



Safe Streets for All Annual Report - *DRAFT*

November 2025

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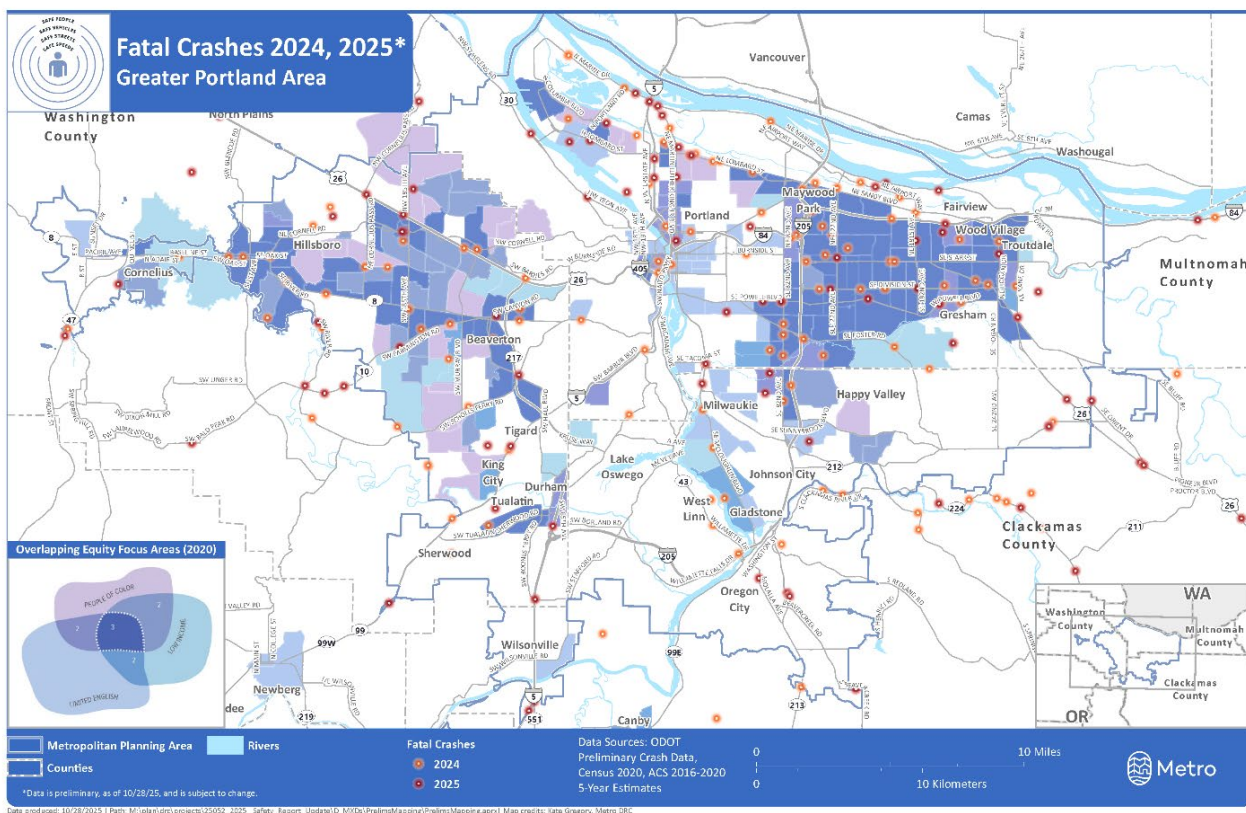
Honoring people killed in traffic crashes, 2024-25

Traffic deaths take a huge toll on communities. Each life represents a parent, child, sibling, friend, or neighbor who is not coming home.

At least 237 people were killed in traffic crashes in 2024 and 2025 in the tri-county area.¹ Many more survived but have life-altering injuries and experiences. This safe streets update—and our work each day—is dedicated to all those killed and injured on our streets.

Community and jurisdictional partners in the greater Portland region are committed to achieving Vision Zero where no death is acceptable. State, regional and local plans have adopted the Safe System approach which reframes how we think about designing and managing our streets and solving traffic safety problems. It is based on the understanding that people make mistakes, and our bodies possess a limited capacity to withstand the forces generated during a collision.

Map 1: Fatal crashes in the greater Portland region, 2024-2025



For more information on fatal crashes visit gis.oregonmetro.gov/fatal-crash-dashboard

¹ Information on traffic deaths in 2024 and 2025 is preliminary and subject to change. Number of traffic deaths for 2025 is as of 11/24/25.

Section 1: Crash statistics, 2019-2023

Between 2019 and 2023, **traffic crashes killed or seriously injured 4,346 people** within the greater Portland region, 869 people a year, more than two people every day.² Over 175,000 people were in reported crashes during this time.³

Crashes and injuries (2019-23)

Traffic deaths (people): **566**
Serious injuries (people): **3,780**
All injuries (people): **66,436**
People involved in crashes, uninjured: **106,924**
Total crashes: **81,120**

Traffic deaths by mode of travel (2019-23)

People killed in vehicles: **255**
People killed while walking or in a wheelchair: **205**
People killed while riding a bicycle: **17**
People killed while riding a motorcycle: **89**

Traffic deaths per population (2023)

Traffic death rates in 2023 by vehicle miles traveled (VMT) and population remain lower within the region compared to rates in Oregon and the US. Preliminary fatality numbers for 2024 indicate that fatality rates by VMT and population declined slightly.

Deaths per 100 million VMT in the US: **1.38**⁴
Deaths per 100 million VMT in Oregon: **1.59**⁵
Deaths per 100 million VMT in the region: **1.13**
Annual VMT in the region: **11,016,013,119**

Deaths per 100 thousand people in the US: **13.3**
Deaths per 100 thousand people in Oregon: **13.9**
Deaths per 100 thousand people in the region: **7**
Population in the region: **1,685,196**⁶

² This report defines the greater Portland region as the area within the Metropolitan Planning Area (MPA).

³ ODOT crash data includes crashes with \$2,500 or more in damages or that result in injury or death. Just under 5% of all crashes result in death or serious injury.

⁴ National rates: National Safety Council: <https://injuryfacts.nsc.org/motor-vehicle/overview/introduction/>

⁵ Rates for Oregon: Fatality Facts 2023 State by State, <https://www.iihs.org/research-areas/fatality-statistics/detail/state-by-state>

⁶ 2020 Census

Traffic deaths per population, by MPA and county, 2023 and 2024

Table 1 shows traffic death rates for the Metropolitan Planning Area (MPA) and each county. Traffic death rates declined between 2023 and 2024 except in Clackamas County.

Table 1: Traffic deaths by population for jurisdictions in greater Portland

Jurisdiction	Population	2023 Traffic Deaths	2024 Traffic Deaths	2023 to 2024 % Change*	2023 Death Rate per 100,000 people	2024 Death Rate per 100,000 people
MPA	1,685,196	125	116	-7%	7.42	6.88
Clackamas	421,401	30	39	+30%	7.12	9.25
Multnomah	815,428	90	77	-14%	11.04	9.44
Washington	600,372	42	36	-14%	7.00	6.00

Population for counties 2020 Census, MPA population and fatalities from Oregon Department of Transportation

Deaths per 100 thousand people by race and ethnicity – three counties (2019-23)⁷

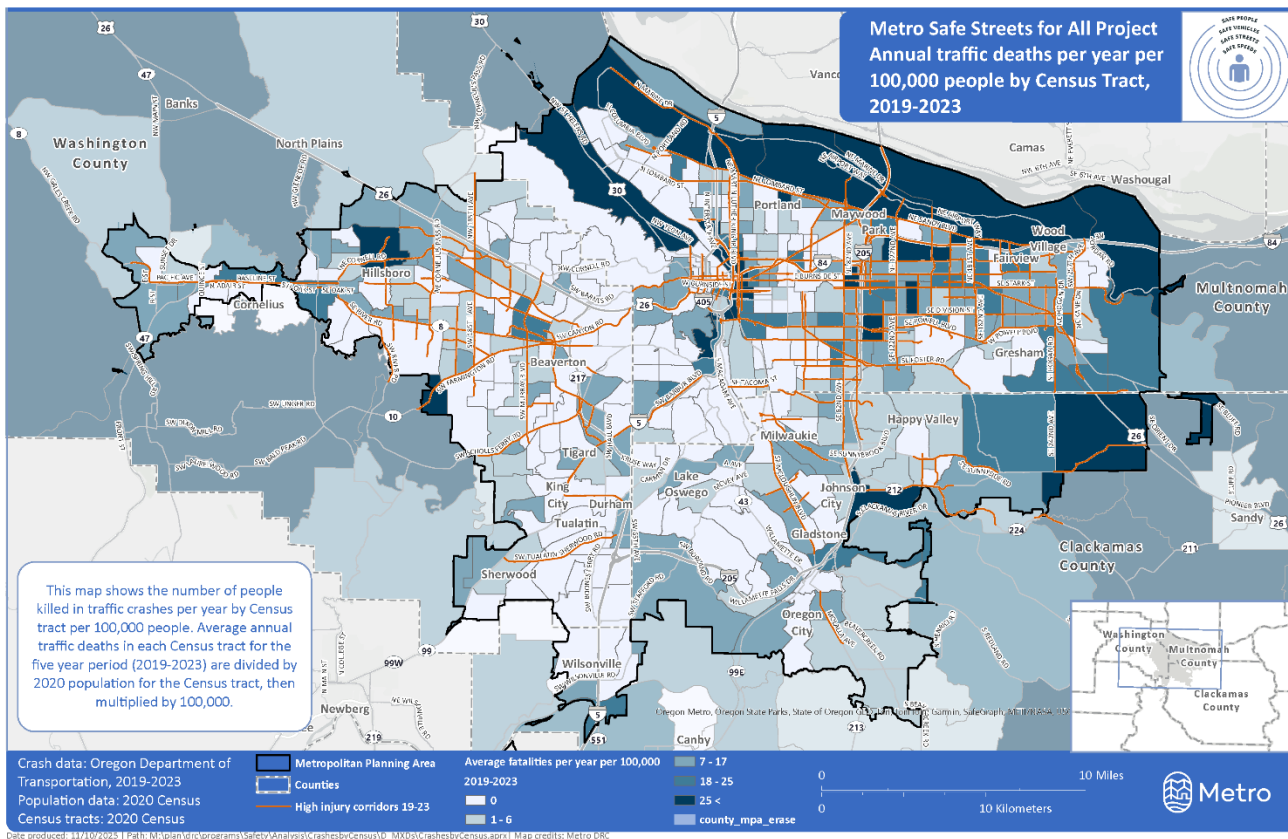
- All races and ethnicities: **8.01**
- American Indian: **46.73**
- Other Race: **30.02**
- Black: **15.73**
- Hispanic: **9.19**
- White: **8.25**
- Pacific Islander: **2.43**
- Asian: **2.06**
- Multiple Races: **0.35**

Traffic deaths impact American Indian, Black, and Hispanic people disproportionately.

