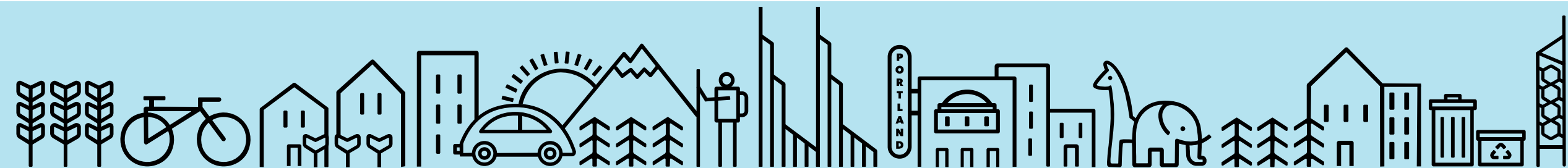
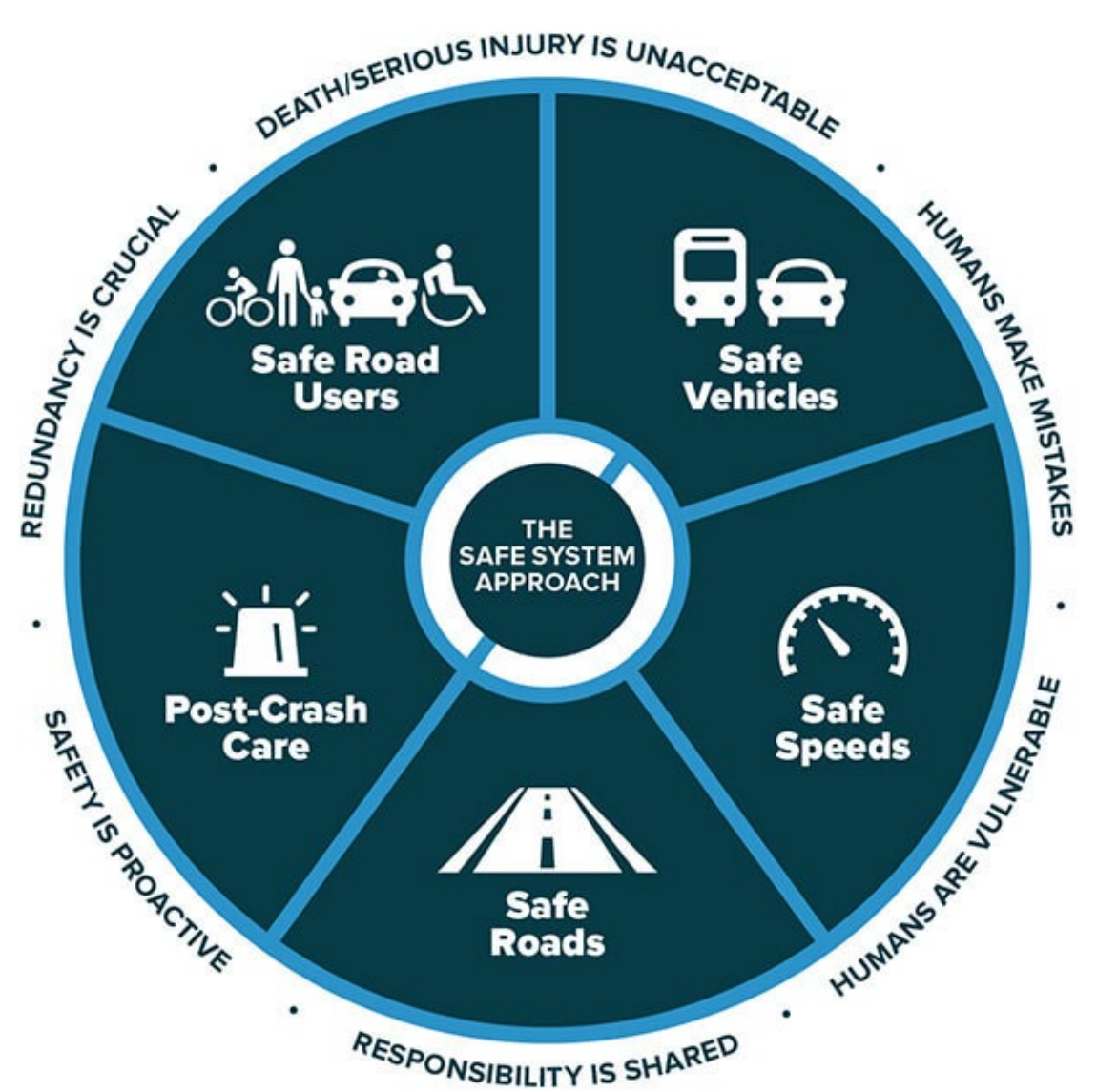




