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Subject: East Multnomah County Transportation Safety Action Plan (TSAP) Phase 2 Community Engagement Summary

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## Engagement Summary

### Project Overview

Multnomah County and its partners, the Cities of Gresham, Fairview, Wood Village, and Troutdale are working to develop a Transportation Safety Action Plan (TSAP) for Urban East Multnomah County. Funded by the federal Safe Streets for All (SS4A) Program, this plan seeks to improve safety for the east county community 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 TSAP community engagement is to ensure that the voice of the community is heard and reflected in our future actions, not just based on what staff think they should have. The planning process specifically worked to engage low-income and non-English-speaking populations in East Multnomah County to inform project outcomes, such as people speaking Spanish, Vietnamese, Chinese, Russian, and Ukrainian. The feedback collected will directly inform the draft TSAP and guide future implementation efforts.

### TSAP Community Engagement Goals

- **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 2: Listen and Learn engagement, between June 6 and July 31st 2025.

## **Events and Outreach**

### *In-Person Engagement*

Staff attended eight public events across East Multnomah County. These events featured interactive tools like a prize wheel and a bike blender to attract participation. Participants used stickers to vote on safety priorities displayed on poster boards. Spanish-language materials were provided and well received. Attendees shared concerns and suggestions related to road design, enforcement, and pedestrian safety.

### *Committee Engagement*

The team presented draft recommendations and gathered feedback during a Bicycle and Pedestrian Advisory Committee (BPAC) hybrid meeting on June 11. Topics included visibility improvements, speed enforcement, infrastructure gaps, and funding strategies.

### *Online Engagement*

Hosted on the StoryMap platform, the virtual open house was available in six languages (English, Spanish, Mandarin, Vietnamese, Ukrainian, and Russian), receiving over 2,500 views. Three survey questions collected feedback on the project's progress, corridor-specific recommendations, and proposed actions and policies.

### *Outreach Tools*

- **Social Media Campaign:** Multnomah County promoted the engagement opportunities through its social media channels.
- **Website Updates:** Project information and engagement tools were made accessible online.
- **Partner Toolkit and Survey Cards:** Distributed to the four partner cities (Gresham, Fairview, Wood Village, Troutdale) and three East County libraries to encourage broader participation.

## Community Partner Outreach

While the team did not reconnect with the Community Engagement Liaison Services (CELS), they reached out to known contacts to encourage survey participation.

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

*Table 1: Phase 2 Community Engagement Events and Activities*

| Event                                    | Location  | Date(s)           | Participants                    |
|--|---|-------------------|---------------------------------|
| <i>In-Person Tabling Events</i>          |   |                   |                                 |
| Troutdale First Friday                   | Troutdale City Hall, Troutdale                        | 6/6               | ~50 visitors                    |
| Juneteenth                               | Vance Park, Gresham                                   | 6/19              | ~200 visitors, 121 dot stickers |
| Mt Hood Community College Farmers Market | MHCC, Gresham   | 7/13              | 57 visitors, 24 dot stickers    |
| Wood Village Night Out                   | Wood Village Baptist Church, Wood Village             | 7/18              | 131 visitors, 31 dot stickers   |
| Rockwood Community Market                | Rockwood Market Hall, Unincorporated Multnomah County | 7/24              | 47 visitors, 15 dot stickers    |
| Fairview on the Green                    | Community Park, Fairview                              | 7/26              | 200 visitors, 61 dot stickers   |
| Sunday Parkway                           | Parklane Park, Portland                               | 7/27              | 181 visitors, 146 dot stickers  |
| Rockwood Neighborhood Night Out          | The Rockwood Center, Unincorporated Multnomah County  | 7/29              | 140 visitors, 58 dot stickers   |
| <i>Committees</i>                        |   |                   |                                 |
| Bike Ped Committee                       | Multnomah Building                                    | June 11           | 12                              |
| <i>Online Engagement</i>                 |   |                   |                                 |
| Virtual Open House (English)             | Webpage   | June 10 – July 31 | 1,844 views                     |
| Virtual Open House (Spanish)             | Webpage   | June 10 – July 31 | 172 views                       |
| Virtual Open House (Mandarin Chinese)    | Webpage   | June 10 – July 31 | 115 views                       |
| Virtual Open House (Vietnamese)          | Webpage   | June 10 – July 31 | 87 views                        |
| Virtual Open House (Ukrainian)           | Webpage   | June 10 – July 31 | 105                             |

|   |         |                   |     |
|---|---------|-------------------|-----|
| Virtual Open House (Russian)                                  | Webpage | June 10 – July 31 | 136 |
| TSAP Survey Question 1 (Thoughts on work-to-date)             | Webpage | June 10 – July 31 | 20  |
| TSAP Survey Question 2 (Feedback on corridor recommendations) | Webpage | June 10 – July 31 | 310 |
| TSAP Survey Question 3 (Feedback on programs and policies)    | Webpage | June 10 – July 31 | 177 |



Figure 1. Community members trying out the "bike blender" during Sunday Parkways event.