Map 2 shows traffic fatality rate by Census tract. Census tracts with higher traffic death rates generally align with Equity Focus Areas.

⁷ Fatality Analysis Reporting System

Map 2: Traffic deaths per 100,000 people by Census tract



To explore more traffic crash data visit gis.oregonmetro.gov/traffic-injuries-dashboard and gis.oregonmetro.gov/traffic-deaths-by-race-ethnicity

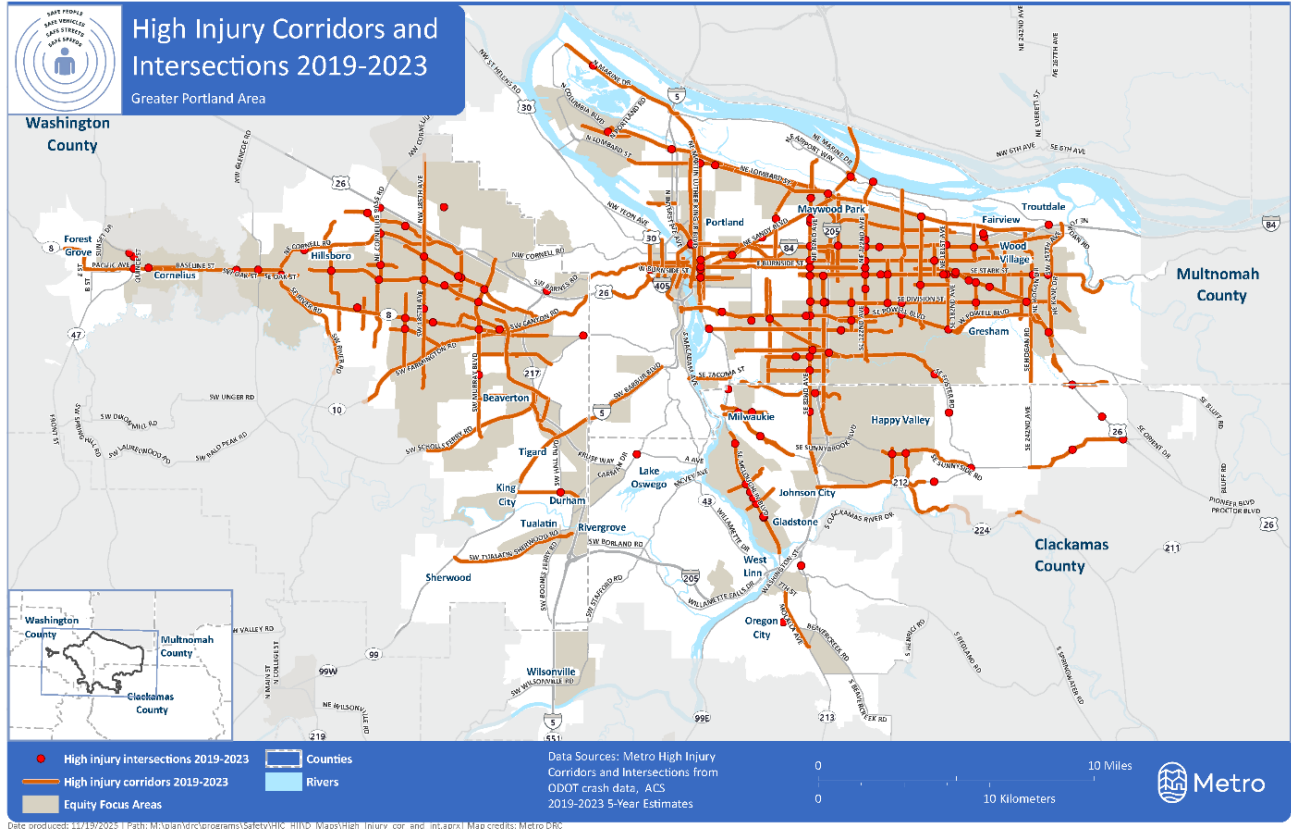
High injury corridors and intersections

While crashes can occur anywhere, there are certain corridors and intersections where serious crashes are more common, year after year.

Map 3 shows regional high injury corridors and intersections based on crashes in 2019 through 2023, within the Metropolitan Planning Area (MPA). High injury corridors and intersections have the highest concentration of serious traffic crashes. Most high injury corridors are wide, fast streets, are in Equity Focus Areas and are transit routes.⁸ High injury corridors comprise 6.5% of streets, and the top 25 most dangerous high injury corridors comprise 1.2% of all streets. High injury intersections have three or more fatal or serious injury crashes within a five-year period and comprise 0.02% of intersections.

⁸ 70% of regional high injury corridors are within equity focus areas, compared to 50% of all roadways.

Map 3: High injury corridors and intersections



For more information on high injury corridors and intersections, including city, county, bicycle and pedestrian high injury corridors, explore the High Injury Corridors Story Map gis.oregonmetro.gov/high-injury-corridors

Section 2: Crash trends, 2014-2018 to 2019-2023

Over the past 10 years the number of crashes, people involved in crashes, and minor injuries has decreased, but traffic deaths and serious injuries have increased.

Change in crash severity

Comparing five years crashes in 2014-18 to five years of crashes in 2019-23, minor injuries and property damage only (PDO) crashes *decreased* 29%, while traffic deaths and serious injuries *increased* 50%.⁹ The steepest increase in deaths and serious injuries between the two timeframes was for vehicle occupants, a *90% increase*. Bicycle crashes are the only mode where serious injury crashes also declined; minor injury bicycle crashes also

⁹ Minor injuries are classified as Injury B and C, property damage only as PDO, serious injury as Injury A, and deaths as Fatal.

declined the most – declining 52% between the two time periods. This change could be due to fewer people bicycling, but it is not clear.

At the same time, vehicle miles traveled per capita decreased 3.3% from 2014 to 2023 and transit ridership decreased more than 39% between the 2014-18 and 2019-23 time periods.^{10, 11}

So, while more people were working from home and making fewer trips in the 2019-23 time period and crashes overall decreased, serious crashes for all modes and especially for vehicle occupants increased. The change in travel patterns is due in large part to the COVID-19 pandemic and it is unclear whether the current trend will continue.

Figure 1 and Figure 2 chart crashes over time, showing the decrease in property damage only and minor injury crashes and the increase in serious injury and fatal crashes.

¹⁰ Daily vehicle miles traveled in the greater Portland-OR-WA statistical area increased 2.3% between 2014 and 2023 based on data from the Highway Statistics Table HM-71 for 2014 and 2023,

<https://www.fhwa.dot.gov/policyinformation/statistics.cfm>. (VMT per capita decreased 3.3% from 2014 to 2023 - see Metro Transportation system monitoring: daily vehicle miles of travel

https://www.oregonmetro.gov/sites/default/files/2025/03/31/20250328_transportation_system_monitoring_daily_vehicle_miles_traveled_1990-2023.pdf).

Transit ridership based on information from the National Transit Database for transit agencies within the MPA (TriMet, SMART, Portland Streetcar, Ride Connection, and Clackamas and Multnomah Counties). Trips decreased from over 533 million to almost 324 million.

¹¹ Analysis indicates that communities with higher transit ridership have lower traffic death rates. “Public Transit Is Key Strategy in Advancing Vision Zero, Eliminating Traffic Fatalities” American Public Transportation Association (August 2018) <https://www.apta.com/wp-content/uploads/Resources/resources/hottopics/Documents/APTA%20VZN%20Transit%20Safety%20Brief%208.2018.pdf>