Safe Streets for All

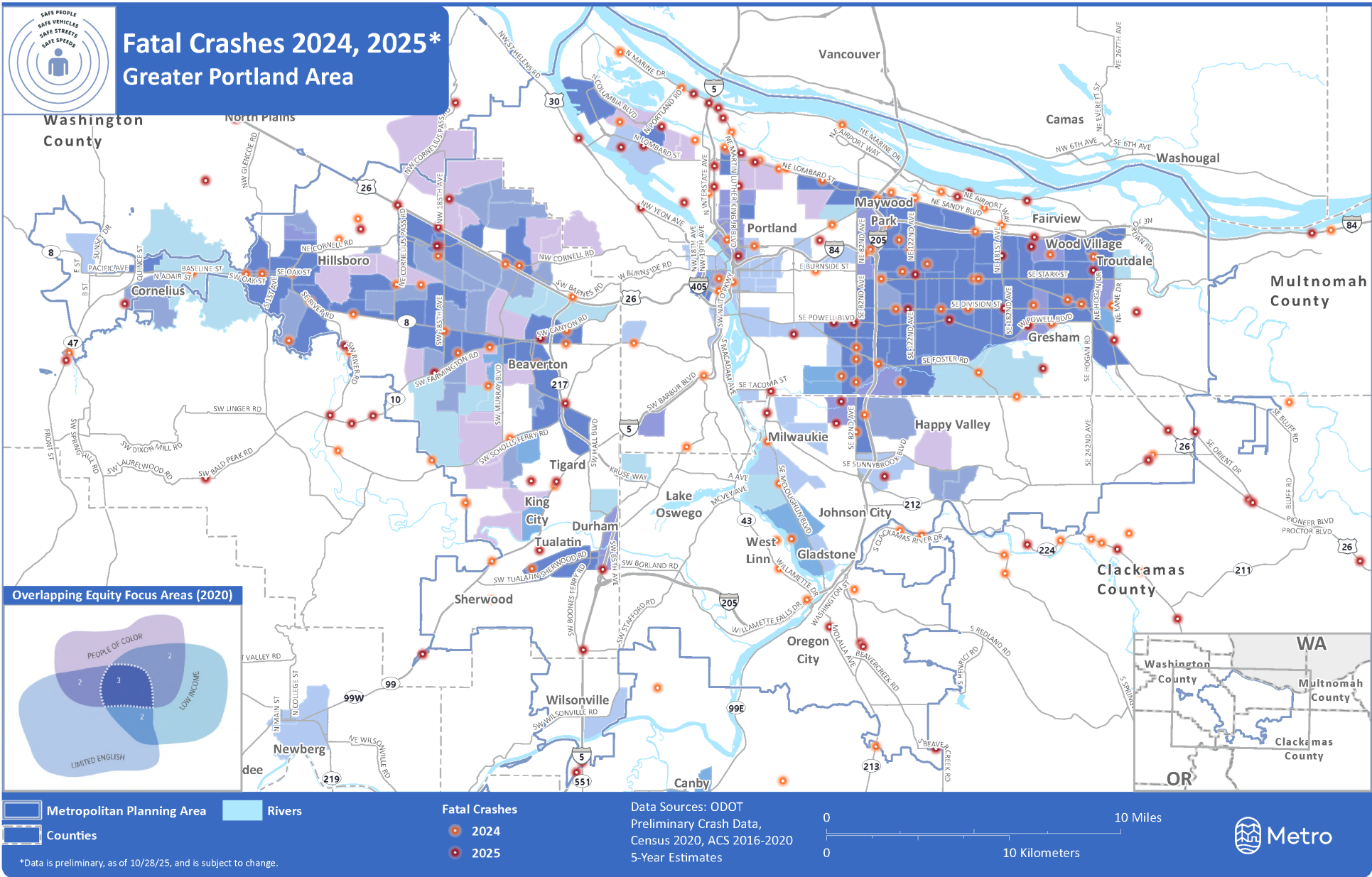
December 2025





Remembering those killed in traffic crashes in 2024 and 2025.

There were at least 257 traffic deaths in the 3-counties in 2024 and 2025.



Presentation overview

- 2025 JPACT wins for safety
- Safety stats & trends
- Safety emphasis areas and countermeasures
- On the Path to Zero – strategic actions
- JPACT safety workplan for 2026
- Looking ahead – next steps
- Discussion



2025 JPACT wins for safe streets



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 (\$142+million) to projects that will improve safety (2028-30)



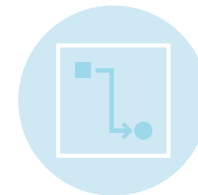
Funding \$155+million in safety projects, 80% on high injury corridors, in 2024-27 MTIP



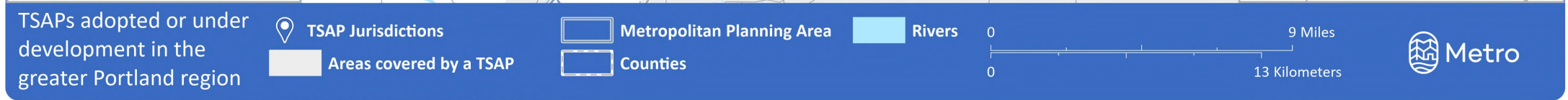
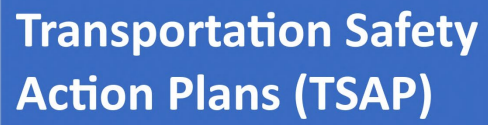
Leading a region with one of the lowest traffic death rates in the country



Developing, adopting and implementing Transportation Safety Action Plans (TSAPs)



Increasing Safe Routes to School, Regional Travel Options, TDM and TOD for safer streets



Safety stats, MPA, 2019-23

- 566 people were killed in traffic crashes, 39 more than the previous 5-year period; vehicle occupant and pedestrian deaths went up
- Fatality rates increased for all races, especially for Black and American Indian people
- Regional traffic fatality rates per population and vehicle miles traveled are lower compared to Oregon and the US
- However, some communities have traffic death rates much higher than the regional average
- 48% of serious crashes in the region are in Portland



