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Date: December 16, 2025

Subject: East Multnomah County Transportation Safety Action Plan (TSAP) Phase 3 Community Engagement Summary

Background

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 with a focus on high-injury corridors (HICs) and position the County and partners for future SS4A implementation or other grant 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, guided the strategies and projects included in the plan.

Purpose

The purpose of TSAP community engagement is to ensure that the voice of the community is heard and reflected in our future actions. 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 final 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 took place over three phases:

- **Phase 1: Listen and Learn** – The purpose of this phase was 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 was 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 was to provide opportunities for the public and partners to review the draft plan.

This report outlines the engagement activities that took place during Phase 3: Refine, between October 16 and November 2, 2025.

Outreach Intent and Strategy

After Engagement Phase 2, the project team gathered the results of the safety analysis and public engagement to produce the Draft TSAP. We then distilled the key points from the Draft Plan into an executive summary, which was translated to Spanish, Mandarin Chinese, Ukrainian, and Russian. Between October 16 and November 2, members of the public could review the Draft Plan and a shorter executive summary on the County's website. After reviewing the TSAP, members of the public were invited to complete a feedback survey to gauge public satisfaction with the project and find out if there are any additional improvements that could be made to the Draft Plan.

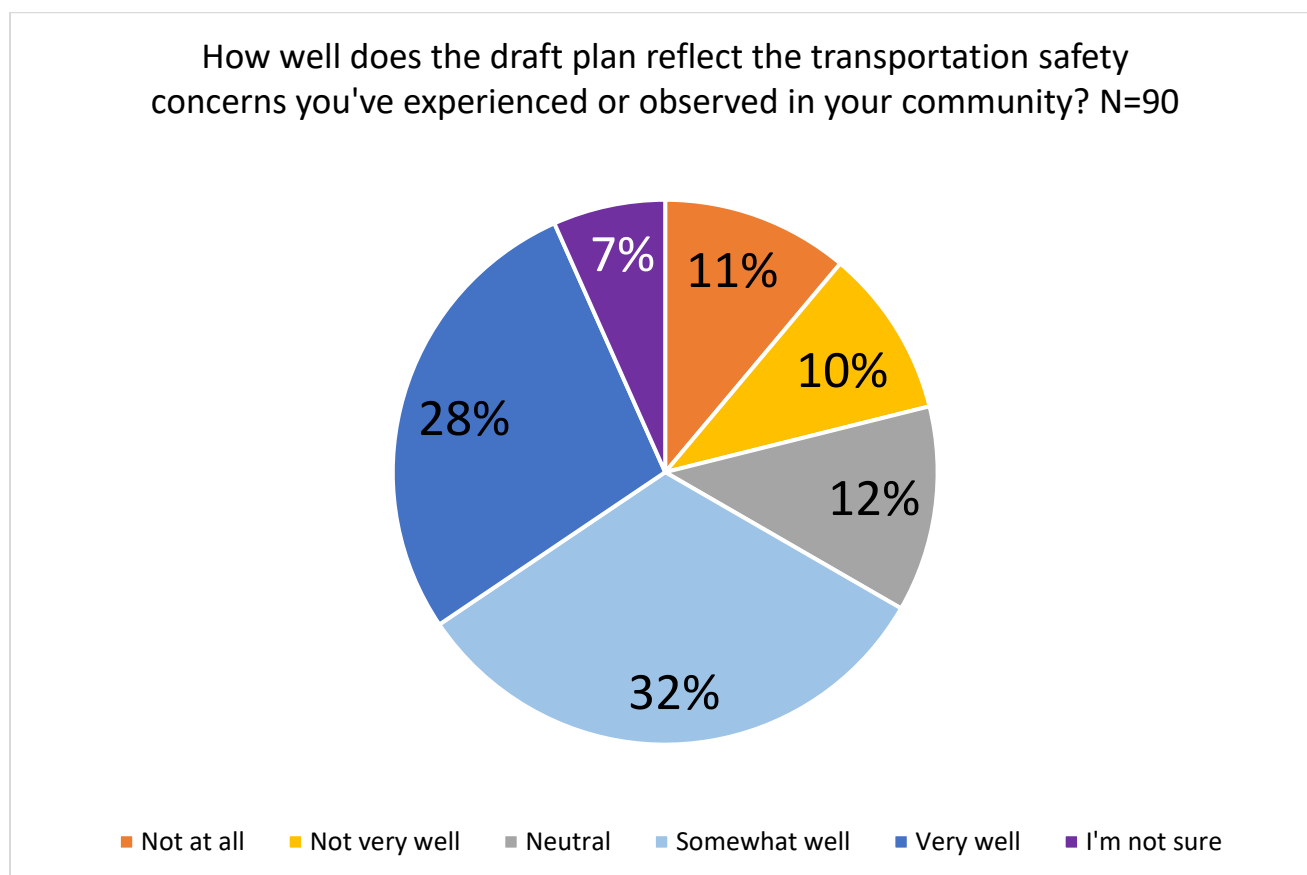
As in previous phases, we worked to make project materials available in multiple languages to comply with Title VI of the Civil Rights Act and to engage a broad segment of the public.

