



To: MaryJo Andersen and Allison Boyd, Multnomah County

From: Katie Selin and Mike Sellinger, Alta Planning + Design

Date: December 16, 2025

Subject: East Multnomah County Transportation Safety Action Plan (TSAP) Phase 1 Community Engagement Summary

Engagement Summary

Project Overview

Multnomah County is working to develop a Transportation Safety Action Plan (TSAP) for East Multnomah County. Funded by the federal Safe Streets for All (SS4A) Program, this plan will address transportation disparities with a focus on high-injury corridors (HICs) and position the County for future SS4A implementation funding.

The TSAP will consider the needs and challenges of all transportation users including people walking, biking, taking public transit, driving, using a wheelchair or other personal mobility device, using micromobility, and operating commercial vehicles. Priorities identified during community engagement, along with analysis of traffic safety and equity data, will guide the strategies and projects included in the plan.

Introduction

The purpose of community engagement for the TSAP was to understand the transportation challenges and barriers faced by those who live or work in East Multnomah County and develop relevant and meaningful transportation safety project recommendations. The County is also specifically engaging underserved populations in East Multnomah County to inform the planning process and project outcomes.

Goals of Community Engagement

The goals listed below have guided the project team in community engagement work in East Multnomah County:

- **Goal 1:** Understand and synthesize transportation safety concerns from residents of East Multnomah County who walk, roll, bike, drive, and take public transit and identify key themes or patterns in these challenges.
- **Goal 2:** Throughout the project, explain and inform participants so they understand why roadways need to change to address safety.
- **Goal 3:** Make it easy for people to participate in this process if they have questions or something to say.
- **Goal 4:** Create environments for engagement where community members feel their transportation challenges are heard and understood.

Phases of Community Engagement

This community engagement is taking place over three phases:

- **Phase 1: Listen and Learn** – The purpose of this phase is to gain a general understanding of East Multnomah County residents' safety concerns, needs, and visions for the future.
- **Phase 2: Reflect and Dive In** – The purpose of this phase is to offer the public opportunities to learn about and refine preliminary goals and project/program recommendations, while also demonstrating how their Phase 1 feedback shaped these recommendations.
- **Phase 3: Refine** – The purpose of this phase is to provide opportunities for the public and partners to review the draft plan.

This report outlines the activities that took place during Phase 1: Listen and Learn engagement, between June and September 2024.

Phase 1 Engagement Key Takeaways

Over this phase of engagement, East Multnomah County residents expressed significant concerns regarding safety when walking, rolling, biking, and driving in the area. Key hazards identified include hazardous traffic conditions along HICs, reckless driving behavior, and deteriorating roadway infrastructure. There is a strong desire among respondents to improve the safety of walking, rolling, and biking, with strong support for the implementation of each of the safety improvement strategies. Phase 1 engagement yields a strong mandate for the County to continue development of this plan and take steps to address safety issues across the county.

Safety Perceptions (Survey Results + Sentiments from Listening Sessions + Interviews)

- 45% of respondents felt uncomfortable or very uncomfortable walking, while 49% felt the same about biking.
- Only 32% of drivers reported feeling uncomfortable or very uncomfortable.
- Older residents and those with disabilities reported feeling significantly less safe across all transportation modes.
- Based on the zip codes of survey respondents, Gresham residents south of Division Street were the most likely to feel uncomfortable comfortable biking, while residents of Troutdale and Wood Village were the most likely to say they felt comfortable or very comfortable both walking and biking, although comfort levels walking and biking are low along HICs across East Multnomah County.
- Partner organizations share deep concerns about transportation safety in East Multnomah County and voiced support for investments in better infrastructure to support people getting where they need to go by walking and biking. Safe Routes to Schools remains a critical regional partnership and venue for needed safety education and training. Several groups mentioned street trees, lighting, and ADA accessibility as needed investments.

Figure 1. Rockwood Resident and Frequent Transit Rider Spoke to the Project Team at an Event

“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.”

Commonly Identified Concerns (Survey Results + Sentiments from Listening Sessions)

- General perception of dangerous conditions along identified HICs.
- Maintenance issues with roads, sidewalks, bike lanes, and inadequate street lighting.
- Infrastructure gaps like narrow or missing sidewalks, difficult intersections, and challenges for those using mobility devices.
- Aggressive driving, ignoring traffic laws, and distracted driving.
- Impaired pedestrians and bicyclists, jaywalking, parking violations, and street racing.

Support for Safety Improvement Strategies (Survey Results)

- 81% supported making walking safer.
- 81% supported street improvements.
- 78% supported funding for educational programs.
- 68% supported making biking safer.
- 66% supported reducing speed limits.
- 62% supported shifting space from travel lanes or parking.

Events and Outreach

Table 1 summarizes the events and activities that took place during this phase of engagement.

Table 1: Phase 1 Community Engagement Events and Activities

Event	Location	Date(s)	Participants
In-Person Tabling Events			
Juneteenth at Vance Park	Vance Park (Gresham)	June 19	Each event was attended by hundreds of people. Many of these people saw and interacted with the project’s activities
City Nite Out	Wood Village Baptist Church (Wood Village)	July 19	
Fairview on the Green	Community Park (Fairview)	July 27	
Rock the Block	Downtown Rockwood	August 23–August 24	
First Friday Art Walk and Summer Street Fair	Mayor’s Square (Troutdale)	September 6	
Community and Partner Listening Sessions			
Vietnamese Language Focus Group	Virtual (Microsoft Teams)	September 18	13
Latinx Focus Group	Virtual (Microsoft Teams)	September 23	10
Slavic Focus Group	Virtual (Microsoft Teams)	September 24	11
Chinese Language Focus Group	Virtual (Microsoft Teams)	September 25	11
English-Speaking/Underserved Community Focus Group	Virtual (Microsoft Teams)	September 26	12
Youth Advisory Board Walk Audit	Virtual Meeting (Zoom)	August 31	16 youth, 7 county staff, 1 Centennial High School teacher
Community Partner Interviews	Virtual (Microsoft Teams)	September–October	7 interviews/ small group discussions with 8 organizations
Online Engagement			
Interactive Map	Project webpage	July 27–September 27	321
Survey	Project webpage	July 27–September 27	977

Project Survey Feedback

The East Multnomah County TSAP survey was conducted between July 27 and September 27, available both online through the project webpage and printed at in-person events. The survey was promoted through the project website, social media, newsletters, flyers, press releases, lawn signs, and the events listed in Table 1. In the survey, community members were asked to share their perceptions of safety while walking, rolling, biking, and driving, as well as their top safety concerns. The survey also presented six potential safety improvement approaches, and respondents were able to express their support or disagreement for each. At the end, participants had the option to provide

demographic information to help the project team better understand the survey's audience. A total of 977 survey responses were received over the two-month period the survey was available.

Figure 2. Twenty-three people used the Project Yard Sign to connect to the survey.



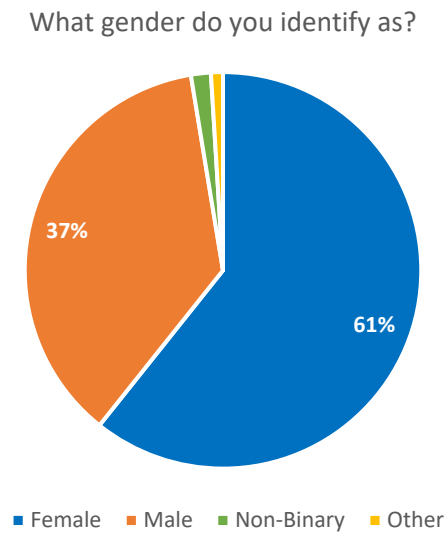
Who Took the Survey?

As part of the survey, respondents were asked about their background and identity, which included questions about gender, birth year, zip code, disability status, and their race or ethnicity. These questions shed light on who the people were who took part in the survey and whether they match the demographics of East Multnomah County as a whole.

What Gender Do You Identify As?

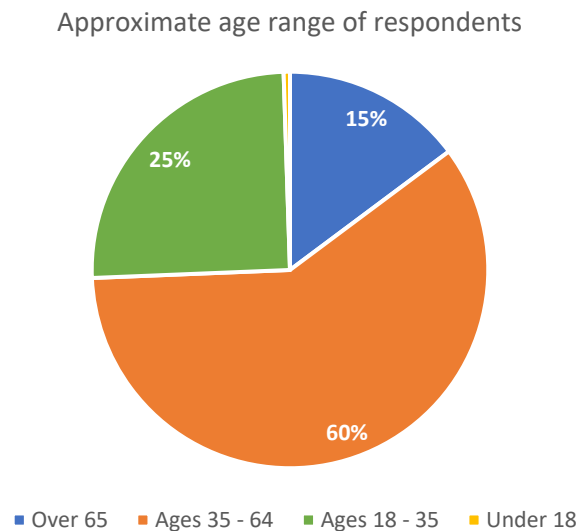
In the survey, 605 respondents identified their gender as follows: 374 individuals (62%) identified as female, 226 individuals (37%) identified as male, 10 individuals (2%) identified as non-binary, and 6 individuals (1%) identified as another gender not listed.¹

¹ This question was “select all that apply,” so the total number of responses is lower than the total of all the categories.

Figure 3: Responses to "What Gender Do You Identify As?"

What Is Your Birth Year?

Respondents were asked, "What is your birth year?" to calculate their approximate ages, with the goal of ensuring that residents of all ages had an opportunity to provide feedback. Of the 581 respondents who answered this question, less than 1% (3 responses) were under age 18, 26% were aged 18 to 35, 59% were aged 35 to 64, and 15% were over age 65 (see Figure 4).

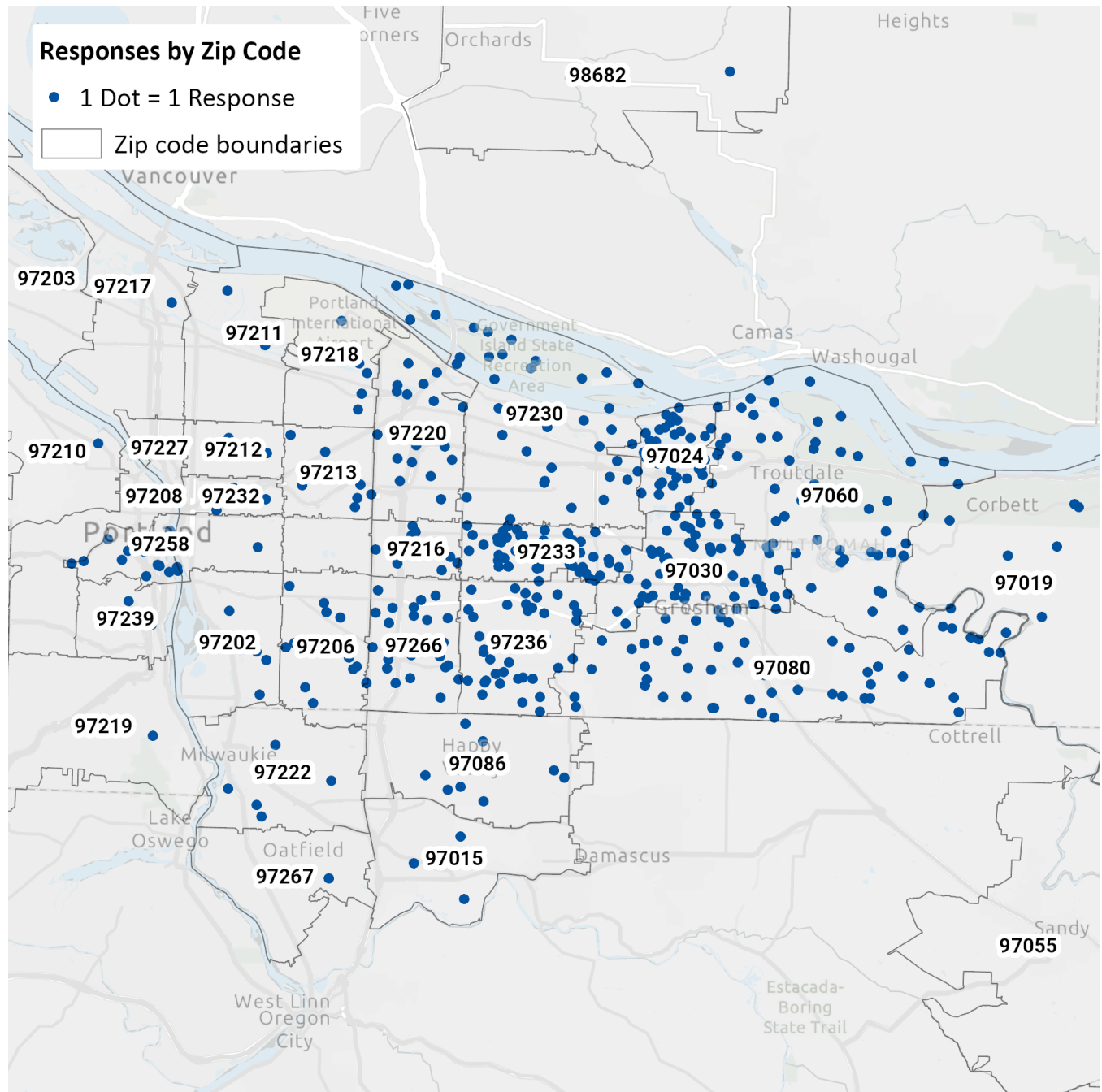
Figure 4: Approximate Age Range of Respondents (from Responses to "What Is Your Birth Year?" Survey Question)

What Is Your Home Zip Code?