Safety trends, MPA, 2014 to 2023

- Minor crashes are decreasing
- Serious crashes for all modes increased, except bicycles
- Vehicle occupants saw the highest increase in serious crashes (+90%)
- Fatal crashes involving large vehicles (pickups/SUVs/vans) increased, especially for pedestrians (+86%)
- People of color are killed at higher rates in traffic crashes
- The region is not on track to zero deaths and serious injuries, but upward trends may be leveling out, looking ahead
- Traffic deaths decreased 26% in 2025 from 2020-24, with the highest decrease in Portland (-38%), -34% Multnomah County, -5% Washington County, & -4% Clackamas County

Safety emphasis areas

Problem, map, context, countermeasures

1. Wide, fast streets

Serious crashes on 30-45 mph streets

2. Serious pedestrian crashes

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

3. Impaired driving

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

4. Intersections

Serious crashes at intersections of 30-45 mph streets

5. Large vehicles

Fatal pedestrian crashes involving large vehicles



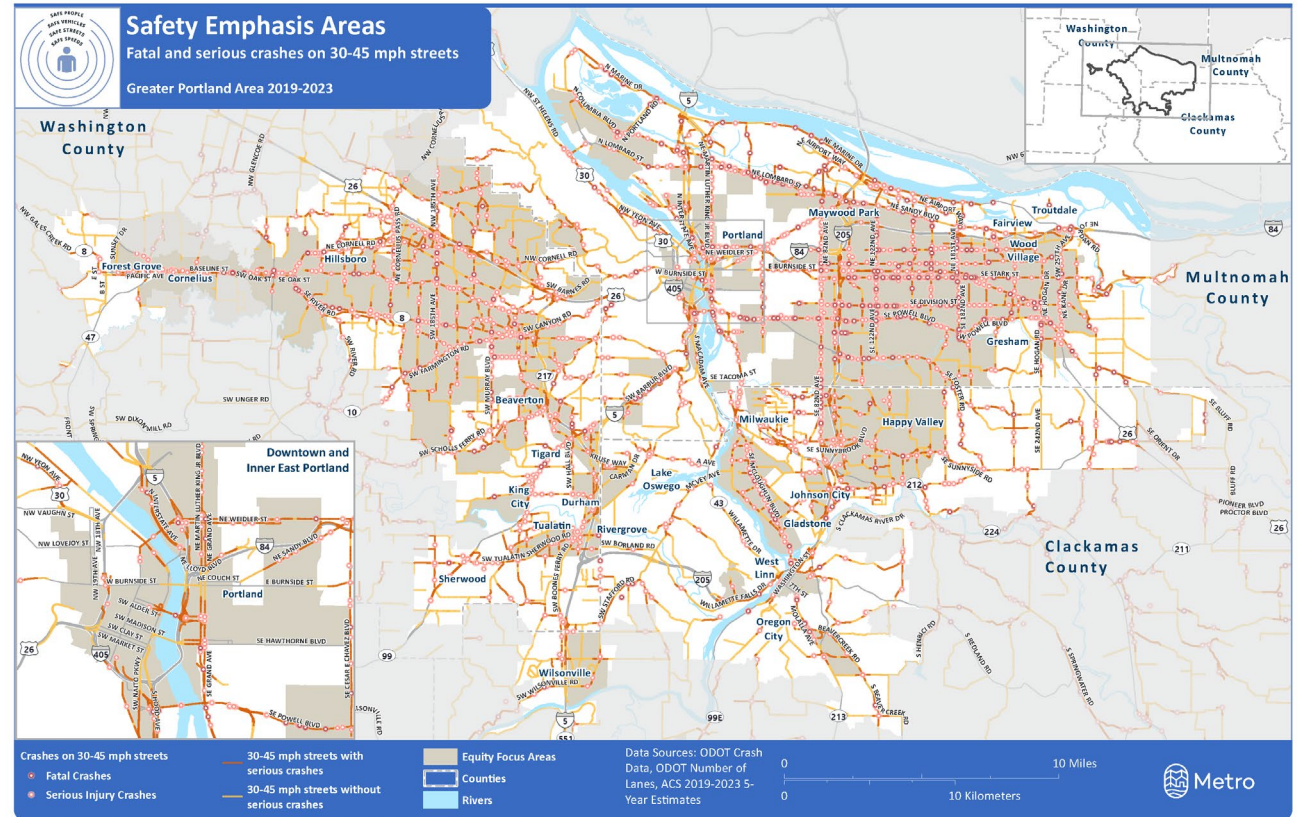
1. Wide, fast streets

Emphasis area: Serious crashes on 30-45 mph streets.

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

Context: Nearly 60% of all crashes are on 30-45 mph streets, which make up 18% of all streets.

Washington County has the highest percentage— 75% off serious crashes in the county are on 30-45 mph streets.



75% of the crashes on the map are on transit routes, 63% are in Equity Focus Areas, and 62% are on high injury corridors

Countermeasures for wide, fast streets

Serious crashes on streets with 30-45 mph speed limit and four or more lanes.



Crashes where raised center medians were installed on SE Division decreased dramatically, nearly 2.5 times more than crashes at all locations.



