



East Multnomah County

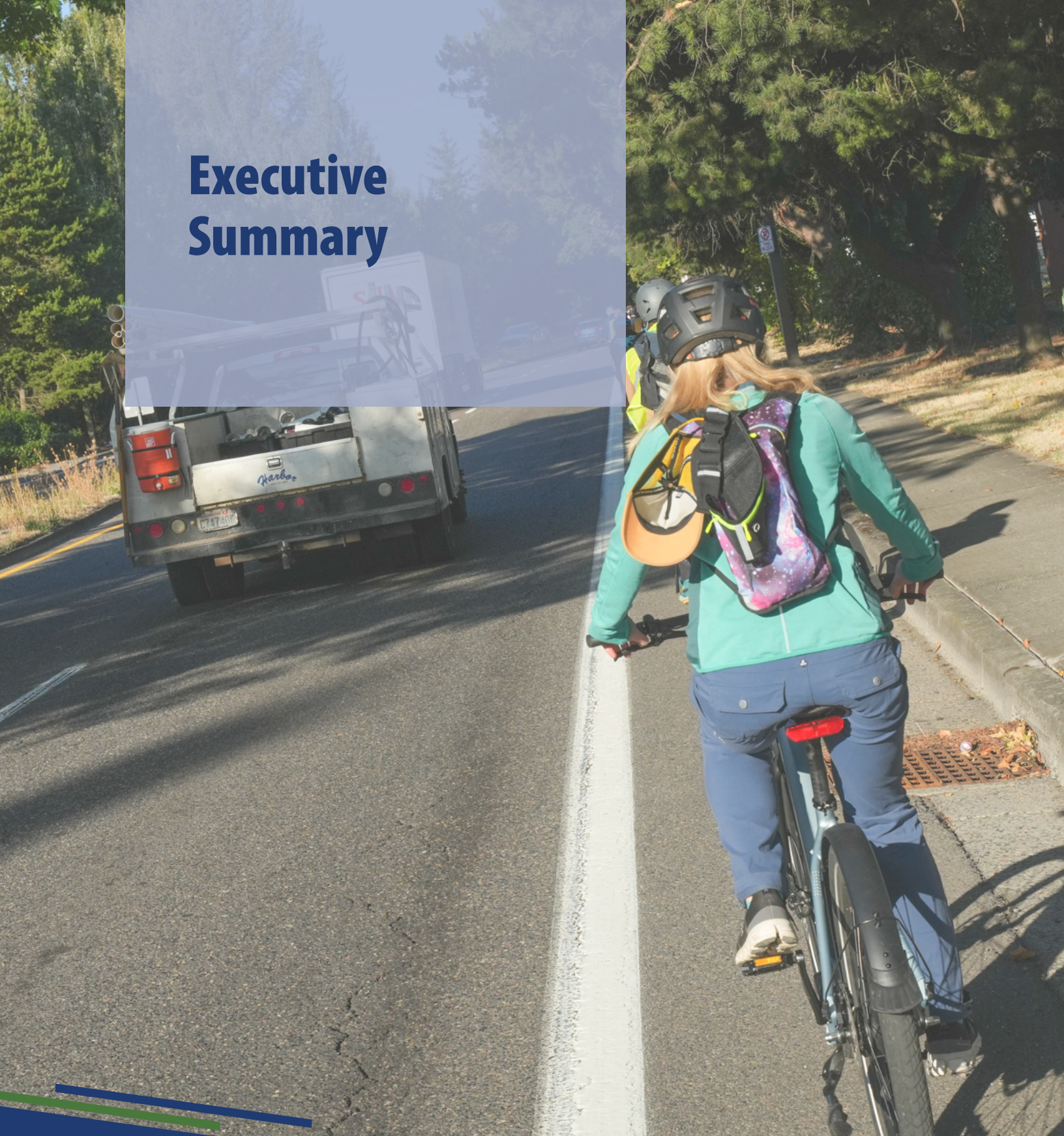
Transportation Safety Action Plan

Winter 2025





Executive Summary



A Shared Commitment to Zero Traffic Deaths

East Multnomah County faces a serious problem when it comes to the safety of our roads.