## Phase 2 Engagement Key Takeaways

Over this phase of engagement, the project team shared the results of the safety analysis, phase 1 of the engagement, and questions to refine project and program recommendations. Engagement consisted of tabling at in-person events with interactive poster boards as well as a survey and virtual open house website using the StoryMap platform. Some general key takeaways from this engagement include:

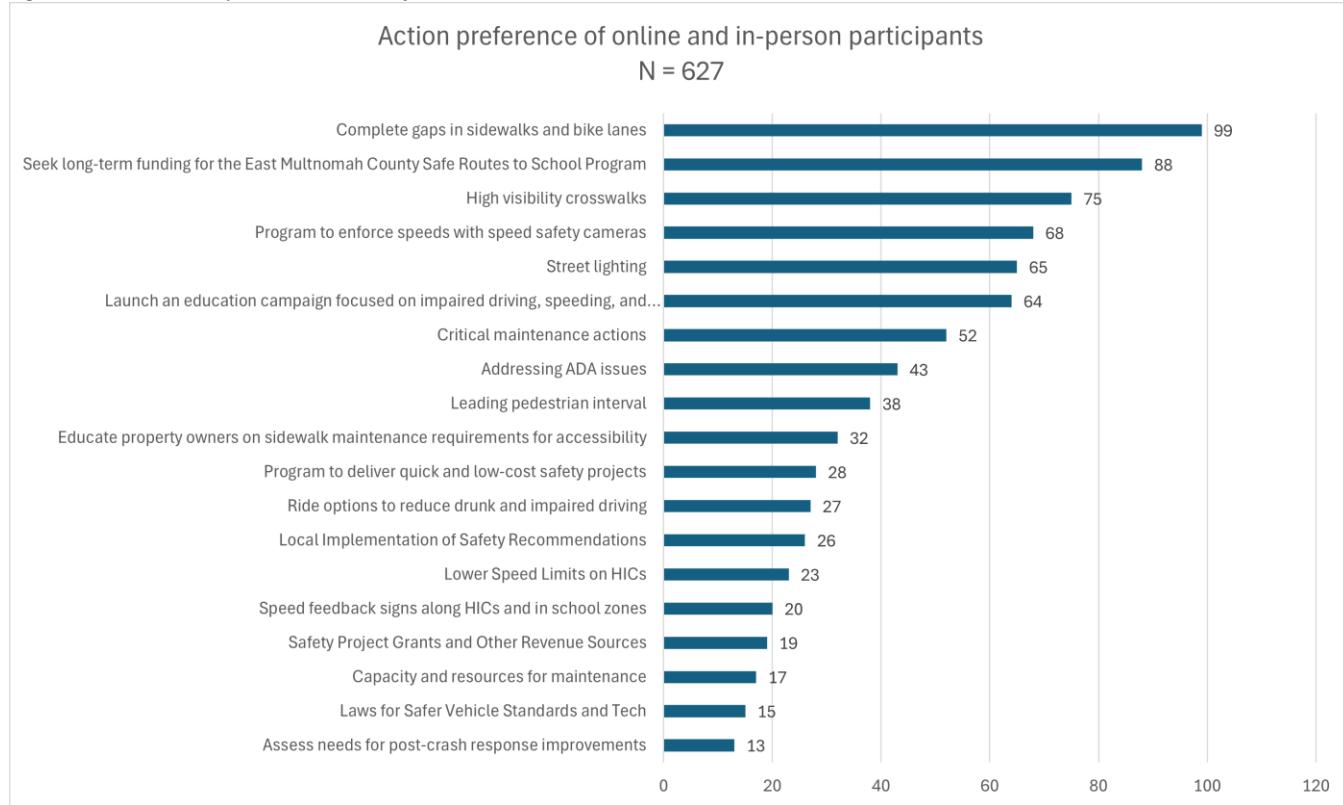
### Top Safety Priorities

In-person and virtual open house survey participants identified the following types of improvements as top priorities for safety investment:

- Completing gaps in sidewalks and bike lanes (99 votes)
- Seek long-term funding for the East Multnomah County Safe Routes to School Program (88 votes)
- Construct high-visibility crosswalks (75 votes)
- Program to enforce speeds with speed safety cameras (68 votes)

- Improve street lighting (65 votes)
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Figure 2. Combined in-person and online feedback on actions



### Corridor-Specific Feedback

Through the VOH, community members reviewed the proposed recommendations for each of the ten priority safety corridors and provided feedback on up to three of them. Across all corridors, the most frequently supported improvements included:

- Pedestrian crossing enhancements
- Street lighting
- Traffic signal improvements
- Sidewalks
- Accessibility improvements

For example:

- **Stark St (162nd to 223rd):** Street lighting (45), traffic signals (43), and crossings (41) were top priorities.
- **Halsey St (162nd to 257th):** Strong support for sidewalks (42), lighting (43), and bike improvements (32).
- **Burnside St (Cleveland to Powell):** Emphasis on crossings (31), signals (29), and lighting (22).

## In-Person Engagement Activities

**Interactive Tools:** The prize wheel and bike blender were highly effective in drawing people to the booth. Safety-themed questions on the prize wheel helped initiate meaningful conversations.