Analyzing the home zip codes of survey respondents helps determine whether the responses reflect the views of those who use the transportation network in East Multnomah County most often, an important data point for this

analysis. Of the 542 survey respondents who answered this question, 487 (90%) of them live in East Multnomah County (see Figure 5).

Figure 5: Number of Survey Respondents by Home Zip Code

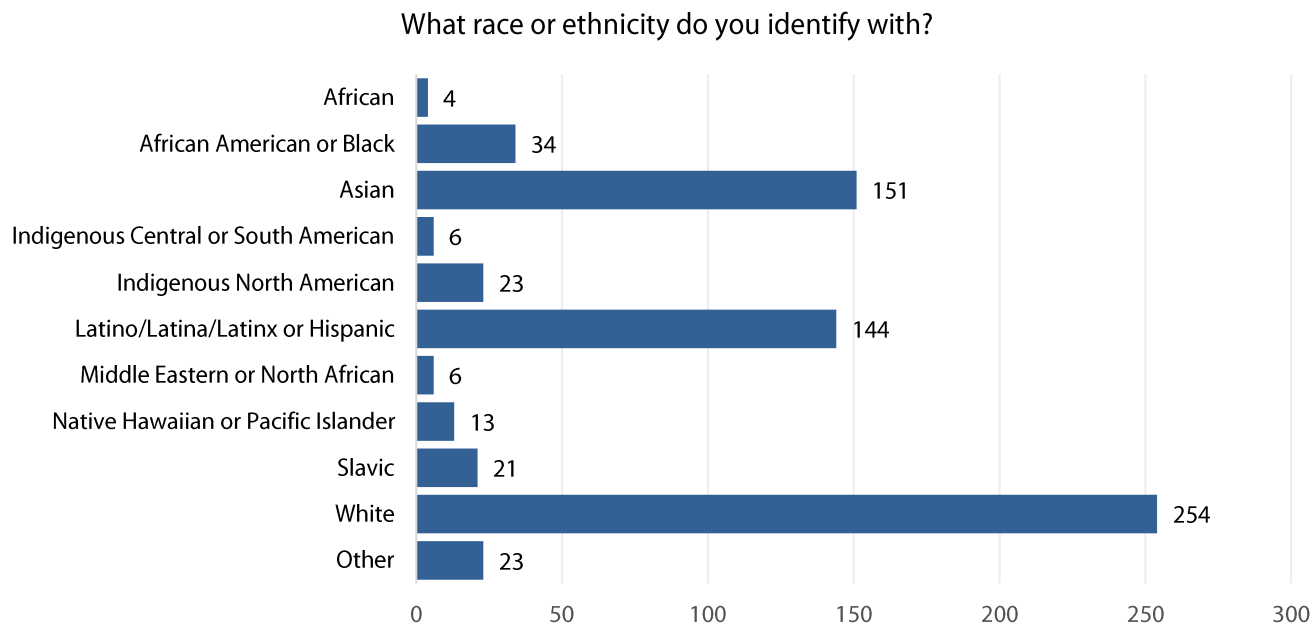


What Race or Ethnicity Do You Identify With?

Respondents were also asked which race or ethnicity they identify with. This analysis helps to determine whether survey respondents are representative of the community as a whole and whether diverse voices are included in this work. Respondents could select multiple races or ethnicities that applied to them.

Of the 977 survey respondents, 679 respondents answered this question. The largest group of respondents identified as White (254 respondents), followed by Asian (151 respondents) and Latino/Latina/Latinx or Hispanic (144 respondents). Smaller numbers of respondents identified as African American or Black (34 respondents), Indigenous North American (23 respondents), and Slavic (21 respondents). Other groups included Native Hawaiian or Pacific Islander (13 respondents), Indigenous Central or South American (6 respondents), Middle Eastern or North African (6 respondents), and African (4 respondents). An additional 23 respondents identified as a race or ethnicity other than those listed above (see Figure 6).

Figure 6: Responses to "What Race or Ethnicity Do You Identify With?"

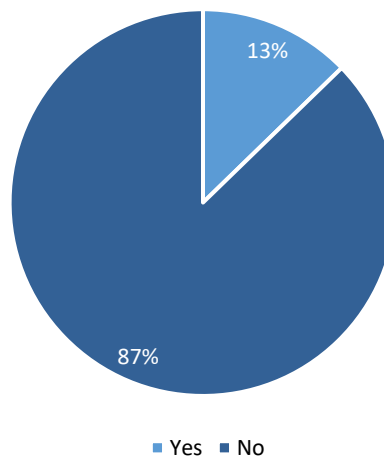


What Is Your Disability Status?

The survey asked about disability status, and 581 respondents answered this question, with 74 respondents (13%) indicating that they have some type of disability, and 507 respondents (87%) reporting that they do not.

Figure 7: Responses to "What Is Your Disability Status?"

Responses to "What is your disability status?"



Perceived Safety

Respondents were asked how safe they feel walking, rolling, biking, and driving in East Multnomah County. The results revealed high safety concern among people walking and biking, with 45% of respondents feeling uncomfortable or very uncomfortable while walking or rolling, and 49% while biking. In contrast, only 32% of drivers reported feeling uncomfortable or very uncomfortable. These findings highlighting higher safety concerns for people walking, biking, and rolling are shown in Figure 8, Figure 9, and Figure 10.

Figure 8: Responses to "How Safe Do You Feel Walking or Rolling in East Multnomah County?" Survey Question

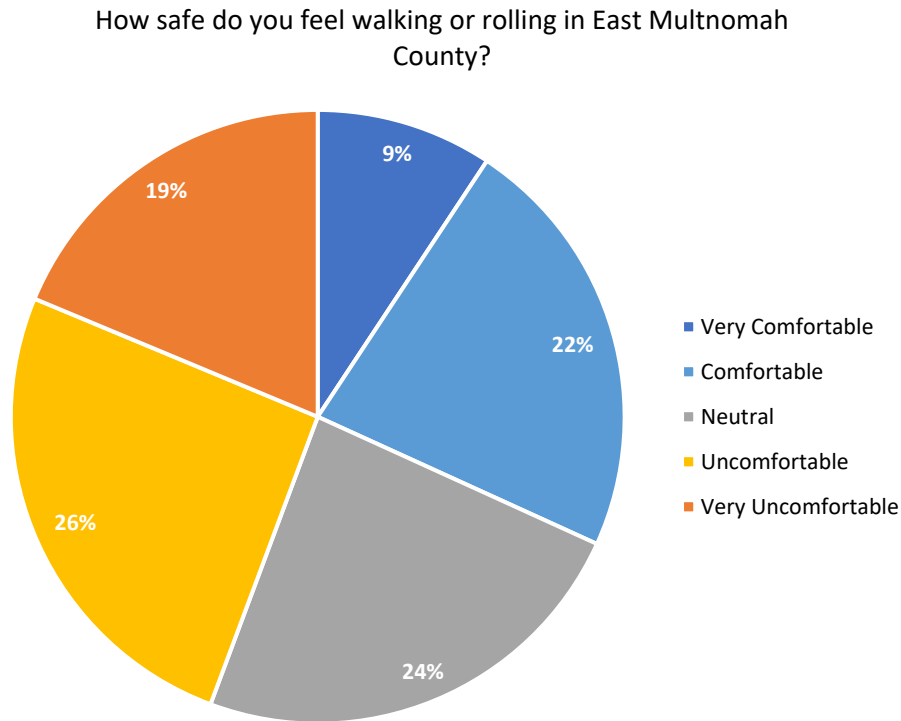


Figure 9: Responses to "How Safe Do You Feel Biking in East Multnomah County?" Survey Question

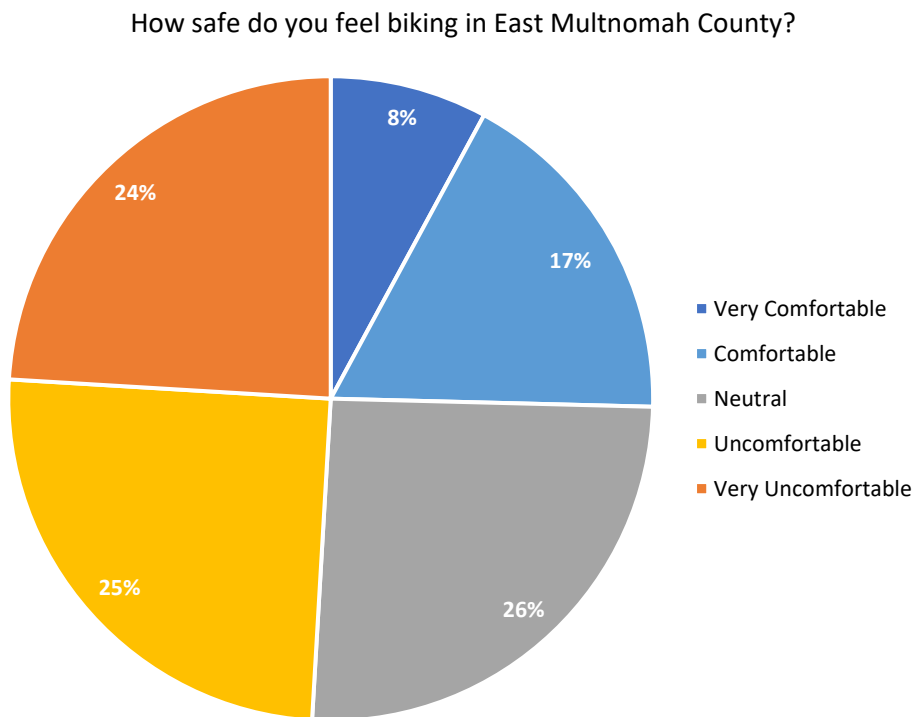
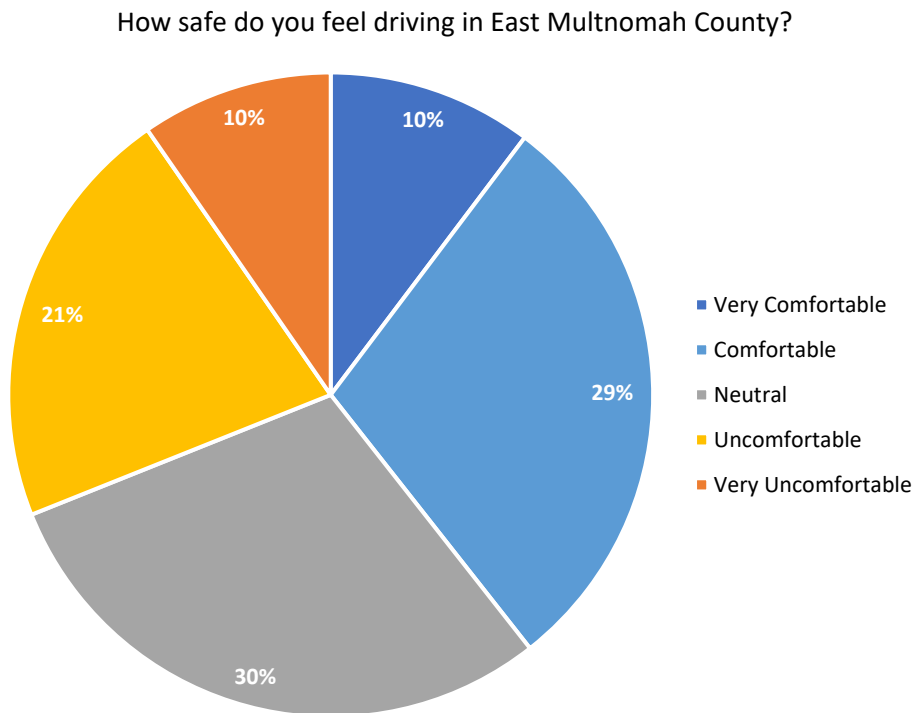


Figure 10: Responses to "How Safe Do You Feel Driving in East Multnomah County?" Survey Question

The survey results were analyzed based on the zip codes where respondents indicated they live, revealing notable differences in comfort levels for residents across East Multnomah County. Participants expressed the least comfort with biking in the southern subsection of the area, while the highest levels of comfort for walking and biking were reported in the northeastern subsection. Overall, residents indicated greater comfort with driving compared to walking or biking across East Multnomah County, as shown in Figure 11, Figure 12, and Figure 13.