The project team employed several methods to get out the word about the Draft Plan review period. The project team made social media posts (English and Spanish), disseminated a half sheet flyer (English, Spanish, Mandarin Chinese, Ukrainian and Russian), emailed the project listserv that has been built over the 2 years of the project, and reached out to members of the public who participated in focus groups during previous engagement phases. The engagement materials included notice that upon completion of the survey, members of the public would be entered into a raffle for a \$50 grocery store gift card.

Key Takeaways

Following the closure of the TSAP review feedback survey, the project team gathered responses and began analyzing individual entries. After removing entries that appear to be spam or generated by bots, we confirmed 183 responses. While many responses provided valuable insight into traffic safety in East Multnomah County, there were several that left questions blank. Skipping questions is understandable considering that members of the public were asked to first review the Draft Plan. The amount of time it takes to review the Plan document and/or executive summary and then write up a response may present a significant barrier for many members of the public, even if they have an interest in transportation safety. Despite those obstacles, survey participants were able to share meaningful feedback on the Draft Plan, with most participants (60%) indicating that the Draft Plan reflects safety concerns experienced or observed in the community (see Figure 1). Additionally, those with an edit or request are more likely to respond to a public comment period than those who are satisfied with the outcome.

Figure 1. Satisfaction with Draft Plan



Community Engagement Themes

Among all comments, we observed survey comments falling under the following categories:

- Infrastructure and Road Design Modifications
- Speed Management and Enforcement

- Public Engagement and Communication Strategies
- Opposition to Active Transportation

The following sections summarize each of these categories of public comment on the Draft Plan. Note that free response question responses can be found in Appendix A: Free Response Answers.

Infrastructure and Road Design Modifications

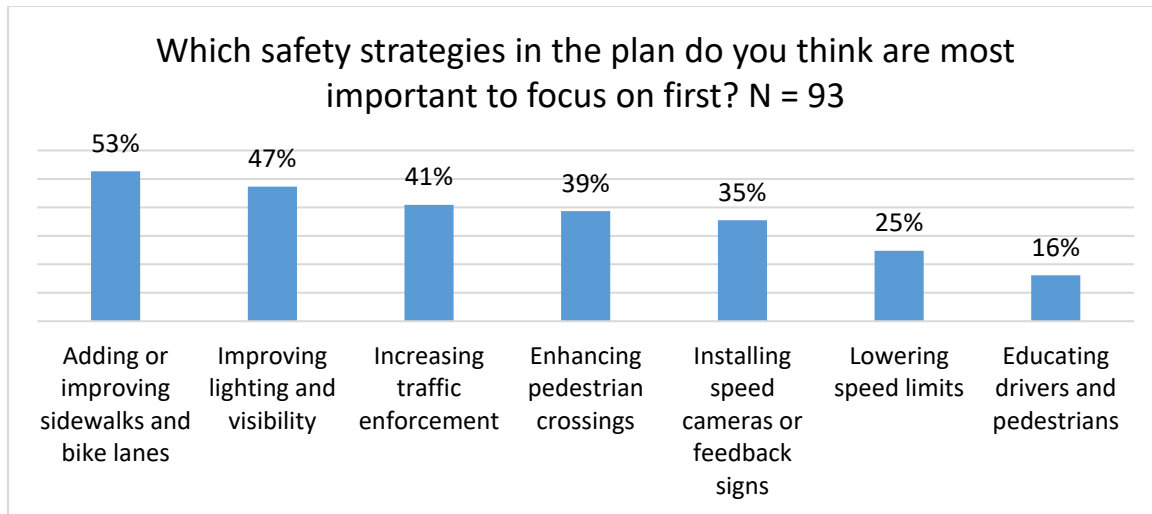
Many survey participants provided comments on proposed infrastructure and road design modifications in the Draft Plan. Many noted that changes to the build environment was welcome and that the existing street typology is “car centric” in many locations. Many participants noted that existing bicycle infrastructure is deficient and results in fewer people wanting to bike or walk or feeling safe enough to bike or walk. Several participants noted that there should be an approach to designing transportation facilities that provide areas for each mode. Many participants advocated reducing lane number and widths and physically separating transportation modes, in alignment with the Safe Systems Approach. In some cases, participants specified desired improvements including:

- Protected bike lanes and physical barriers
- Grade separated bike lanes
- ADA accessibility improvements
- Noise cameras
- Daylighting intersections
- Red light cameras
- Chicanes
- Diverters and modal filters

Some ideas shared by the public are already part of the Draft Plan, but others may not be included or may be partially included. This provides an opportunity to improve the active transportation elements of the Draft Plan where it makes sense. Notably, chicanes and diverters were added to the list of Quick Build strategies.

When asked which of the safety strategies in the Draft Plan should be broached first, participants identified adding or improving sidewalks and bike lanes, improving lighting and visibility, and increasing traffic enforcement as the most important (see Figure 2). These findings reflect similar findings during Phase 1 and Phase 2 engagement.

Figure 2. Top Safety Strategies to Prioritize



While a majority of participants provided constructive criticism on East Multnomah County's active transportation system along with a desire to make improvements, we noted a minority of the participants who expressed sentiment that infrastructure changes are not needed or desired. Some participants expressed confusion or frustration with navigation on transportation facilities that have been built in recent years. This confusion may reflect a need for more time to get used to active transportation facilities, or more education on how to navigate them.