**Dot Voting:** Despite initial concerns about the complexity of the Actions poster, many participants engaged deeply with the content. Spanish-language materials were especially well received.



Figure 3. Staff posing in front of Multnomah County booth during Juneteenth event.

### Community Feedback:

- Strong support for speed safety cameras and stricter driver education.
- Support for enforcement around stop signs and no parking in bike lanes.
- Concerns about Division Street's design, especially U-turn safety and visibility. The Division project that is being referenced is located within the City of Portland, outside the study area of the TSAP.
- Requests for better road maintenance, including pothole repair and smoother pavement transitions.
- Appreciation for new pedestrian infrastructure (RRFBs) in Wood Village, but concerns about unsafe crossings near commercial driveways and freeway ramps and about noise and lack of shade on 238<sup>th</sup> Avenue in Wood Village.
- Calls for better enforcement of bike lane parking and improved pedestrian visibility at intersections.



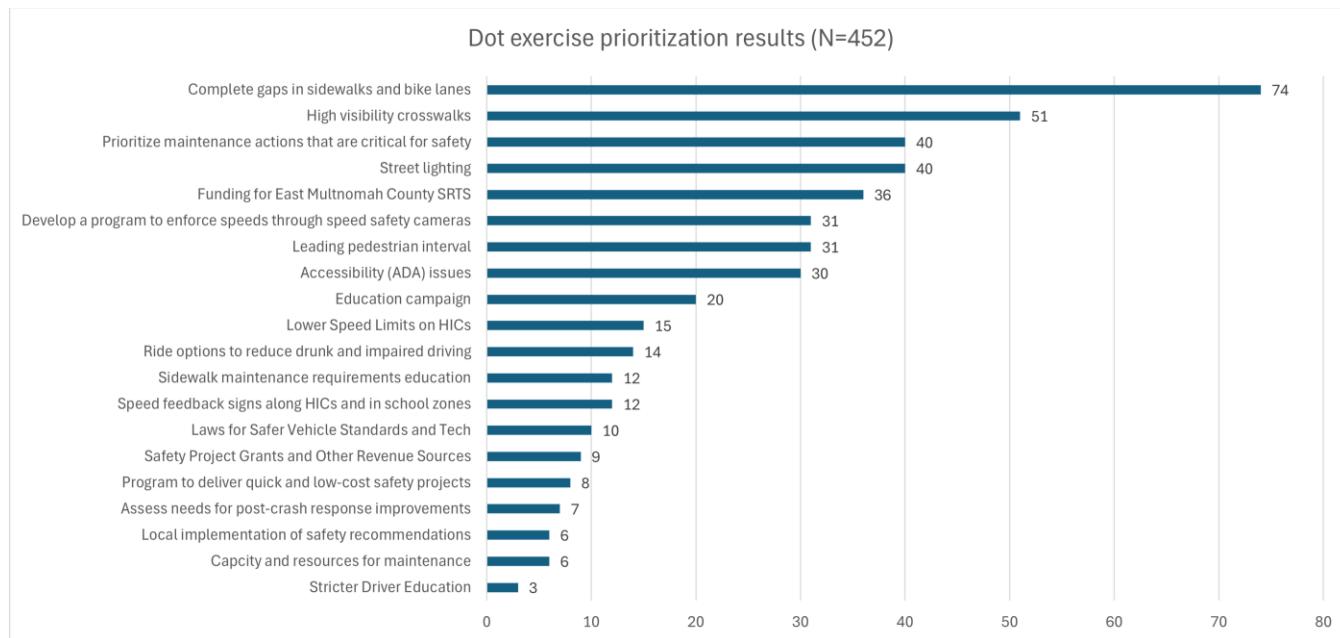
Figure 4. Community members engaging with TSAP poster boards during Juneteenth event.

### Lessons Learned

- A single consolidated poster may improve clarity and reduce setup challenges. There was a tendency to place stickers on the actions at eye level or at the top of the board.
- Bilingual materials were effective, but additional languages (e.g., Arabic) were requested.
- Printed surveys could enhance engagement, though mobile participation was strong.
- Event location and weather significantly impacted turnout and interaction quality.

The following graph summarizes the results of the participants' responses. The response choices have been shortened for clarity.

Figure 5. In-person feedback on actions



## Bicycle and Pedestrian Advisory Committee (BPAC) Input

The project team attended the regularly scheduled Multnomah County Bicycle and Pedestrian Advisory Committee (BPAC) to share the results of the safety analysis and public engagement as well as the draft recommendations for each of the ten project corridors. This meeting was held as a hybrid, but mostly in-person workshop on June 11, 2025. The members were very interested in the project and provided valuable feedback. The following themes were brought up during the meeting.