Figure 11: Percentage Who Feel "Uncomfortable" or "Very Uncomfortable" Walking in East Multnomah County by Zip Code

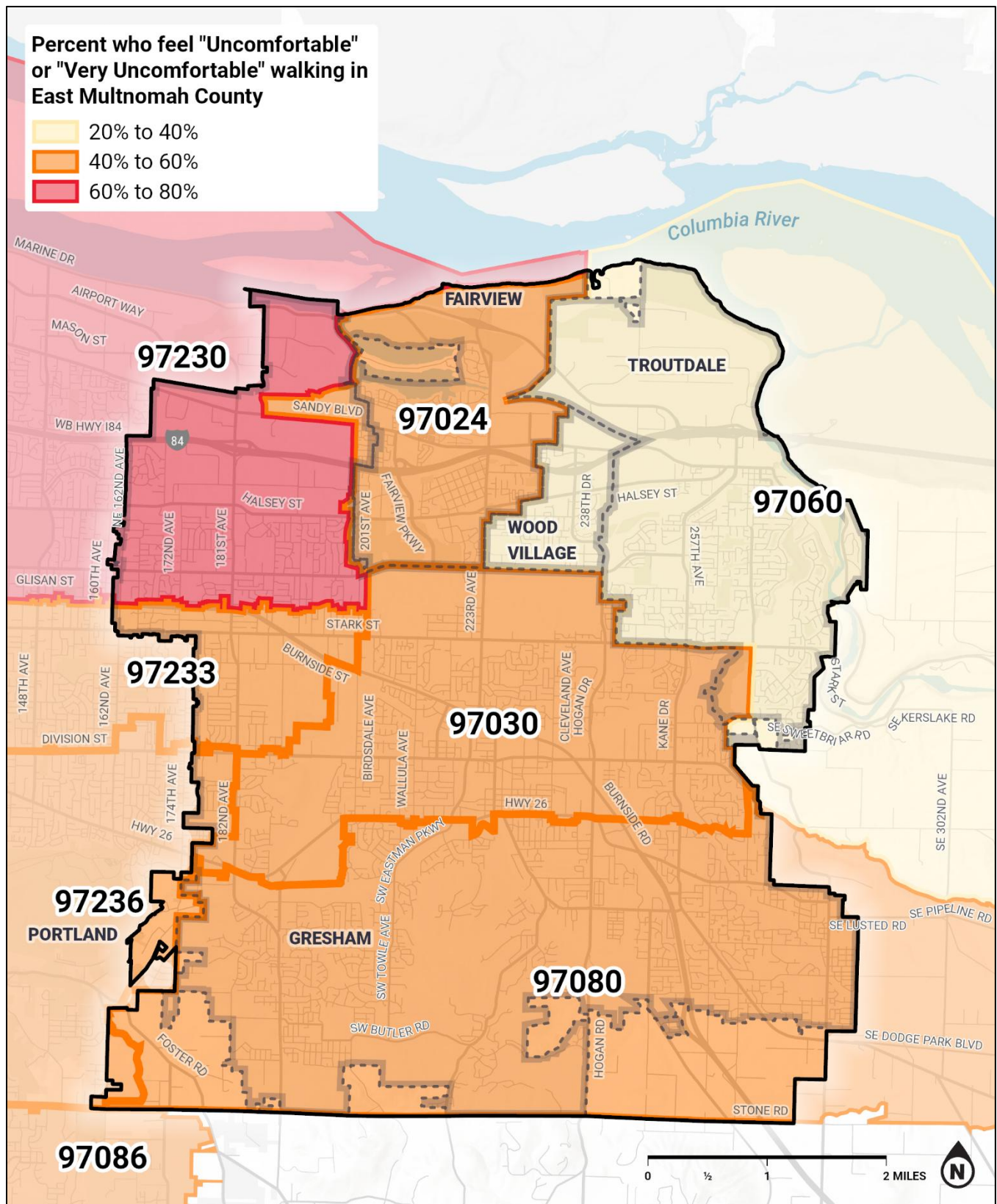


Figure 12: Percentage Who Feel "Uncomfortable" or "Very Uncomfortable" Biking in East Multnomah County by Zip Code

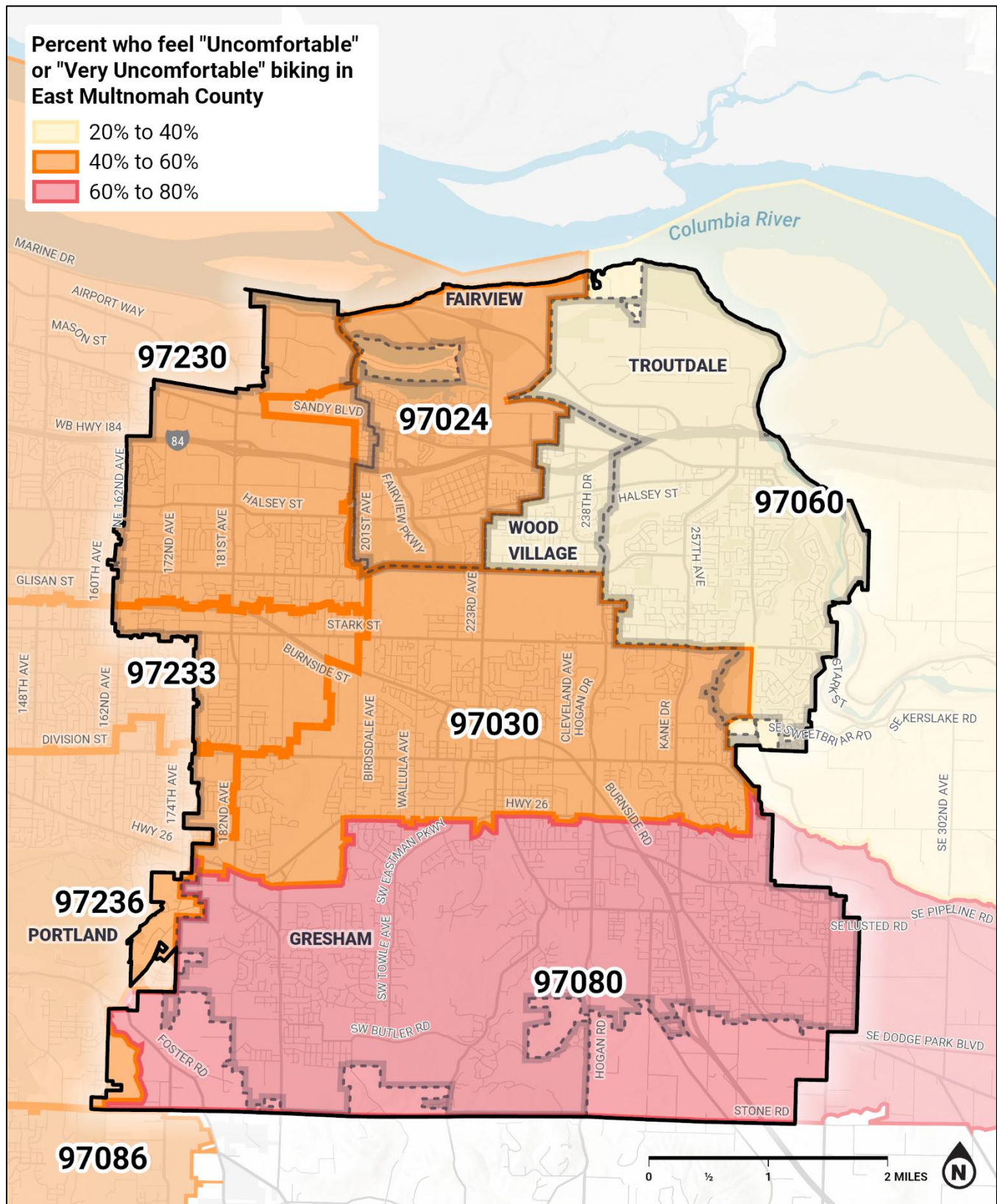
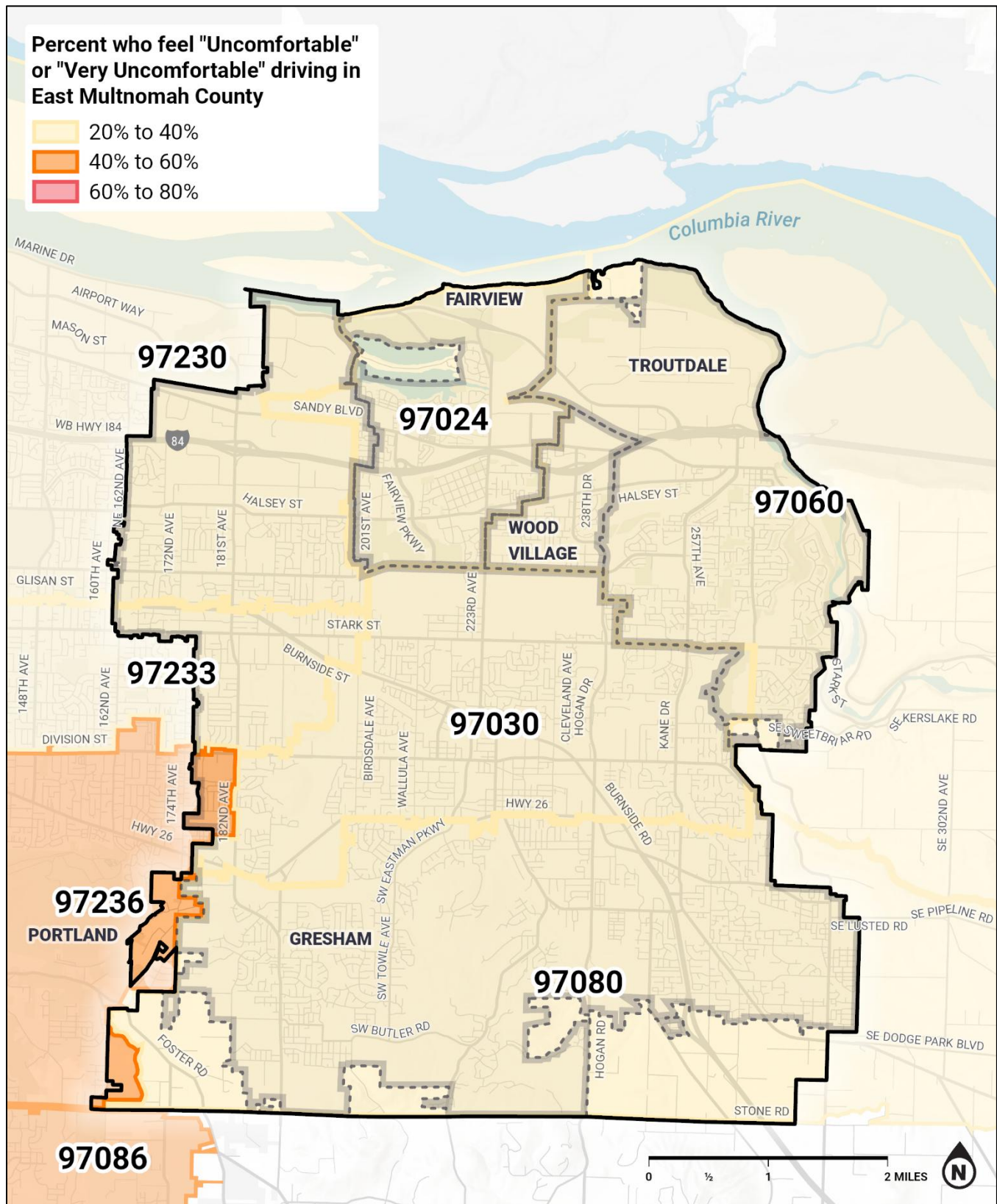


Figure 13: Percentage Who Feel "Uncomfortable" or "Very Uncomfortable" Driving in East Multnomah County by Zip Code



Additionally, the survey results were analyzed to look for patterns based on age, race/ethnicity, and disability status. While there were no notable differences in comfort levels based on race/ethnicity, noticeable differences emerged by age and disability status. Older residents were generally less comfortable using all three modes of transportation (see Figure 14, Figure 15, and Figure 16). Respondents with disabilities were particularly more “uncomfortable” or “very uncomfortable” walking or rolling in East Multnomah County, with approximately 60% expressing discomfort in these activities (see Figure 17).