Plan Updates

- **Roadway Aesthetics-** Added sentence describing secondary benefits of installing safety improvements and the benefits of improved roadway aesthetics including placemaking, economic development, and climate benefits.
- **Grade Separated Bike Lanes-** Added references and a photo of grade separated bike lanes.
- **TriMet Collaboration-** Add language to be working with TriMet to pair transit priority improvements where appropriate with safety projects.
- **Slip Lane Policy-** Added language to policy recommendations to deter use of slip lanes and avoid adding new ones.
- **ADA needs-** Added additional language connecting safety improvements to important ADA improvements and ADA-specific plans.

Speed Management and Enforcement

Many participants expressed interest in reducing speeds and increasing traffic enforcement on East Multnomah County roadways. Speeding is brought up as a major concern for people traveling on East Multnomah County roads, especially for people walking or biking. Some participants noted that existing wide road design may encourage drivers to drive faster and that by installing traffic calming features such as medians, curb ramps, and lane narrowing may

make drivers slow down. Other participants suggested increased enforcement of traffic violations to decrease speeds. There were also some participants who suggested enforcement of infractions that are not safety related such as expired tags and missing license plates. Multnomah County and other roadway authorities can partner with Multnomah County Sheriff's office and Gresham Police to pursue increased enforcement but should be aware of the equity implications.

Plan Updates

- Speed management is already a major priority in the plan, including collaboration with police and sheriffs departments.

Public Engagement and Communication Strategies

We observed a broad consensus by the survey participants that the type of communication and engagement employed by the project team through the TSAP process was welcomed for reaching out to community members on transportation issues. In particular, participants were satisfied with engagement methods that the project team had used to spread the word about the TSAP and involve the community, such as involvement of community-based organizations and translation of engagement materials into several languages. However, there were certain issues brought up through the engagement explaining how the TSAP and other engagement efforts could be improved. Notably, some participants expressed a desire for greater and continued levels of engagement on transportation issues. Other participants expressed frustration with a perceived lack of progress on the part of the County and other municipalities on moving forward on implementing transportation safety initiatives. A suggestion was made to quickly move forward with improvements detailed in TSAP to implement ideas that are discussed and generate trust with community groups who are tapped for engagement as part of these projects.

"Shouldn't the effort be to do the plan, not just talk about it? Doing the plan and people seeing actual results would be the best form of communication."- Phase 3 Survey Response

Plan Updates

- Added a section to the TSAP describing that road authorities should partner with CBOs such as Oregon Walks and AARP to advance implementation and extend outreach.
- Added Safety Partnerships section to talk about ongoing transparency for the public and annual reporting.

Understanding Concerns with the Draft Plan

Among respondents "dissatisfied" with the Plan Document, two main themes emerged in the free-response feedback: some felt the Draft Plan's recommendations were too aggressive in addressing transportation safety issues (4), while others believed the Plan did not go far enough (7). This range of opinions on the Draft Plan reflects a tension held by many communities on how to prioritize limited public funds; however, the divergence may indicate that the Plan strikes a balance between the two approaches. It will be important for Multnomah County and partner jurisdictions to continue community engagement to ensure that transportation planning reflects community priorities.

While most survey participants indicated satisfaction with the Draft Plan, there were four (4) who indicated they were disappointed with the direction of the Draft Plan. These participants voiced opposition to changes to the transportation system that would cede space or otherwise inconvenience motor-vehicle users in favor of other users. Some reasons shared by these participants for not making changes to the transportation system include the price tag of installing active transportation infrastructure, the potential of active transportation to confuse drivers causing more crashes, and the assertion that active transportation is not desired locally.

Demographic Information

After being asked about the Draft Plan, participants in the feedback survey could optionally share more information about themselves. The average age of the respondents was 49, the primary language spoken at home is English (89%), and the majority of participants identify as female (58.3%). The following graphs and tables summarize demographic details provided by survey participants.

Figure 3. Race or Ethnicity of Survey Participants.