- **Visibility and Street Materials:** Members noted that certain roadway treatments such as conventional flashing beacons have not been effective in getting drivers to stop for pedestrians on high-volume roadways such as Division and Burnside. HAWK signals or cantilevered RRFBs that are installed over the roadway are suggested for better visibility.
- **Speed Management and Enforcement:** BPAC strongly supported speed safety cameras over speed feedback signs, citing their higher levels of effectiveness. Members also encouraged increased law enforcement presence on high-injury corridors (HICs) and suggested engaging local law enforcement to identify impactful enforcement strategies.
- Infrastructure Gaps and Design Improvements:
  - Leading pedestrian intervals (LPIS) were recommended for countywide implementation.
- Lane widths should be reconsidered to allocate more space for walking and biking especially on roads such as Halsey and 257<sup>th</sup>.
  - The intersection of 182<sup>nd</sup> Ave and 181st Ave was described as chaotic and in need of redesign with treatments such as leading pedestrian interval.

- A community member brought up a long-standing issue on 5th Street in Gresham, where a multi-use path to schools was planned but never completed, and a bridge that needs replacement to widen the road.
- Trail and Crossing Enhancements:
  - Lighting upgrades were recommended for the Gresham-Fairview Trail.
  - The crossing at Division and Burnside was identified as one of the most dangerous, with suggestions to install a pedestrian beacon.
  - Opportunities to convert right-of-way on 5th Street into a multi-use path (MUP) were noted.
- Funding and Policy Advocacy:
- BPAC advocated for leveraging federal programs like HSIP and supporting legislation (e.g., the Langenkamp bill) that would allow communities to use HSIP funds as a match for federal grants.
  - Members emphasized the importance of benefit-cost analysis to prioritize high-impact, cost-effective safety improvements.
- Members brought up congestion pricing in New York City as a policy that could reduce vehicle-to-pedestrian crashes and illegally parked cars.
- Education and Awareness:
  - Suggestions included interactive driver education campaigns using impairment simulation tools (e.g., goggles) and texting-while-driving demonstrations to raise awareness.

## **Virtual Open House Survey Results**

The virtual open house included three survey questions that asked participants about their thoughts on the program and project recommendations so far. The survey questions did not ask for demographic details of the participants; however, the view counts of the virtual open house in different languages may reveal how many of the participants may prefer to communicate in a language other than English (see Table 1). The following sections summarize the results of the survey. Note that the original multiple-choice options from the survey questions have been shortened for legibility.

### ***Feedback on Specific Corridors***

VOH participants reviewed the priority safety corridors. Participants chose up to three priority safety corridors and then prioritized the types of improvements for each corridor. They were given nine improvement types to choose from:

- Roadway Medians
- Pedestrian crossing improvements
- Accessibility improvements
- Bicycle improvements
- Transit improvements
- Speed reduction measures
- Sidewalks
- Traffic signal improvements
- Street lighting

The following graphs summarize the results of the participants' responses. The response choices have been shortened for clarity.