Appropriate speed limits

up to 26% reduction



Speed safety cameras

up to 54% reduction



Traffic signal timing

slows speeds and reduces aggressive driving



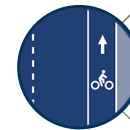
Roadway reconfiguration

up to 19-47% reduction



Medians with pedestrian crossing islands

up to 46-56% reduction



Protected bike lanes and complete sidewalks

up to 49-89% reduction



Tighter corner turns

up to 18-59% reduction in pedestrian crashes



Lighting

up to 42% reduction



Driveway consolidation

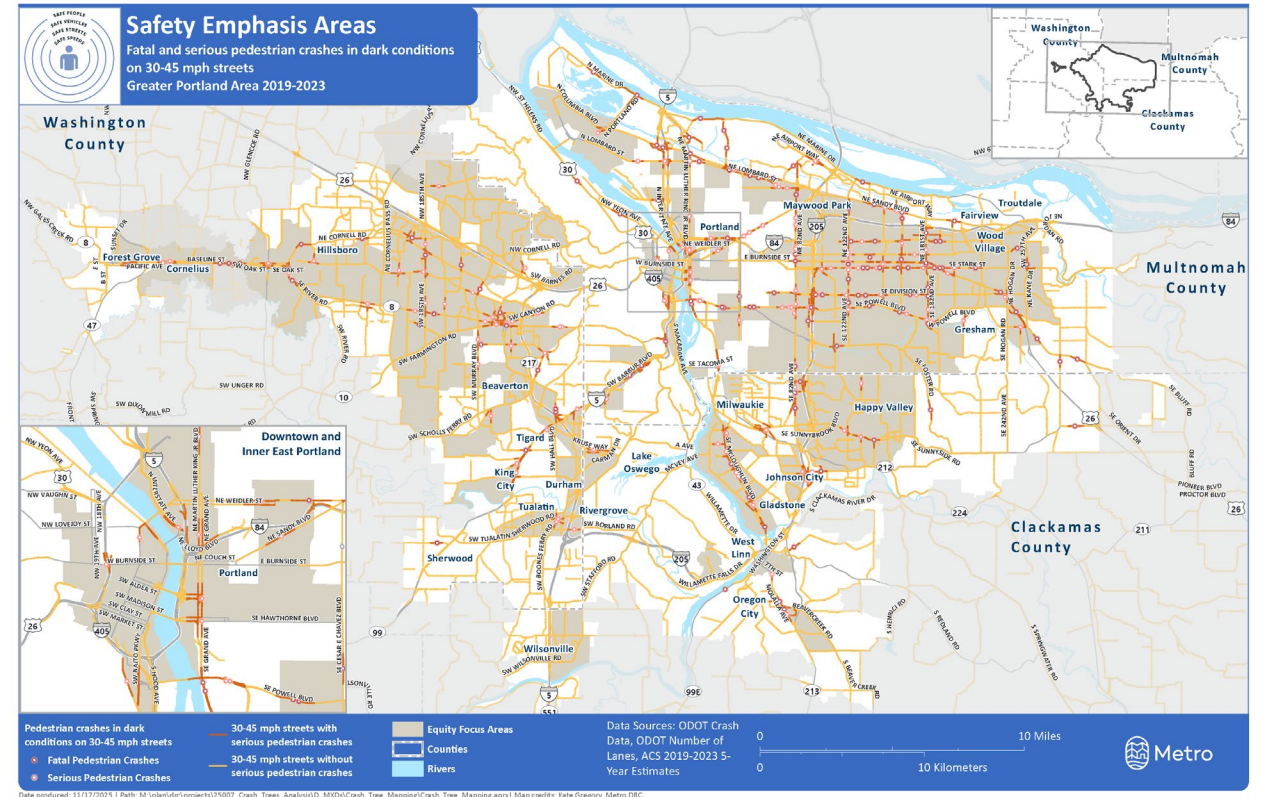
up to 25-31% reduction

2. Serious pedestrian crashes

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

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

Context: 25% of all fatal crashes are pedestrians in dark-dim conditions on 30-45 mph streets.



86% of the crashes on the map are on transit routes, 73% are on high injury corridors, and 69% are in Equity Focus Areas

Countermeasures for serious pedestrian crashes

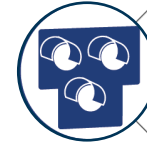
Serious pedestrian crashes in dark-dim conditions on 30-45 mph streets.



Increasing pedestrian visibility at night saves lives.



Pedestrian scale lighting
up to 42% reduction



Pedestrian crossing signals
up to 47-69% reduction, depending on signal type



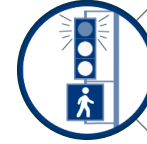
Medians & pedestrian refuge islands
up to 46-56% reduction



Highly visible crossings
Up to 45% reduction, depending on facility type



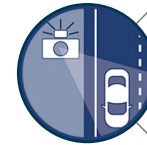
Curb extensions
shortens crossings and improves visibility