Between 2013 and 2022:



473 people were seriously injured



104 people lost their lives

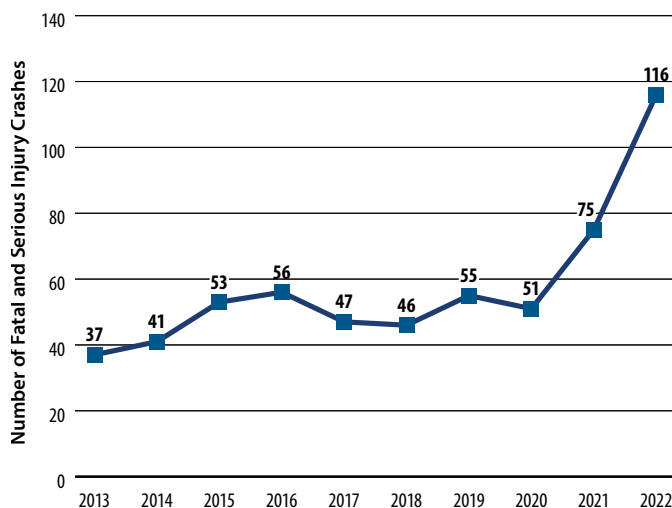


The number of people killed or seriously injured in crashes was almost three times higher in 2022 than 2013

These traffic deaths and serious injuries are unacceptable, and they are preventable. Multnomah County and our partner jurisdictions—the Cities of Gresham, Troutdale, Fairview, and Wood Village—have joined together to create a transportation system in East Multnomah County where everyone can travel safely and confidently. To that end, we’ve collaborated on a shared Vision Zero goal for urban East Multnomah County:

East Multnomah County Transportation Committee (EMCTC) is committed to eliminating all traffic fatalities and serious injuries in East Multnomah County by 2035. No loss of life is acceptable, and we must ensure our streets are safe for all community members to travel, including those who walk, use bicycles, take transit, or use mobility devices.

Fatal and Serious Injury Crashes in East Multnomah County, 2013–2022



Multnomah County and Oregon Department of Transportation crash data from 2013 to 2022 shows that the injury severity from crashes in East Multnomah County has been increasing, with a larger increase in 2021 and 2022.

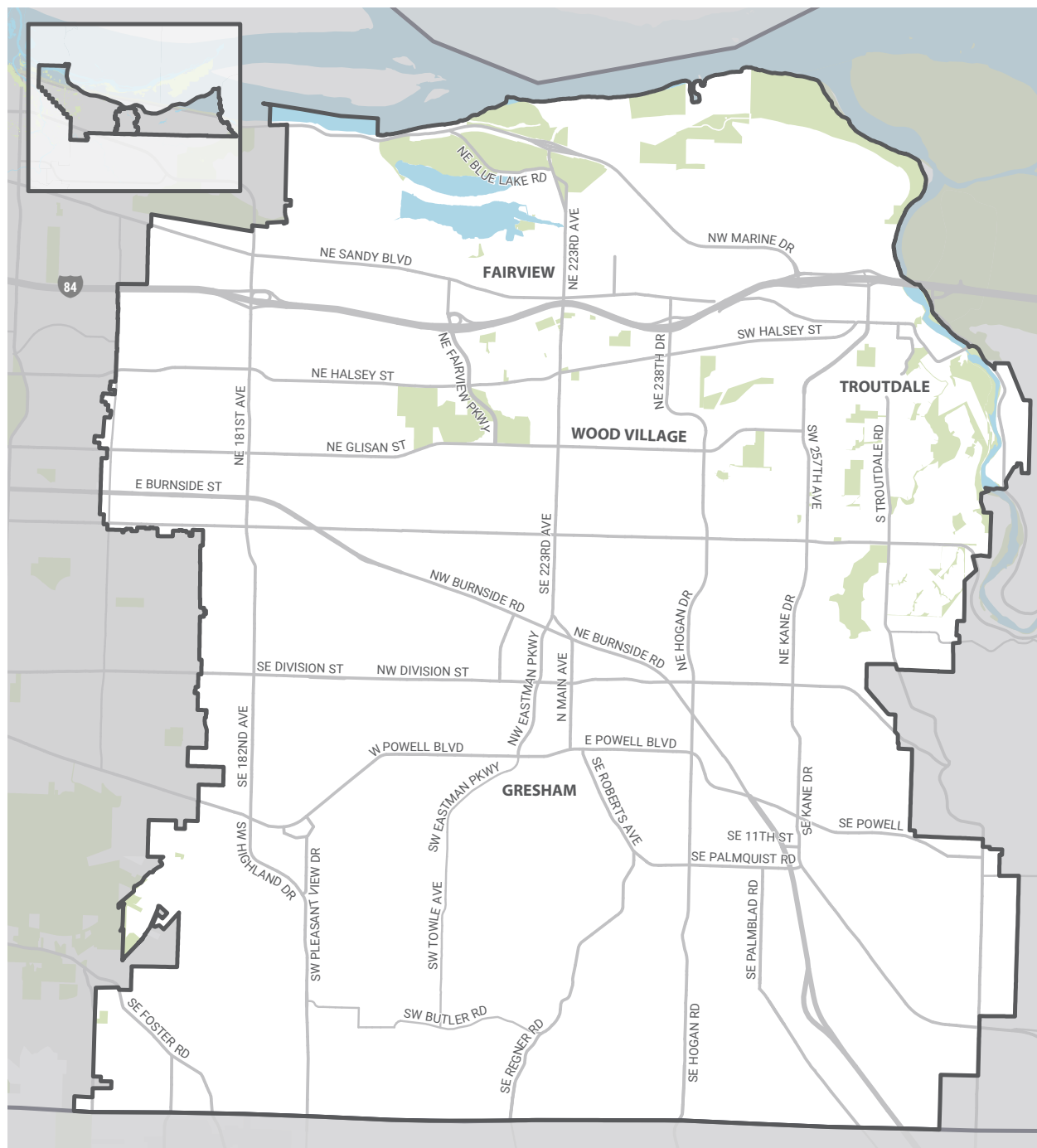
What Is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, accessible mobility for all. To learn more, visit visionzeronetwork.org.

