description	Safe System Categories	Participating Parties	Target Completion Term*	Potential Performance Metrics	Level of Funding Required**
24.	Funding Advocacy	Seek additional maintenance capacity and resources for safety priorities.	Continue advocating for funding and working to stabilize maintenance capabilities to increase safety on roadways and public trust. Integrate safety into maintenance and asset management prioritization processes. Utilize maintenance staff's expertise in reviewing and addressing safety needs. Look for opportunities for maintenance staff to assist in implementing quick build safety improvements in coordination with maintenance activities. Design safety improvements that consider maintenance capacity and equipment needs.	Safer Roads	Multnomah County and cities	Long	Number of surface maintenance service requests. Pavement Condition Index (PCI). Number of regulatory and warning signs replaced or repaired.	$$$
25.	Funding Advocacy	Pursue grants and other funding sources that can be used for safety projects.	EMCTC should strategize and advocate for funding for East Multnomah County safety projects at regional committees and at the state legislature. Staff will apply for Safe Streets and Roads for All (SS4A) Implementation funding and other available state, regional or federal funds for priority safety infrastructure projects identified in the Safety Action Plan.	Safer Roads	EMCTC, Multnomah County (Transportation Division and Health Department), and Cities	Short	Number of grant applications. Number of successful grant applications. Total dollars awarded for safety projects.	$
26.	Funding Advocacy	Continue seeking funding to sustain and grow the East Multnomah County Safe Routes to School Program.	Continue to leverage Metro and state grants as available but seek other opportunities for long-term funding for the East Multnomah County Safe Routes to Schools and Vision Zero Programs.	Safer People	East Multnomah County SRTS Partnership: Multnomah County, City of Gresham, Portland, School Districts, Community Partner Organizations, Metro	Medium	Dollars allocated to the East Multnomah County SRTS Program.	$

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Performance Monitoring and Reporting

To promote accountability and continuous improvement toward the Vision Zero goal, we will implement a performance monitoring and reporting framework. This framework will track progress toward eliminating traffic-related fatalities and serious injuries by setting performance targets for each strategy and action. Progress will be documented through an annual safety report, which will be presented to EMCTC and made publicly available on the County's website to maintain transparency and build community trust.

This approach directly supports the SS4A Implementation Grant requirements, which call for:

- Ongoing performance tracking of safety outcomes
- Public transparency through regular reporting
- Data-driven decision-making to guide future investments
- Evaluation of impacts and benefits to underserved communities

This ongoing evaluation process will guide resource allocation, inform policy adjustments, and check that investments are improving safety across the transportation system. The framework will track regional safety metrics in East Multnomah County such as:

- Total deaths and serious injuries (single-year and five-year rolling averages as required by the Federal Highway Administration's Safety Performance Management Program
- Death and serious injury rates per 100 million vehicle miles traveled
- Total pedestrian and bicyclist deaths and serious injuries
- Outreach and engagement events held to promote safety
- To the extent possible, investments to improve safety issues on the priority safety corridors

Much of this data is already available from Metro Regional Government.

Multnomah County