Leading pedestrian interval
up to 13% reduction



Appropriate speed limits
up to 26% reduction



Speed safety cameras
up to 54% reduction

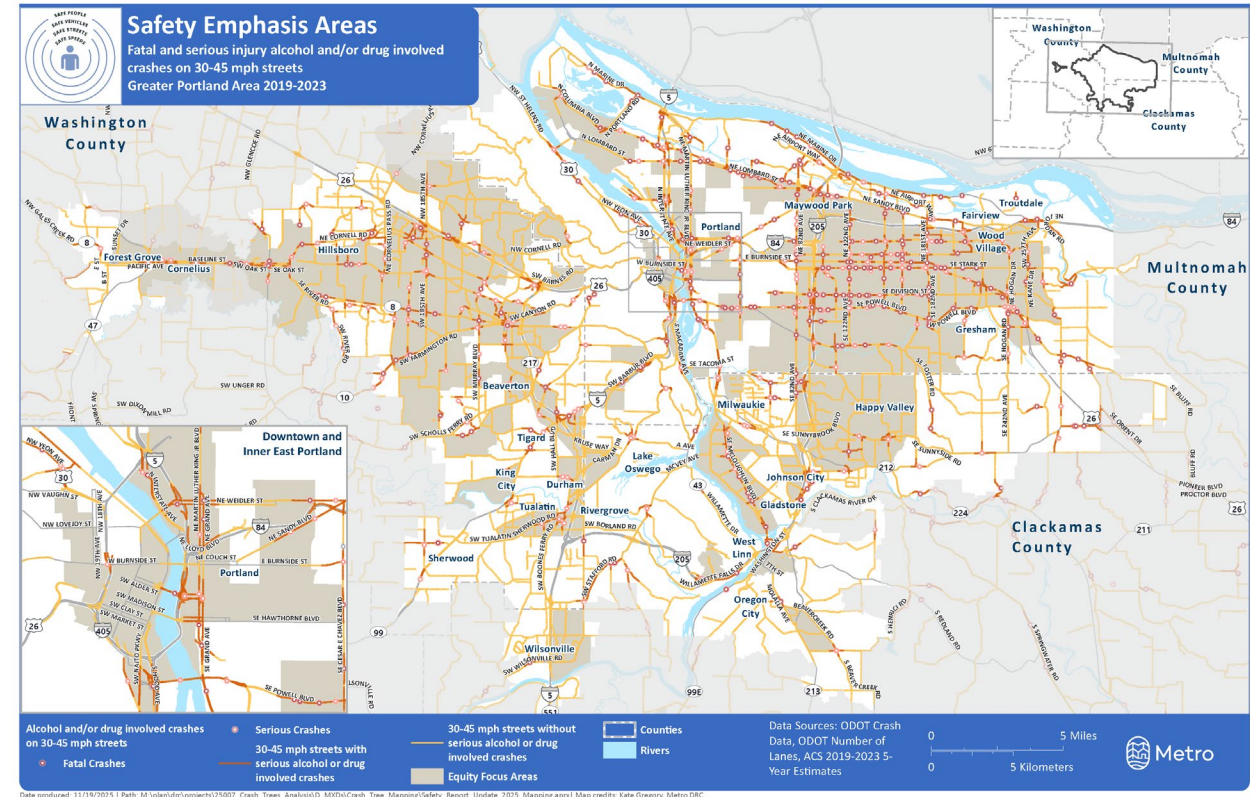
3. Impaired driving

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.

Context: 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.

Over 60% of the crashes are in Multnomah County.



73% of the serious crashes shown are on transit routes, 59% are in Equity Focus Areas, and 67% are on high injury corridors

Countermeasures for impaired driving

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



Stopping impaired driving is most effective, designing streets to separate users and slow speeds reduces injury severity.



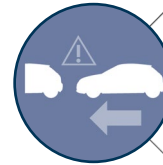
Rumble strips
up to 37-44% reduction



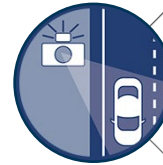
Safer curves
up to 8-44% reduction



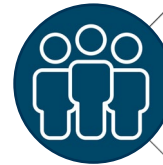
Medians & pedestrian refuge islands
up to 46-56% reduction



Collision warnings and braking
up to 11-44% reduction



Speed safety cameras
up to 47-54% reduction



Community harm reduction
housing, behavioral health,
and substance treatment



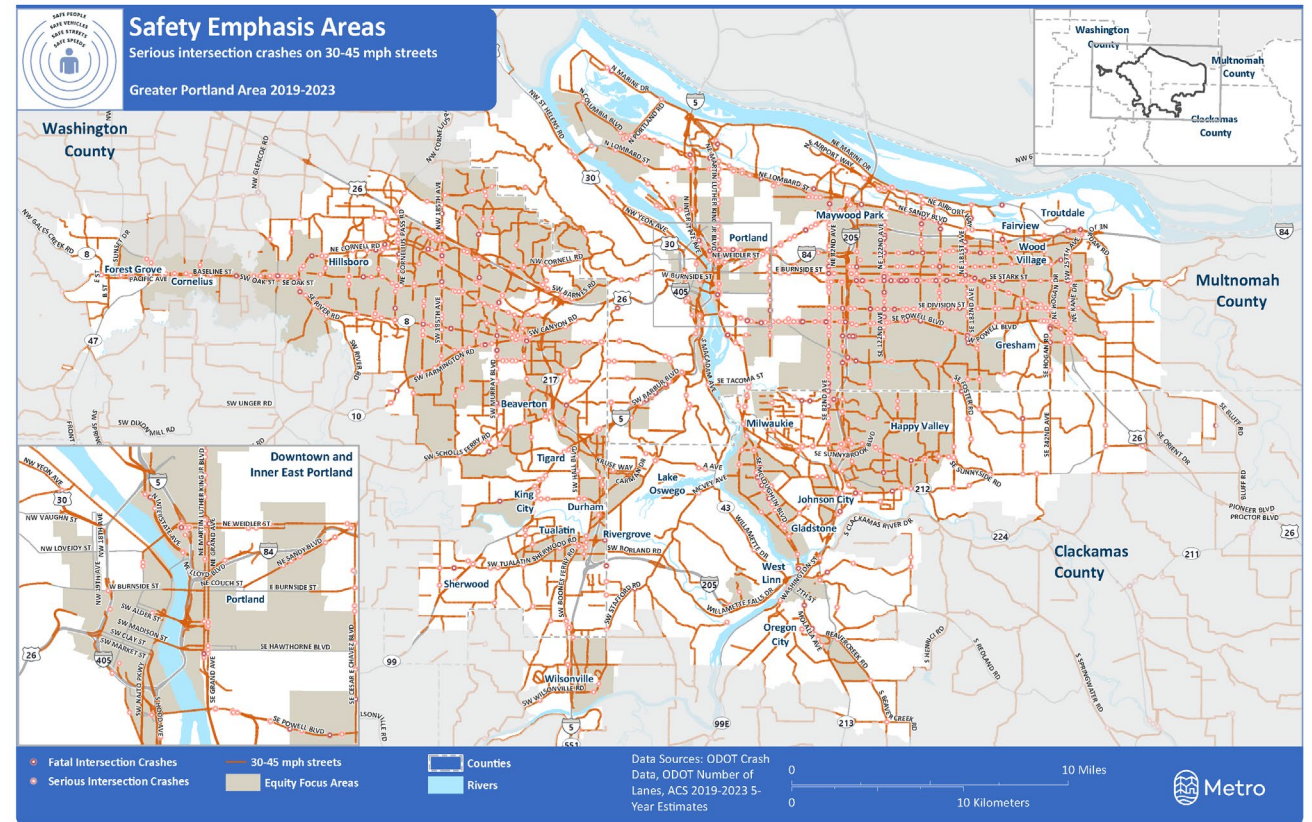
High-visibility enforcement & lower BAC
Visible campaigns at
high-risk times/locations, 0.05 BAC