Figure 1: Minor injury and property damage only crashes, 2014-23

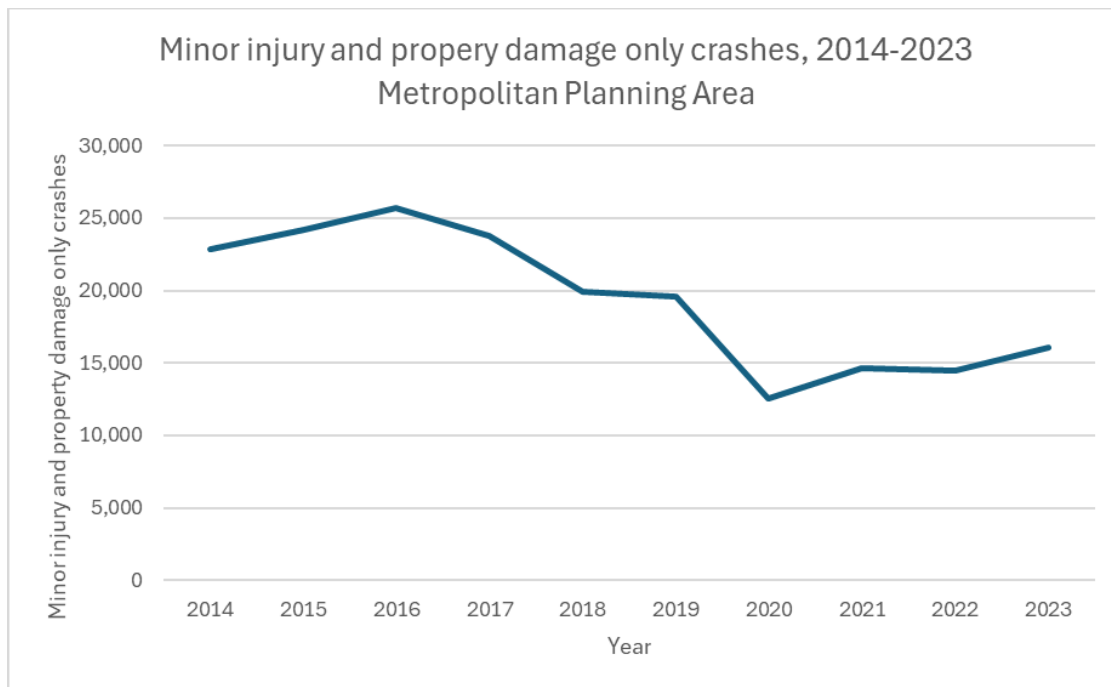
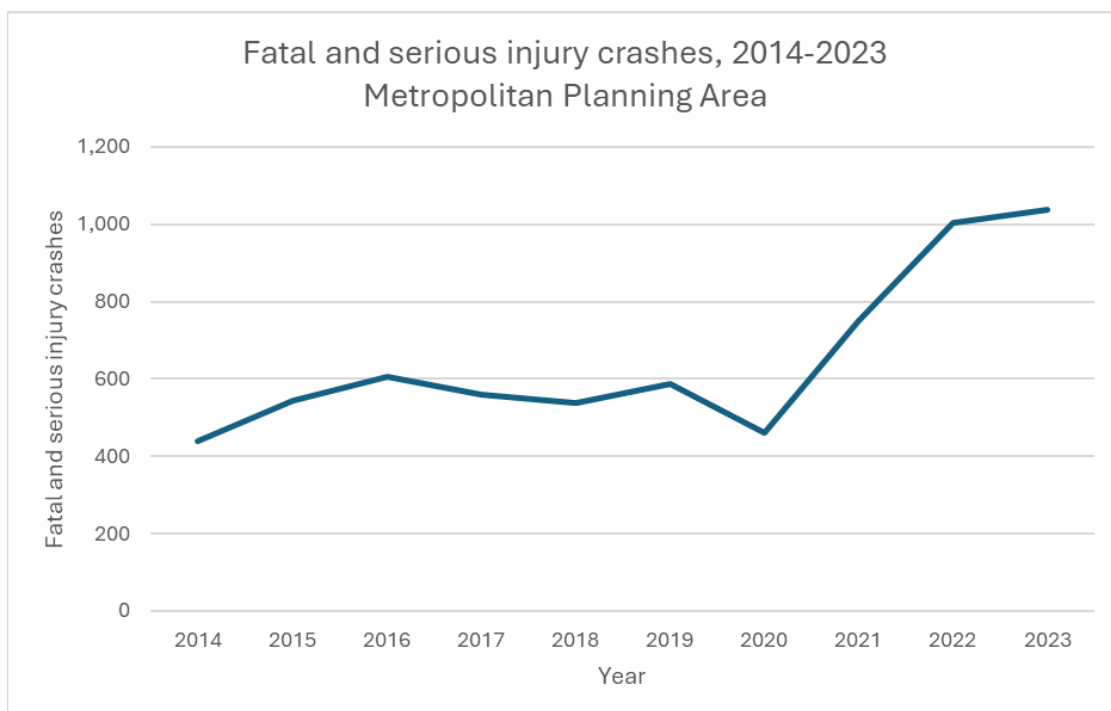


Figure 2: Fatal and serious injury crashes, 2014-23

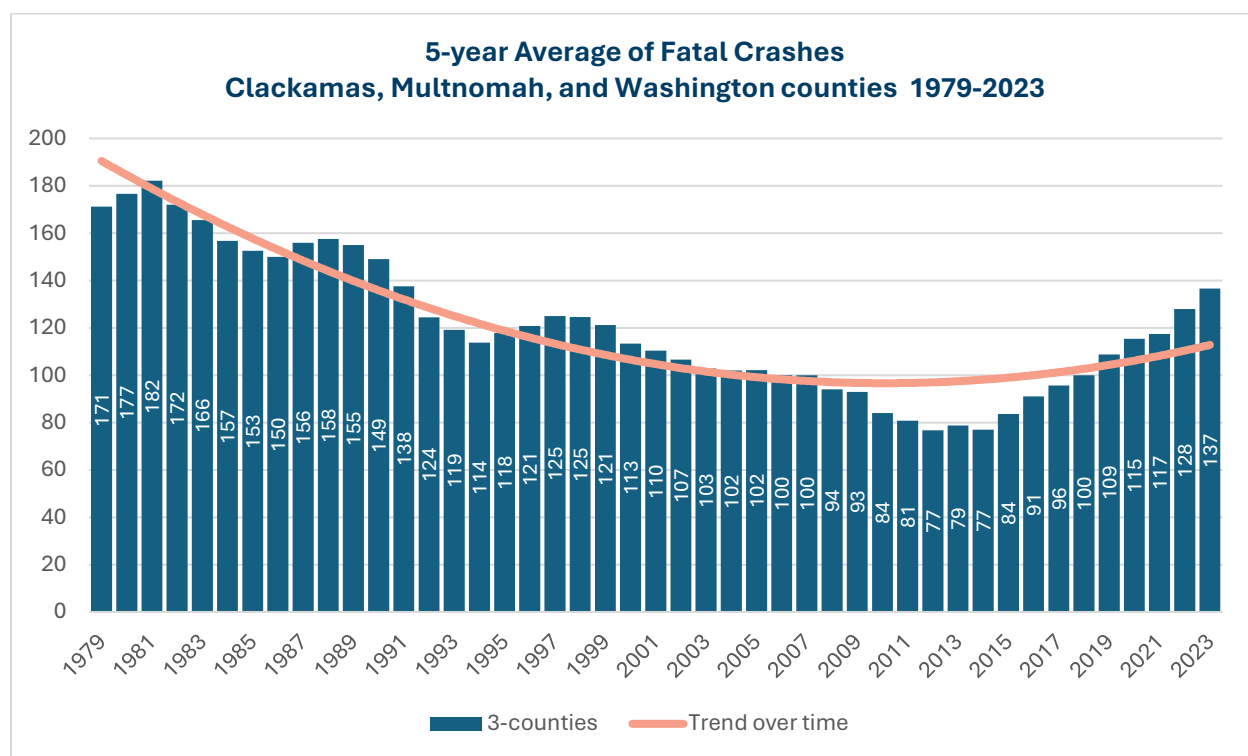


Change in fatal crashes since 1975

Figure 3 puts the change in crashes in a wider perspective, showing the annual average of fatal crashes (based on five years of data) in the three counties from 1979 to 2023. From

1979 to 2013 the average number of traffic deaths decreased 56%. The decrease in number of deaths is most striking in Multnomah County. Oregon's roadway fatality rate per capita dropped from 20.6 deaths per 100,000 residents to 8.5 during that same time-period. Advances in vehicle technology, a focus on seatbelt use and pedestrian and bicycle safety among other things resulted in a dramatic drop in traffic deaths over a few decades.

Figure 3: Average annual fatal crashes by year and county, 1979-2023



Data source: Fatality Analysis Reporting System (FARS), fatal crashes 1975-2023

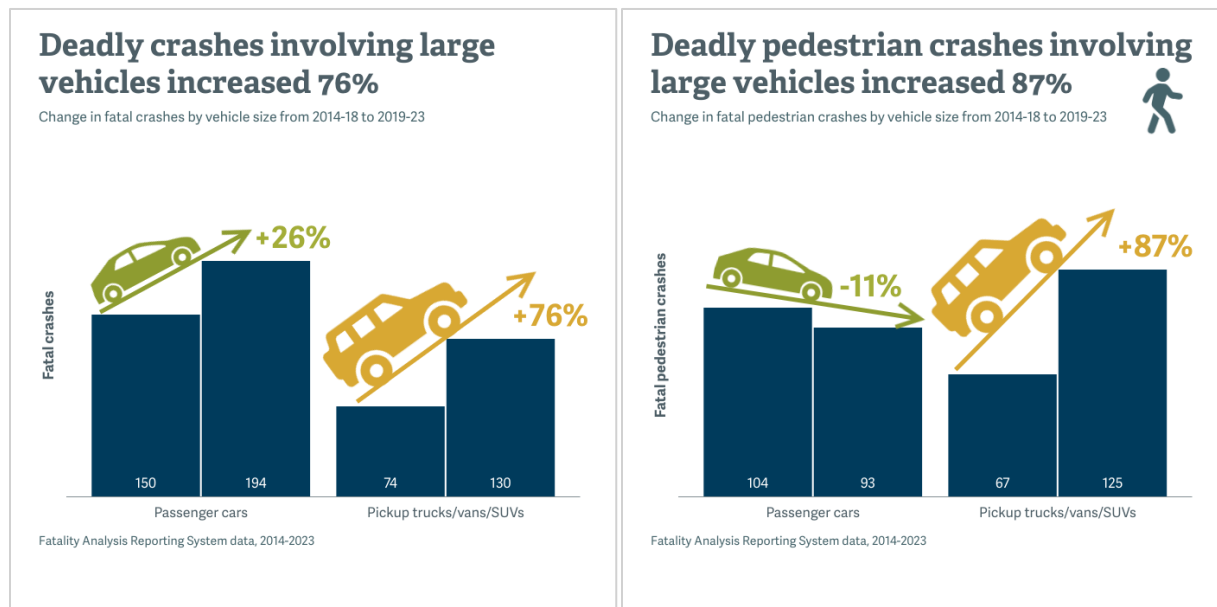
Today there are new challenges leading to an increase in fatal and serious crashes and threatening to eat away at progress made since the 1970s.

The combination of larger vehicles traveling at higher speeds and an increase in risky behaviors, including speeding, impairment, aggressive and distracted driving, may be leading to a greater number of fatal and serious injury crashes.

Change in fatal crashes involving large vehicles

Figure 4 illustrates the increase in deadly crashes involving large vehicles. Comparing fatal crashes in the tri-county area in the 2014-18 time period to the 2019-23 time period, fatal crashes involving large vehicles increased 76%. The increase is even starker for deadly pedestrian crashes; fatal pedestrian crashes involving large vehicles increased 87%, while fatal pedestrian crashes involving sedans decreased 11%.

Figure 4: Increase in fatal crashes by vehicle size, tri-county area



As shown in the Safety Emphasis Areas in [Section 3](#), most serious crashes in the region are concentrated on a subset of higher speed streets. Narrowing in on the locations of most serious crashes supports decision making and prioritization of safety projects and programs.