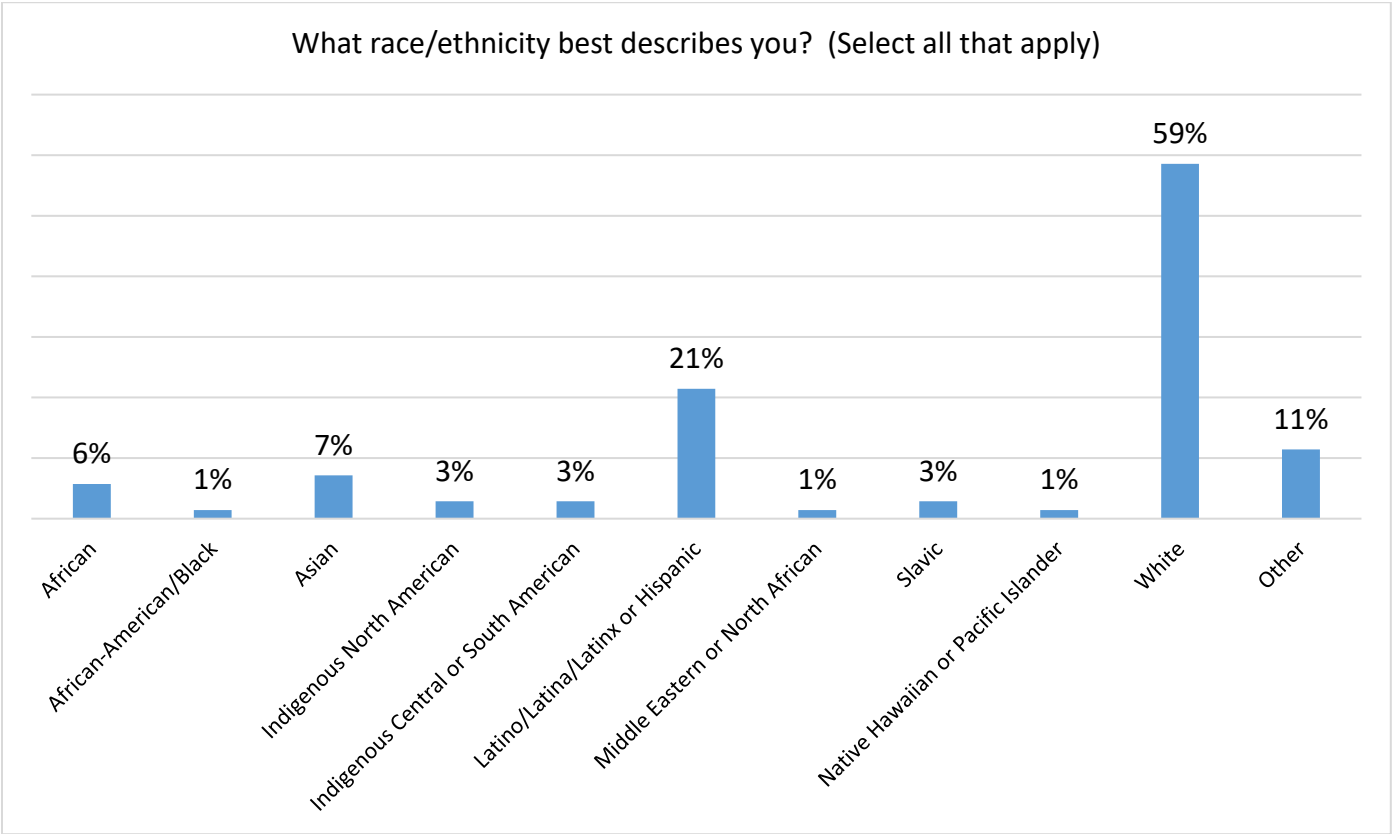


Figure 4. Language Spoken at Home by Survey Participants.

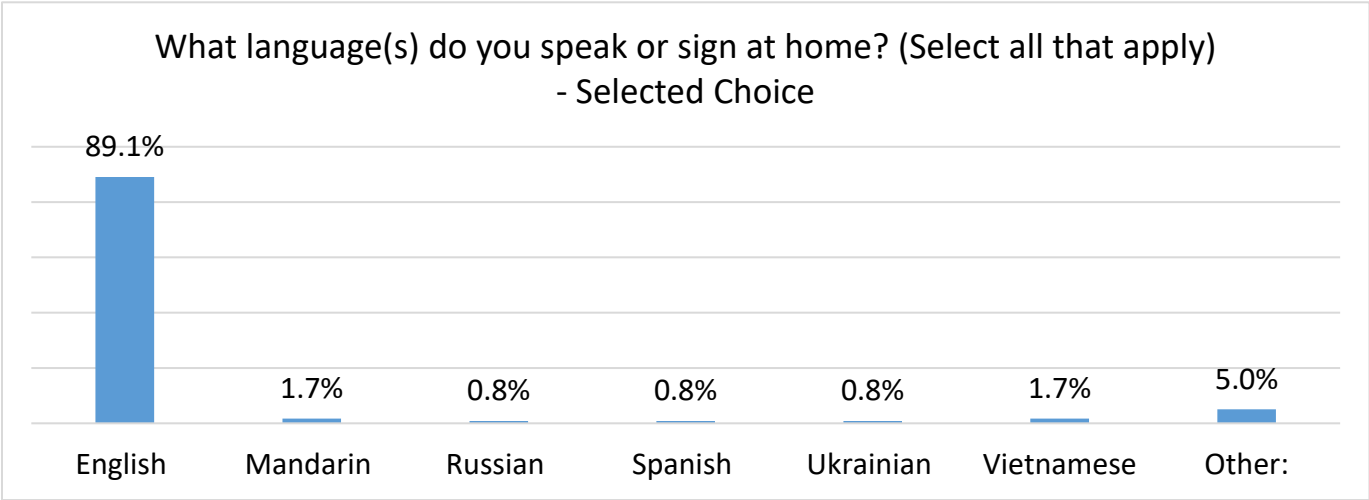


Table 1. Top Zip Codes of Survey Participants

Zip Code	Number of Responses
97060	13
97019	7
97030	7
97236	6
97024	4
97202	4
97203	4
97206	4
97233	4

Figure 5. Gender Identification of Survey Participants.