The **East Multnomah County Transportation Safety Action Plan (TSAP)** outlines how to make Vision Zero a reality by confronting our region's most pressing safety challenges, aligning investments with community values, and committing to proven strategies that save lives. This executive summary presents the top safety trends,

key takeaways from community engagement, and a summary of the solutions we plan to implement to reduce traffic deaths and serious injuries in East Multnomah County. This project was funded by a Safe Streets and Roads for All federal grant awarded to Metro.

Project Area Map



Listening to the Community

To find out what challenges and barriers affect people traveling in East Multnomah County, we engaged community members, including underserved populations, about their experiences walking, rolling, biking, driving, and taking public transit. Community members also shared their priorities for improvements through in-person events, community listening sessions, and an interactive map and survey. Key takeaways include:

- **Transportation Safety Issues:**
 - » Residents expressed strong concerns about **unsafe conditions for walking, biking, and rolling—especially along high-injury corridors.**
 - » The most cited infrastructure concerns were **poorly maintained or missing sidewalks, bike lanes, difficult crossings, and inadequate lighting.**
 - » Behavior concerns included **distracted driving, aggressive driving, speeding, and failure to yield to pedestrians and cyclists.**
- **Priorities for Improvements:**
 - » Community members overwhelmingly supported strategies like **improving sidewalks and lighting (81%), reducing speed limits (66%), and funding safety education programs (78%).**
 - » Community members provided input on where safety can be improved and which safety improvements should be made for each corridor. The most frequently supported improvements across the corridors were **pedestrian crossing enhancements, street lighting, traffic signal improvements, sidewalks, and accessibility improvements.**

This feedback shaped the TSAP's priorities, so that proposed solutions reflect the experiences of those most affected.



Understanding Why and Where Crashes Happen

We analyzed over 9,000 crash records from 2013 to 2022 to understand why and where crashes are happening and how we can improve transportation safety in East Multnomah County. The analysis revealed the following overall trends:



Speed-related crashes are widespread.

Roads with a 35 MPH speed limit make up only 11% of roadway miles but account for 66% of fatal and serious injury crashes.



Intersections are high-risk locations for vulnerable road users. Crashes involving pedestrians, bicyclists, and motorcyclists disproportionately occur at intersections, often due to drivers failing to yield, with 52% of pedestrian injury crashes due to driver failure to yield.



Lack of midblock crosswalks increases risk for people crossing the street. Sixty-eight pedestrian-involved crashes occurred away from intersections, and 60% of these were more than 200 feet from a crosswalk or signal. These crashes are common near commercial areas and transit stops, where there are long distances between designated crossings.



Lighting conditions are especially important for people walking. Crash severity spikes during winter months, afternoon rush hours, and after dark (especially in November).



Impaired driving is a leading factor in crash severity. Substance-involved crashes are four times more likely to result in fatal or serious injuries.