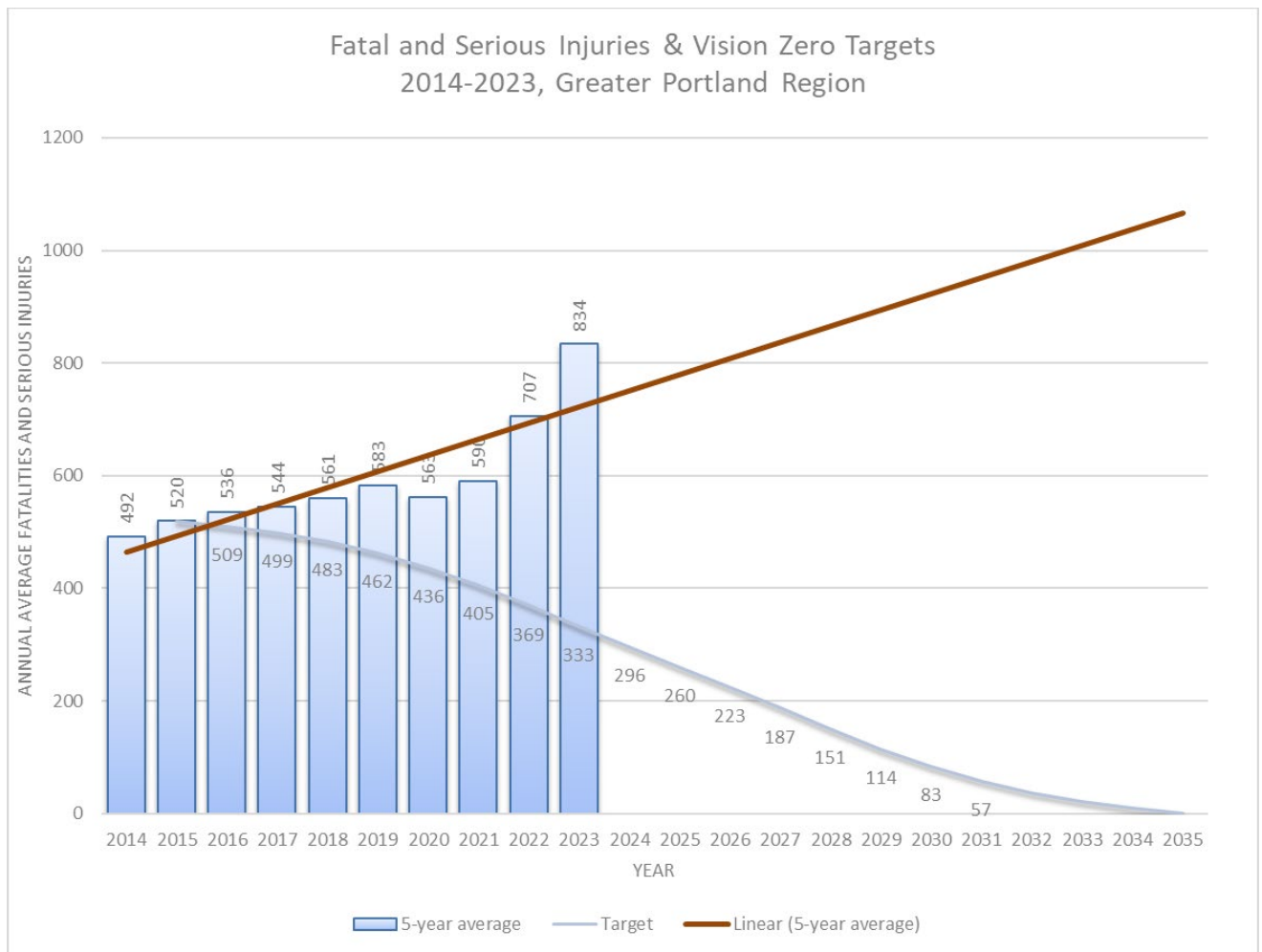
Progress to Vision Zero

Figure 5 shows the increase in fatal and serious injuries from 2015 to 2023, trending up and moving in the wrong direction.

[Section 3](#) highlights areas where serious crashes are occurring and factors contributing to severity.

As demonstrated in the previous charts and data, crash trends can change dramatically over time, often influenced by national factors including fuel prices, the economy, vehicle design and safety features, and world-wide pandemics. While local communities can respond to and advocate for changes outside their direct control, there are many interventions within state and local control that can minimize the impact of larger forces. [Section 4](#) outlines proven Safe System solutions and countermeasures to address the emphasis areas and reduce serious crashes; prioritizing the highest risk areas is a key strategy.

Figure 5: Fatal and serious injuries, targets, and trend, 2014-2023



Section 3: Safety Emphasis Areas

Traffic crashes are the result of multiple contributing factors and cannot be traced back to a single cause, and traffic crashes can occur anywhere. However, there are contributing factors, risks, locations, and populations that are overrepresented in the data – these are Safety Emphasis Areas.

Metro analyzed ten years of Oregon Department of Transportation (ODOT) crash data, 2014-2023, within the Metropolitan Planning Area to identify five safety emphasis areas to focus on for the annual safety update. In addition to ODOT crash data, Metro used data from the Fatality Analysis Reporting System (FARS)¹² and roadway data for posted speeds and number of lanes. Metro used geographic information system (GIS) and crash tree analysis to identify factors disproportionately contributing to serious crashes in the region.

Analysis of the data focused on factors or a combination of factors that contributed to at least 50%, though typically more, of the serious crashes in the region. The resulting safety emphasis areas do not address every factor or population that is overrepresented in the data. Addressing the crash factors identified in the emphasis areas would reduce serious crashes in the region.

Safety emphasis areas:

1. [Wide, fast streets](#)
2. [Serious pedestrian crashes](#)
3. [Impaired driving](#)
4. [Intersections](#)
5. [Large vehicles](#)

Each emphasis area includes the following:

- Description of the general issue.
- Description of the safety emphasis area.
- Description of the problem, including the percentage of fatal and/or serious crashes captured by the emphasis area and a map showing their location.
- Additional data providing additional context.

What is clear, when looking across the emphasis areas, is that the same streets and areas of the region appear repeatedly. [Section 4](#) outlines proven Safe System solutions and countermeasures to address the emphasis areas and reduce serious crashes; prioritizing the highest risk areas is a key strategy.

¹² <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>

1. Wide, fast streets

Most fatal and serious crashes in the greater Portland region occur on a subset of higher speed streets. These streets tend to be primary routes for people driving, taking transit, walking, and bicycling. Primarily classified as urban arterials, these streets are often wider, with four or more through lanes, and have the highest traffic fatality and serious injury rate by functional class. Focusing on speed instead of functional classification gets closer to the factors contributing to crash severity.

Emphasis area

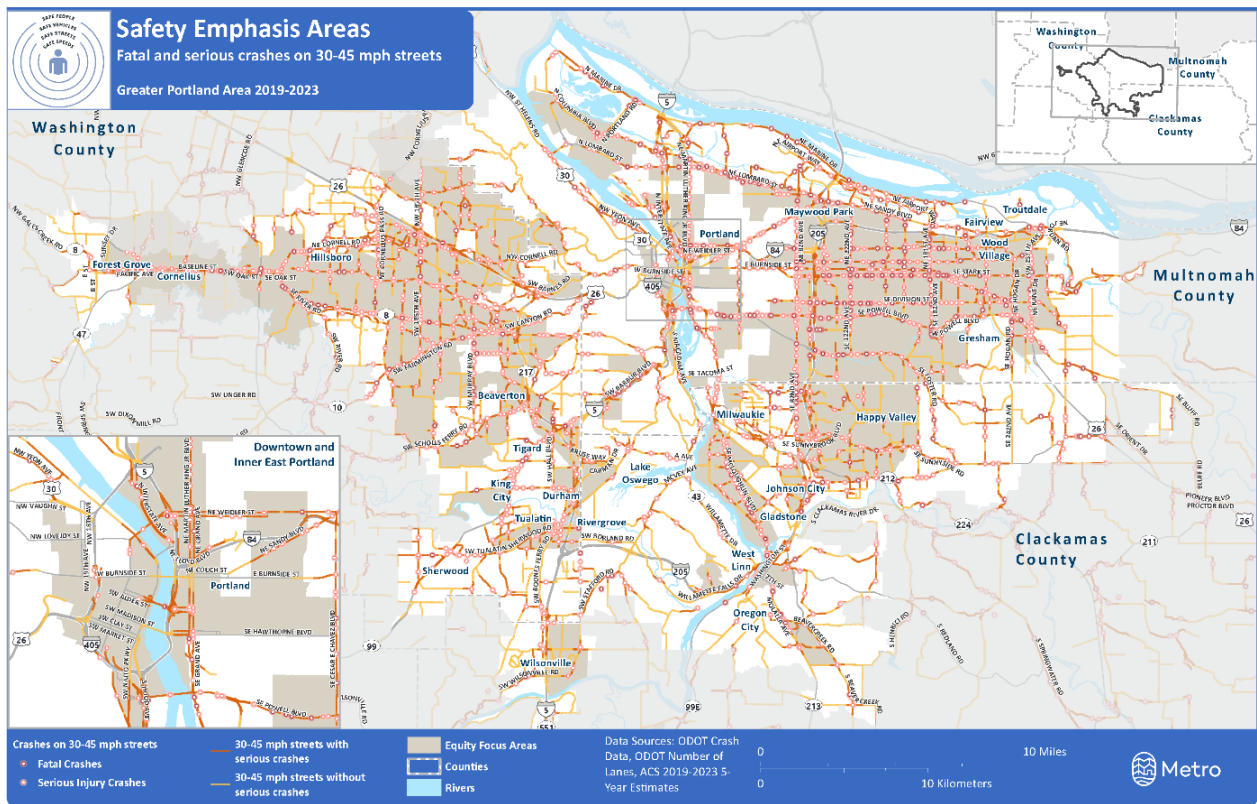
Serious crashes on 30-45 mph streets.

Problem

65% of serious crashes are on 30-45 mph streets.

Map 4 shows the location of serious crashes occurring on 30-45 mph streets; 75% of the crashes are on transit routes, 63% are in Equity Focus Areas, and 62% are on high injury corridors (HICs). Of the crashes shown on the map, 65% are vehicle occupant, 17% pedestrian, 14% motorcycle, and 4% bicycle.