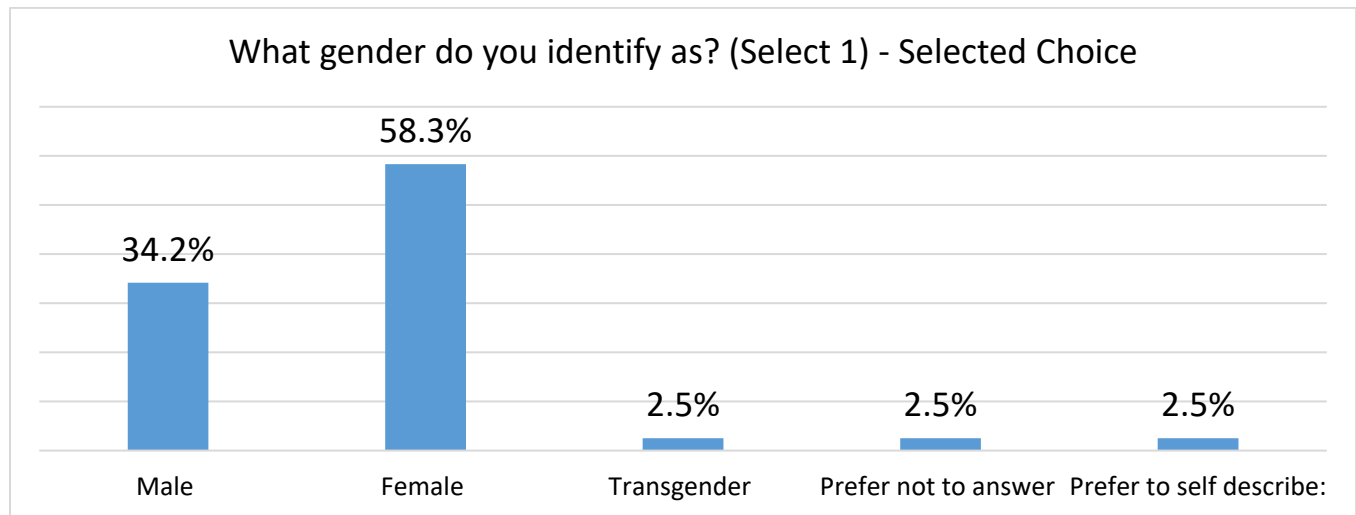
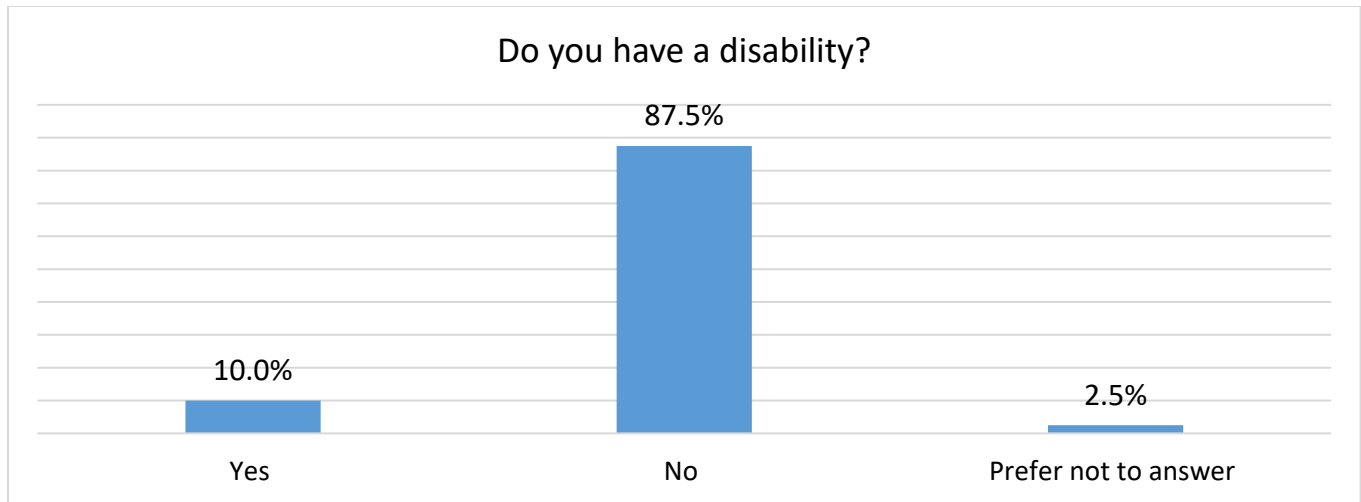


Figure 6. Disability Identification of Survey Participants.

Appendix A: Free Response Answers

Question 4: Are there any safety strategies that we should add to the plan?

- No. The plan seems fairly thorough.
- Traffic fatality postings in areas of high traffic flow and fatalities
- distracted driving, cell phone use
- please add the understanding to the plan that a focus on only crash corridors highlights someone has to be hurt or killed to make a change concept rather than systemic prevention, how does this focus flip the pyramid from a car centric approach to a people centric approach? it still feels like vehicle travel time, less congestion and higher speeds by design still come first in your planning, safe systems approach places everyone on the same level of shared responsibility, but we are not the same! this approach also often creates victim blaming for bikes and pedestrians, I dare Multnomah County to go beyond historic systemic systems and create safe spaces that do not reflect equal but instead equitable systems of safety. Could you just start with the simple actions like daylighting, the use of paint to make wider space for bike and ped, diverters, actually connecting safer routes with greenways, no right turns on red... break up the long straight unobstructed east county road network that encourages a race to the next intersection, think about what we can do today not next year. Ask the community to help out you may be surprised by the volunteers. Planners know our past road design is killing us, please have the courage to flip the narrative. Lastly where is the rest of East County in your plan? Springdale, Corbett, unincorporated Troutdale...rural areas that still have issues with increased speeds, increased vehicle usage and outdated road design.
- Noise cameras--I realize that noisy cars seem on the surface like a "livability" issue and not just safety, but they make it harder to accurately hear oncoming traffic when trying to cross and can injure your hearing while walking or waiting for the bus. I also think that even people who don't care that much about the lives of human beings outside of cars could get on board with that issue.
- Fix the potholes!!!
- Pave the potholes !