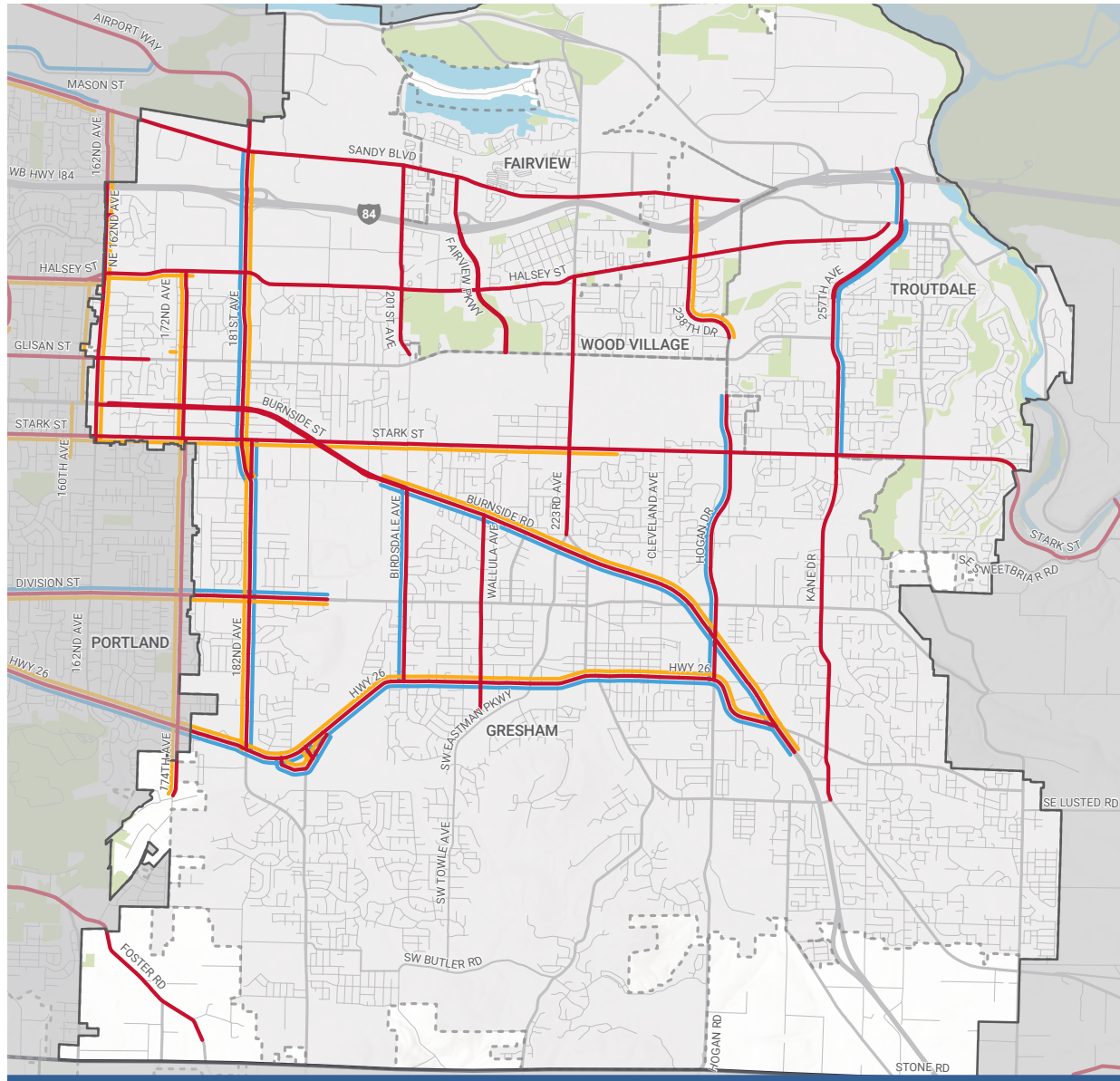
Top Crash Locations

When we understand where crashes occur, we can determine where transportation investments can have the most impact. Metro, the planning organization for the Portland metropolitan region, uses crash data to identify regional roadways with the highest concentrations of fatal or serious injury crashes. The TSAP uses Metro's high injury corridors based on crash data between 2017 to 2021 as a starting point to identify roads with safety issues. Many of the high injury corridors serve as important connections for people walking or rolling, freight, and personal vehicles.

