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CLACKAMAS COUNTY

DAN JOHNSON
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

October 29, 2026 BCC Agenda Item: _____

Board of County Commissioners
Clackamas County

**Adoption of a Resolution Approving the Transportation Safety Action Plan.**
**No County General Funds are involved.**

**Previous Board Action/Review:** Policy Session 10/6/2026
**Performance Clackamas:** Safe, Secure and Livable Communities and Strong Infrastructure
**Counsel Review:** Yes **Procurement Review:** No
**Contact Person:** Rob Sadowsky **Contact Phone:** 503-679-7375

**EXECUTIVE SUMMARY:** The Clackamas County Transportation Safety Action Plan (TSAP) provides a comprehensive, data-driven roadmap to eliminate fatal and serious injury crashes by 2050. Between 2019 and 2023, the County experienced 166 fatalities and 917 serious injuries, prompting an updated plan grounded in the Safe System Approach, which emphasizes designing a transportation network that anticipates human error and reduces the severity of crashes. The TSAP incorporates extensive crash analysis, a review of existing policies, and robust public and stakeholder input.

Findings highlight steady fatality trends but a sharp rise in serious injuries, with intersections, roadway departures, and inexperienced road users representing the top contributing factors. Analyses identified priority corridors and intersections across both urban and rural areas that need safety investments to help achieve our goal of zero fatalities and serious injuries.

The TSAP sets clear goals, strategies, and implementation actions that span engineering, education, enforcement, and emergency response. It introduces potential performance measures to track progress, including crash rates, DUI counts, speed zone studies, project delivery, and public sentiment. Moving forward, the TSAP will guide the County in prioritizing safety-focused projects, coordinating across agencies, pursuing grant funding, and regularly updating the TSAP to reflect new data and evolving community needs. Ultimately, the TSAP establishes a unified long-term framework to make streets safer for all road users.

**RECOMMENDATION:** Staff recommends adoption of the attached resolution approving the TSAP.

Respectfully submitted,

Dan Johnson

Dan Johnson, Director
Department of Transportation and Development

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# BEFORE THE BOARD OF COUNTY COMMISSIONERS

**OF CLACKAMAS COUNTY, STATE OF OREGON**

| | |
|---|---|
| In the Matter of Approving the Transportation Safety Action Plan | Resolution No.<br><br>*Page 1 of 1* |

**Whereas,** the Clackamas County Transportation Safety Action Plan (TSAP) provides a comprehensive, data-driven roadmap to eliminate fatal and serious injury crashes by 2050; and

**Whereas,** the TSAP is grounded in the Safe System Approach, which emphasizes designing a transportation network that anticipates human error and reduces the severity of crashes; and

**Whereas,** the TSAP sets clear goals, strategies, and implementation actions that span engineering, education, enforcement, and emergency response; and

**Whereas,** the TSAP will guide the County in prioritizing safety-focused projects, coordinating across agencies, pursuing grant funding, and regularly updating the TSAP to reflect new data and evolving community needs;

**NOW, THEREFORE, the Clackamas County Board of Commissioners does hereby resolve that the TSAP, attached as Exhibit A hereto and by this reference incorporated herein, is approved.**

**DATED** this_____day of_____2026

**BOARD OF COUNTY COMMISSIONERS**

_____
Chair

_____
Recording Secretary

Exhibit A:

# CLACKAMAS COUNTY





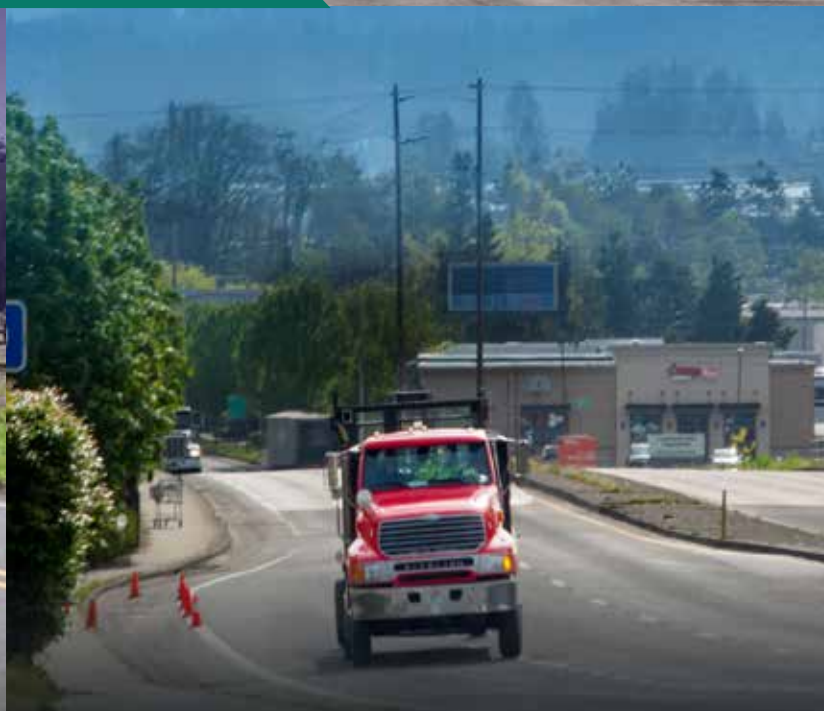


Clackamas County

**Safety Drives Us**

www.clackamas.us/safetydrivesus



# TRANSPORTATION SAFETY ACTION PLAN

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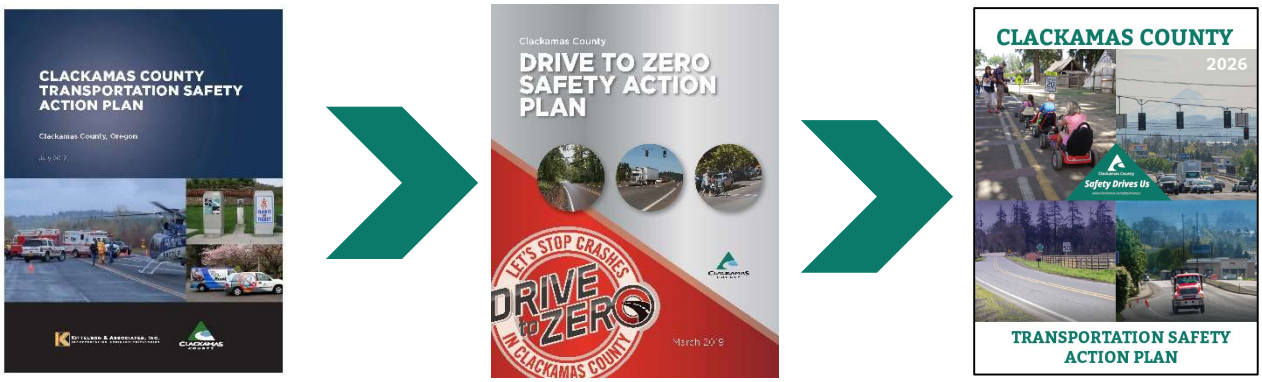
Appendix A: Policy, Plan, Guideline, Standard Review
Appendix B: Public Survey Results
Appendix C: Stakeholder Engagement
Appendix D: Crash Analysis
Appendix E: Proactive Analysis
Appendix F: Reactive Analysis
Appendix G: Emphasis Area Factsheets
Appendix H: Self-Certification Eligibility Worksheet

# INTRODUCTION

From 2019 to 2023, 166 people were killed in traffic crashes in Clackamas County. Another 917 people suffered serious, potentially life-altering injuries. These statistics do not reflect the County's goal of eliminating fatalities and serious injuries due to traffic crashes. As a result, the County is taking steps to address these tragedies of this loss of life and quality of life. This Transportation Safety Action Plan (TSAP) plan provides the roadmap for reducing with the hope to ultimately eliminate fatalities and serious injuries in Clackamas County by 35% by the year 2035, with the hope to ultimately eliminate them by 2050.