- Aesthetics. Making major routes inviting and visually appealing for both pedestrians and commuters (Currently, completely the opposite. People cannot move through the desolate main SE Portland arterials to reach their destinations fast enough). How can travelling from point A to B be improved and transformed into a pleasant and immersive experience. Slow down and enjoy the journey if you will. There is just as much traffic on Sunnyside Rd. in Clackamas as there is on Division, but there are rarely similar traffic issues and the drive is much more satisfying.
- Enforcement. Even though some public interaction with law-enforcement are tenuous at present, a major factor in public safety is pedestrian and vehicular violations. Cost and readiness is a real factor here, but holding bad actors accountable will greatly reduce safety issues. This is a prime example of a peripheral percentage of offenders making the experience worse for the majority of citizens.
- Limit bicycle routes to non-arterial intra-neighborhood. To some, not a popular opinion, but reasonable separation will foster safety for all parties.
- Removal of abandon vehicles, judicious relocation of in-use destitute RVs and Trailers from major streets, Judicious relocation of tent and encampments from City right of way and sidewalk locations. (All done with an emphasis on preservation of personal belongings for those involved)
- most people speed can you stop safely?I like to make eye contact with the driver to know they see me,I can't do that when their windows are blacked out. cyclists should have a flashing tail light and helmet. drivers should be stopped for expired tags,they probably don't have insurance. Drivers should be stopped for no plates,I know someone who would copy a temporary permit and write in a new expiration date.Always look for cars with no lights on at night.Lights on isn't always for the driver to see, but for others to see the driver.Speed cameras tell me to pay attention to my speed. A light changes after 1 or 2 minutes, why run the red light. I time stopping at lights it's not that long to wait. The main thing is can you stop before hurting someone.
- Yes, I think the plan should include more community-based safety education programs, especially in schools and neighborhoods, to raise awareness about pedestrian and bicycle safety.
- All plans are there
- Accessible design
- Driver awareness campaign
- Emergency response training
- Community led initiative
- Traffic claiming
- Driver awareness campaign
- Emergency response training
- Pop up safety event
- Speed limits sensor
- Night visibility kits
- Consider the traffic lights at some intersections. They make turning dangerous as well as a danger to the pedestrians that are crossing at the intersections.
- Fix the horrible job you did installing the sidewalks on Buxton. The road is now in terrible shape and the pitch of the sidewalk in areas would make it difficult for people who use mobility devices to navigate. What a waste of tax dollars and speaks to the horrendous job Multnomah county does with the roads and infrastructure.
- Red light cameras
- Data based VZ strategies (e.g., narrow and reduce lanes, separate modes physically, lower speeds, use automated cameras). At present very few of these strategies are used.

- Clearing roads of debris/leaves/etc so pedestrians and bikes are not forced into car lanes
- Road lane reductions, business access driveway consolidation, no right on red, no slip lanes, concrete medians, grade separation for bike lanes.
- separated bike lanes are key
- Physical barriers work! If the road looks like you can go 45, people will go 45, no matter what the speed limit is.
- adding more protected bike lanes and force drivers to slow down on neighborhood greenways
- Lane reductions on many Portland arterial streets, namely Cesar Chavez and E Burnside
- Road diets
- Protect bike lanes, narrow travel lanes, paint bike lane buffers where possible.
- A dedicated vehicle corridor that moves cars away from pedestrians. Like an expressway.
- Yeah: Refrain from adding any new bike/pedestrian crossing designs. Literally every other intersection in this fucking city, the crossing path of pedestrians and bikes changes. It's like the city WANTS cars to fucking hit people. Predictability creates safety. Constantly changing things and trying to FORCE people out of their cars by making it increasingly inconvenient does nothing except increase traffic fatalities you fucking neanderthals.
- Stop adding bike lanes that only confuse drivers.
- Not incentivize driving and disregard for how far people need to drive to access the city
- Bike lanes on East Multnomah County arteries need to be separated from car traffic. Striping a small shoulder for bikes is proven to be meaningless for biking safety
- Infrastructure hardening. Bollards, barriers, etc to protect those outside of a vehicle.
- How about posting signs advising drivers that there is a speed limit change just ahead?
- Ticket pedestrians who don't use crosswalks in heavy traffic streets
- No
- Keep travel lanes open for cars.
- Work towards making traffic calming ubiquitous, shrink the driving space in excessively wide roads.
- Equally prioritize non motorized vehicle transit. Priority to drivers on motor vehicles reinforces speed and dismissive driving practices.
- Chicanes, pinch points, bulb outs, diverters, modal filters, raised crosswalks.
- Apply the strategies to the full transportation system. Very little mention of ADA ramps, which is a big need and concern.
- Modifying roadway design to get drivers to slow down. Speed limits and enforcement will only go so far. People drive as fast as they feel safe. Modifying the roadway with medians, curb ramp extensions or narrowing lane widths all have the affect of making drivers feel like they need to slow down to be safe. Having giant straight roads that look like highways make people feel like they can go 50 even if the posted speed is 35.
- Not really, but I think protected bike lanes should be a priority.