Figure 14: Responses to “How Safe Do You Feel Walking or Rolling (Using a Wheelchair or Other Mobility Device) on Roads in East Multnomah County?” by Age Group

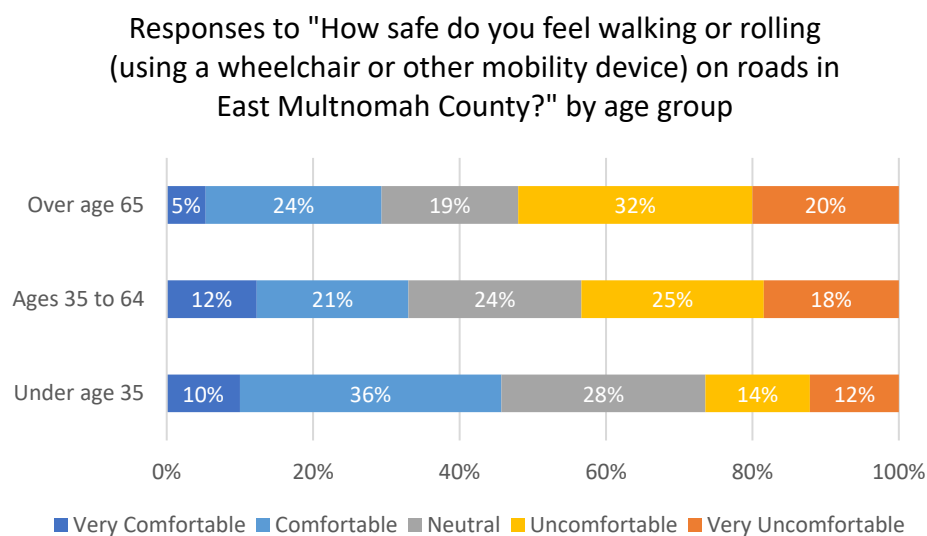


Figure 15: Responses to “How Safe Do You Feel Bicycling on Roads in East Multnomah County?” by Age Group

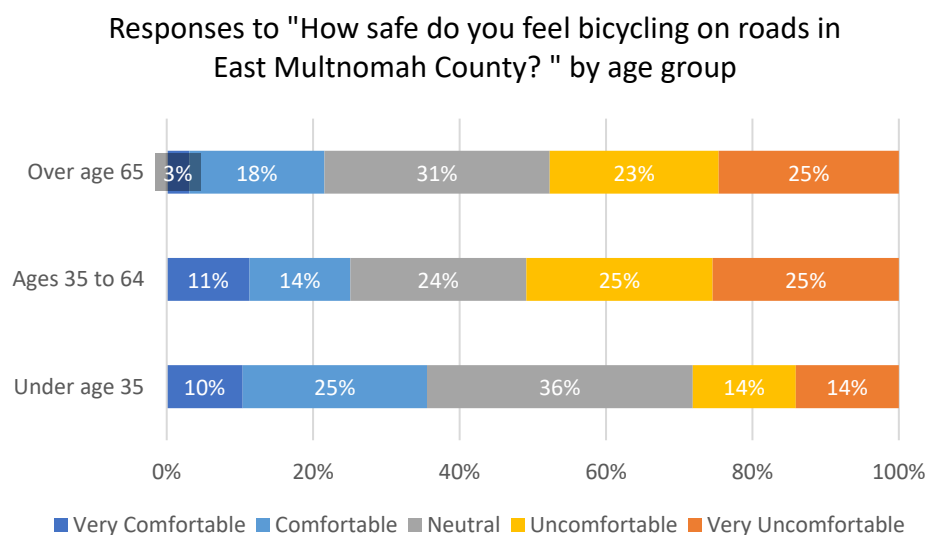


Figure 16: Responses to "How Safe Do You Feel Driving in East Multnomah County?" by Age Group

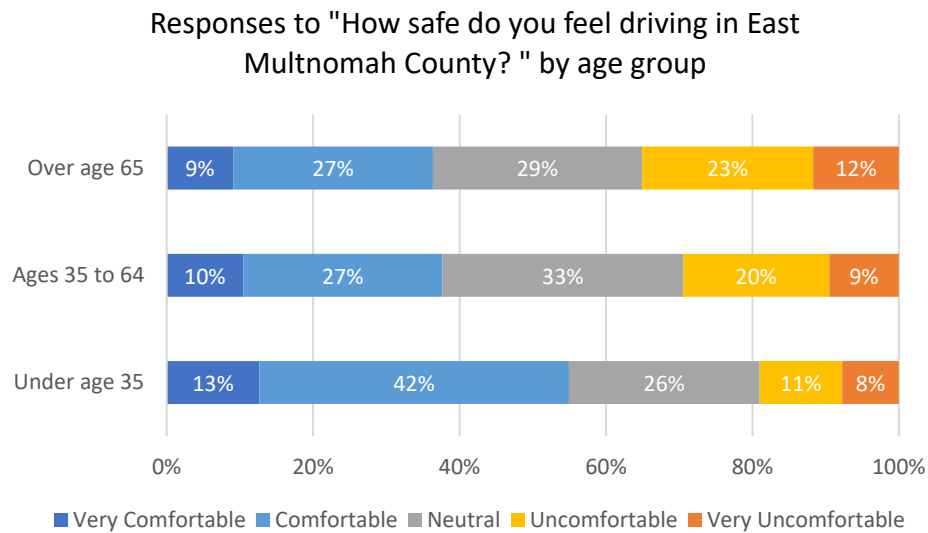
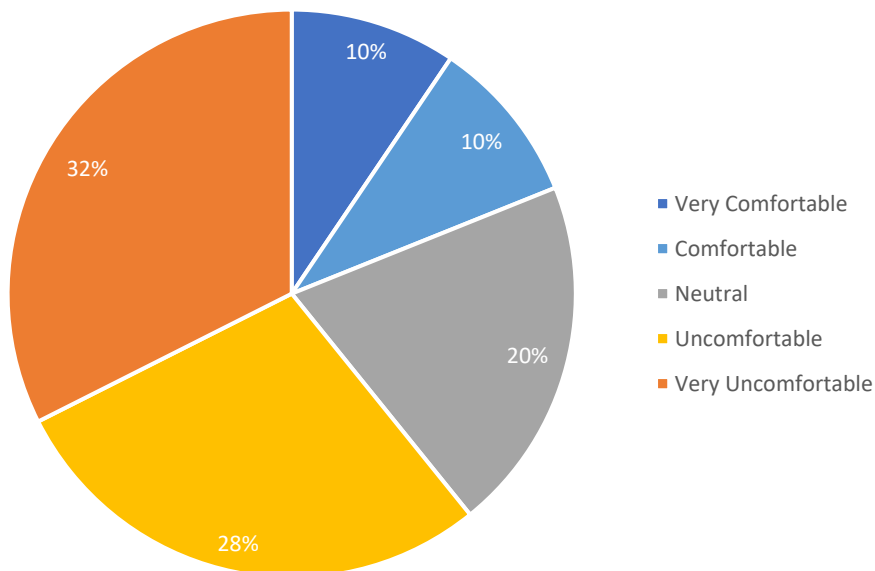


Figure 17: "How Safe Do You Feel Walking or Rolling in East Multnomah County?" (Respondents Who Indicated They Have a Disability Only)

How safe do you feel walking or rolling in East Multnomah County? (Respondents who indicated they have a disability only)



Safety Improvement Strategies

Survey respondents shared their feedback on potential safety improvement strategies. Respondents were shown six potential safety improvement approaches and asked to indicate whether they support these approaches:

- I support reducing speed limits or otherwise slowing down traffic in areas where speeding is an issue.
- I support making walking safer (more sidewalks, high-visibility crosswalks, midblock crossings, etc.)
- I support making biking safer (more bike lanes/trails and separation from vehicle traffic).
- I support street improvements such as lighting, street trees, public art, sidewalks, and bikeways.
- I support shifting space from travel lanes or on-street parking where it can be shown to improve safety and there is local support (e.g., slowing down traffic or adding separation for people walking and biking).
- I support funding for educational programs for Safe Routes to School Education and Safety and safe driver programs.

The survey results show strong overall support for each of these safety improvement approaches.

- 66% of respondents supported (either agreed or strongly agreed) reducing speed limits to reduce serious crashes while 18% opposed (disagreed or strongly disagreed) this approach (see Figure 18).
- Making walking safer was supported by 81% of respondents, with only 8% opposing (see Figure 19).
- Support for making biking safer was slightly lower, with 68% in favor and 17% opposed (see Figure 20).
- Street improvements, such as lighting, street trees, and sidewalks, received 81% support, while 9% were against it (see Figure 21).
- Shifting space from travel lanes or parking for safety improvements had 62% support and 9% opposition (see Figure 22).
- Finally, funding for educational programs like Safe Routes to School was supported by 78% of respondents, with only 9% opposing (see Figure 23).

Figure 18: Responses to “I Support Reducing Speed Limits or Otherwise Slowing Down Traffic” Survey Question

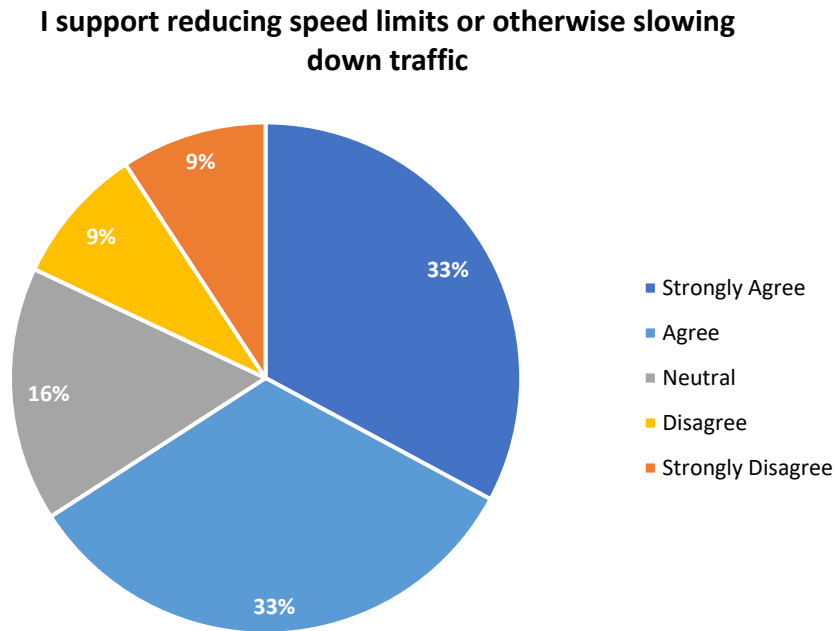


Figure 19: Responses to “I Support Making Walking Safer” Survey Question

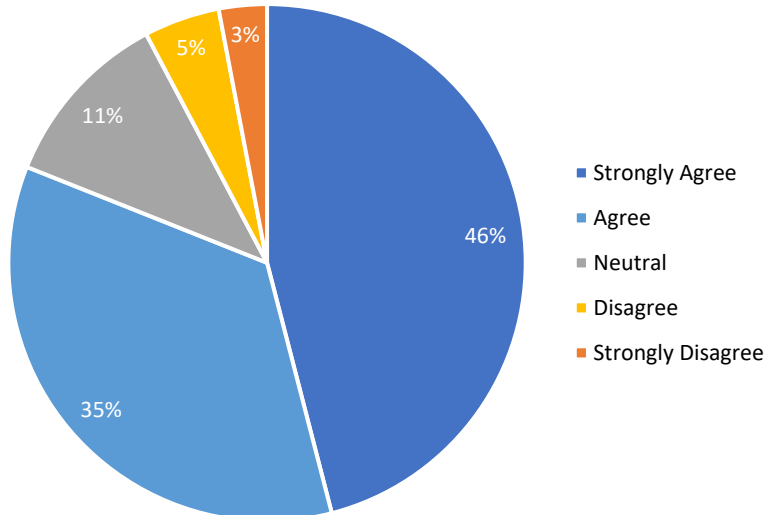


Figure 20: Responses to “I Support Making Biking Safer” Survey Question

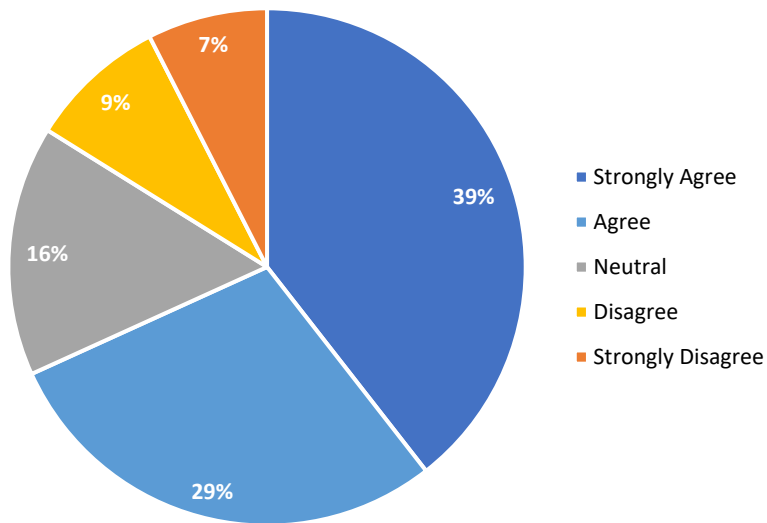


Figure 21: Responses to “I Support Street Improvements Such as Lighting, Street Trees, Public Art, Sidewalks, Bikeways” Survey Question