This TSAP) evaluate all roadways within Clackamas County with the exception of I-205 and I-5 (**Figure 1**). While crashes do occur along the stretches of I-205 and I-5, the features and resulting crash patterns of an interstate often skew the overall crash trends for the area. For example, interstates carry higher traffic volumes traveling at faster speeds compared to regional arterials that have at-grade intersections and various road users including bicyclists and pedestrians. State routes were included in the evaluation as their characteristics are more similar to county-maintained routes. While Clackamas County does not have jurisdiction over these routes, improvements could be championed by County officials through coordination with Oregon Department of Transportation (ODOT).

This TSAP is an update to the 2019 plan which built upon the original plan developed in 2012, which, at the time, was the first of its kind in Oregon for a local agency.



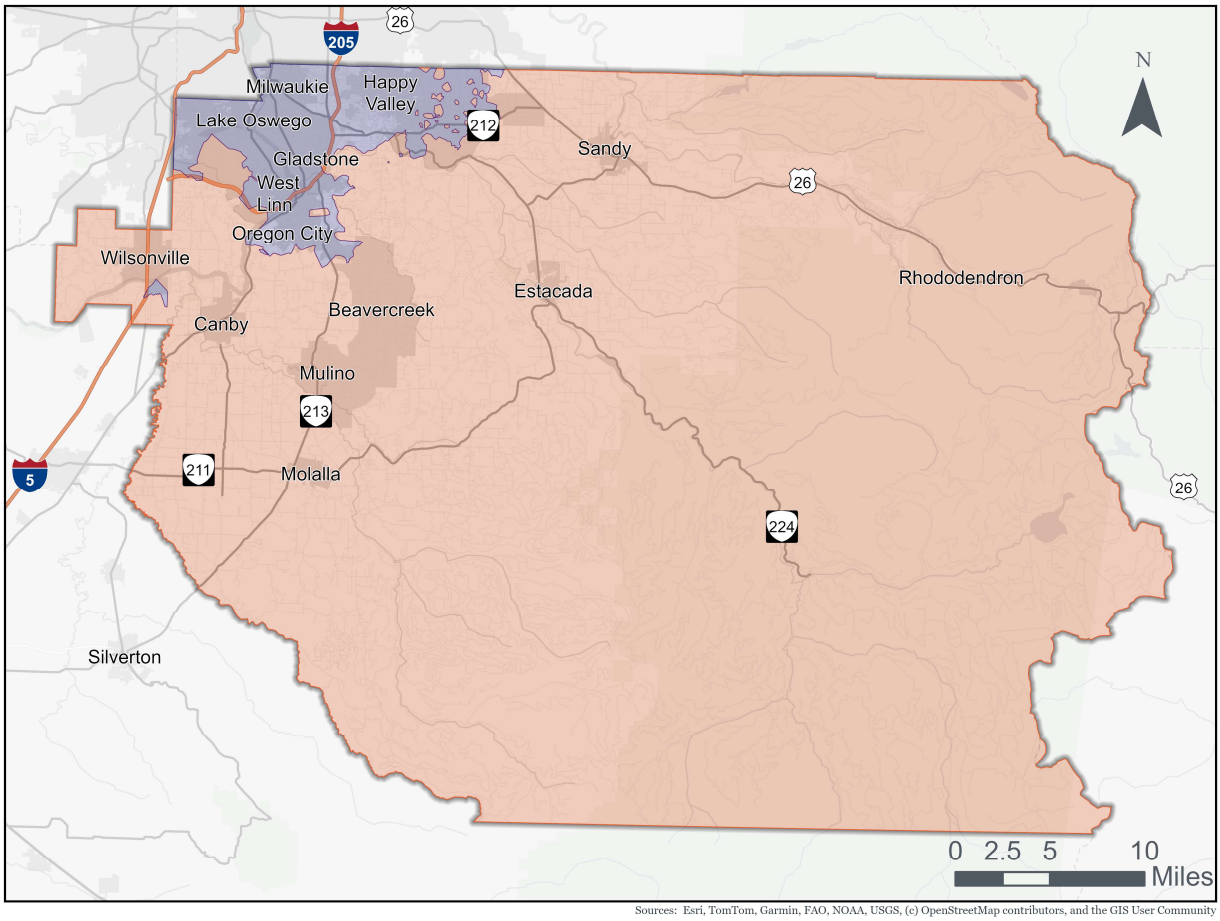



**Figure 1: Study Area**

## PLANNING PROCESS

The TSAP update is a data-intensive process that builds on previous safety planning efforts. Figure 2 shows the process. It began with a crash analysis using 2019–2023 crash data from the Oregon ODOT, review of the previous TSAP, and input from an internal multidepartment task force, an external advisory group of county partners and municipalities, the Safe System Advisory Task Force and the public in general. Findings from these efforts informed the identification of emphasis areas and the development of an updated vision and goals. Proactive and reactive roadway networks were identified, and the results were used to develop strategies and actions, establish performance measures, and confirm priority corridors and intersections.

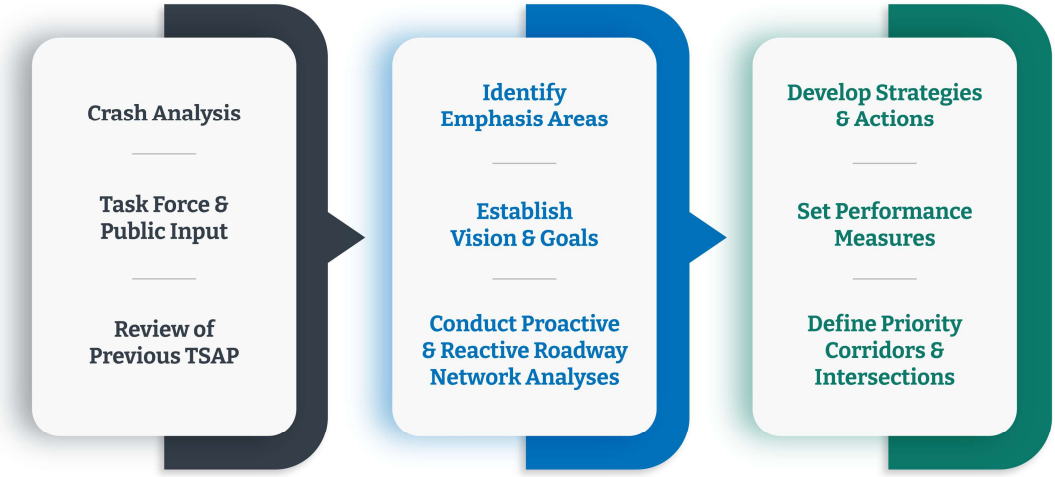



**Figure 2: Planning Process**

## SAFE SYSTEM APPROACH

The United States Department of Transportation (USDOT)'s Safe System Approach is a comprehensive and proactive framework to eliminate fatalities and serious injuries on roadways. The SSA is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Instead of laying the fault at the hands of one or more drivers for serious crashes, this approach recognizes that the responsibility for road safety is shared among multiple stakeholders including road users, road designers, vehicle manufacturers, law enforcement, and policymakers. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.