Question 5: What types of activities or materials would help get the word out to your community to help better understand this coordinated transportation safety effort? For example: community events, materials in different languages, school programs, social media updates, etc.

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- All mentioned and local news outlets like Gresham Outlook.
- community meetings with some sort of reward for attending, i.e. gas coupon
- all of the above
- Posting on social media is facebook and nextdoor, materials in Spanish and other languages
- Safe routes to school education and action but with the focus on high school and college level programs that create greenways. Create walking and riding events in neighborhoods so drivers can feel the vulnerability of being outside of a car. AARP puts on some great events. Bring in Oregon Walks, Cycle Oregon, People for Bikes, Parking reform and other advocacy groups to local meetings and events. Focus on business groups and educate on the reality of cars and parking do not equal profit, people do.
- signs/flyers on pedestrian crossings/sidewalks near schools about the project with a QR code. Article in the Gresham city newsletter and probably the other towns.
- Plays in the parks . Drivers ed in high schools . Transit bus and trolley advertising!
- With the exception of School Programs (which only influences adolescents) and for what they are worth social media posts (which have short lifespans and platform dependencies), most anything else would unfortunately be of little effect. Beyond the barriers of language and cultural predilections, information is ultimately undermined due to oversimplification of complex issues, assumptions based on misinformation due to lack of context, and challenges in providing sufficient objective depth. A billboard for instance. Putting simplified or diluted information in front of any particular individual creates very little chance of any meaningful engagement, and conversely overwhelming people with the full framework of a subject leads to broad apathy and detachment. Print media (fliers, pamphlets, and community newsletters) is dead and therefore a dead end, and social events for public involvement, unless held directly in public circulation areas of for instance, large multi-family residential communities (not neighborhoods), and on days with decent weather, is not going to garner any meaningful participation. Also, trust and credibility is a real issue. It is not a stretch to say that most citizens are wary of schemes imposed to improve their immediate or surroundings and city infrastructure. Look at what has transpired down SE Division, NE Glisan St., or SE Powell Blvd., to name but a few. Traffic and safety are just as bad as ever, if not worse, but the community has suffered with the implementation of brutalist infrastructure, expansive and ugly concrete median barriers, confusing traffic patterns, movement constriction, disjointed public circulation, and challenging accessibility to local businesses or for neighborhood approach for emergency vehicles. On top of everything else, throw in the endless and relentless major and minor transportation construction projects throughout the areas being focused on, there seems to be no safe or direct route to anywhere without impediment. Ultimately, I am sorry to say that there is very little chance of getting meaningful information out for broad public consumption. Concentrated and targeted engagement of limited areas may be the best approach, but this of course would be more costly and not be a good use of limited resources.
- Children need to be taught in schools that when we go out on the road, we all become participants in traffic, and everyone must obey traffic rules.
- Police traffic stops. Warnings, a list of stops , impounds, drivers license suspensions. When drivers are stopped people take notice. Averaging 3 or 4 stops a day is a 1000 to 1300 people pulled over a year. Just warnings is a good deterrent and visual for other drivers to see. east Multnomah County is poorer so you have to give some people a break, they may be working ,but broke .
- Folletos, eventos comunitarios. que
- I think community events, school programs, and social media updates would be great ways to spread the word.

- Multilingual Materials
- Community event
- School programs
- Public transport collabs
- School conducting programs
- Street Teams
- Neighborhood signage
- Local influencers
- Speed Governors
- Seniors mobility programs
- Noise reduction barriers
- All of the above?
- community events, multi-lingual materials, local newspapers and community newsletters
- SHORT Videos about how it is now vs. what it would be like with proposed changes AND Why Those changes would help keep everyone safe!
- Sunday Parkway type event connected to businesses, parks and schools.
- YouTube
- Social media and school programs will likely have the highest reach
- Construction of road diets
- Holy shit we spend tax dollars on activities and materials for transportation safety!? My brother in Christ I have never seen a city this fucking small with the size of budget that we have piss money away in a more effective manner.
- YOU NEED TO MAIL THINGS TO PEOPLE
- Juat make some roads that people can drive more than 35mph safety issues are due 50 percent due to homelessness and mental health issues of people wandering into the road
- The only way some folks will ever get any sort of message will be if they get issued enough citations to stop their bad behavior (speeding, aggressive driving, ignoring cross walks).
- The county's public involvement efforts on traffic issues feel more like a mandated obligation than a genuine effort to include residents or commuters in timely and meaningful planning participation
- Social media , presentations in libraries, community centers.
- All
- Social media updates
- Social media
- Social media updates
- Social media, community events
- School programs, community events.
- Shouldn't the effort be to do the plan, not just talk about it. Doing the plan and people seeing actual results would be the best form of communication.
- community events

Question 6: Do you have any additional thoughts or feedback you'd like to share about the plan or transportation safety in East Multnomah County?