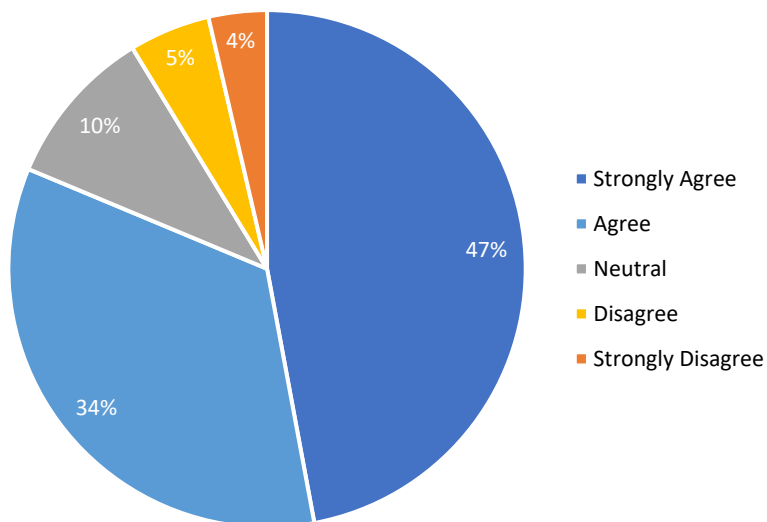
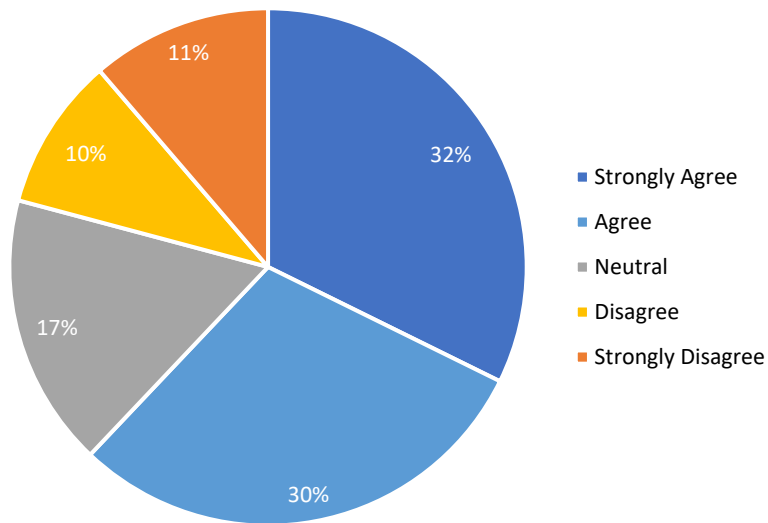
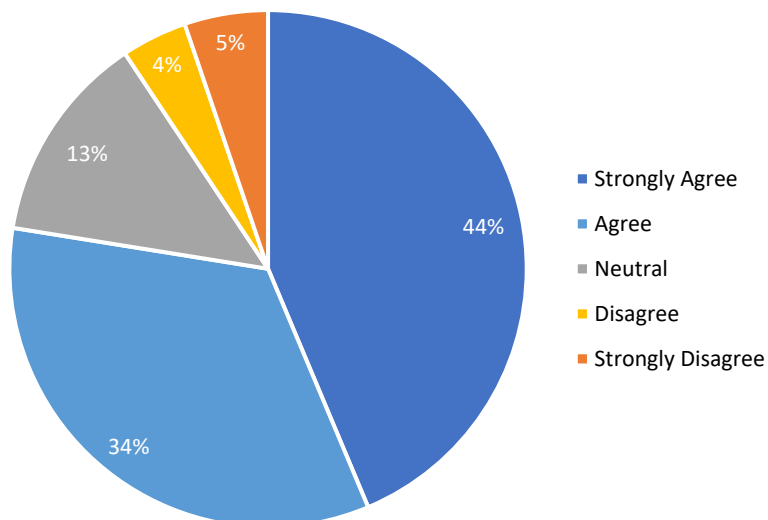


Figure 22: Responses to “I Support Shifting Space from Travel Lanes or On-Street Parking” Survey Question*Figure 23: Responses to “I Support Funding for Educational Programs for Safe Routes to School” Survey Question*

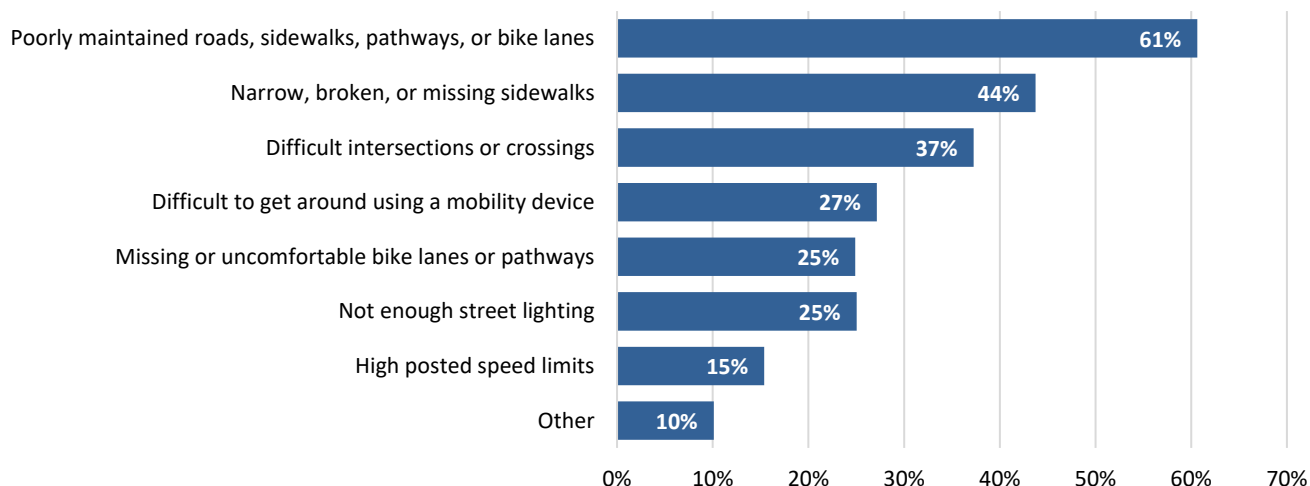
Top Roadway Safety Concerns

Respondents were asked to identify their top three safety concerns from a list of common concerns. Figure 24 and Figure 25 illustrate results. Totals do not add up to 100% because respondents could select more than one priority. Respondents indicated poorly maintained roads, sidewalks, pathways, or bike lanes as top priorities for improvement, followed by narrow or missing sidewalks, and difficult intersections or crossings. There were also notable concerns about the difficulty of navigating with mobility devices, missing or uncomfortable bike lanes, and inadequate street lighting. Many respondents provided written answers citing homelessness, potholes, and general roadway

maintenance as safety concerns for them. Written responses received included the need for traffic calming measures and better enforcement of bicyclist and pedestrian behaviors.

Figure 24: Responses to “I Support Funding for Educational Programs for Safe Routes to School” Survey Question

There are elements of our roadways that need improvement. Out of this list, what are your top three safety concerns? *(Percent who listed each as a top concern)*

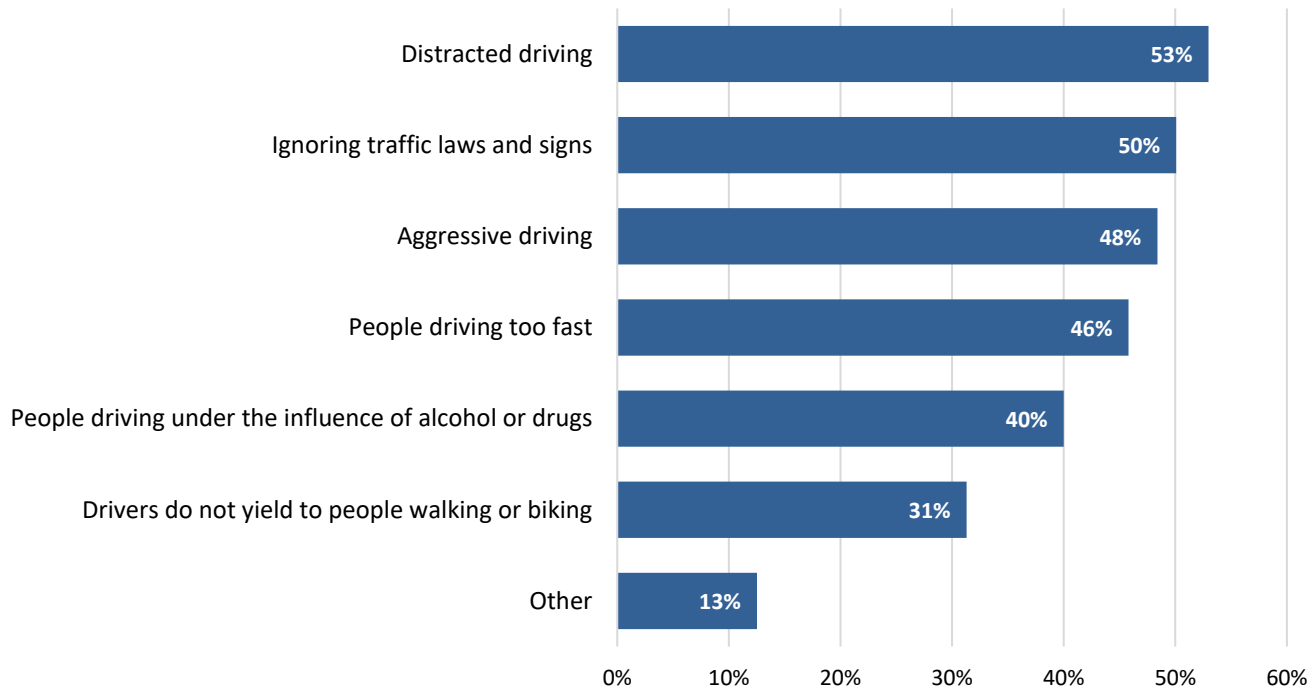


Top Roadway Behavior Concerns

Respondents were also asked to identify their top transportation behavior concerns. Among the list of common concerns, aggressive driving, ignoring traffic laws, and distracted driving were the most frequently identified concerns, along with speeding and driving under the influence of alcohol or drugs. Written responses received included impaired bicyclists and pedestrians, jaywalking, parking violations, and street racing.

Figure 25: Responses to “There Are Behaviors That Make Our Roadways Unsafe. What Are Your Top Three Concerns?”

There are behaviors that make our roadways unsafe. What are your top three concerns? (Percent who listed each as a top concern)



Interactive Map

A total of 321 participants contributed 278 suggestions to the interactive map. These suggestions could either be point comments on locations where people experience barriers to safe transportation or line comments indicating routes that need safety improvement (see Figure 26). Many of these comments included locations along HICs. These comments were categorized into multiple different categories:

- **All comments combined.**
- **Bicycle/pedestrian improvements:** Comments or suggestions related to bicycle or pedestrian infrastructure improvements or new routes.
- **Driving improvements:** Comments or suggestions related to improving automobile infrastructure.
- **Transit improvements:** Comments or suggestions related to improving transit infrastructure or experiences.
- **Roadway feels unsafe:** Comments made about roads generally feeling unsafe or dangerous.
- **Reckless driving/speeding:** Comments related to locations where hazardous driving behaviors were observed.
- **Maintenance needed:** Comments referring to locations where roadway maintenance is needed (e.g., potholes, trash in roads).