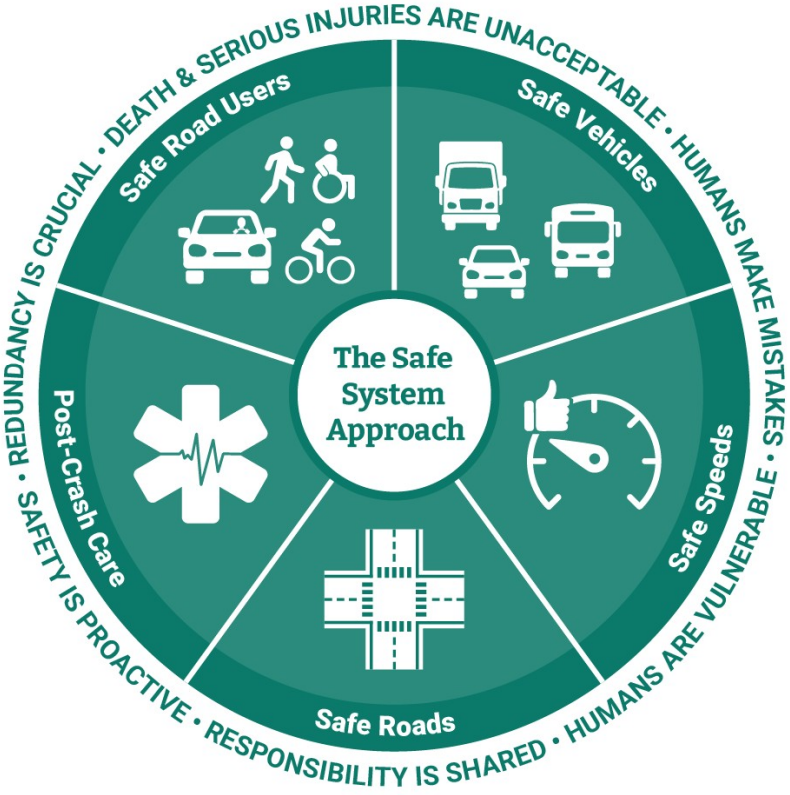



**Figure 3: Safe System Approach**

The Safe System Approach was used as a tool to frame stakeholder conversations and data analysis to identify solutions that more intentionally address safe roads, safe road users, safe speeds, post-crash care, and safe vehicles. The five elements (inner ring) and six principles (outer ring) of the SSA were considered throughout the development of this plan (Error! Reference source not found.).

## PLAN & POLICY REVIEW

Past and current safety policies and programs, including the County's five-year Capital Improvement Program, Walk Bike Clackamas Plan, and roadway standards were reviewed to understand the existing practices around traffic safety within Clackamas County. Key highlights are shown below. A full analysis is provided in **Appendix A.**

- Transportation Capital Improvement Program (CIP): The 2024 to 2028 CIP shows that 12 percent of capital project spending is allocated to active transportation projects, and 8 percent is allocated to safety projects.
- Walk Bike Clackamas Plan: Safety is a core principle of the Walk Bike Clackamas Plan, emphasizing the importance of being able to walk and bike safely and comfortably by physically separating people walking, bicycling, and rolling from motor vehicles.
- Clackamas County Roadway Standards: Road safety is a clear priority in County roadway standards, with requirements for crash data analysis and mitigation strategies. The standards integrate countermeasures to enhance safety for vulnerable road users. Proactive safety measures, such as queuing analysis and sight distance requirements, help prevent crashes before they occur.



## VISION & GOALS

After reviewing the previous vision and goals, recent safety data, and input received during the TSAP update process, the County established an updated vision and goal to guide this plan. Input on the vision and goal was gathered through meetings with the Safe System Advisory Task Force and the "Community Voices for Safer Streets" survey results. This update acknowledges that fatal and serious injury crashes are preventable and that achieving long-term change will require coordinated action across engineering, education, enforcement, emergency response, and policy.

The vision and goal also reflect the SSA, recognizing that people make mistakes and that the transportation system should be designed to reduce the likelihood that those mistakes result in fatal or serious outcomes. Together, the vision and goal provide a clear, shared direction for the Emphasis Areas, strategies, and project prioritization described in later chapters. The resulting vision, goal, and supporting objective are summarized in Figure 4.




**Figure 4: Vision, Goal, and Objective**

# PUBLIC & STAKEHOLDER ENGAGEMENT FINDINGS & RESULTS

## PUBLIC ENGAGEMENT

The County is committed to ensuring that community members have ample opportunity to provide guidance, reflection, and direction. As part of this effort, a “Community Voices for Safer Streets” online survey was conducted asking residents to share their experiences with road safety. The survey was available from January 5 to February 16, 2026 and 120 responses were received. Key survey results are below. The full survey results are in **Appendix B**.

- Survey responses indicate that the vast majority of participants primarily travel by car (76%).
- Self-reported behaviors suggest strong awareness of key driving safety risks: over 80% report never or rarely texting while driving, and 93% report never riding without a seatbelt in the past year. Speeding appears more normalized with 36% reporting they drive 10 mph over the speed limit either sometimes, often, or always.
- Respondents also overwhelmingly recognize the crash risk of cell phone use while driving, but believe other forms of distracted driving (eating, talking, listening to the radio) are less likely to result in a crash.
- Almost 47% of participants reported having never thought about what they will do when driving becomes unsafe as they age.
- Perceptions of transportation safety in Clackamas County are low to neutral with people reporting feeling safest while driving (3.11/5) and least safe while biking (2.42/5).
- Nearly 38% of participants report often or always choosing to drive or use transit because it feels safer than walking or biking.
- To address road safety, participants identify safe roads and safe road users as the most important priorities with safe vehicles and post-crash care as the least important.

Public comments helped elevate the importance of strategies related to intersection safety, speed management, and pedestrian and bicycle infrastructure.

## STAKEHOLDER ENGAGEMENT

In addition to public engagement, this plan was guided by stakeholder input obtained through three internal Safe System Advisory Task Force meetings (**Figure 5**Error! Reference source not found.).