Figure 6. Corridor 1: Hogan Dr from Division St to Stark St. N=88

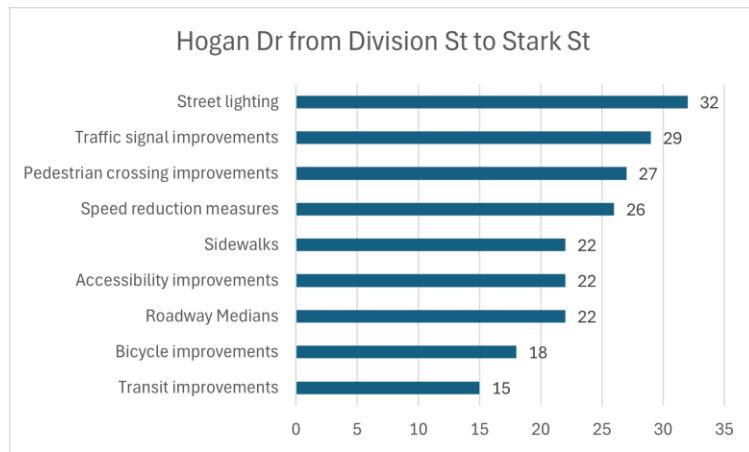


Figure 7. Corridor 2: Hogan Rd from Powell Blvd to Springwater. N=49

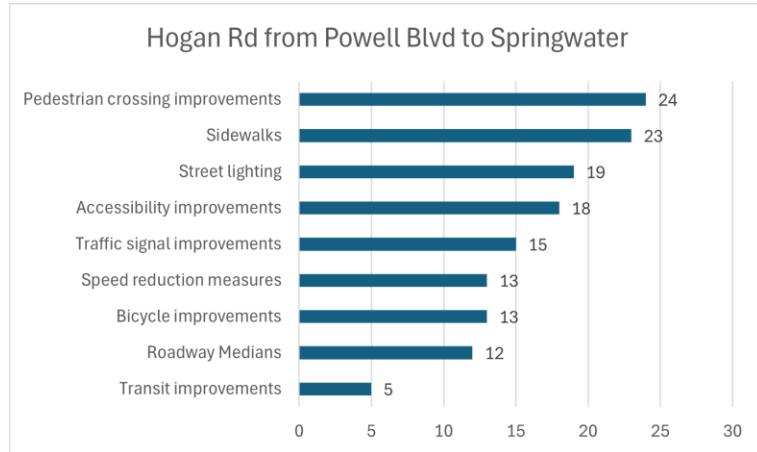


Figure 8. Corridor 3: 181st Ave from Sandy Blvd to Yamhill St. N=57

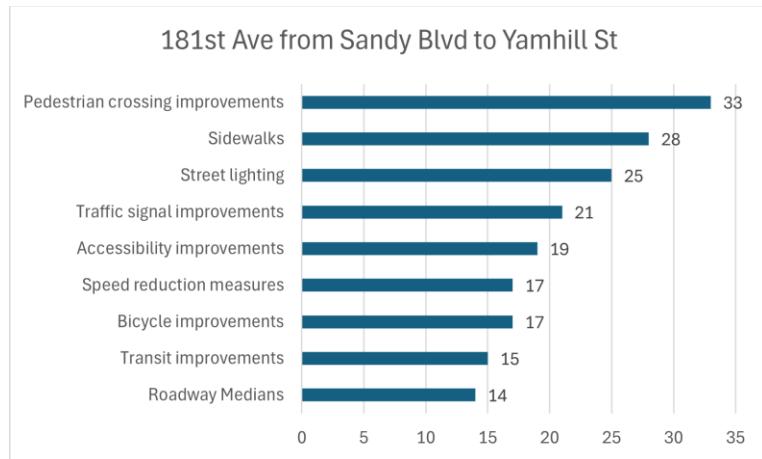


Figure 9. Corridor 4: 182nd Ave from Yamhill St to Springwater. N=30

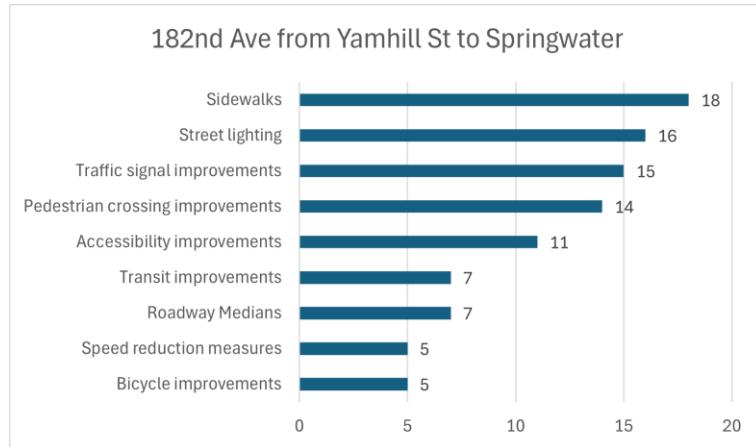


Figure 10. Corridor 5: Burnside St from Cleveland St to Powell Blvd. N=48

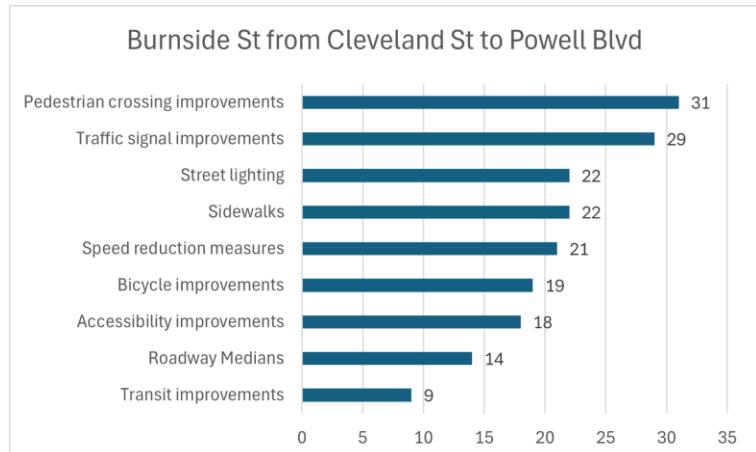


Figure 11. Corridor 6: Stark St from 162nd Ave to 223rd Ave. N=93

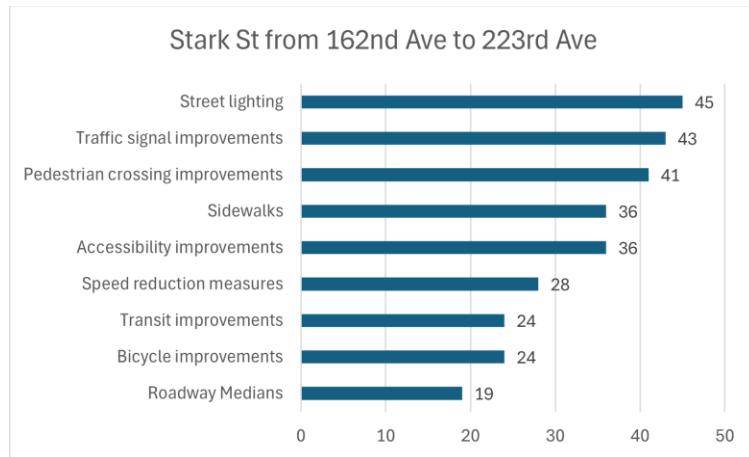


Figure 12. Corridor 7: Halsey St from 162nd Ave to 257th Ave. N=86