4. Intersections

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.

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



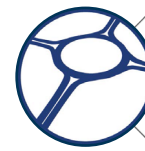
81% of the serious crashes shown are on transit routes, 68% are in Equity Focus Areas, and 73% are on high injury corridors

Countermeasures for intersections

Serious crashes at intersections of 30-45 mph streets.



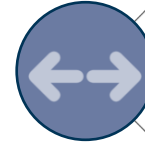
There have been no fatal crashes at the busy traffic circle at Glisan and Cesar Chavez Blvd. in Portland since crash data has been available (2007)



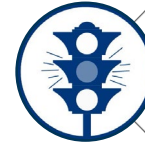
Roundabout
up to 82% reduction



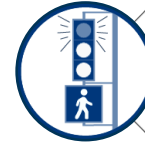
Dedicated turn lanes
up to 14-48% reduction



Turn calming
up to 13-60% speed reduction, depending on treatments



Traffic signal improvement
up to 80-89% reduction, depending on configuration



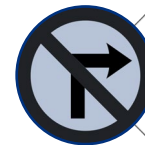
Leading pedestrian interval
up to 13% reduction



Protected pedestrian crossing
up to 25-40% reduction, depending on facility type



Better visibility
up to 15-42% reduction, depending on facility type



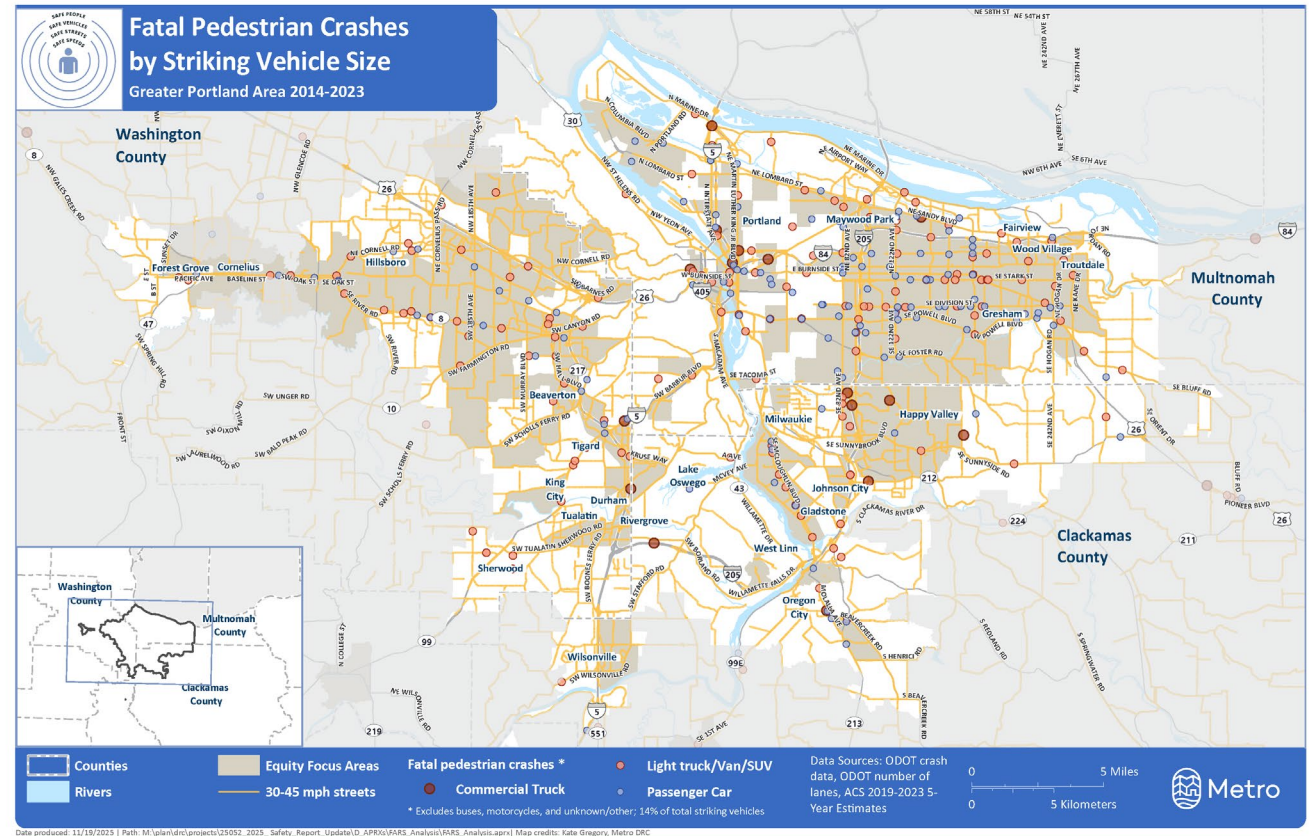
No right on red
reduces pedestrian-vehicle conflicts