Underserved Communities

East Multnomah County includes high concentrations of people who have historically faced barriers to transportation access, including low-income households and communities of color, and 6.7% of households do not have access to a motor vehicle. To identify where safety and transportation improvements are most needed, we looked at where trips are occurring without a car, including places where there are gaps in active transportation infrastructure, such as sidewalks and bike facilities.

East Multnomah County High-Injury Corridors



High Injury Corridors

MULTNOMAH COUNTY TRANSPORTATION SAFETY ACTION PLAN

All Modes

These corridors have the highest concentrations of serious or fatal motor vehicle crashes.

Pedestrian

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

Bike

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

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

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

This map identifies the high-injury corridors (HICs)--those corridors with the highest concentration of fatal or serious injury crashes throughout the region. Each HIC type is represented by a different color, with blue for bicycles, orange for pedestrians, and red for vehicles.

Achieving Zero Traffic Deaths

Identifying Priority Corridors

Using what we learned in the safety analysis and through community feedback, we identified the following top 10 safety priority corridors, along the HICs, where we can implement future safety improvements:

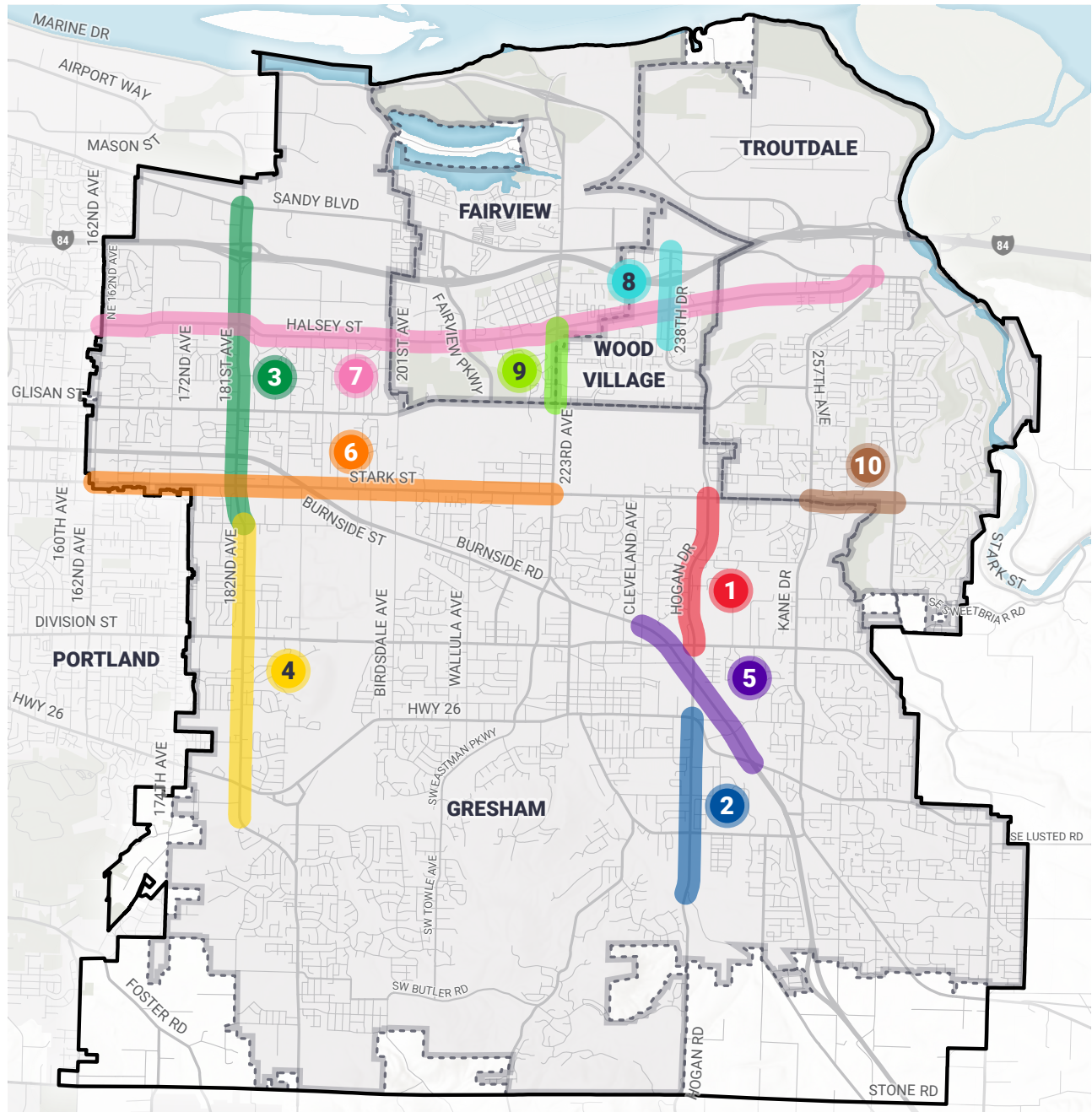
- **Corridor 1:**
Hogan Dr from Division St to Stark St
- **Corridor 2:**
Hogan Rd from Powell Blvd to Springwater Corridor
- **Corridor 3:**
181st Ave from Sandy Blvd to Yamhill St
- **Corridor 4:**
182nd Ave from Yamhill St to Springwater
- **Corridor 5:**
Burnside St from Cleveland St to Powell Blvd
- **Corridor 6:**
Stark St from 162nd Ave to 223rd Ave
- **Corridor 7:**
Halsey St from 162nd Ave to 257th Ave
- **Corridor 8:**
238th Dr from Sandy Blvd to Arata Rd
- **Corridor 9:**
223rd Ave from Halsey St to Glisan St
- **Corridor 10:**
Stark St from 257th Ave to Troutdale Rd