Figure 26: All Interactive Map Comments

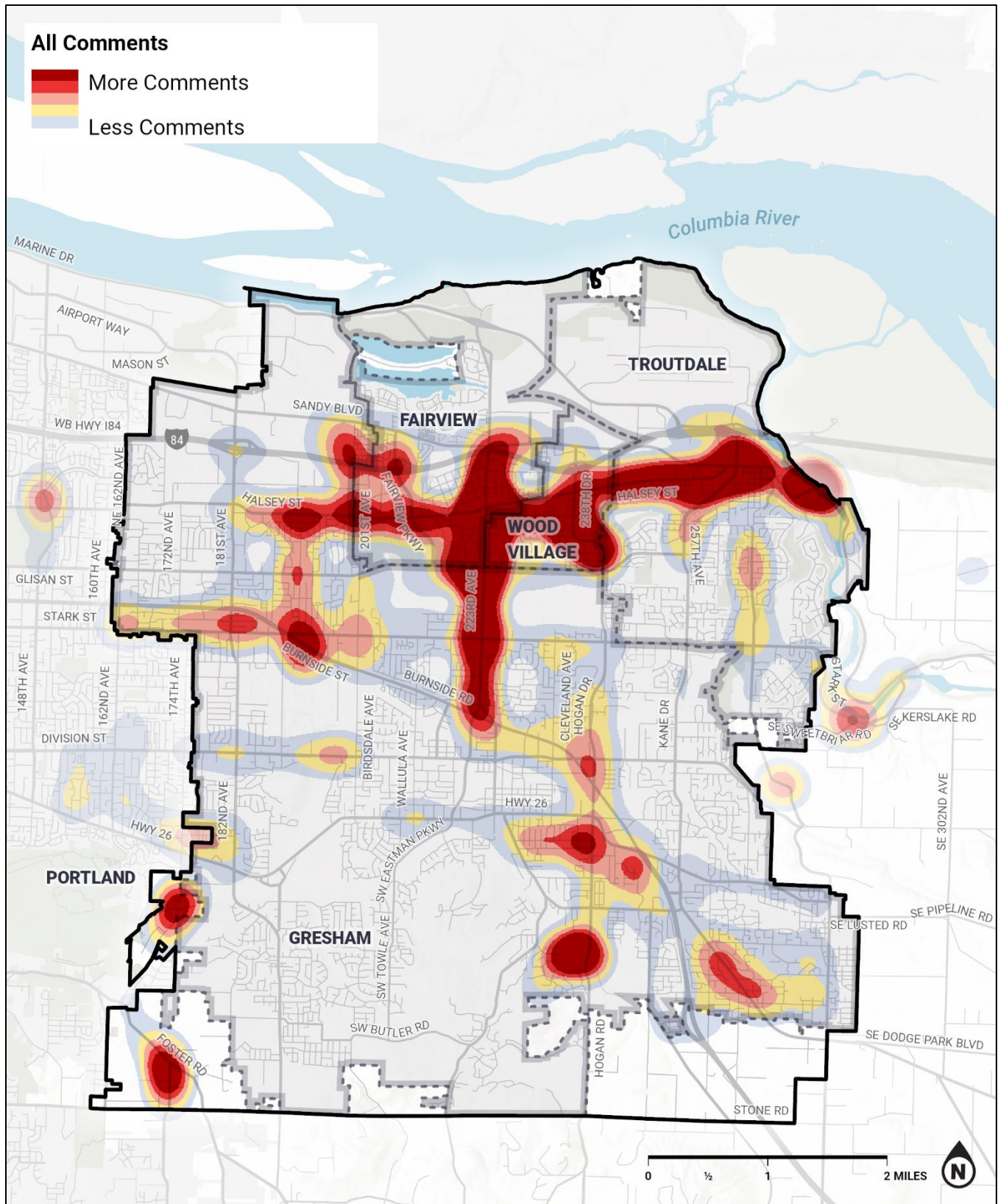
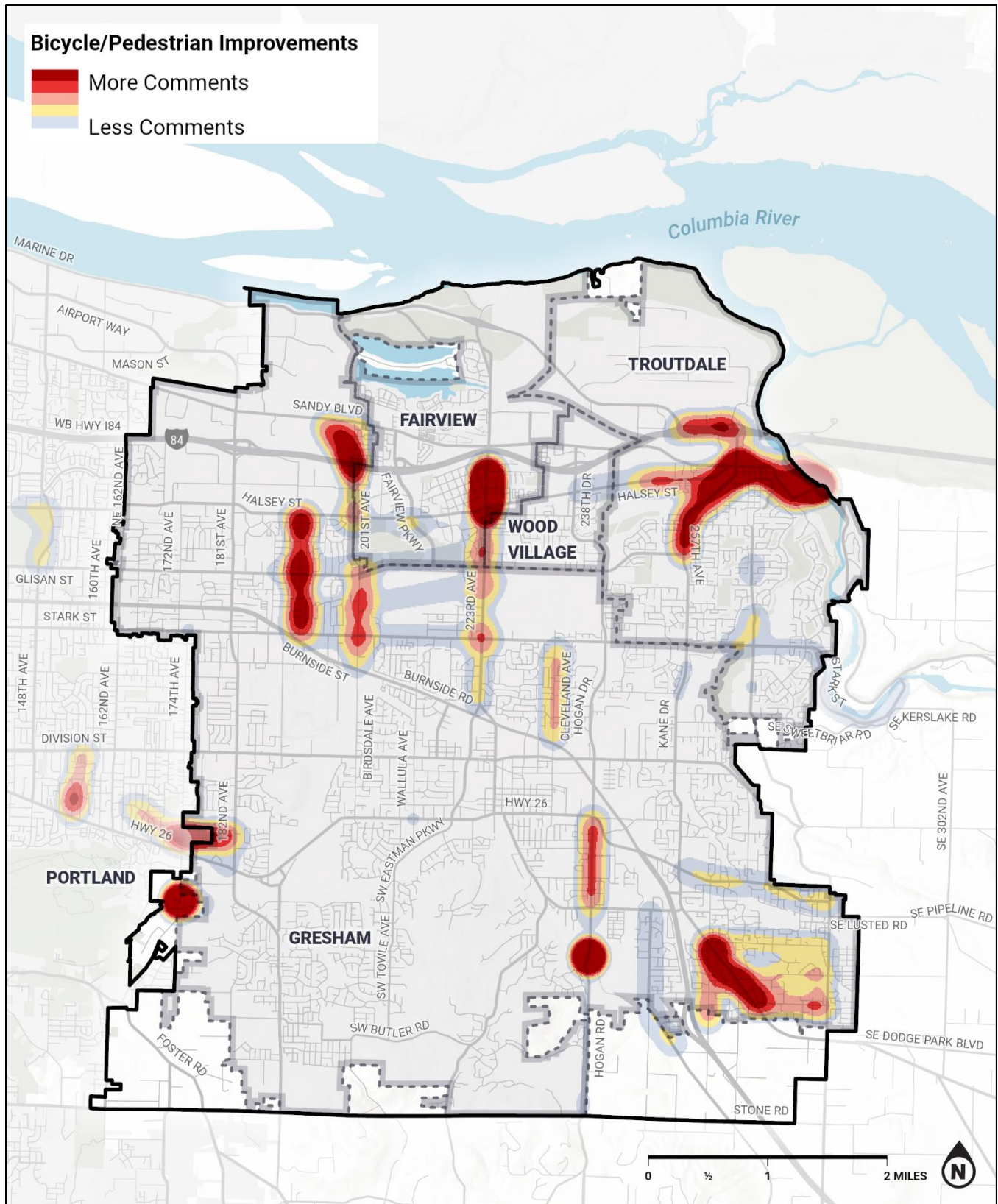


Figure 27: Interactive Map Comments Related to Bicycle/Pedestrian Improvements



Driving Improvements

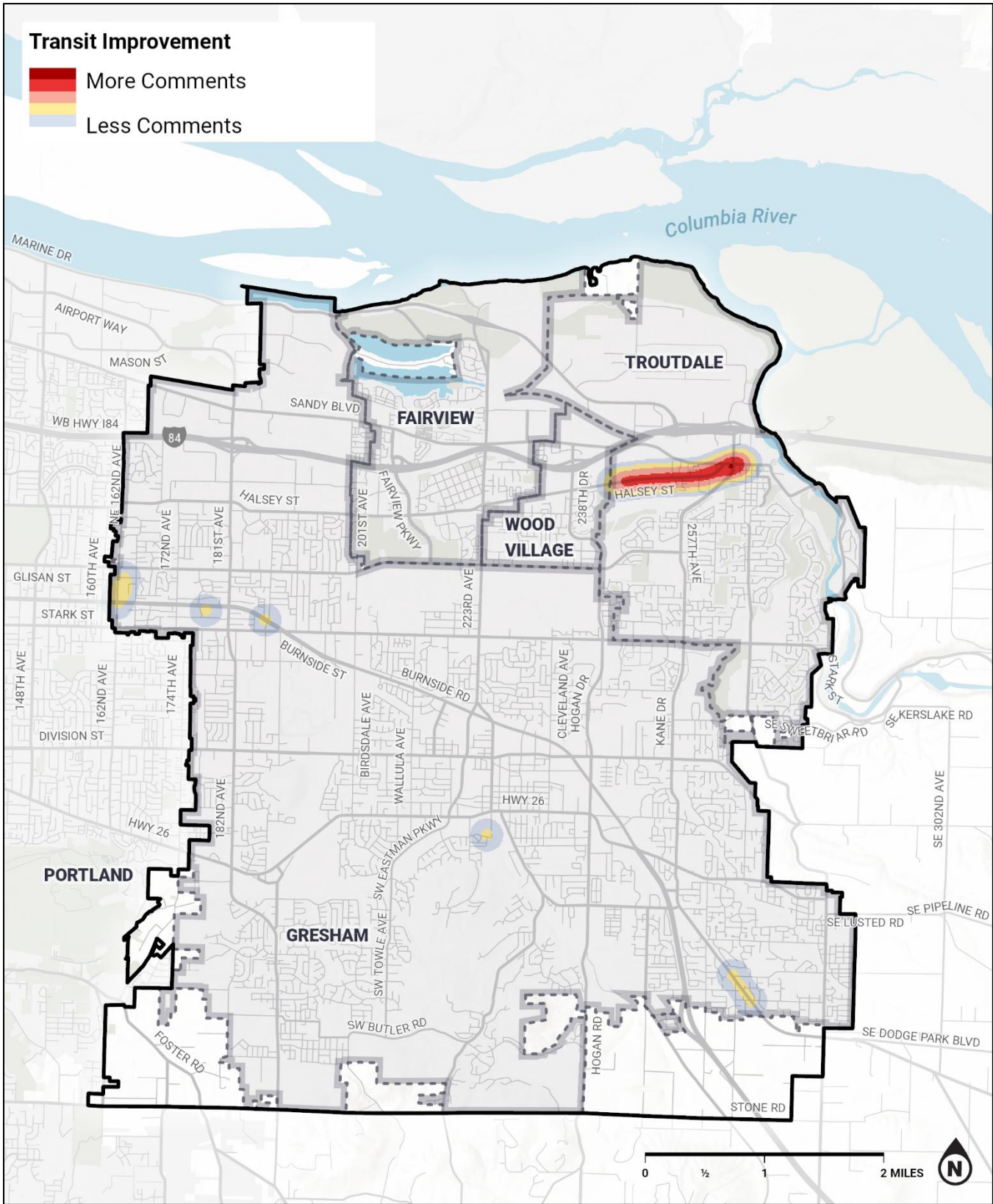
- More Comments
- Less Comments

Map Labels: MARINE DR, AIRPORT WAY, MASON ST, WB HWY 184, SANDY BLVD, FAIRVIEW, WOOD VILLAGE, TROUTDALE, FAIRVIEW PKWY, HALSEY ST, 201ST AVE, 223RD AVE, 238TH DR, 257TH AVE, STARK ST, SE SWEETBRIAR RD, SE KERSLAKE RD, SE 302ND AVE, SE PIPELINE RD, SE LUSTED RD, SE DODGE PARK BLVD, STONE RD, HOGAN RD, SW BUTLER RD, SW TOWLE AVE, SW EASTMAN PKWY, WALLULA AVE, BURNSIDE RD, BURNSIDE ST, CLYVELAND AVE, HOGAN DR, KANE DR, DIVISION ST, 148TH AVE, 160TH AVE, 162ND AVE, 174TH AVE, 182ND AVE, HWY 26, GRESHAM, PORTLAND, FOSTER RD, Columbia River.

Scale: 0 1/2 1 2 MILES

North Arrow: N

Figure 29: Interactive Map Comments Related to Locations in Need of Transit Improvements



Roadway feels unsafe

- More Comments
- Less Comments

Map Labels: MARINE DR, AIRPORT WAY, MASON ST, WB HWY 184, SANDY BLVD, FAIRVIEW, TROUTDALE, WOOD VILLAGE, HALSEY ST, 201ST AVE, 223RD AVE, 257TH AVE, 238TH DR, STARK ST, SE SWEETBRIAR RD, SE KERSLAKE RD, SE 302ND AVE, SE PIPELINE RD, SE LUSTED RD, SE DODGE PARK BLVD, STONE RD, HOGAN RD, SW BUTLER RD, SW TOWLE AVE, SW EASTMAN PKWY, WALLULA AVE, BURNSIDE RD, BURNSIDE ST, CLEVELAND AVE, HOGAN DR, KANE DR, HWY 26, DIVISION ST, 148TH AVE, 160TH AVE, 162ND AVE, 174TH AVE, 182ND AVE, 181ST AVE, 172ND AVE, 162ND AVE, 160TH AVE, GLISAN ST, STARK ST, PORTLAND, GRESHAM, FOSTER RD, Columbia River.

Scale: 0 1/2 1 2 MILES

North Arrow: N

Figure 31: Interactive Map Comments Related to Locations Where Reckless Driving or Speeding Is Present