- no
- Thankful you included the corridor of Start from 257th to Troutdale Rd. So pedestrian and bicycle unfriendly!
- Could you put some focus on what you are not doing now that would help with safety on Multnomah County roads? Clearing bike lanes of debris (Halsey, Glisan and Stark are covered in blackberries, glass, gravel...), reducing speeds and enforcing property owners to repair sidewalks, parking restrictions, no right turn at stop light, invest in diverters and other road diet options that cost very little, stop planning and start doing, brainstorm some pilot projects today!
- There seems to be a lack of emphasis on funding for implementation, maybe because there isn't any? That may be a reality, but then let people know who they can rail at to get more funding. We need to save lives! We need to save the climate! This work is vital--don't be shy.
- Pave the streets !
- Nothing in addition to what was written above
- No.
- Educar mÃ¡s a los conductores.
- I appreciate the effort being made to improve transportation safety in East Multnomah County. I think continued maintenance of roads, clearer signage, and stronger enforcement of traffic rules will make a big difference.
- Public transit safety
- Bikes lanes
- Focus on pedestrian safety
- Community input
- Public transit
- Speed reduction measure
- Emergency call boxes
- Safe transit stop
- Public workshop
- School zone enhancement
- Signal timing
- No
- I appreciate the setup of profiles and providing specific toolbox ideas for addressing common issues systemically. the clarity of the causes and proven solutions do help make it feel more doable
- See above
- Yes, road work on division has been going on for 6+ months. It is becoming very inconvenient and an ongoing problem at the corner of 201 and Division. This is becoming such a burden and frustration daily
- The engineering measures recommended in this plan are worthwhile and laudable, but we can't engineer our way to vision zero alone. Driver, cyclist, and pedestrian behavior will always be a critical limiting factor that must be addressed through widespread education, and most importantly consistent enforcement of safety related violations (e.g. speeding, red-light running, failing to yield, and the like). Lastly, lowering speed limits is really only a "feel-good" measure that is often highly recommended by the public, but any traffic engineer will tell you that lowering posted speed limits does not substantially affect driver behavior unless it is accompanied by consistent visible enforcement.

- I have a little bit of a whatâ€™s the point why bother attitude b/c Multnomah County seems to just do what they want in regardless of what the people say. A great example of this is 257th. Bikers barely use this corridor. You think youâ€™re making it safer by making the lane smaller and the bike lanes bigger but itâ€™s really more dangerous and none of us wanted that change.
- It's a terrible place to drive, bike, take transit (aside from the MAX) and walk. I spent much of much of my childhood here and I still avoid it.
- People in east county are generally car dependent and will remain so for the foreseeable future. That's reality. Inner (inside of 82nd) policies are not effective or reflective of that reality and represent a lovely progressive imperialism applied to east county in the guise of "safety" and "improvements" - Kipling's famous poem should be retitled as the "hipster progressive's burden".
- Any improvement is good, so let's not let perfect be the enemy of good
- You need to be more realistic about modeshare goals. The people of this community drive because it is unsafe to walk and I am not talking about infrastructure. Itâ€™s just not safe to walk and bike in east county due to rampant speeding and practically no enforcement of DUI and failure to have insurance or plates.
- Again: Predictability creates safety. Stop trying to reinvent the wheel
- Stop all road diets. Stop speed limit reductions. Stop attempting to making driving a private automobile as difficult as possible.
- Stop prioritizing the road to bikers that have diminished to no more than 2 percent. Weâ€™re alienating 98 of people using the roads to make them slower so that the people that donâ€™t pay into the system have full autonomy over it and hurting the economy of the majority to cater to them. Also make lights smarter so that itâ€™s not so stop and go from every light. Every light acts as a stop sign causing frustration to go up and road rage to incur.
- I like what you are doing AND how you are proceeding.
- No
- The fx buses were supposed to improve and save time. The time saved is really only seconds. The money spent, the travel lanes are not straight and road lines are hard to see in dark and rainy nights. Makes Division street a hard street to navigate with all the changes made. People are not using trimet as much as government tries to force it. Max lines need riders to pay. Too many walk on. Should find a way to audit every rider .
- Cameras at intersections would be great! Every single day without fail I see multiple red lights run. If every one of those was ticketed the cameras would be paid off before the year was up!
- Most effective change would come from focusing on built environment: no more curved corner intersections, changing already installed traffic signals to give pedestrian head start and right of way, no right on red etc
- Why aren't all the streets included? It also seems like speed and camera enforcement are only for some streets. It needs to be on all streets
- Prioritize non car transportation. Make more room for bikes and peds. Give priority to bus and other mass transit. Work with other leaders to change zoning and community design to allow for people to live where they have access to the things they need nearby. If everyone has to drive to get everything they need we will have lots of traffic. If that traffic is driving on a wide open 2 way in each direction with a turning lane and 12ft. lanes they are going to go fast. Ill say it until I go blue in the face but "People drive at the speed they feel safe". Make roads that look like highways you will get highway speeds. Also f'ing phones and people who run yellow/red lights.
- Not sure if this pertains to your budget, but a glance at ODOT's budget use reveals that lots of money is going towards highway expansions and more car infrastructure. We need more bike protection and pedestrian protection.