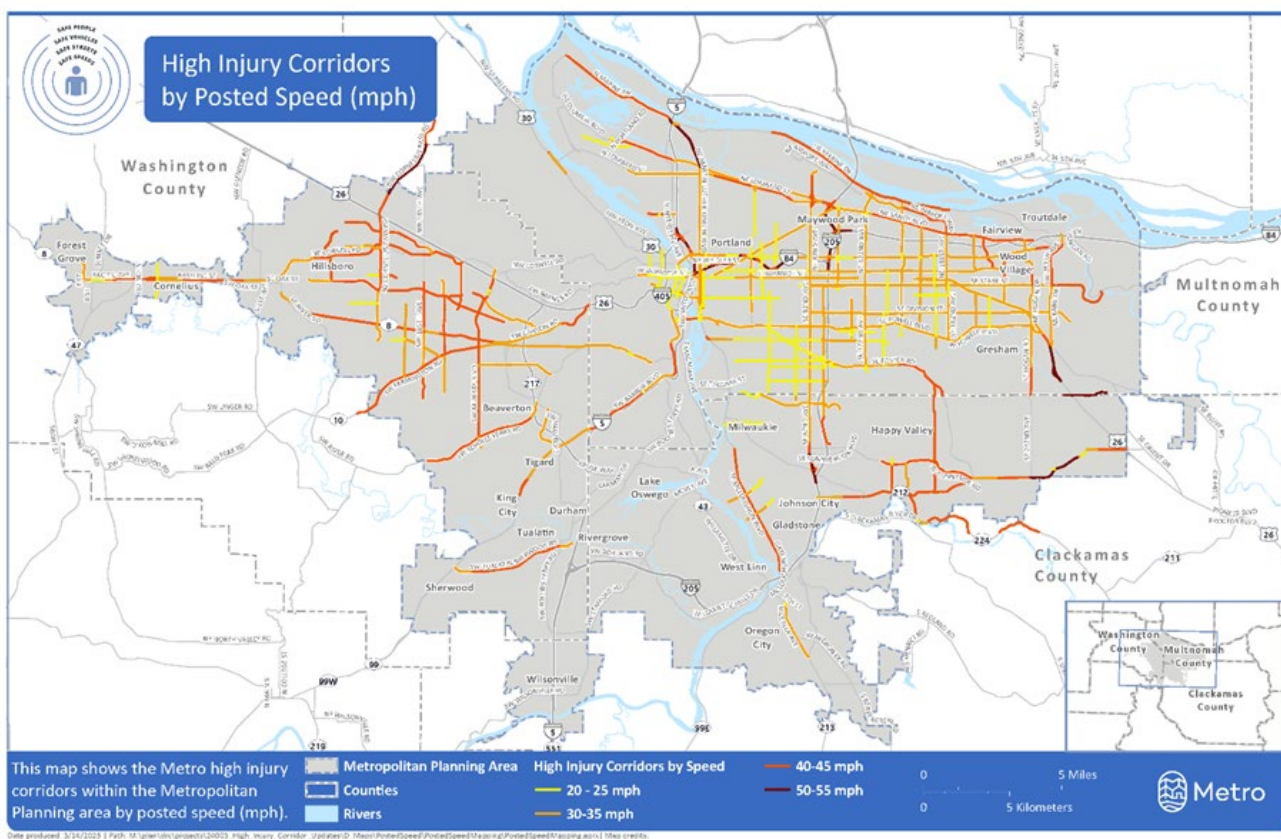
Map 4: Fatal and serious crashes on 30-45 mph streets



Context for wide, fast streets emphasis area

- Most crashes (59%) – in addition to serious crashes- are on 30-45 mph streets.
- Wide, fast streets are especially dangerous for people walking and riding bicycles - 69% of serious pedestrian crashes and 58% of serious bicycle crashes are on 30-45 mph streets.
- But 30-45 mph streets make up just 18% of streets (approximately 1,266 miles).
- Most 30-45 mph streets are arterials (55%), but many are collectors (25%).
- Most arterials (87%) of arterials are posted at 30-45 mph.
- While 60% of streets are 20-25mph, only 15% of serious crashes occur on these streets.
- Map 5 shows 78% of high injury corridors, and all 25 of the most dangerous high injury corridors, are 30-45 mph streets.

Map 5: High injury corridors by posted speed



78% of high injury corridors, and all 25 of the most dangerous high injury corridors, are 30-45 mph streets.

2. Serious pedestrian crashes

While pedestrians are only involved in 3% of traffic crashes, the likelihood of those crashes resulting death or serious injury is high - 35% of people killed in crashes were walking or in a wheelchair, and 22% of all pedestrians hit by a vehicle will die or experience a life-changing injury. Vehicle speed is a significant contributing factor to the likelihood of death or serious injury. A person is about 70% more likely to be killed if they are struck by a vehicle traveling at 30 mph versus 25 mph. A disproportionate number of pedestrian crashes, deaths, and serious injuries are on wide, fast streets, and risk increases with darkness. These streets are critical pedestrian routes with transit and destinations for work, school, shopping, and housing.

Emphasis area

Serious pedestrian crashes in dark-dim conditions on 30-45 mph streets.

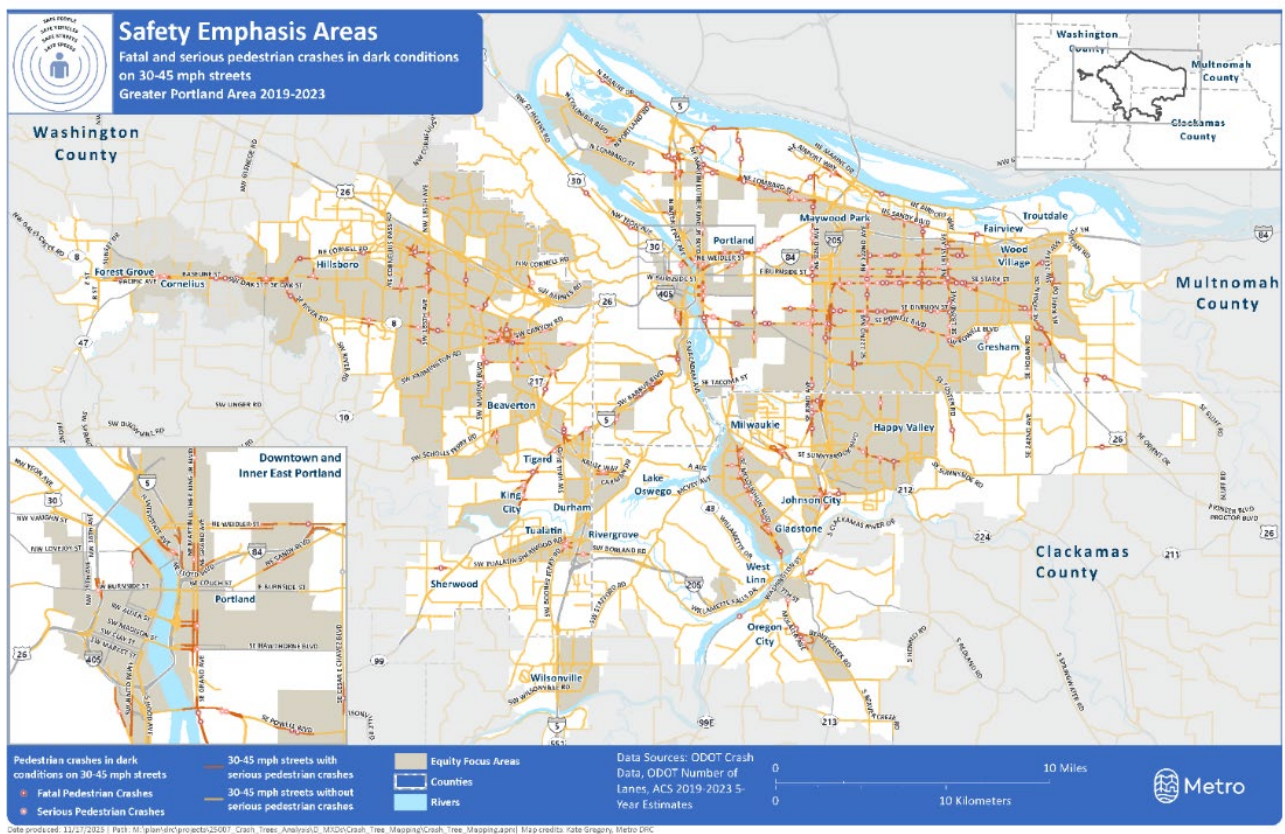
Problem

78% fatal pedestrian crashes and 48% serious pedestrian crashes occur in dark-dim conditions on 30-45 mph streets.

Map 6 shows fatal and serious pedestrian crashes occurring in dark-dim conditions on 30-45 mph streets. Of these crashes, 86% are on transit routes, 73% are on high injury corridors, and 69% are in Equity Focus Areas.

The crashes are clustered in areas including downtown Beaverton, Gresham and east Portland, Tualatin Valley Highway through Corneilus and Forest Grove, and SE McLoughlin Blvd. in Clackamas County.

Map 6: Fatal and serious pedestrian crashes in dark conditions on 30-45 mph streets



Context for serious pedestrian crashes emphasis area

- As injury severity increases, so does the likelihood that a pedestrian crash occurred on a 30-45 mph street - 75% of fatal pedestrian crashes, 70% of serious pedestrian crashes, and 63% of all pedestrian crashes occur on 30-45 mph streets, typically arterials with 4 or more travel lanes.
- 18% of streets are 30-45 mph (approximately 1,266 miles).
- Dark-dim conditions significantly increase the risk of pedestrian crashes - 79% of pedestrian deaths, 66% of serious pedestrian crashes, and 50% of all pedestrian crashes, occur in dark-dim conditions.
- 36% of pedestrian deaths involve alcohol (pedestrian or driver), and of these 92% occur in dark-dim conditions.
- Older adults are over-represented in pedestrian deaths – 21% of pedestrian deaths are people age 65 and older, while 15% of the population is over 65. In collisions at 30 miles per hour, about one in five pedestrians will not survive. For older pedestrians, the odds are significantly worse.

3. Impaired driving

Impairment is a major contributing factor to traffic deaths in the region, and alcohol and/or drug involved traffic deaths have been increasing since 2014. While alcohol and/or drugs are involved in 5% of traffic crashes, 64% of traffic deaths involve alcohol and/or drugs. The combination of alcohol and wide, fast roads is deadly, especially for people walking. Pedestrian deaths involving alcohol and/or drugs are much more likely to occur on wide, fast roads - they almost never occur on a local street.