5. Large vehicles

Emphasis area: Fatal pedestrian crashes involving large vehicles (pickup trucks, vans and SUVs).

Problem: Deadly crashes involving pedestrians and larger vehicles increased 87% between the 2014-18 and 2019-23 time periods.

Context: Vehicle weights are increasing for all body types, especially pickups (13% increase since 2009 in Oregon)



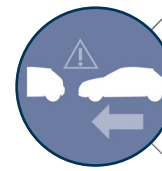
Of the fatal pedestrian crashes involving large vehicles, 85% are on 30-45mph streets, 63% on high injury corridors (HICs), and 65% are in Equity Focus Areas, and 82% are on transit routes.

Countermeasures for large vehicles

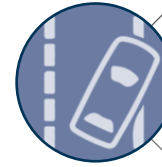
Fatal pedestrian crashes involving large vehicles, such as light trucks, vans and SUVs.



Slowing speeds reduces the impact and severity when crashes occur.



Automatic braking and collision warning
up to 12-44% reduction



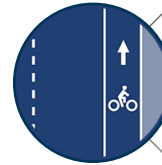
Lane and blind spot warnings
up to 11-23% reduction



Truck side guards
up to 20-61% reduction



Medians & pedestrian refuge islands
up to 46-56% reduction



Protected bike lanes and complete sidewalks
up to 49-89% reduction



Appropriate speed limits
up to 26% reduction



Better night visibility
up to 40-42% reduction

Not every solution is in local control, but many are



Serious traffic crashes cannot be traced back to a single cause – there are multiple factors that contribute to a serious crash occurring.



There are no single solutions to traffic safety problems.



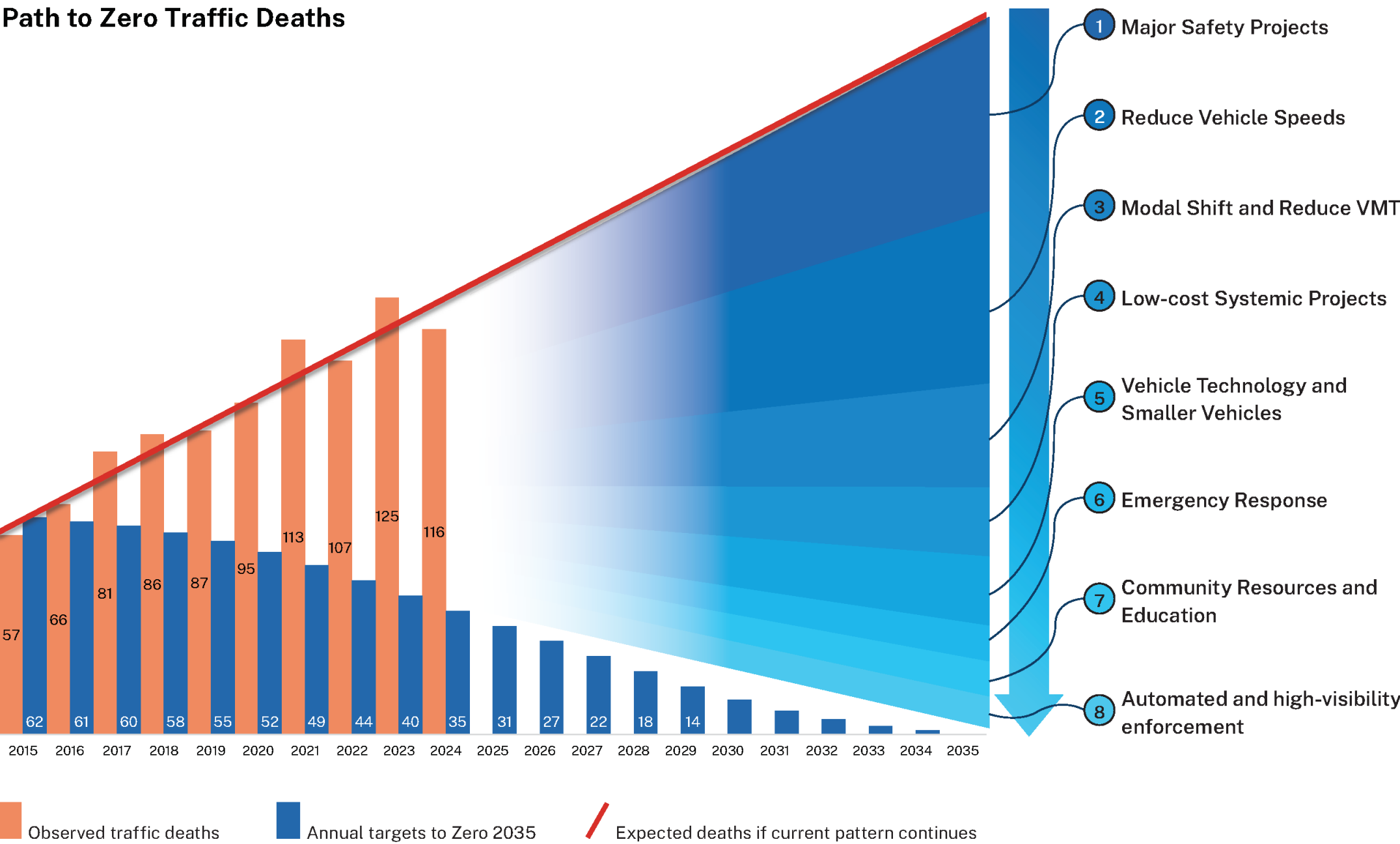
And, some very effective solutions, such as vehicle technologies and size, are beyond the control of local governments and communities.