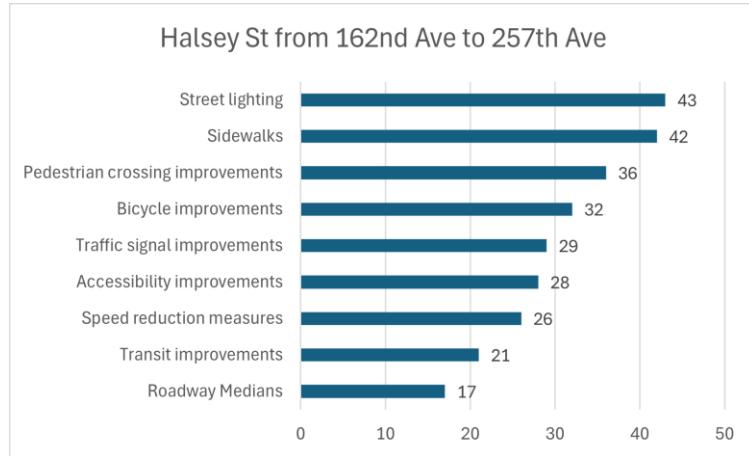


Figure 13. Corridor 8: 238th Dr from Sandy Blvd to Arata Rd. N=25

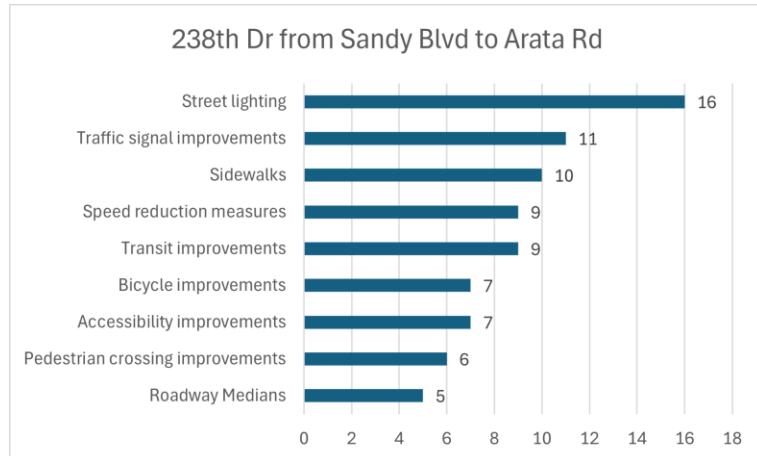


Figure 14. Corridor 9: 223rd Ave from Halsey St to Glisan St. N=48

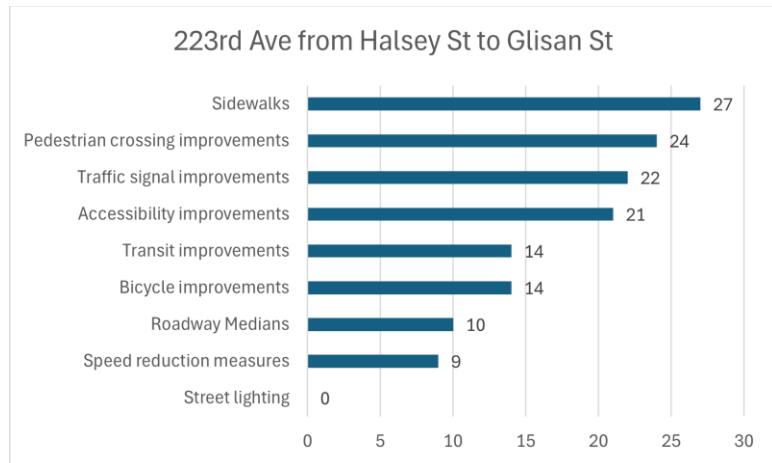
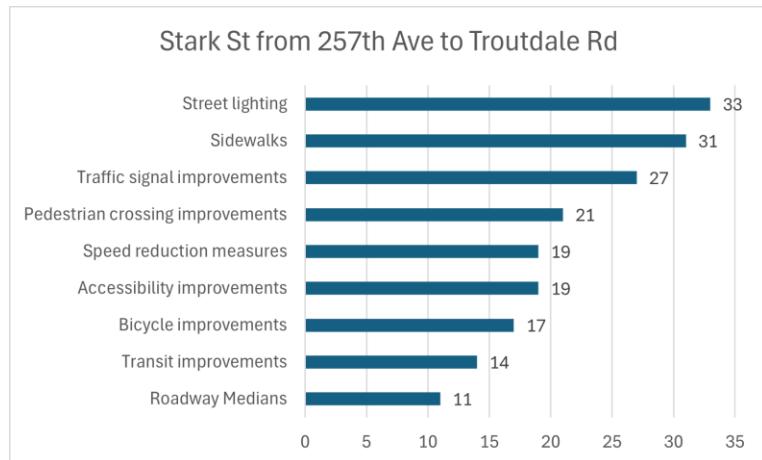


Figure 15. Corridor 10: Stark St from 257th Ave to Troutdale Rd. N=61



## Feedback on Actions

Participants also reviewed the draft actions. In three separate questions (illustrated below), people provided feedback on the proposed design and construction actions, the education actions, and the program and policy actions. The response choices have been shortened for clarity.