Emphasis area

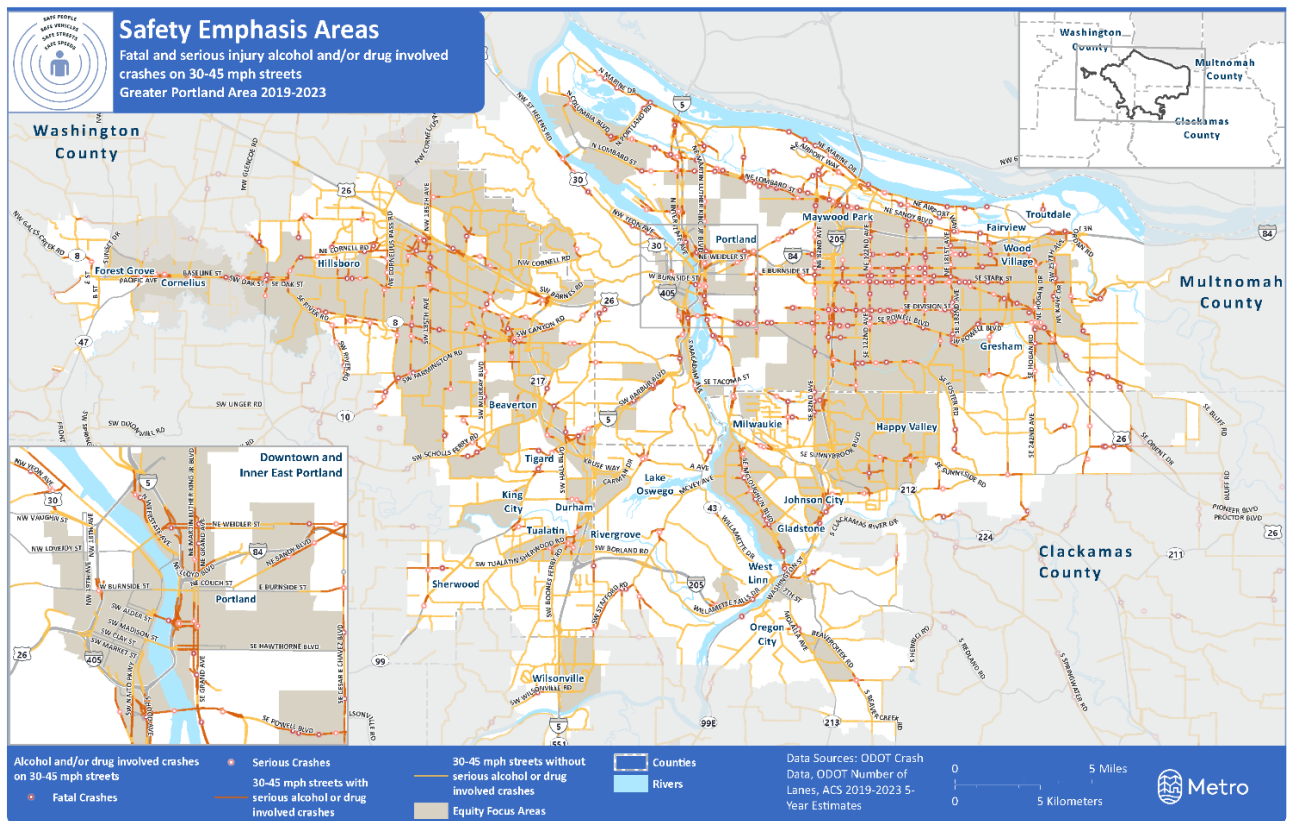
Serious crashes involving alcohol and/or drugs on 30-45 mph streets.

Problem

64% of fatal traffic crashes involve alcohol and/or drugs. Of these crashes, 72% occur on 30-45 mph streets.

Map 7 shows the location of serious alcohol and/or drug involved crashes occurring on 30-45 mph streets; 73% of the crashes are on transit routes, 59% are in Equity Focus Areas, and 67% are on high injury corridors (HICs).

Map 7: Serious alcohol and/or drug crashes on 30-45 mph streets



Context for impaired driving emphasis area

- Men are much more likely to die or be injured in crashes involving alcohol and/or drugs - 76% of people killed in crashes involving alcohol and/or drugs are men.
- Alcohol and/or drugs significantly increase the risk of injury and death in crashes – just 5% of crashes involve alcohol and/or drugs, but 64% of fatal, and 20% of serious crashes involve alcohol and/or drugs.
- Most (55%) alcohol and/or drug involved crashes occur on Friday, Saturday, and Sunday, with more occurring on Saturday than any other day of the week.
- Most crashes involving alcohol and/or drugs occur between 5 pm and 3 am.
- Most (72%) of fatal alcohol and/or drug involved crashes are on 30-45mph streets.
- Nealy all (90%) of alcohol and/or drug involved crashes involve only motor vehicles; 6% also involve pedestrians, 3% motorcycles, and 1% bicycles. However, the likelihood of death or serious injury for vulnerable road users is much higher - 45% of traffic deaths involving alcohol and/or drugs are vehicle occupants, 37% are people walking, 15% people on motorcycles, and 3% people riding bicycles.
- Improper maneuvers, speed and driver behavior issues are the top contributing causes identified for fatal and serious injury alcohol and/or drug involved crashes.

4. Intersections

Over half of serious crashes occur at intersections. Though intersections make up a small portion of the street network, the intersecting travel paths of people walking, bicycling and driving increases the risk of crash – without interventions to prevent serious crashes from occurring. Risk increases for all users at intersections of fast, wide streets. Intersections are the highest risk area for people bicycling.

Emphasis area

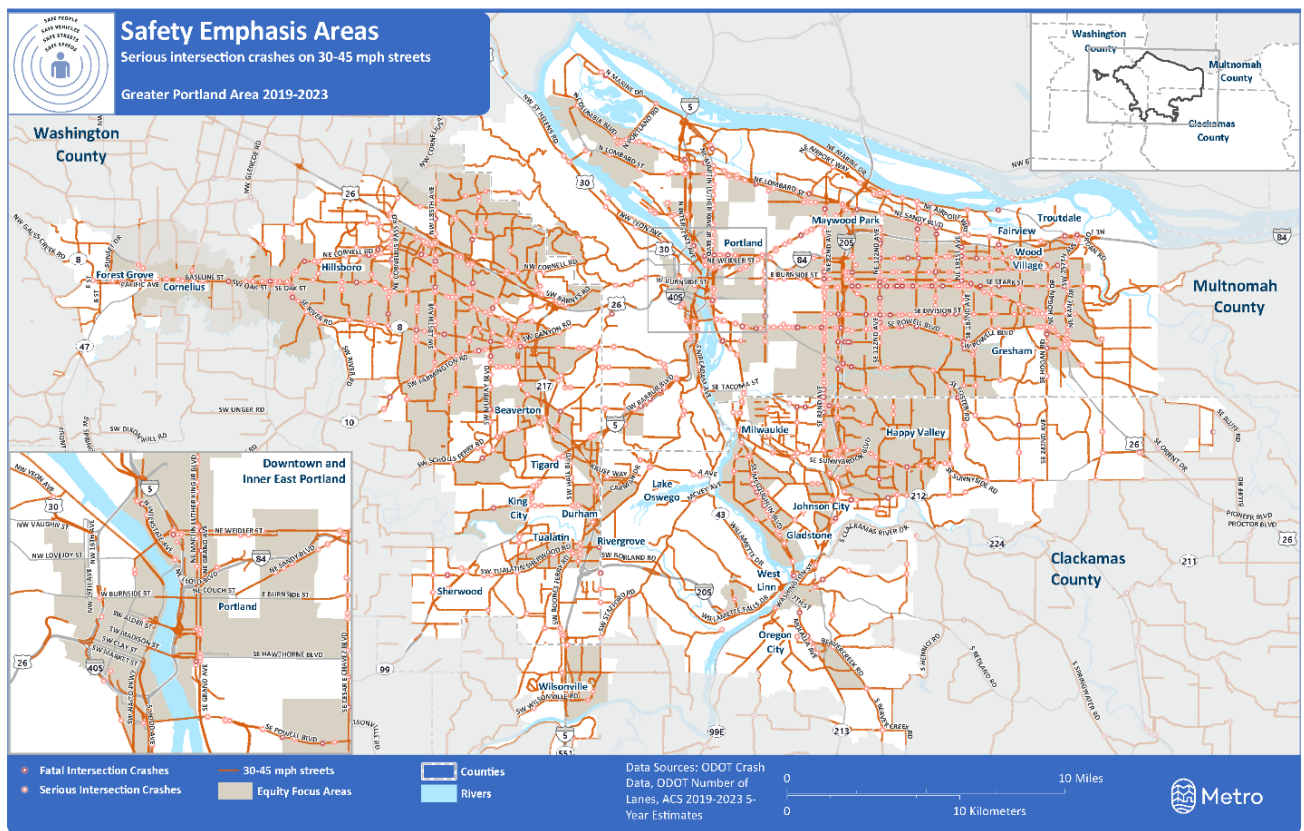
Serious crashes at intersections of 30-45 mph streets.

Problem

51% of serious traffic crashes occur at intersections, and 70% of serious intersection crashes are on 30-45 mph streets.

Map 8 shows the location of serious intersection crashes occurring on 30-45 mph streets; 81% of the crashes are on transit routes, 68% are in Equity Focus Areas, and 73% are on high injury corridors (HICs).