**Figure 5: Safe System Advisory Task Force Meetings**

### Agency Participation

- Canby TSC
- Clackamas 911
- Clackamas AMR
- Clackamas County Medical Examiner's Office
- Clackamas County Community Road Fund Advisory Council
- Clackamas County Motor Carrier Safety
- Clackamas County Ped/Bike Committee
- Clackamas County Sheriff
- Clackamas County Traffic Safety Commission (TSC)
- Clackamas Fire District
- Transportation and Development (DTD): Admin
- DTD: Development Services
- DTD: Long Range Planning, Policy, Funding
- DTD: Planning
- DTD: Traffic Safety
- DTD: Transportation Engineering
- DTD: Transportation Operations
- Federal Highway Administration
- Gladstone City Council
- Health, Housing, and Human Services (H3S): Behavioral Health
- H3S: Public Health Division
- Lask Oswego
- Milwaukie Engineering
- Milwaukie Public Safety Council
- Oregon Department of Transportation
- OHSU-PSU School of Public Health
- Oregon Health Authority
- Oregon Impact
- Oregon Metro
- Public and Government Affairs
- The Street Trust
- Tualatin Valley Fire & Rescue
- Unite Oregon
- ZDO

At the January 2025 kick-off meeting, members were introduced to the TSAP update, the County's broader safety planning work, and historical crash trends. In October 2025, the Task Force helped confirm the plan's vision and goal and reviewed results from the crash analysis, including findings for the 10 Emphasis Areas. In March 2026, members discussed potential Emphasis Area strategies and were asked to review and comment on the priority proactive and reactive corridor segments and the 50 priority intersections. This feedback helped refine and prioritize the final set of locations and informed development of the corridor infrastructure solution matrix. **Appendix C** contains the meeting notes from the meetings.



## KEY CRASH ANALYSIS FINDINGS

The plan's key findings were identified by combining three connected efforts: (1) a crash analysis to understand recent trends and the most common types of fatal and serious injury crashes, (2) proactive and reactive network analyses to pinpoint corridors and intersections where risk is highest or severe crashes are concentrated, and (3) the development of 10 Emphasis Areas to organize the data into clear priorities.

### CRASH ANALYSIS

**Appendix D** provides a detailed look at the crashes in Clackamas County. Fatal crashes have remained relatively steady over five years of data, but serious injuries have sharply increased as shown in **Figure 6**.

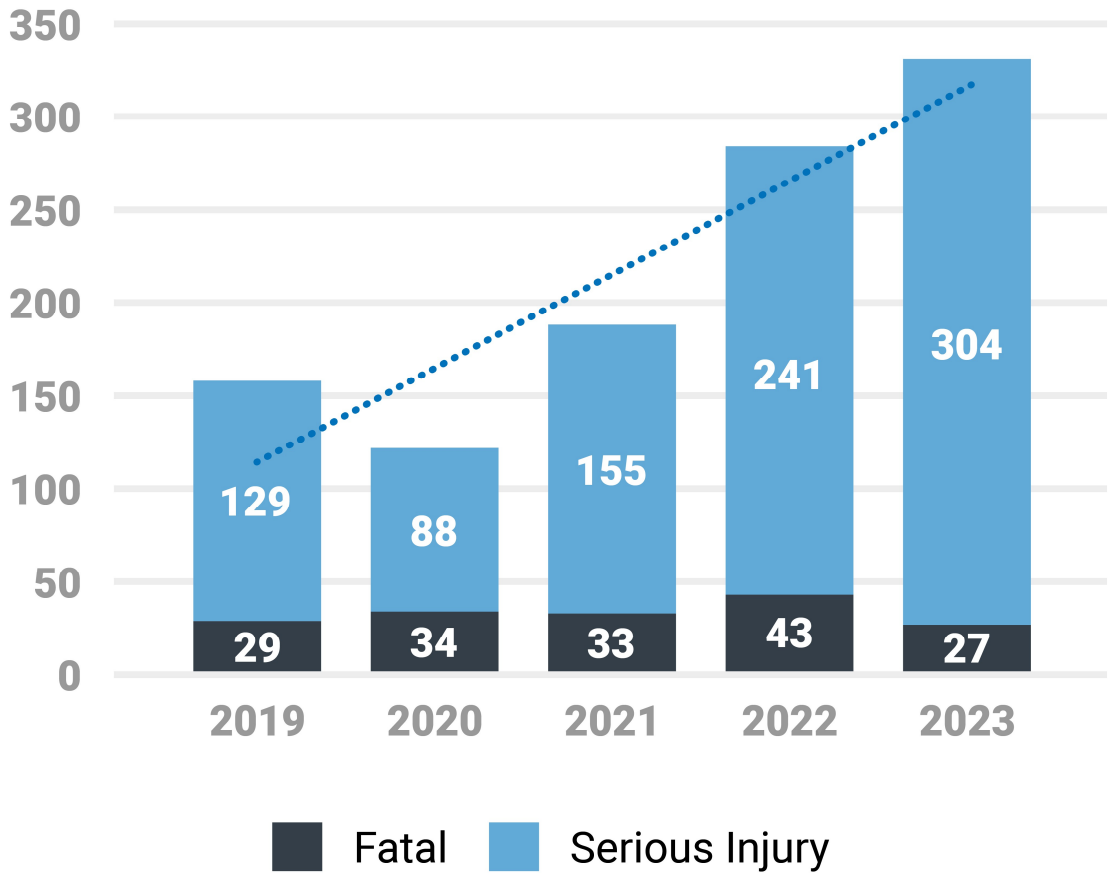



**Figure 6: Fatal and Serious Injury Crashes**

From 2019 to 2023, more people per year were killed or seriously hurt in crashes every year when compared to crashes from between 2009 to 2015, as measured with the 2019 TSAP (Figure 7). The crashes per million vehicles miles traveled (VMT) also shows an increase in fatal and serious injury crashes compared to the overall miles driven within the County. This increase in crashes per million VMT indicates that the increase in fatal and serious injury crashes is more than the increase in the number of vehicles traveling on Clackamas County roadways.