Figure 16. Online feedback on design and construction actions. N=169

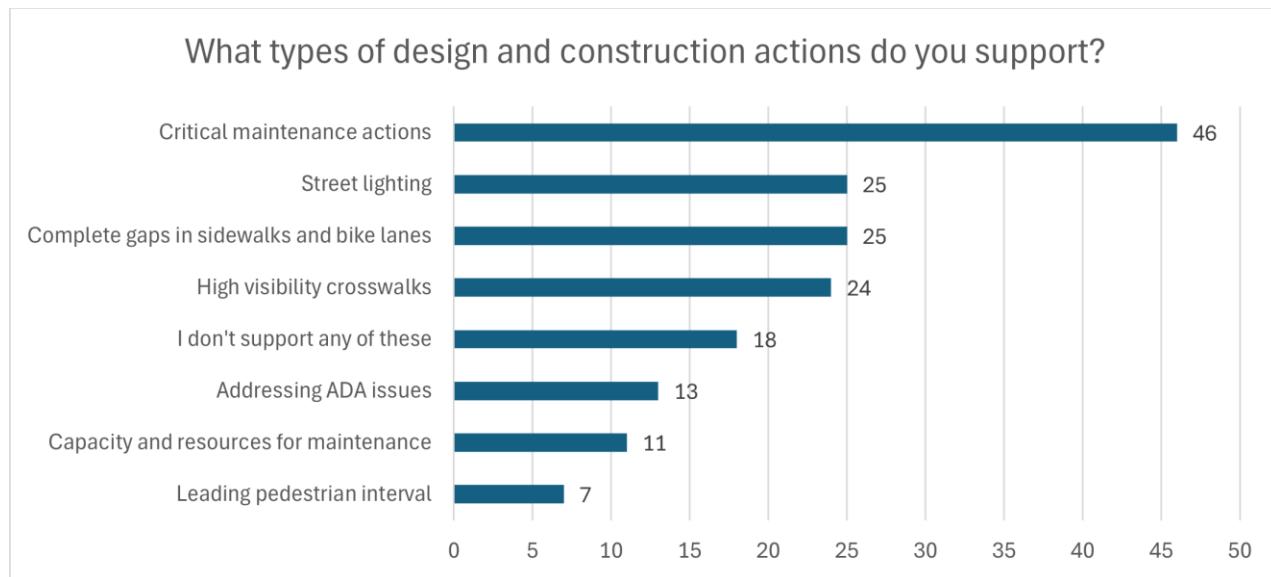


Figure 17. Online feedback on education actions. N=166

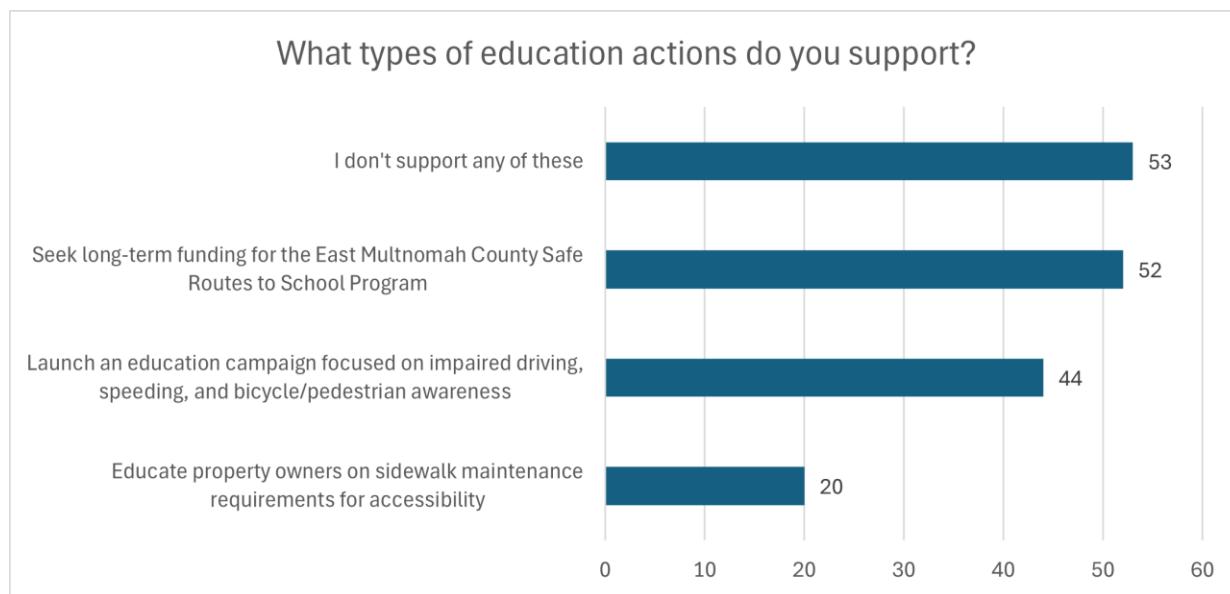
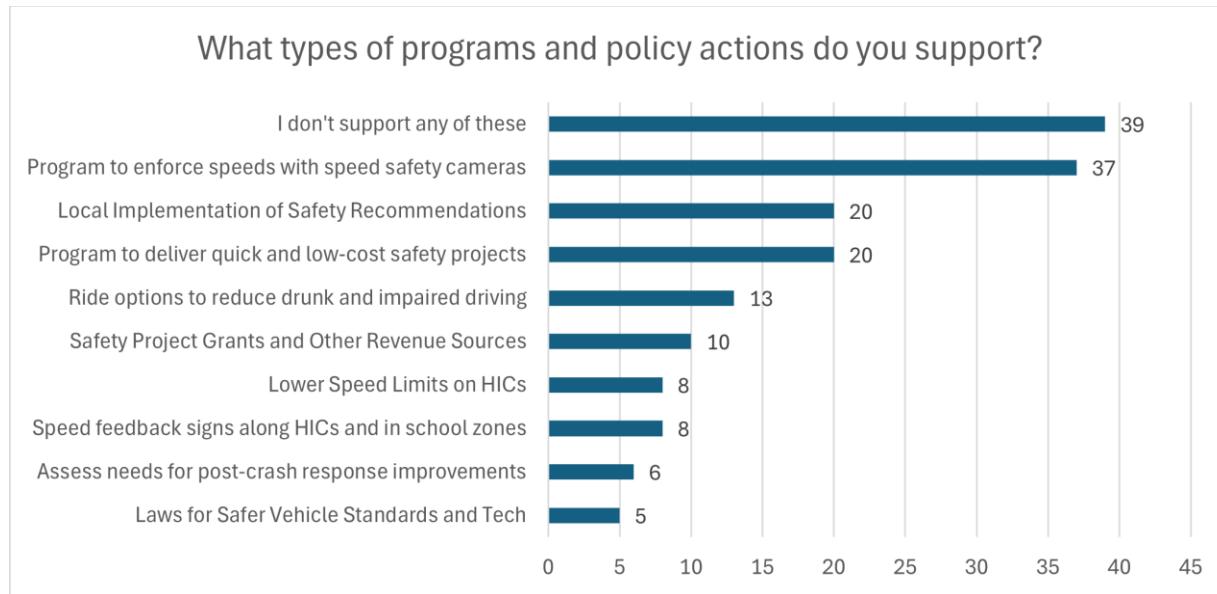


Figure 18. Online feedback on programs and policy actions. N=169



## Free Response Answers

In addition to structured survey responses, participants shared open-ended feedback. Several key themes emerged:

### *Frustration with Car-Centric Design*

Many respondents expressed concern that East Multnomah County's roadways prioritize vehicle speed and convenience over pedestrian and cyclist safety. Comments highlighted:

- Lack of protected bike lanes
- Wide, highway-like arterials that encourage speeding
- Poor visibility and unsafe crossings for pedestrians

One participant noted:

"Our roads cater to cars, not pedestrians. Cars face few if any consequences for speeding, running lights, and failure to yield."

### *Desire for Systemic Change*

Several responses 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."

## ***Concerns About Past Projects***

There was strong criticism of recent redesigns on Division and Glisan Streets, with residents citing confusing traffic patterns, excessive concrete, and poor outcomes for both drivers and pedestrians. Both the Division and Glisan projects are in the City of Portland, and not within the study area of the TSAP.

“Please do NOT make all the mistakes you made on Division... pedestrians still do NOT use the crosswalks even though numerous were added.”

## ***Equity and Accessibility***

Respondents emphasized the need for ADA-compliant infrastructure, better lighting, and safer crossings—especially near schools and transit stops.

“I am blind and walk with a white cane. Stark Street is an absolute disaster... Unless you want a lawsuit, you better work on Troutdale Road first.”

## ***Maintenance and Enforcement***

Many called for basic improvements like pothole repair, debris removal from bike lanes, and better enforcement of traffic laws.

“Fix the potholes. Stop spending money on sidewalks when there’s one on the other side of the road.”

## ***Safety Education and Visibility***

Participants stressed the importance of education campaigns and visibility enhancements, such as better lighting, trimmed trees, and clearer signage.

“Drivers don’t understand that any intersection is a crosswalk—not just marked ones.”

## **Conclusion**

Phase 2 engagement demonstrated continued community commitment to improving transportation safety in Urban East Multnomah County. Residents provided direction on corridor-specific needs and programmatic priorities. Along with the results of Phase 1 of engagement and Phase 3, the feedback collected in Phase 2 will directly inform the draft TSAP and guide future implementation efforts.

The County remains committed to transparency, equity, and responsiveness as it moves into **Phase 3: Refine**, where the public and partners will review the draft plan and help shape final recommendations.