However, there are many things that local and state governments and community partners can do to address the most serious crashes.

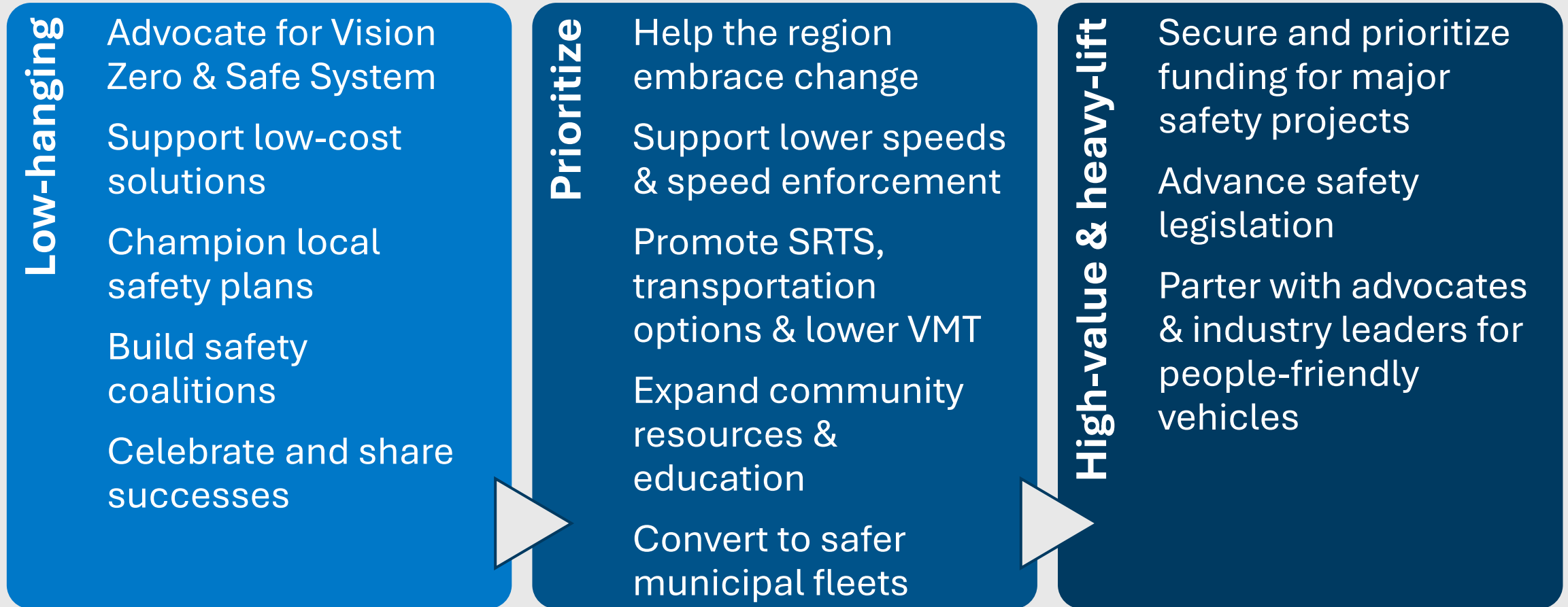


Path to Zero Traffic Deaths





JPACT leading the way on strategic actions



Regional strategic actions organized by level of effort, cost, and political coordination and collaboration



JPACT workplan to advance safety in 2026

Federal	Continue to bring Federal \$\$ to the region in alignment with an updated safe streets platform
State	Coordinate legislative priorities for safer streets
Region	Continue to align funding policy and decisions with desired safety outcomes and vision

Looking ahead

- **Develop workplan for JPACT 2026 strategy to advance safety**
- **Use and promotion of new tools and data**
- **Consider approach for 2026 SS4A grants and other funding**
- **Implement SS4A funded Multnomah County, Tigard, and Washington County and other transportation safety action plans**
- **Elevate safety in 2028 Regional Transportation update**

Discussion questions

- **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 strategy workplan for 2026? Does it align with local strategies and actions?**



oregonmetro.gov/safe-streets-for-all

Thank you

Working together, the greater Portland region can eliminate traffic deaths and achieve safe and sustainable communities.

Zero is our goal, a Safe System is how we get there.