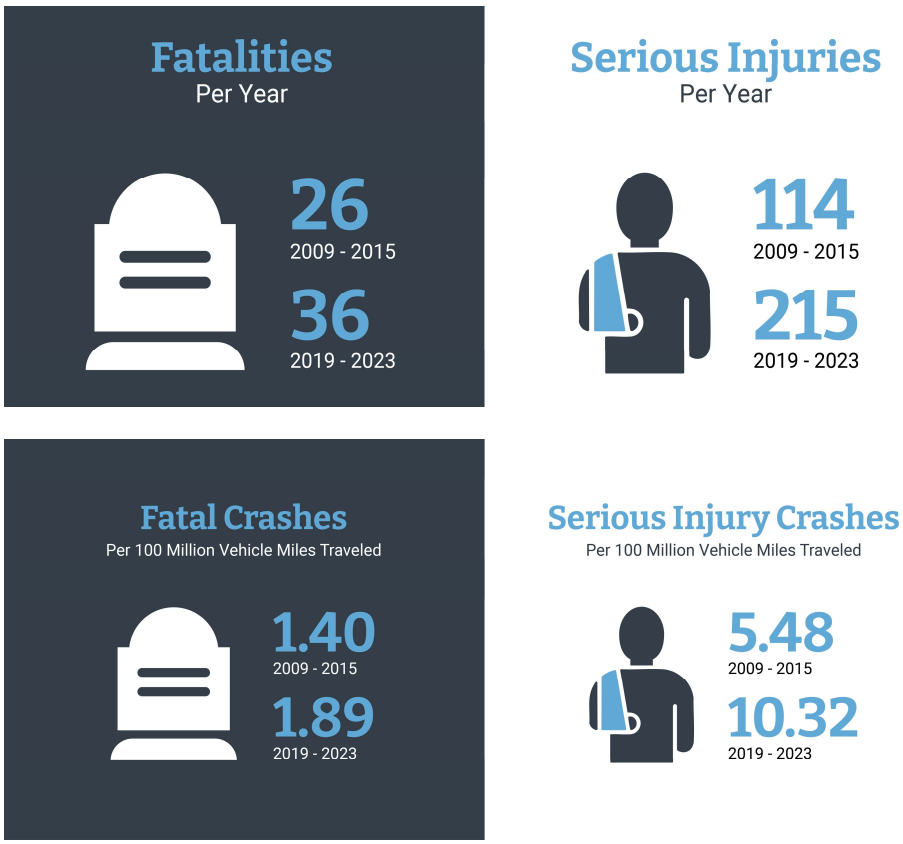



**Figure 7: Average Fatalities and Serious Injuries Per Year and VMT**

## COMMUNITY IMPACTS

The County considered demographic characteristics as part of its crash analysis to better understand how transportation safety outcomes vary across different communities. This analysis helped identify locations where demographic factors, crash history, and roadway risk overlap, providing additional context for prioritizing safety strategies, outreach, and future investments. In summary, 46% of severe crashes occur within areas that have indicators of transportation challenges or barriers.

## NETWORK ANALYSES

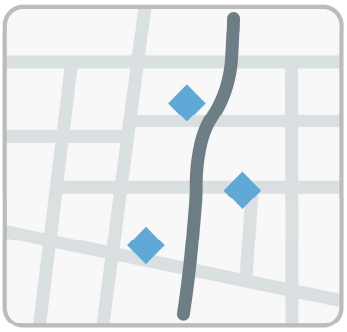
To identify site-specific safety needs, reactive and proactive priority networks were identified. The reactive network indicates locations with a documented crash history of fatal and serious injury crashes. The proactive network highlights locations that may be prone to severe crashes based on specific characteristics. Together, these networks can be used to help address areas of known crash concentrations while also preventing severe crashes before they occur.

**REACTIVE LOCATIONS**



Locations with a demonstrated crash history

**PROACTIVE LOCATIONS**



Locations based on characteristics associated with crashes

The reactive analysis used historical crash data to identify and prioritize intersections and segments with the greatest documented safety concerns, specifically those with fatal and serious injury crashes. Intersections were screened using Equivalent Property Damage Only (EPDO) factors to weight locations by crashes by frequency and severity, allowing the County to narrow a broad set of candidate intersections to a top 50 list.

*An **Equivalent Property Damage Only (EPDO) factor** gives more weight to crashes that result in serious injuries or deaths.*

*Instead of counting every crash equally, EPDO converts crashes into a common value based on their severity. For example, a fatal or serious injury crash receives a much higher value than a crash involving only property damage.*

*This helps identify locations where crashes may be less frequent but have more severe consequences.*

For reactive analysis of rural segments, the Level of Service of Safety (LOSS) metric was developed using rural crash history and the Vision Zero Suite, a safety analytics program. This metric compares observed crash frequency along a segment to its expected performance derived from safety performance functions which determine how many crashes are likely to occur at a particular location based on its traffic volume and geometric characteristics. In general, the more crashes that occur at a location than expected, the higher the LOSS. Priority segments were identified as locations with a LOSS 3 or 4, which are the highest two categories. While the results of the reactive analyses indicate where severe crashes are occurring, it is important to note that this analysis does not indicate the cause of the crashes. **Appendix F** details the reactive analysis methodology as well as the results.

The proactive analysis utilizes risk factors such as roadway width, traffic volume, speed limit, and others to identify network segments that have a high-risk for the potential of severe crashes. Segments in the urban environment were considered high-risk if they exhibited four (4) or more of these characteristics. In the rural areas, high-risk segments were those with three (3) or more characteristics. It is important to note that the risk factor or characteristics themselves are not necessarily contributing factors to severe crashes. Rather, severe crashes were most often reported along segments with these specific set of characteristics. For example, some of the proactive network segments have sidewalk which was identified as a risk factor during this analysis. The mitigation is not to remove sidewalk so crashes do not occur, but rather, to consider countermeasures that provide additional safety considerations for pedestrians should be considered because the sidewalk may indicate pedestrian traffic. The proactive analysis identifies locations that may present a higher risk for crashes that result in fatal or serious injuries, even if crashes have not yet occurred in these areas. This approach shifts the focus from only reacting to past incidents to proactively preventing future crashes by mitigating identified risks. **Appendix F** contains a description of how the proactive analysis was developed as well as more detailed results.

*Risk factors do not mean it contributes to or causes a crash.*

The proactive and reactive analyses resulted in a list of identified proactive and reactive locations. These 100 priority segments and top 50 ranked intersections are shown on **Figure 8**. To provide flexibility to the County, the segments were not prioritized and are listed in alphabetical order. The locations shown in **Figure 8** are detailed in **Table 1** (intersections) and **Table 2** (segments).