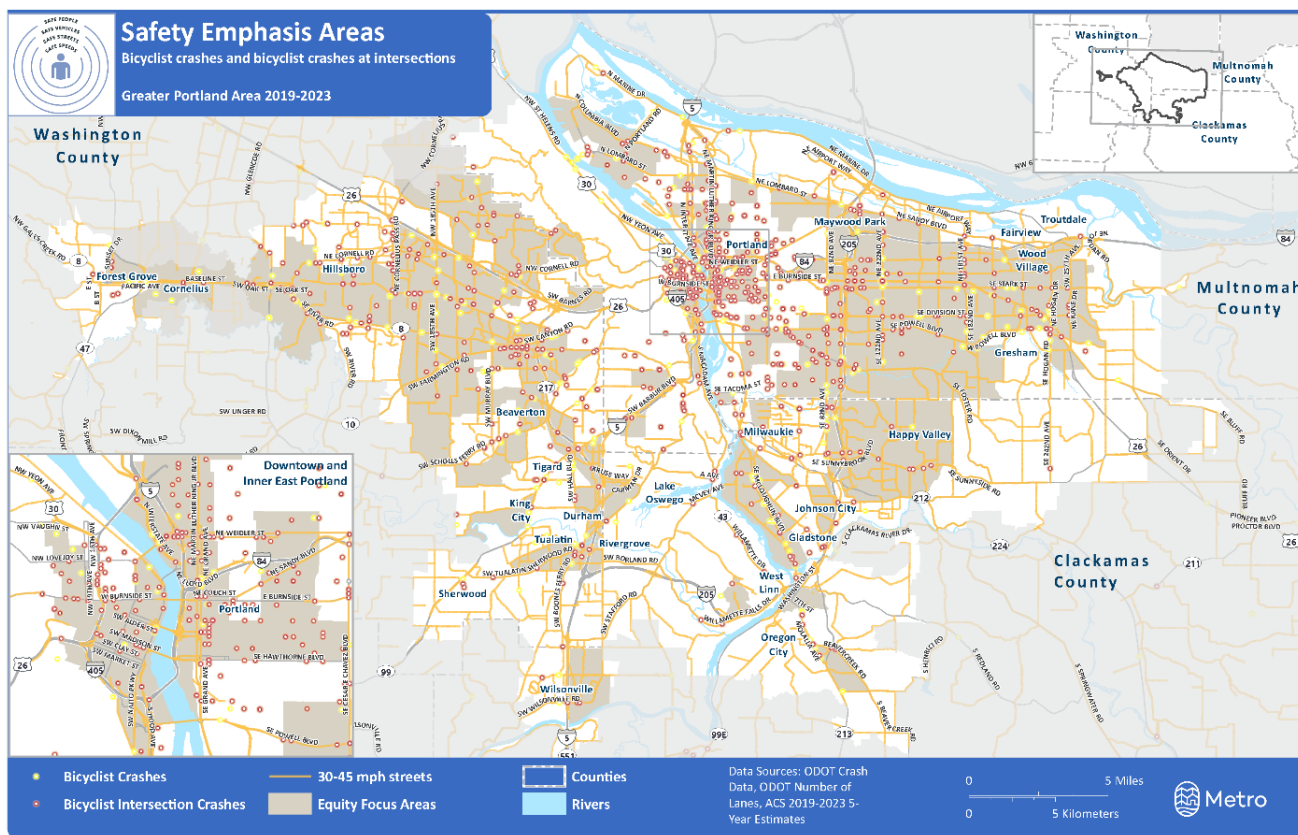
Map 8: Serious intersection crashes on 30-45 mph streets



Context for intersections emphasis area

- Crashes at intersections of arterial roadways are much more likely to be serious - 74% of all fatal and serious injury intersection crashes are on arterial roadways, and 70% of serious intersection crashes are on 30-45 mph streets.
- Intersections without effective countermeasures are considerable risk for people bicycling - 69% of serious bicycle injuries and 72% of all bicycle crashes occur at intersections – see Map 9.
- Serious motorcycle crashes are slightly less likely to occur at intersections (49%) in the region, while just over half of serious pedestrian and motor vehicle occupant injuries occur at intersections.
- Turning movement (31%), angle (22%) and pedestrian (15%) are the most common serious intersection crash types.
- Improper maneuvers (55%) and driver behavior issues (29%) are the most common contributing causes to serious intersection crashes. Separating road users in time and space is an effective countermeasure to improper maneuvers.

Map 9: Bicyclist crashes at intersections



69% of serious bicycle injuries and 72% of all bicycle crashes occur at intersections.

5. Large vehicles

More large vehicles - light trucks, vans, and SUVs – are on the road today than there were 10 years ago, with the share continuing to grow. Crashes involving larger vehicles tend to be deadlier due to their taller hood height, heavier weight, ability to reach high speeds quickly, and in some cases, reduced braking performance.¹³ Compared to passenger cars, vehicles with taller hood heights are disproportionately more likely to injure and kill pedestrians. In the event of a crash, these types of vehicles hit pedestrians higher on their body which increases the severity of injury. These differences and the severity of injuries become starker at speeds greater than 20mph.

Emphasis area

Fatal pedestrian crashes involving large vehicles (light trucks, vans and SUVs).

Problem

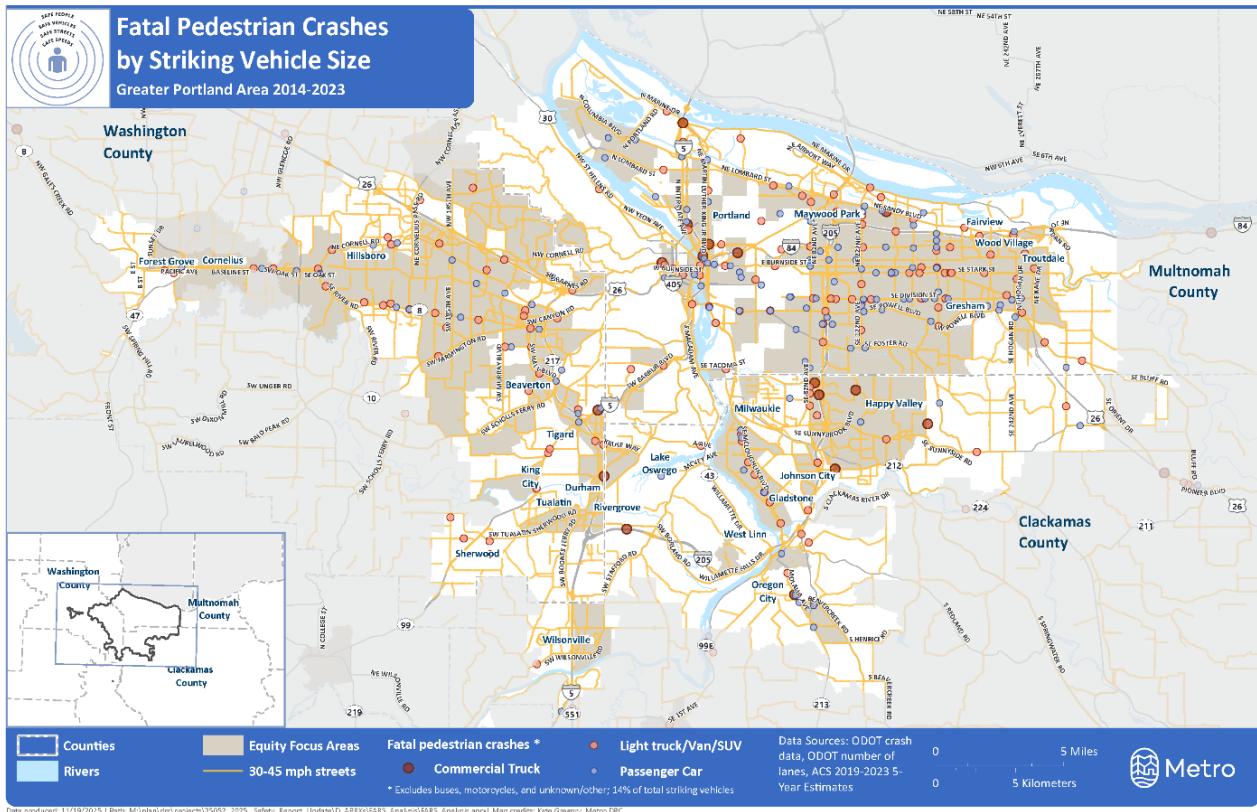
43% of vehicles striking and killing pedestrians are light trucks, vans and SUVs. Deadly crashes involving pedestrians and larger vehicles increased 87% between the 2014-18 and 2019-23 time periods.

Map 10 shows fatal crashes by the size of the striking vehicle.¹⁴ Most of the crashes occur on 30-45 mph streets, pointing to the role of speed in severity. Faster speed streets are also wider with more through lanes, increasing exposure of pedestrians crossing the street. Most of the crashes occur in Equity Focus Areas and on high injury corridors and transit routes.

¹³ Research indicates that battery electric vehicles on average accelerate much faster from 0 - 60 mph compared to other light duty vehicles, but do not have comparable braking performance. And the gap in braking performance (70mph - 0 in feet) of SUVs/pickup trucks versus the rest of the light-duty fleet gets worse as the acceleration (0 - 60mph in seconds) gets faster and heavier. U.S Light Duty Vehicle (LDV) Performance Trends and Implications for Safety. MIT Mobility Initiative Research Briefing. <https://www.mmi.mit.edu/vehicle-performance-trends>

¹⁴ Crashes where the striking vehicles are a motorcycle, bus or unknown/other are not shown on the map - 14% of total striking vehicles.

Map 10: Fatal pedestrian crashes by striking vehicle size



Context for large vehicles emphasis area

- Fatal crashes involving large vehicles – pickup trucks, SUVs and vans –increased 76% between 2014-18 to 2019-23 (see Figure 4)
- Older pedestrians (age 65+) are at a much higher risk of death if hit by a taller and heavier vehicle.
- Pedestrian impairment increases odds of death when struck by taller and heavier vehicles.