These priority corridors are roadways where crash risk is disproportionately high and where targeted investments can have the greatest impact. They span multiple jurisdictions and reflect a data-driven approach that considers crash history, underserved communities, land use context, and community input.

See map on following page for the
Priority Safety Corridors



Priority Safety Corridors



This map shows the 10 corridors where we will prioritize future safety countermeasures. These corridors were chosen based on the systemic safety data, community feedback, and underserved community analysis results.

PRIORITY SAFETY CORRIDORS

- Corridor 1: Hogan Dr from Division St to Stark St
- Corridor 2: Hogan Rd from Powell Blvd to Springwater
- Corridor 3: 181st Ave from Sandy Blvd to Yamhill St
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Data provided by Metro, RLIS, and ODOT.

Where Do We Start? Priority Next Steps

Design and Construction Priority Steps

Construct safety improvements identified for the priority corridors of the TSAP, as well as on other East Multnomah County high-injury corridors.

Key Actions to Advance

- Improve street lighting—especially pedestrian scale lighting—along the identified priority corridors.
- Complete gaps in sidewalks and bike lanes and address Americans with Disabilities Act accessibility issues.
- Construct high visibility crosswalks with beacons (rectangular rapid flashing beacons [RRFBs]) where crossing opportunities are distant.
- Construct safety improvements identified for the priority corridors of the TSAP, as well as on other roads in the county with similar safety issues.

Speed Management Priority Steps

Develop a Safe Speeds Strategy and begin piloting speed safety cameras and feedback signs.

Key Actions to Advance

- Develop a program to enforce speed limits and vehicles stopping at stop signals through automated speed safety cameras and movable ticket vans.
- Add speed feedback signs paired with enforcement along high-injury corridors and in school zones.
- Develop a Safe Speeds Strategy for East Multnomah County.

Funding Advocacy Priority Steps

Partner strategically to advocate for funding to reach our Vision Zero goal in East Multnomah County.

Key Actions to Advance

- Seek additional maintenance capacity and resources for safety priorities.
- Pursue grants and other revenue sources that can be used for safety projects.
- Continue seeking funding to sustain and grow the East Multnomah County Safe Routes to School Program.

Process Priority Steps

Act on community priorities and opportunities for short-term solutions in all safety improvements, both new investment and maintenance work. Build trust by reporting on progress toward implementing projects and programs in the plan.

Key Actions to Advance

- Continue to gather public feedback and empower the public to share roadway safety concerns.
- Create program to fund and implement quick-build and low-cost safety projects.
- Continue to provide regular safety updates to the EMCTC, EMCTC Transportation Advisory Committee, and the Multnomah County Bike and Pedestrian Community Advisory Committee to track progress.
- Include TSAP recommended safety improvements in upcoming and future road projects and incorporate community knowledge of safety issues into project design and implementation.

Policy and Program Priority Steps

Update local plans and design standards to incorporate the Vision Zero goal and Safe System Approach into ongoing agency programs.

Key Actions to Advance

- Incorporate Vision Zero goal and safety recommendations into local plans and design standards for ongoing implementation.