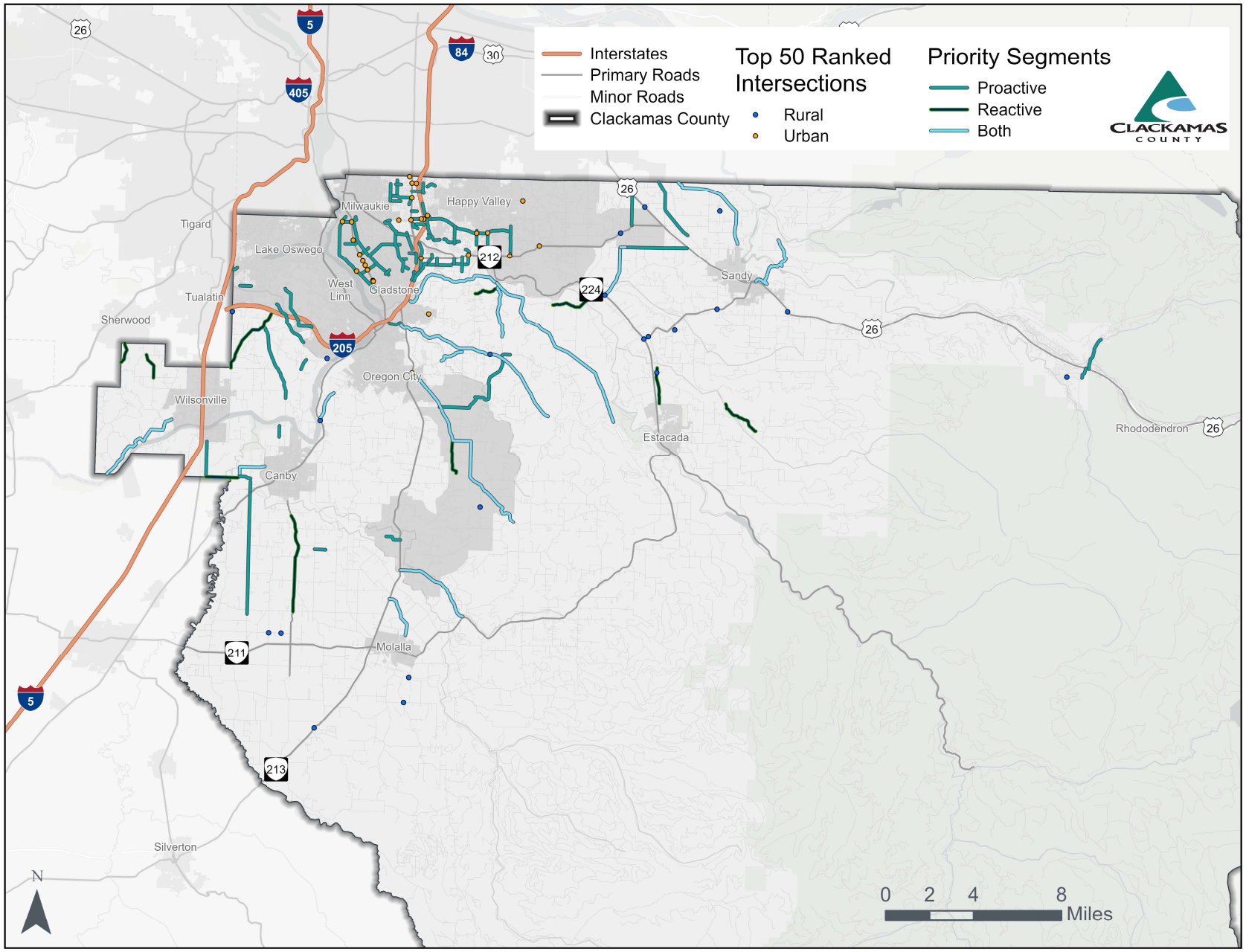



**Figure 8: Priority Segments and Top 50 Ranked Intersections**

### Table 1: Top 50 Ranked Intersections

| Cross Streets | Intersection Rank | Area Type | Responsible Agency |
|---|---|---|---|
| SE McLoughlin Blvd (OR 99E) & SE Roethe Rd | 1 | Urban | ODOT |
| OR 212 & SE 135th Ave | 2 | Urban | ODOT |
| OR 213 & SE King Rd | 3 | Urban | ODOT |
| SE McLoughlin Blvd (OR 99E) & SE Concord Rd | 4 | Urban | ODOT |
| OR 224 & SE Amisigger Rd | 5 | Rural | ODOT |
| OR 213 & S Beavercreek Rd | 6 | Urban | ODOT |
| OR 224 & OR 211 | 7 | Rural | ODOT |
| S Herman Rd & S Sawtell Rd | 8 | Rural | Clackamas County |
| US 26 & SE Haley Rd | 9 | Rural | ODOT |
| OR 213 & SE Johnson Creek Blvd | 10 | Urban | ODOT |
| SE Foster Rd & SE Hemrich Rd | 11 | Urban | Clackamas County |
| SE Stevens Rd & SE Bob Schumacher Rd | 12 | Urban | Clackamas County |
| SW Peters Mountain Rd & Volpp St | 12 | Rural | Clackamas County |
| Holcomb Blvd & S Winston Dr | 12 | Urban | Clackamas County |
| E Fairway Ave & E Welches Rd | 12 | Rural | Clackamas County |
| OR 213 & S Rosewood Wy | 12 | Rural | ODOT |
| S Elida Rd & S Redlands Rd | 12 | Rural | Clackamas County |
| S Mathias Rd & S Eves Rd | 12 | Rural | Clackamas County |
| S Burk Rd & S Larkin Rd | 12 | Rural | Clackamas County |
| S Sconce Rd & S Arrow Ct | 12 | Rural | Clackamas County |
| Platz Rd & SE 362nd Ave | 12 | Rural | Clackamas County |
| SE Judd Rd & SE Howlett Rd | 12 | Rural | Clackamas County |
| SE Luther Rd & SE 80th Ave | 12 | Urban | Clackamas County |
| SE River Rd & SE Park Ave | 12 | Urban | Clackamas County |
| SE River Rd & SE Naef Rd | 12 | Urban | Clackamas County |
| SW Prosperity Park Rd & SW 65th Ave | 12 | Rural | Local Agency |

| Cross Streets | Intersection Rank | Area Type | Responsible Agency |
|---|---|---|---|
| OR 212 & SE Sunnyside Rd | 27 | Urban | ODOT |
| OR 213 & SE Sunnyside Rd | 28 | Urban | ODOT |
| SE McLoughlin Blvd (OR 99E) & SE Park Ave | 29 | Urban | ODOT |
| SE McLoughlin Blvd (OR 99E) & SE Jennings Ave | 30 | Urban | ODOT |
| SE Sunnyside Rd & SE 142nd Ave | 31 | Urban | Clackamas County |
| OR 205 & SE Sunnyside Rd | 32 | Urban | ODOT |
| SE Sunnyside Rd & SE 152nd Dr | 33 | Urban | Clackamas County |
| OR 212 & SE 82nd Dr | 34 | Urban | ODOT |
| OR 212 & 172nd Ave | 35 | Urban | ODOT |
| SE Johnson Creek Blvd & SE Fuller Rd | 36 | Urban | Clackamas County |
| SE Harmony Rd & SE 71st Ave | 37 | Urban | Clackamas County |
| S Sconce Rd & S Needy Rd | 37 | Rural | Clackamas County |
| SE Eagle Creek Rd & SE Riverside Way | 37 | Rural | Clackamas County |
| OR 99E & S South End Rd | 40 | Rural | ODOT |
| OR 212 & SE 152nd Dr | 41 | Urban | ODOT |
| SE McLoughlin Blvd (OR 99E) & SE Maple St | 42 | Urban | ODOT |
| SE 93rd Ave & SE Sunnyside Rd | 43 | Urban | Clackamas County |
| SE McLoughlin Blvd (OR 99E) & SE Arista Dr | 44 | Urban | ODOT |
| SE McLoughlin Blvd (OR 99E) & SE Naef Rd | 44 | Urban | ODOT |
| OR 211 & SE Eagle Creek Rd | 46 | Rural | ODOT |
| OR 211 & SE 362nd Dr | 47 | Rural | ODOT |
| US 26 & SE Firwood Rd | 48 | Rural | ODOT |
| OR 212 & SE 272nd Ave | 49 | Rural | ODOT |
| SE McLoughlin Blvd (OR 99E) & SE Vinyard Rd | 50 | Urban | ODOT |