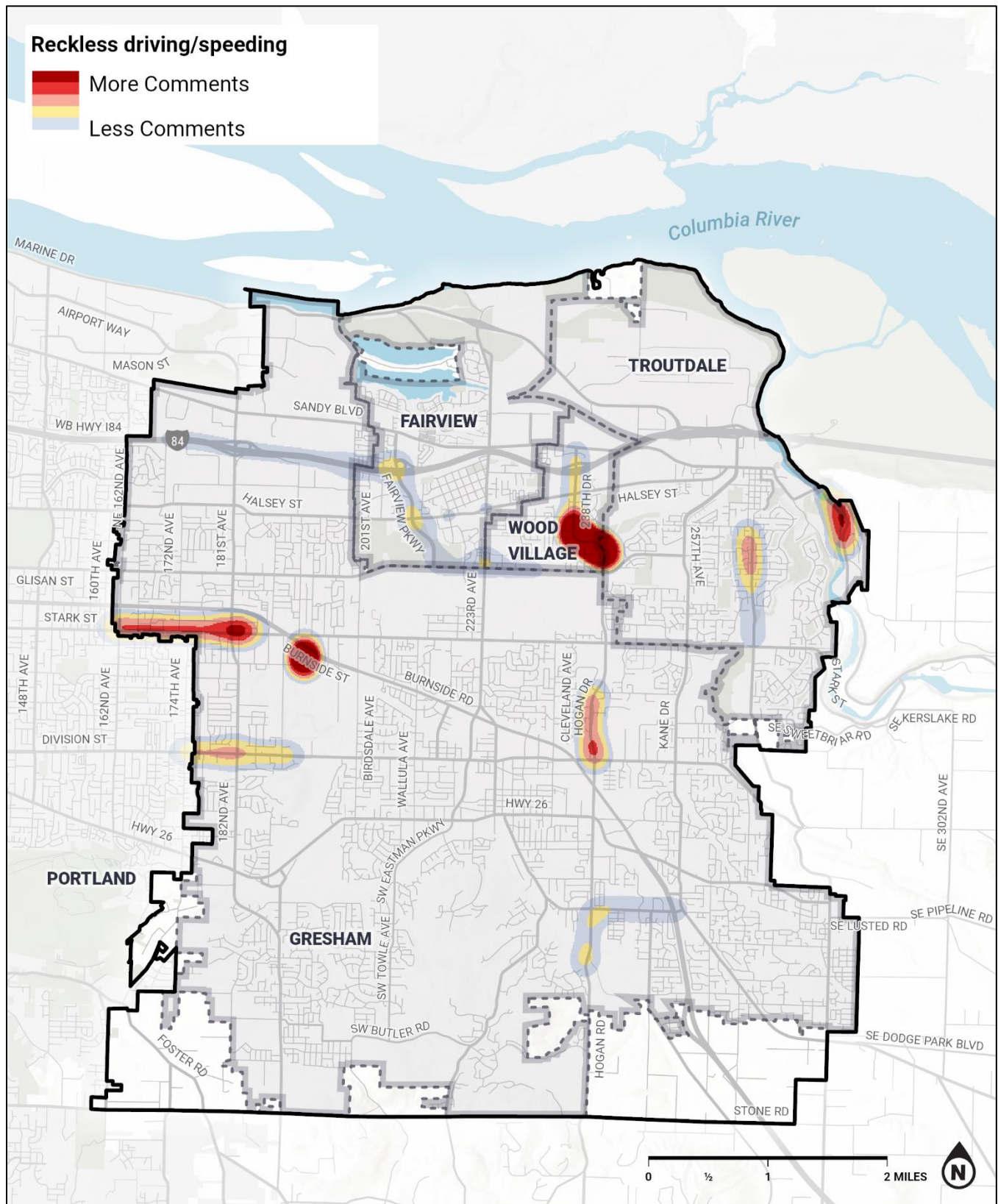
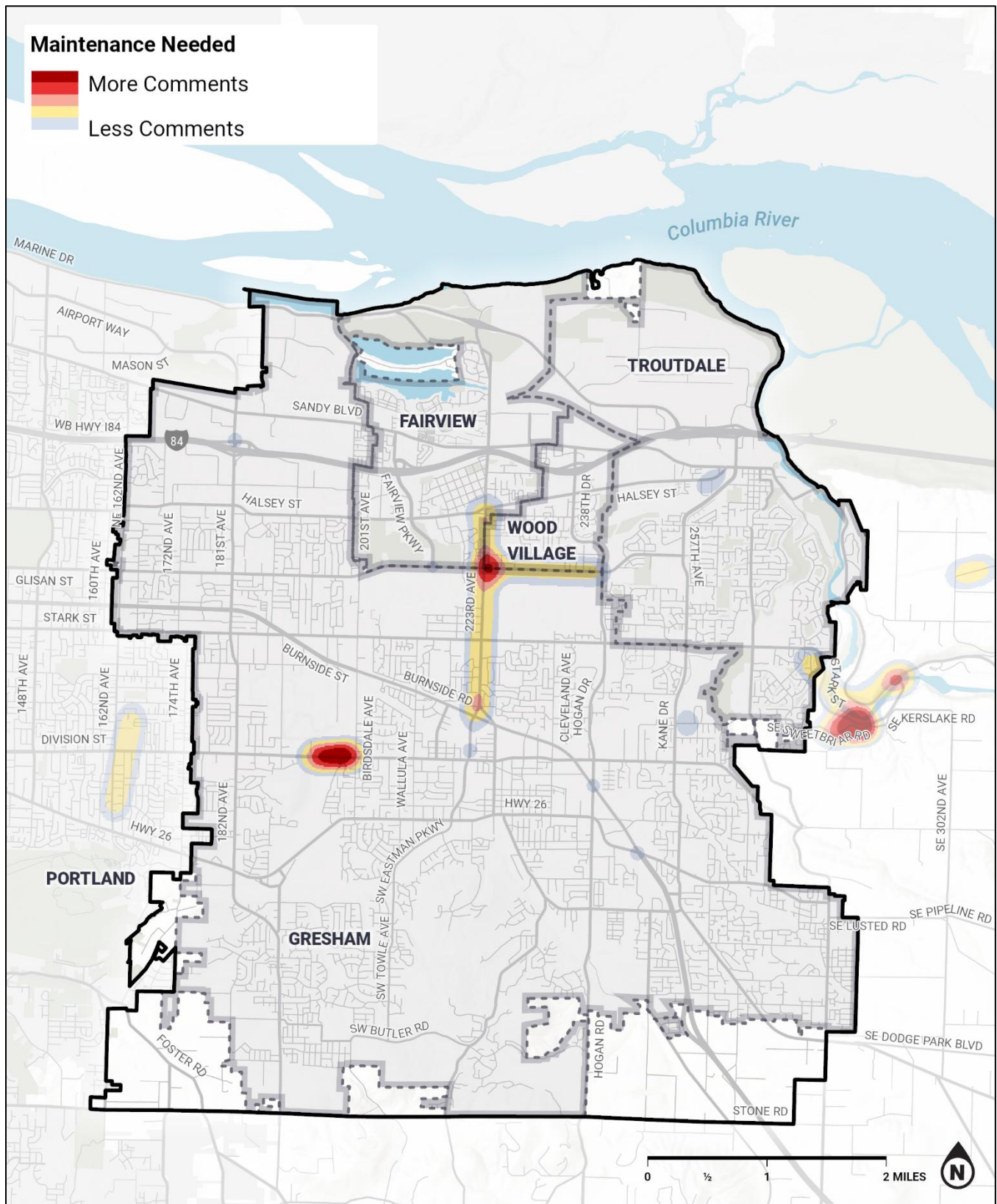


Figure 32: Interactive Map Comments Related to Locations Where Maintenance Is Needed



Events Summary

In-Person Tabling Events

Project staff tabled at the following events to raise awareness about the project and encourage attendees to complete the survey and participate in the interactive map:

- Juneteenth at Vance Park – June 19
- City Nite Out – July 19
- Fairview on the Green – July 27
- Rock the Block – August 23 and August 24
- First Friday Art Walk and Summer Street Fair – September 6

Project staff interacted with several hundred members of the public over these events.

Figure 33: Project Staff Pose with Community Members at the City Nite Out Event in Wood Village on July 19



Figure 34. Interactive Map from Wood Village Night Out

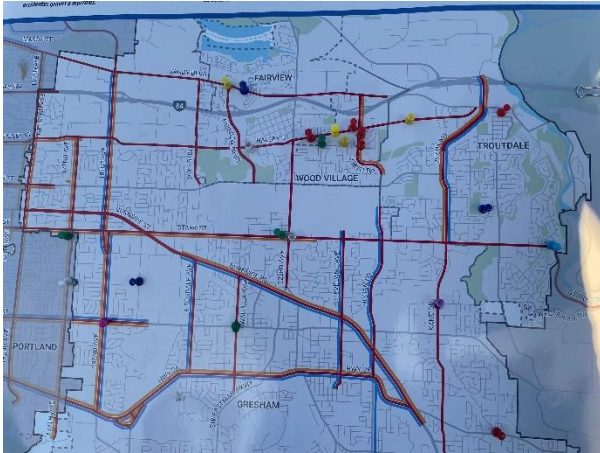


Figure 35: Project Staff Talk to Community Members at the Rock the Block Event in Rockwood on August 24



Figure 36. bike works Bike Rodeo draws in Crowds at Rock the Block Event



Figure 37. Project Team at Rock the Block Event, including Russian and Spanish Interpreters



Figure 38. Project Staff Talk to Community Members at the City Nite Out Event in Wood Village on July 19



Partner Interviews

The project team facilitated 7 interviews and small group discussions with 8 partner organizations to help with setting and moving toward TSAP goals. Sessions were interactive and informative, centered around listening for the role that attendees play in roadway safety, obstacles they imagine around implementation, and funding opportunities, as well as thoughts around priority areas.

Key takeaways from the interviews included the following:

- **Oregon Walks:** Oregon Walks is an advocacy group focused on walking and active transportation across Oregon. They reported a disconnect between elected officials and community members about transportation choices, with concerns about missing or inconsistent sidewalks. Oregon Walks suggests creating a compelling narrative around the benefits of alternatives to driving, such as addressing externalities like asthma and noise pollution.

- **Rosewood Initiative:** The Rosewood Initiative, a community center serving East Portland residents facing systemic exclusion, highlighted concerns about roadway issues, confusion over who to contact regarding safety issues, hesitation to use crosswalks, crosswalk locations, new drivers, and gun violence. The community suggests installing speed feedback signs, expanding sidewalks on Stark Street, adding more place-based art, improving transportation options, and establishing a shuttle service to get to Rosewood events to address these issues. They are exploring a partnership with Ride Connection to potentially organize the shuttle.
- **Rockwood Community Development Corporation (CDC):** The Rockwood CDC focuses on affordable housing, economic development, and healthcare access in the project area. They reported concerns regarding public safety on transit, lack of lighting, and bike safety on sidewalks. The CDC recommends adding more street trees for safety, creating protected walking and biking facilities with physical barriers from vehicles such as curbs, and supporting active transportation around affordable housing developments.
- **Play East and bike works by p:ear:** Play East, a recreation program in Wood Village and Fairview, and bike works by p:ear, a non-profit conducting SRTS and bike repair services, reported that families are concerned about roadway safety, feeling injuries are inevitable and fearing changes to large arterials. Glisan Street is particularly seen as unsafe to cross. Schools are reluctant to join Safe Routes to School (SRTS) due to insufficient infrastructure. Community members seek improved lighting at crosswalks, better connectivity, easier town access, more transparency and follow-through from the County, and increased SRTS funding.
 - **Play Grow Learn:** Play Grow Learn offers youth programs in East Portland, including job skills, health programs, and summer activities. They raised concerns about inadequate lighting at crosswalks and bus stops, as well as pedestrian infrastructure. The organization suggests more outreach and education, improvements to midblock crossings, and the possibility of a bike library and e-bike education.
 - **The Street Trust:** The Street Trust advocates for safer streets and multimodal transportation. They expressed concerns about drivers not adapting to speed limits and insufficient infrastructure improvements in East Multnomah County. Their suggestions included spreading successful road designs, like those on Division Street, further east, increasing street trees, and offering Oregon Friendly Driver classes for education.
 - **Street Roots:** Street Roots is a nonprofit news organization providing social justice reporting, with a focus on issues related to homelessness. They are concerned about the safety of unhoused individuals on the roads, high crash statistics in East County, and accessibility challenges for disabled individuals. They suggested adding more street trees for cooling, learning from European pedestrian-first designs, and organizing a focus group for unhoused individuals to discuss transportation needs.

Listening Sessions

Community Engagement Liaisons facilitated five community listening sessions for specific equity-priority populations. The purpose of these sessions was to gain a general understanding of the types of challenges specific populations face around transportation in East Multnomah County and specific challenging locations. Each listening session featured discussions on perceptions of safety, necessary roadway improvements, safety challenges, and potential strategies for enhancing safety. The Community Engagement Liaisons recruited for these sessions through intercept conversations, tabling events, connections through community-based groups, and social media outreach. Each participant received a \$50 grocery store gift card as a stipend.

These listening sessions were split into five different sessions by language:

- Chinese language
- English language (focused on renters, people with disabilities, and transit riders)
- Slavic language
- Spanish language
- Vietnamese language

Figure 39. Screenshot from Vietnamese Language Focus Group

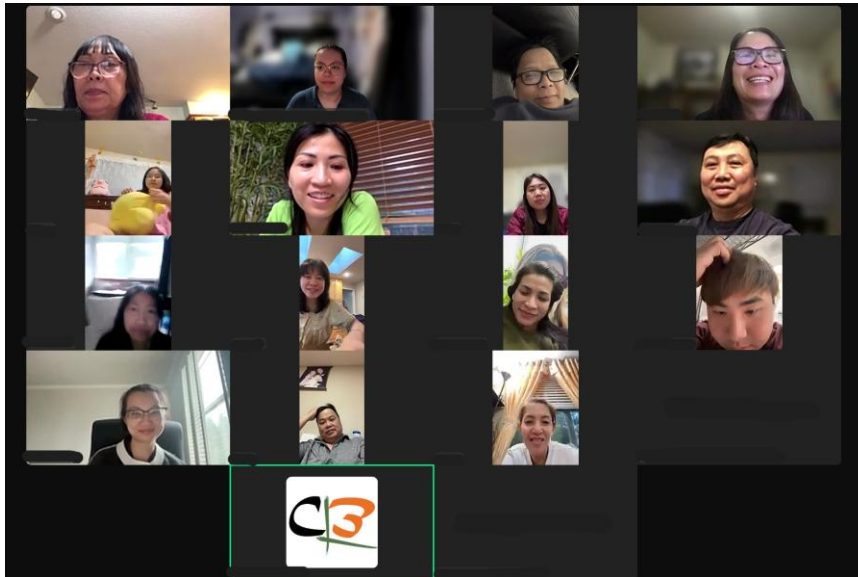


Figure 40. Screenshot from Latino Language Focus Group



Chinese Language Listening Session

Eleven participants were included in the Chinese language listening session, which took place September 25, 2024, and was held virtually over Microsoft Teams.

Perceived Safety

Participants had limited experience using mobility devices or biking on roads. While some feel safe biking in neighborhoods and on trails, many prefer driving and feel unsafe in certain areas. Key concerns include the lack of streetlights, uneven road surfaces, insufficient signage, fast-moving traffic, numerous semitrucks, and hilly roads. Additionally, some participants feel unsafe walking due to the absence of sidewalks or narrow sidewalks, further contributing to their discomfort and sense of insecurity while navigating these areas.

