

# Memo



**Metro**

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Date: December 3, 2025  
To: Joint Policy Advisory Committee on Transportation (JPACT)  
From: Lake McTighe, Principal Planner  
Subject: Safe Streets for All (SS4A) update and 2026 JPACT safety workplan

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## Purpose

Provide annual Safe Streets for All update, including serious traffic crash trends in the region and progress towards regional safety goals, safety emphasis areas, and effective countermeasures. Outline proposed JPACT safety workplan for 2026.

## Outcome

JPACT members understand how the region is making progress on traffic safety and what JPACT can continue doing to make streets safer for everyone. JPACT members provide direction on 2026 safety workplan.

## Annual JPACT safe streets update

In 2018, the Metro Council and JPACT adopted a Regional Transportation Safety Strategy with a goal of eliminating traffic deaths and life changing injuries by 2035. The strategy's safety policies, goals, strategies, actions, performance measures, safety projects and programs comprise the safety element of the Regional Transportation Plan and support implementation of the Safe System approach.

Metro provides an annual update to JPACT to track progress made in implementing the Regional Transportation Safety Strategy, assess new safety problems and trends, and collaboratively develop and advance strategies for safer streets. The attached Draft Safe Streets for All Annual Report (November 2025) provides an update on serious crash statistics and trends and identifies new safety emphasis areas and countermeasures to keep the region on the path to zero traffic deaths.

## JPACT 2025 safety wins

The Joint Policy Advisory Committee on Transportation (JPACT) JPACT has a unique role in coordinating and developing transportation policy and programming transportation funding. This role positions the committee to serve as the de-facto transportation safety task force for the region. Many strategic actions, especially those related to funding and legislation, benefit from regional coordination and cooperation. While not every safety solution is within local control, many are, and JPACT has led the way on several safety wins in 2025, including:

- Leading a region with one of the lowest traffic death rates in the country.
- Building a culture of safety and vision and championing safety investments.
- Supporting regional data dashboards, tools and resources for local communities
- Lobbying for safer streets and safe people in Washington DC.
- Advancing major transit-safety projects: 82nd Avenue & Tualatin Valley Highway.
- Awarding regional flexible funds (2028-30) (\$142+million) to safety projects.
- Funding \$155+million in safety projects, 80% on high injury corridors, in 2024-27 MTIP.
- Increasing Safe Routes to School, Regional Travel Options, Transportation Demand Management, and Transit Oriented Development for safer streets.
- Developing, adopting and implementing Transportation Safety Action Plans.

## JPACT leading the way on strategic actions

JPACT leads the way on safe streets in multiple ways, from simple, local actions to actions that require intense collaboration and prioritization, including the following:<sup>1</sup>

### Low-hanging

- Advocate for Vision Zero & Safe System
- Help communities embrace change
- Lead the way with low-cost solutions
- Champion local safety plans
- Build safety coalitions

### Prioritize

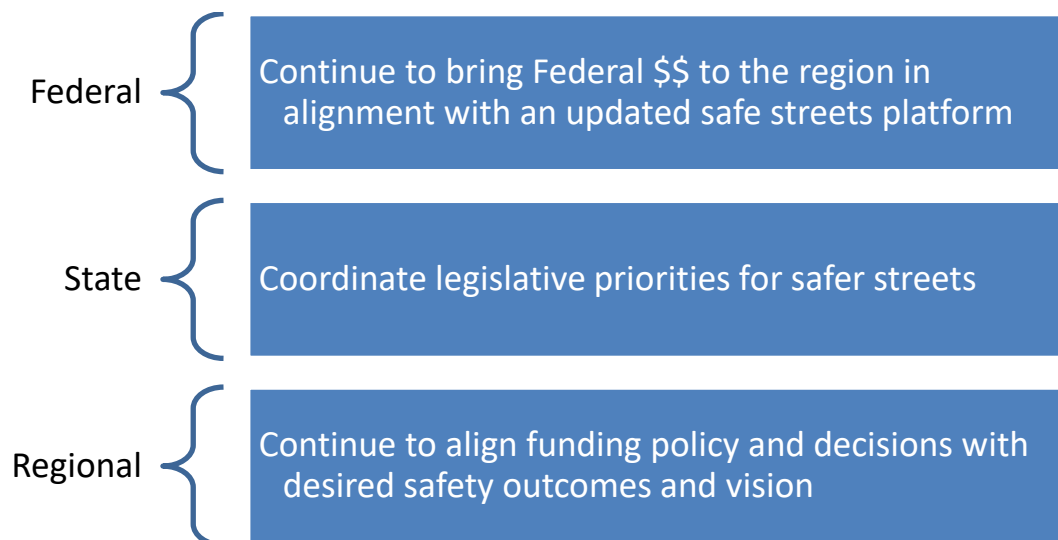
- Support lower speeds & speed enforcement
- Promote transportation options & lower VMT
- Expand community resources & education
- Convert to safer municipal fleets

### High value & heavy lift

- Prioritize funding for major safety projects
- Advance safety legislation
- Partner with advocates & industry leaders for people-friendly vehicles

## JPACT 2026 safety workplan

JPACT and regional partners are already leading the way on many of the strategic actions. A JPACT safety workplan would focus on three primary tracks – Federal funding, state legislative priorities and regional funding and policy.



<sup>1</sup> Regional strategic actions organized by level of effort, cost, and political coordination and collaboration.

- Low-hanging is lower effort, lower cost, lower political capital
- Prioritize is higher lower effort, cost, and political capital
- High-value & heavy-lift requires coordination, more effort, more resources and more political capital

A workplan for each of these tracks would identify options where JPACT coordination and collaboration would support and advance local, regional and state safe streets priorities. In many ways strategic work plan would be highlighting actions that JPACT already takes within a safety framework, emphasizing and elevating safety.

### JPACT discussion

- Are there safety trends, emphasis areas, and/or strategic actions and countermeasures that would benefit from a deeper dive with JPACT?
- What benefits and/or challenges do you see in developing a JPACT safety workplan for 2026? Does it align with local strategies and actions?

### Looking ahead – next steps

- Winter-spring further develop 2026 JPACT work plan
- Use and promotion of new tools and data
- Consider approach for 2026 SS4A grants
- Elevate safety in 2028 Regional Transportation Plan update

### Attached

Draft Safe Streets for All Annual Report (Nov 2025)

#### **SS4A Transportation Safety Action Plans (TSAP) update**

*Funded through the Metro SS4A grant*

- City of Tigard Safe Streets for All Action Plan adopted by City Council in Nov 2025
- East Multnomah County TSAP proposed for endorsement the by East Multnomah County Transportation Committee in Dec 2025
- Washington County TSAP proposed for adoption by the County Board of Commissioners by June 2026