### Table 2: Priority Segments (Alphabetical Order)

| Priority Type | Corridor | From | To | Area Type |
|---|---|---|---|---|
| Proactive | Abernethy Rd | Washington St | S Redland Rd | Urban |
| Proactive | Boones Ferry Rd | SW 65th Ave | Jean Way | Urban |
| Proactive | Cason Rd | Cason Cir | SE Strawberry Ln | Urban |
| Proactive | Childs Rd | Benfield Ave | Sycamore Ave | Urban |
| Proactive | E Lolo Pass Rd | US 26 (Mount Hood Hwy) | E Pinewood Dr | Rural |
| Proactive | E Salmon River Rd | E Fairway Ave | US 26 (Mount Hood Hwy) | Rural |
| Proactive | Johnson Rd | Stafford Rd | S Woodbine Rd | Rural |
| Proactive | N Holly St | Molalla River State Park | NW 31st Ave | Rural |
| Proactive | NE Airport Rd | NE Arndt Rd | NE Miley Rd | Rural |
| Reactive | NE Arndt Rd | Airport Rd NE | S Knights Bridge Rd | Rural |
| Both | NE Wilsonville Rd | SW Geer Rd | SW Willamette Way W | Rural |
| Proactive | S Arndt Rd | S Knights Bridge Rd | S Barlow Rd | Rural |
| Reactive | S Bakers Ferry Rd | Tranquility Dr | SR 224 (Clackamas Highway) | Rural |
| Proactive | S Barlow Rd | SR 99E (Pacific Hwy) | S Arndt Rd | Rural |
| Proactive | S Barlow Rd | SR 99E (Pacific Hwy) | Miller Rd | Rural |
| Both | S Beavercreek Rd | S Butte Rd | SR 213 (Trails End Hwy) | Rural |
| Both | S Clackamas River Dr | Henry Ave | S Springwater Rd | Rural |
| Proactive | S Fischers Mill Rd | S Redland Rd | S Deininger Rd | Rural |
| Reactive | S Gronlund Rd | S Bradley Rd | S Hattan Rd | Rural |
| Both | S Hattan Rd | S Springwater Rd | Wilson Rd | Rural |
| Proactive | S Henrici Rd | S Poppylane Ter | S Redland Rd | Rural |
| Reactive | S Kamrath Rd | S Beavercreek Rd | S Spangler Rd | Rural |
| Both | S Knights Bridge Rd | S Arndt Rd | N Ash St | Rural |
| Proactive | S Macksburg Rd | S Dryland Rd | S Ellsha Rd | Rural |
| Both | S Maple Lane Rd | S Hill Valley Ln | S Ferguson Rd | Rural |
| Both | S Molalla Ave | SR 213 (Cascade Hwy) | Church St | Rural |

| Priority Type | Corridor | From | To | Area Type |
|---|---|---|---|---|
| Proactive | S Mullino Rd | S Fish Rd | SR 213 (Cascade Hwy) | Rural |
| Both | S Redland Rd | Abernethy Rd | S Ridge Rd | Rural |
| Both | S South End Rd | SR 99E (Pacific Hwy) | S May Rd | Rural |
| Both | S Springwater Rd | S Clackamas River Rd | S Entrance Rd | Rural |
| Both | S Union Mills Rd | SR 213 (Cascade Hwy) | S Beavercreek Rd | Rural |
| Proactive | SE 102nd Ave | SR 212 (SE Highway 212) | SE 98th Ave | Urban |
| Proactive | SE 106th Ave | SR 212 (SE Highway 212) | SE Jennifer St | Urban |
| Proactive | SE 122nd Ave | SR 212 (SE Highway 212) | SE Jennifer St | Urban |
| Proactive | SE 122nd Ave | SE Sunnyside Rd | SE Mountain Sun Dr | Urban |
| Proactive | SE 130th Ave | SR 212 (SE Highway 212) | SE Capps Rd | Urban |
| Proactive | SE 135th Ave | SE Jennifer St | SR 212 (SE Highway 212) | Urban |
| Proactive | SE 142nd Ave | SE Verlie St | SE Charjan St | Urban |
| Proactive | SE 152nd Dr | SE Sunnyside Rd | SE Addison Rd | Urban |
| Proactive | SE 172nd Ave | SE Armstrong Cir | SE Tristin Ln | Urban |
| Proactive | SE 172nd Ave | SR 212 (SE Highway 212) | SE Armstrong Cir | Urban |
| Proactive | SE 82nd Ave | SE Stone Rd | SR 212 (SE Highway 212) | Rural |
| Proactive | SE 82nd Dr | SE Enoch Ct | Wheeler Ct | Urban |
| Proactive | SE 84th Ave | SE Sunnybrook Blvd | Oak Bluff Rd | Urban |
| Proactive | SE 92nd Ave | SE Johnson Creek Blvd | SE Idleman Rd | Urban |
| Proactive | SE 97th Ave | SE Lawnfield Rd | SE Mather Rd | Urban |
| Proactive | SE 97th Ave | SE Lawnfield Rd | SE Sunnyside Rd | Urban |
| Both | SE Amishigger Rd | SR 224 (Clackamas Hwy) | SE Kelso Rd | Rural |
| Proactive | SE Bell Ave | SE Alberta St | SE King St | Urban |
| Both | SE Bluff Rd | SE 322nd Pl | SE Kelso Rd | Rural |
| Proactive | SE Bob Schumacher Rd | SE Causey Ave | SE Stevens Ct | Urban |
| Proactive | SE Clackamas Rd | SE Lark Ave | SE Rainier Ct | Urban |
| Proactive | SE Concord Rd | SR 99E (SE McLoughlin Blvd) | SE Concord Ct | Urban |
| Reactive | SE Eagle Creek Rd | SE Duus Rd | SE Eagle Cliff Ln | Rural |
| Proactive | SE Evelyn St | SE Last Rd | SR 212 (SE Highway 212) | Urban |

| Priority Type | Corridor | From | To | Area Type |
|---|---|---|---|---|
| Proactive | SE Flavel Dr | SE Johnson Creek Blvd | SE Monroe St | Urban |
| Proactive | SE Fuller Rd | SE Phillips Creek Ln | SE King Rd | Urban |
| Reactive | SE George Rd | SE Snuffin Rd | SE Willow Grace Ln | Rural |
| Proactive | SE Harmony Rd | SE Lake Rd | SE Railroad Ave | Urban |
| Proactive | SE Hubbard Rd | SE 131st Dr | SR 212 (SE Highway 212) | Urban |
| Proactive | SE Jennifer St | SE Evelyn St | SE 135th Ave | Urban |
| Proactive | SE Jennifer St | SE 82nd Dr | SE Evelyn St | Urban |
| Proactive | SE Jennings Ave | SE Howard St | SE Pagoda Ct | Urban |
| Proactive | SE Johnson Creek Blvd | SE 67th Ave | SE Label Ln | Urban |
| Proactive | SE Johnson Creek Blvd | SE 82nd Ave | SE Fuller Rd | Urban |
| Proactive | SE Johnson Creek Blvd | SE 82nd Ave | SE Highgate Dr | Urban |
| Proactive | SE Johnson Rd | SE Deer Creek Ln | SR 224 (SE Milwaukie Expy | Urban |
| Proactive | SE Johnson Rd | SE Cypress Ave | SE Lake Rd | Urban |
| Proactive | SE Kelso Rd | SE Richey Rd | US 26 (Mount Hood Hwy) | Rural |
| Both | SE Kelso Rd | SE Amishigger Rd | SE Richey Rd | Rural |
| Proactive | SE King St | SE Linwood Ave | SE 82nd Ave | Urban |
| Proactive | SE Lake Rd | SE Harmony Rd | SE Johnson Rd | Urban |
| Proactive | SE Lawnfield Rd | SE Industrial Way | SE 97th Ave | Urban |
| Proactive | SE Mather Rd | SE 97th Ave | SE Bliss Ct | Urban |
| Proactive | SE McKinley Ave | SE Rainier CT | SE Roots Rd | Urban |
| Proactive | SE Monroe St | SE Linwood Ave | SE 72nd Ave | Urban |
| Proactive | SE Monroe St | SE 82nd Ave | SE Monterey Ter | Urban |
| Proactive | SE Oak Grove Blvd | SE Rupert Dr | SE Oatfield Rd | Urban |
| Proactive | SE Oatfield Rd | Oakridge Dr | SE Guilford Ct | Urban |
| Proactive | SE Orient Dr | SE Bobby Bruce Ln | SE 307th Ave | Rural |
| Proactive | SE Otty Rd | SR 213 (SE 82nd St) | SE 92nd Ave | Urban |
| Proactive | SE Park Ave | SE River Rd | SR 99E (SE McLoughlin Blvd) | Urban |
| Proactive | SE River Rd | SE Lark St | SE Glen Echo Ave | Urban |