Roadway Safety Concerns

Participants identified the top three safety concerns as insufficient street lighting; narrow, broken, or missing sidewalks; and challenging intersections or road crossings.

Roadway Behavior Concerns

Participants identified distracted driving and driving under the influence of drugs and alcohol as their top safety concern. Additionally, some neighborhoods are too dark and quiet at night, encouraging dangerous activities like street racing, particularly at locations such as the intersection of Butler Road and Rodlun Road.

Safety Improvement Strategies

Participants were asked about their support for several safety improvement strategies, including:

- Reducing speed limits – 7 participants supported this; 4 neutral.
- Making walking and rolling safer – 9 participants supported this; 2 neutral.
- Making biking safer – 9 participants supported this; 2 neutral .
- Street improvements – all 11 participants supported this.
- Shifting space from car lanes or on-street parking – 5 participants supported this, 2 neutral, and 3 do not support this.
- Support for educational programs– 10 participants supported this; 1 does not support this.

Where Are Safety Improvements Most Needed?

One participant noted that the sidewalks in downtown Gresham are too narrow and too close to traffic, while another pointed out that some areas have sidewalks that abruptly end, such as at the intersection of Highland Drive and Powell Boulevard. Additionally, downtown Gresham was described as having smaller streets that feed into busy roads, creating unsafe conditions without traffic signals. In the 172nd and Foster area, the lack of turning signals and streetlights was highlighted, with general concerns about insufficient street lighting across Gresham, leading some drivers to rely on high beams. Participants also mentioned the need for reduced speed limits and more signage in areas like Pleasant Valley (Richey Road) and southwest Gresham.

English Language Listening Session

Twelve participants were included in the English language listening session, which took place September 26, 2024, and was held virtually over Microsoft Teams. The focus of this listening session was to hear from renters, people with disabilities, and transit riders.

Perceived Safety

Four participants reported feeling unsafe walking, citing the lack of sidewalks and the poor condition of existing sidewalks. **One participant expressed extreme fear for their safety, stating that they had to seek help from a mental health professional due to nearly being hit multiple times with their children.** Another participant shared concerns about walking at dusk, particularly in areas without sidewalks. A person using a mobility device mentioned feeling safe when crossing at crosswalks with a green light but noted that the sidewalks are in such poor condition they are forced to travel in bike lanes. Two participants reported feeling unsafe on public transit and avoid using it for this reason. One participant who primarily bikes described feeling increasingly unsafe, having been hit twice while in crosswalks and frequently pushed out of bike lanes by aggressive drivers. Two participants reported feeling safe while driving.

Roadway Safety Concerns

Participants expressed concerns about the lack of proper sidewalks in many areas where pedestrians prefer to walk. It was noted that slower speeds on major streets due to congestion have led to higher speeds on side streets, which often lack sidewalks, making it unsafe for people walking. Sidewalks were described as too narrow, broken, or missing altogether. Another major concern was the insufficient street lighting, especially at night.

Roadway Behavior Concerns

Three participants identified distracted driving as a top concern, while driving too fast and people driving under the influence were also major worries for three individuals. Aggressive driving was highlighted by two participants. Additional concerns included drivers not obeying traffic laws and frequent jaywalking. One participant pointed out the lack of consequences for traffic infractions, which fails to deter these unsafe driving behaviors. Another common issue was drivers failing to yield to pedestrians.

Safety Improvement Strategies

Participants were asked about their support for several safety improvement strategies, including:

- Reducing speed limits – 6 participants supported this, 2 neutral, and 2 do not support.
- Making walking and rolling safer – 8 participants supported this.
- Concern regarding installation of surveillance cameras.
- Making biking safer – 7 participants supported this.
- Street improvements – 9 participants supported this.
- Shifting space from car lanes or on-street parking – 2 participants supported this; 7 do not support, citing reasons such as:
 - Narrowing travel lanes was perceived as creating more unsafe conditions for drivers, with less margin for error.
 - Lanes already feel tight in East County.
 - The population is growing and there isn't going to be more space to widen roads or add lanes.

- One participant noted: “It’s really hard to accommodate everybody, cars, people, bikes. I think it is a little more dangerous to narrow roads, but how do you accommodate everybody and still be safe about it. I think that it’ll be figuring out what areas overall might be good for this type of shifting space.”
- Support for educational programs— 7 participants supported this.

Where Are Safety Improvements Most Needed?

Participants highlighted several roadways that need significant improvements. Stark Street, Division Street, and Burnside Street were frequently mentioned for their deteriorating conditions. Key areas lacking sidewalks include Wallula Avenue, Towle Avenue, Hollybrook Terrace, 201st Street (Birdsdale) from Sandy Boulevard to Powell Boulevard, and the stretch of Halsey Street in front of Edgefield. Increased traffic in the Fairview area due to development has not been accompanied by necessary street safety upgrades, such as sidewalks and crosswalks.

High-speed traffic on 201st Street (Birdsdale), reaching up to 80 mph, was a major concern, as was congestion and safety issues at the underpass near Thompson Street and Halsey Street. Stark Street, particularly from Gresham to Gateway, was noted for potholes.

Dangerous intersections include Stark Street and Division Street, 201st Street and Stark Street, and 217th Street, where cars often approach too quickly for safe pedestrian crossing. Buxton Road in Troutdale, 162nd Avenue and Stark Street, and downtown Troutdale were also highlighted for their safety concerns, with a call for better lighting and more pedestrian protections.

Participants also pointed out that 182nd Avenue is poorly maintained and lacks adequate lighting for such a large roadway. At least three participants mentioned roads being in poor condition, with potholes so large that drivers often have to turn around. Additionally, road signage covered by foliage was cited as a visibility issue. Participants also called for more crosswalks, particularly on Division Street and Powell Street.

Slavic Language Listening Session

Eleven participants were included in the Slavic language community listening session, which took place September 24, 2024, and was held virtually over Microsoft Teams.

Perceived Safety

Participants do not feel safe when traveling on roadways in east Multnomah County. Main issues identified included not enough road lighting and garbage on the roads and bike lanes. Additionally, concerns about crime have been raised regarding public transportation, leading to apprehension among commuters. For those using mobility devices, accessibility is a significant challenge, as many sidewalks are poorly maintained and lack ramps, further complicating safe navigation. Another issue mentioned that cars do not always stop or slow down at intersections with limited visibility.

Roadway Safety Concerns

Participants mentioned the following specific roadway safety issues:

- Narrow sidewalks cluttered with trash
- Insufficient roadway lighting

Roadway Behavior Concerns

Participants mentioned the several roadway behavior safety issues:

- People driving under the influence of drugs or alcohol
- Aggressive driving
- Speeding
- Failure to yield to bikes or pedestrians

Safety Improvement Strategies

Participants were asked about their support for several safety improvement strategies, including:

- Reducing speed limits – all 11 participants supported this.
- Making walking and rolling safer – all 11 participants supported this.
- Making biking safer – all 11 participants supported this.
- Street improvements – all 11 participants supported this.
- Shifting space from car lanes or on-street parking – 5 participants supported this; 5 neutral.
- Support for educational programs– all 11 participants supported this.

Where Are Safety Improvements Most Needed?

Participants mentioned the following streets:

- Main Street
- 168th Avenue
- Powell Boulevard
- Glisan Street
- Division Street
- Belmont Street
- Burnside Street
- Woodstock Street

Spanish Language Listening Session

Ten participants were included in the English listening session, which took place September 23, 2024, and was held virtually over Microsoft Teams.

Perceived Safety

Participants had significant concerns about pedestrian safety in areas with reckless driving, such as speeding and ignoring traffic signals. One participant mentioned, wearing reflective clothing can enhance visibility for pedestrians, especially in low-light conditions. There was a consensus that educating family and children about safety practices is crucial.

Despite enhancements such as lighted crosswalks, participants described that many individuals continue to disregard traffic laws, resulting in accidents. A personal experience highlights the risks associated with insufficient signaling at pedestrian crossings. Moreover, worries about local violence and gang activity further deter people from walking in

certain neighborhoods, leading many to prefer parks instead. Additionally, the group felt that the prevalence of ignored or absent stop signs in some areas exacerbates the dangers faced by pedestrians.

Roadway Safety Concerns

Participants mentioned the following specific roadway safety issues:

- Many sidewalks are in poor condition, and streets have potholes.
- Current repairs often focus on only a few areas, leaving many streets neglected.
- Lighting varies significantly between locations, with some areas well-lit and others dark.
- Inconsistent speed limits create confusion for drivers and pedestrians.
- The lack of uniformity in road conditions and regulations contributes to safety concerns.

Roadway Behavior Concerns

Participants mentioned the following specific driver behaviors as their top concerns that make the roadways unsafe:

- Aggressive driving
- Driving under the influence of drugs or alcohol
- Drivers who don't know road safety rules
- Distracted driving

Safety Improvement Strategies

Participants were asked about their support for several safety improvement strategies, including:

- Reducing speed limits – 9 participants supported this; 1 neutral.
- Making walking and rolling safer – 9 participants supported this.
- Making biking safer – 9 participants supported this.
- Street improvements – 9 participants supported this.
- Shifting space from car lanes or on-street parking – 9 participants supported this; 1 neutral.
- Support for educational programs – 9 participants supported this.

Where Are Safety Improvements Most Needed?

Participants feel the most unsafe in these location areas:

- 191st Street
- 201st Avenue and Halsey Street
- All of Burnside Street
- 162nd Street and Burnside Street
- 162nd Street and Stark Street
- Wood Village Boulevard
- Arata Road and Glisan Street between 223rd Street and 238th Drive
- 172nd Street and Stark Street – Alder Elementary School

Vietnamese Language Listening Session

Thirteen participants were included in the Vietnamese language listening session, which took place September 18, 2024, and was held virtually over Microsoft Teams.

Perceived Safety

Participants expressed that they generally do not feel safe walking, rolling, or biking, but noted that navigating to and from public transit or driving can be manageable with caution. Concerns were raised about unsafe driving behaviors, particularly by motorcyclists who may weave between lanes. Participants highlighted issues with pedestrian safety, mentioning that many do not fully utilize the Rockwood pedestrian path and often cross the road before reaching the crosswalk, creating dangerous situations. One participant suggested that pedestrians who fail to follow traffic rules should face penalties, similar to drivers.

Several participants identified Division Street as a problematic roadway, with its uneven alignment and narrow lanes due to bike lanes, buses, and parked cars making travel difficult at night and stated more lighting is needed. One participant recounted an experience where a bus blocked traffic for several minutes at the intersection of 130th Street and Division Street, creating significant congestion. The participant stated they were worried about what would happen if that occurred during an emergency. The group collectively agreed that the road should be redesigned to prioritize safety for the most popular demand; cars and buses. They proposed the addition of two car lanes while relocating bike lanes and ensuring buses have designated stops that do not obstruct traffic.

Roadway Safety Concerns

Participants mentioned driver behaviors as a their main safety concern, these are listed below.

Roadway Behavior Concerns

Participants mentioned the following specific driver behaviors as their top concerns that make the roadways unsafe:

- Aggressive driving
- Fear of reckless drivers when walking
- Ignoring traffic laws and signs (by drivers, bikers, and especially pedestrians)
- Driving under the influence of drugs and alcohol
- Excessive speeding
- Failure to yield to people walking or biking
- Pedestrians not staying within designated areas or not properly looking where they're going when crossing
- Observing pedestrians who do not follow traffic lights or use crosswalks properly, often crossing without looking
- Bicyclists not adhering to stop sign rules, posing dangers to vehicles
- Reluctance to bike on the street, even in bike lanes, due to fears of reckless drivers or those under the influence

Safety Improvement Strategies

Participants were asked about their support for several safety improvement strategies, including:

- Reducing speed limits – all 13 participants supported this.
- Making walking and rolling safer – all 13 participants supported this.

- Making biking safer – 6 participants supported this; 7 neutral.
- Street improvements – all 13 participants supported this.
- Shifting space from car lanes or on-street parking – none of the participants supported this.
- Support for educational programs– all 13 participants supported this.

Where Are Safety Improvements Most Needed?

Participants highlighted safety concerns in the Fairview and Gresham areas, with multiple individuals stressing the need to focus on the entire length of Division Street.

Youth Advisory Board Walk Audit

The Youth Advisory Board conducted a walk audit of the Centennial neighborhood around Centennial High School on August 31. They had 16 youth, 7 county staff, and one teacher in attendance. They walked along SE 182nd Avenue, towards SE Powell Street and SE Division Street. The purpose of the walk was to observe safety issues and transportation needs. When asked if crashes were preventable or inevitable, students responded that they were mostly inevitable.

During the walk audit, students noted:

- “There are not a lot of light poles, it can be super dark and scary until you are near the businesses.
- Sidewalks are very close to the traffic. Would love input from locals/teen drivers on
- how safe the roads are.
- Overflowing trash cans.
- High rates of speeding.
- Cars parked in driveways blocking the sidewalk, forcing peds into the road.
- The Rapid Flashing Beacons do not provide safety across all lanes of traffic.
- We would like weather related awareness.”

Figure 41. Youth Advisory Council Walk Audit Group