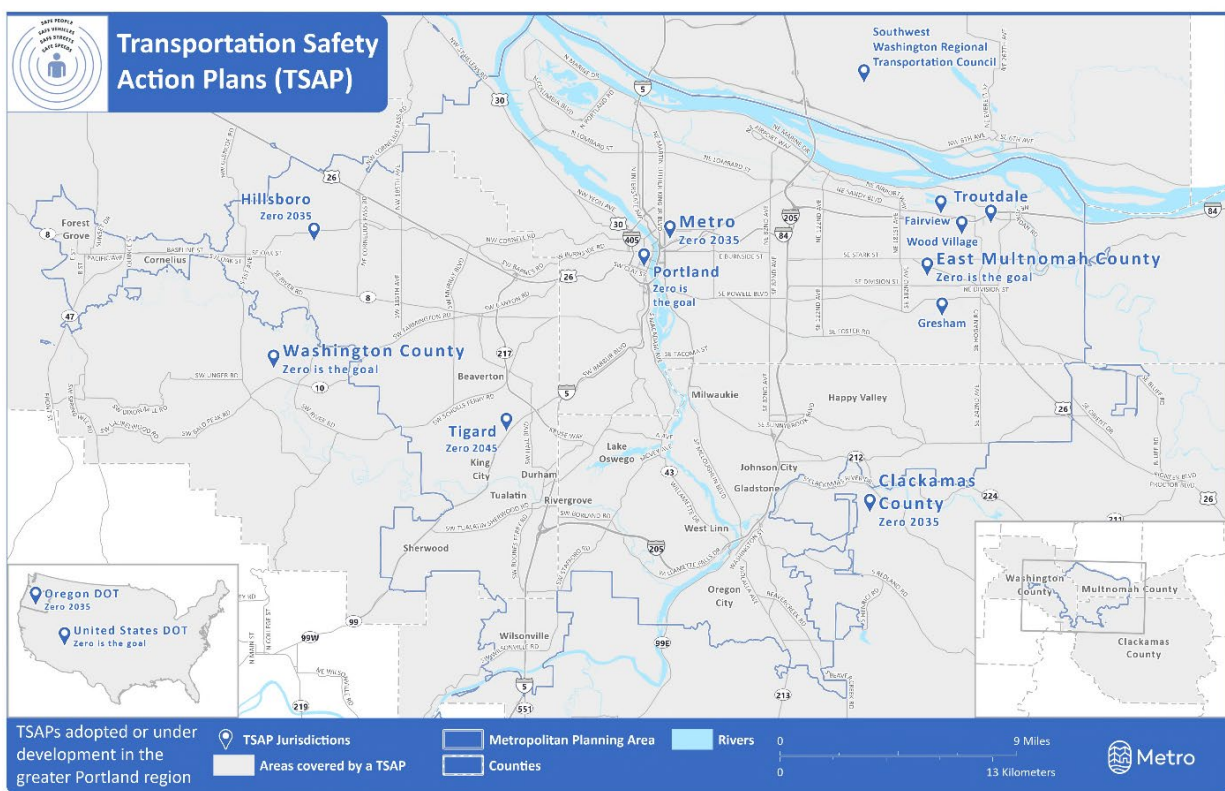
Section 4: Path to zero deaths – countermeasures

In the past decade, jurisdictional and community partners have made progress towards safer streets in the greater Portland region. While there are factors contributing to crashes that are outside of local control – such as the vehicle design – communities have advanced safer street designs, lowered speeds, increased automated enforcement, increased collaboration and cooperation, and developed and updated safety action plans that center the Safe System approach, equity and zero deaths policies.

Map 11 shows how Transportation Safety Action Plans (TSAPs) from the national, to the state, regional, city and county levels overlap, providing coordinated and comprehensive plans, policies, strategies, actions, projects and programs for the greater Portland region.

Metro’s Regional Transportation Safety Strategy includes an action where every jurisdiction in the region has an adopted safety strategy. Local plans are essential to providing locally specific analysis and safety solutions. Many cities and all three counties have TSAPs. Expanding funding and capacity for cities and counties to develop new and update TSAPs is critical to advancing safety solutions in the region.

Map 11: Transportation Safety Action Plans in the greater Portland region

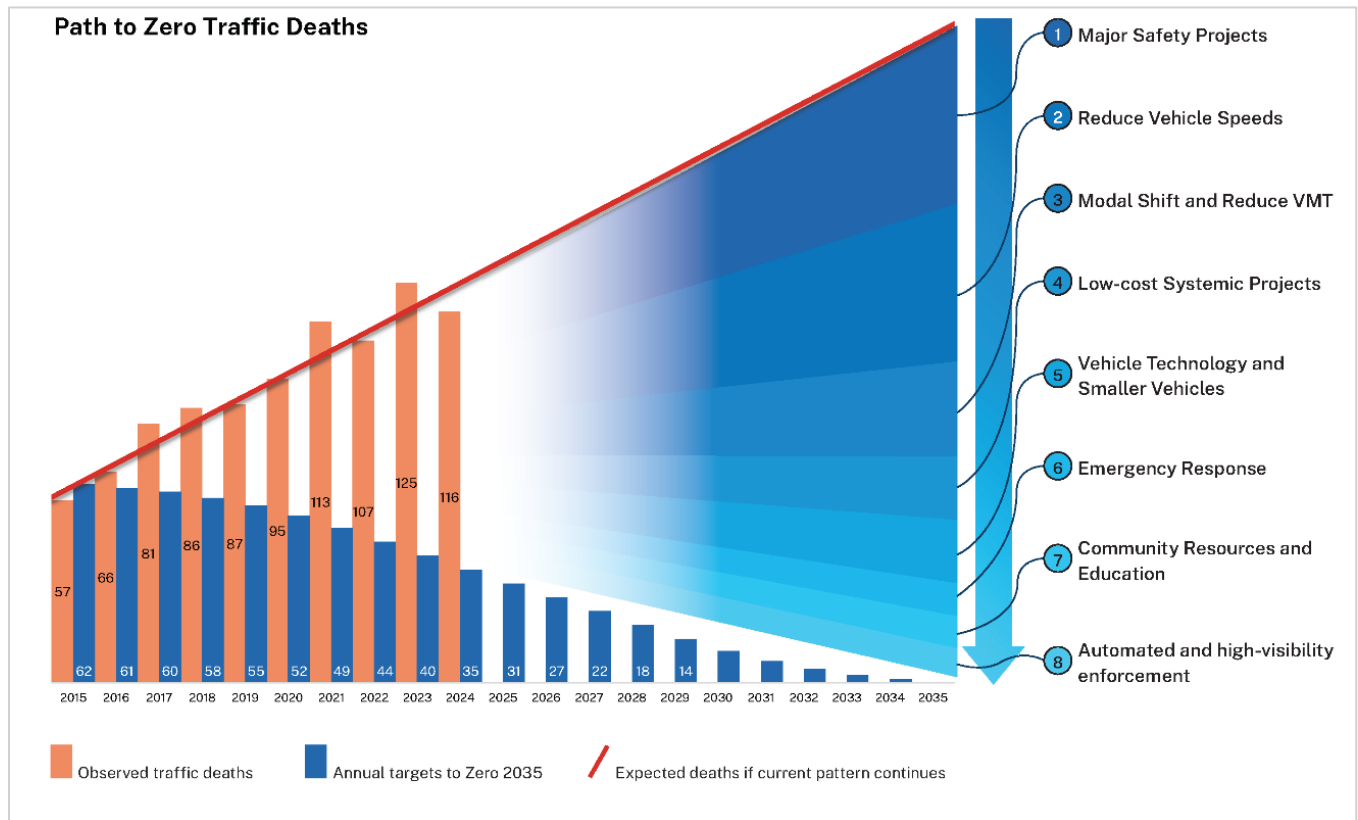


Zero is our goal – a safe system is how we get there

Research and best practices show that implementing a combination of policy changes, modernized road designs, and advanced technologies would significantly reduce traffic deaths by more than 75%.¹⁵

Figure 6 illustrates strategies that have demonstrated effectiveness in reducing serious crashes in the region and in other places.

Figure 6: Path to zero deaths



Each of the following strategic areas implements elements of the Safe System approach, shown in Figure 7.

1. Major safety projects (safe streets)

Redesign wide, fast, high injury corridors with separation and safe speeds for all users.

- Install medians and separated bicycle facilities.
- Increase pedestrian scale lighting, especially at intersections.

¹⁵ See, for example, <https://visionzeronetwork.org/vision-zero-is-possible-analysis-shows-path-to-safe-mobility/> and <https://www.iihs.org/news/detail/alcohol-detection-systems-could-prevent-more-than-a-fourth-of-u-s-road-fatalities>

- Increase the number of controlled intersections and adding enhanced pedestrian crossings.
- Limit driveways.
- Narrow lanes.
- Add transit only lanes.

2. Reduce vehicle speeds (safe speeds)

Slow speeds with street design, speed cameras and other strategies.

- Change laws to allow counties to use fixed speed cameras.
- Increase automated enforcement across the region.
- Lower posted speeds in urban areas to 25mph or lower.
- Make school zones safer, prioritizing safety over speed.
- Retime signals to slow vehicles down.

3. Modal shift and reduce VMT (safe streets)

Make it easier to walk, bike, and take transit by improving service, filling out networks, and supporting development near transit.

- Support projects and policies that increase safe travel options and lower vehicle miles traveled.

4. Low-cost systemic projects (safe streets)

Quickly install proven treatments at high-risk locations.

- Add leading pedestrian intervals.
- Use 'no-turn on red' at high-injury intersections.
- Install turn calming armadillos.
- Daylight intersections.

5. Vehicle technology and smaller vehicles (safe vehicles)

Support people friendly vehicles with driver assistance systems, automatic emergency braking, collision warnings, and blind spot detection.

- Advocate for stronger national regulations for vehicle safety features.
- Support Interventions that reduce adoption of larger vehicles (pricing, education, marketing, etc.)
- Advocate for state-level policies adopting intelligent speed technology systems and alcohol detection systems in new vehicles.
- Identify changes to improve safety municipal fleet vehicles.

6. Emergency response (post-crash care)

Improve dispatch speeds, comprehensive on-scene care, direct transport to trauma centers, and coordinated care.

- Support best practices in emergency response, such as prehospital blood transfusions and onboard AI technology, to save more lives.

7. Community resources and education (safe people)

Investing in communities and programs that give people the resources, skills, knowledge, and tools they need to live and travel safely.

- Continue investments in stable housing, harm prevention, and behavioral health.
- Support strategies to reduce intoxicated driving, including enforcing Oregon law to not serve people who are visibly intoxicated.
- Public awareness campaigns.
- Engage communities on safety plans and major safety projects.
- Host events and raise awareness on traffic safety, including collaborating with culturally specific groups and groups who are over-represented as victims of traffic violence.
- Place variable message signs at the site of deadly crashes, and signs at high injury intersections.
- Integrate Safe System approach into traffic safety education materials for elementary-, middle-, and high-schoolers.

8. Automated and high visibility enforcement (safe streets)

Focusing automated and high-visibility enforcement of the most serious safety problems, including speeding, and impaired, aggressive and distracted driving.

- Support legislation to lower Oregon's legal blood alcohol content (BAC) limit from 0.08% to 0.05% or lower.
- Change laws to allow counties to use fixed speed cameras.
- Increase equitable, automated enforcement on high injury roadways.

Figure 7: The Safe System Approach



About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties..

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