| Priority Type | Corridor | From | To | Area Type |
|---|---|---|---|---|
| Proactive | SE Roethe Rd | SE River Rd | SE Heart Pl | Urban |
| Proactive | SE Roots Rd | SE Webster Rd | SE 79th Ave | Urban |
| Proactive | SE Stevens Rd | SE Stevens Ct | SE Sunnyside Rd | Urban |
| Proactive | SE Strawberry Ln | Webster Rd | SE Corsage Ave | Urban |
| Proactive | SE Summers Ln | SE Mather Rd | SE 132nd Ave | Urban |
| Proactive | SE Sunnybrook Blvd | SE 84th Ave | IR 205 | Urban |
| Proactive | SE Sunnyside Rd | SE 82nd Ave | SE 172nd Ave | Urban |
| Both | SE Ten Eyck Rd | SE Bull Run Rd | US 26 (Mount Hood Hwy) | Rural |
| Proactive | SE Thiessen Rd | SE Anna Marie Ct | SE Oatfield Rd | Urban |
| Proactive | SE Webster Rd | SE Lake Rd | Charolais Dr | Urban |
| Reactive | SW Baker Rd | SW Tooze Rd | SW Morgan Rd | Rural |
| Proactive | SW Bordland Rd | SW Stafford Rd | Brandon Pl | Rural |
| Reactive | SW Ladd Hill Rd | SW Parrett Mountain Rd | SW Brookman Rd | Rural |
| Proactive | SW Mountain Rd | SW Stafford Rd | SW Hoffman Rd | Rural |
| Proactive | SW Petes Mountain Rd | Stafford Summit Ct | SW Campbell Ln | Rural |
| Reactive | SW Stafford Rd | SW Homesteader Rd | SW Ek Rd | Rural |

## EMPHASIS AREAS

Emphasis Areas define the major contributing factors to crashes in Clackamas County. After reviewing the crash data from 2019-2023, Emphasis Areas were identified based on the Safe System Approach (as shown in **Figure 9**). Based on the crash data, some new Emphasis Areas were identified including Intersections, Distracted Driving, and Unbelted Occupants. This data was included because there were either an increase in fatal and serious injury crashes since the previous plan or the number of fatal and serious injury crashes were higher than expected. For example, Unbelted Occupants accounts for 9% of fatal and serious injury crashes in Clackamas County, but only 3% of Oregon's front seat occupants did not wear a seat belt.[1] Therefore, Unbelted Occupants was selected as an Emphasis Area. Other emphasis areas such as Safer Vehicles, Emergency/Trauma Response, and Land Use were selected because of their alignment with the Safe System Approach. Detailed crash analyses were conducted for 10 Emphasis Areas including all of the Safe Road Users categories and the Roadway Departure and Intersections areas of Safe Roads and Safe Speeds. **Appendix G** provides data associated with each of these 10 Emphasis Areas.

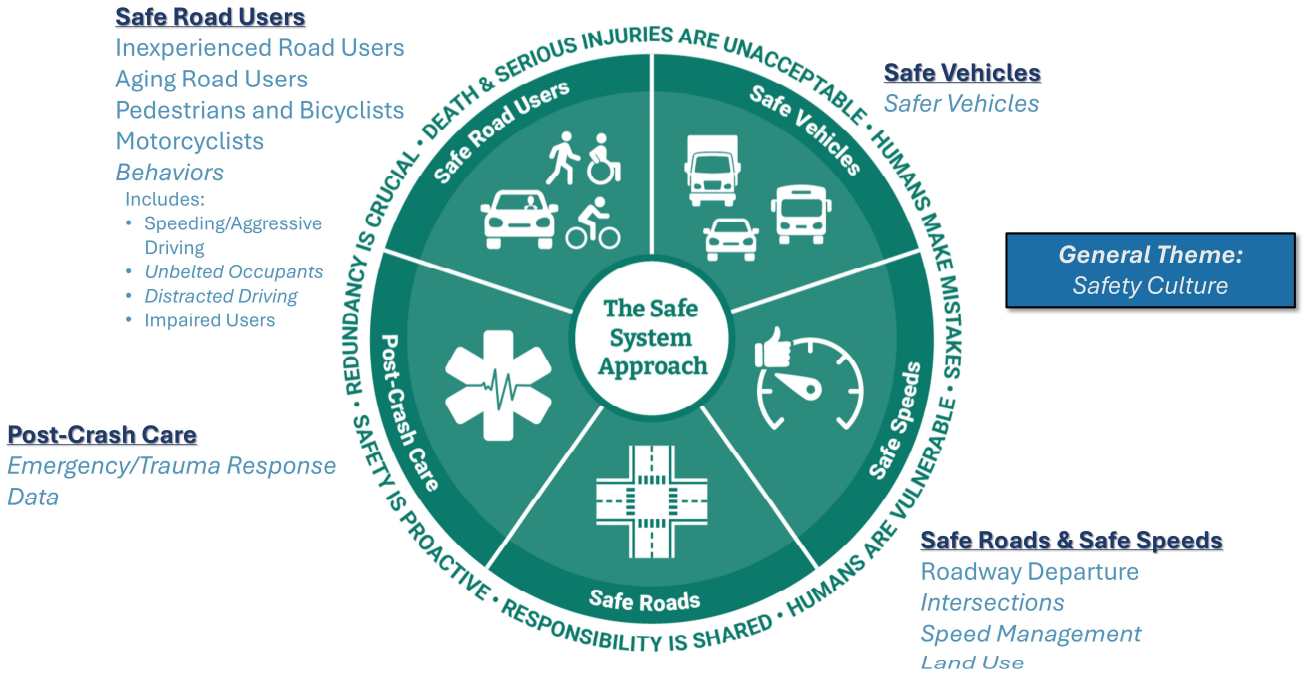



**Figure 9: Emphasis Areas**

[1] In 2023 from the Seat Belt Law Chart by State

## HISTORICAL EMPHASIS AREA COMPARISON

A comparison was conducted for the seven Emphasis Areas included in the 2019 TSAP using 2009 to 2015 and 2019 to 2023 data. While the two datasets encompass different lengths of time, the results are reported as a percentage of fatal and serious injury crashes. The results of this comparison are illustrated in **Figure 10** with the 2019-2023 data represented by dark blue and the 2009-2015 data represented by light blue.

The 2019 TSAP top three Emphasis Areas were: Inexperienced Road Users, Roadway Departures, Speeding/Aggressive Driving which remained the same over the two time period comparisons. The most notable changes include a decrease in the percentage of fatal and serious injury crashes involving a motorcyclist and an increase in the number of severe crashes involving an aging road user (over the age of 65). It is important to note that overall, the average age of the population in Clackamas County is increasing; however, this increase in severe crashes is outpacing the change in population.

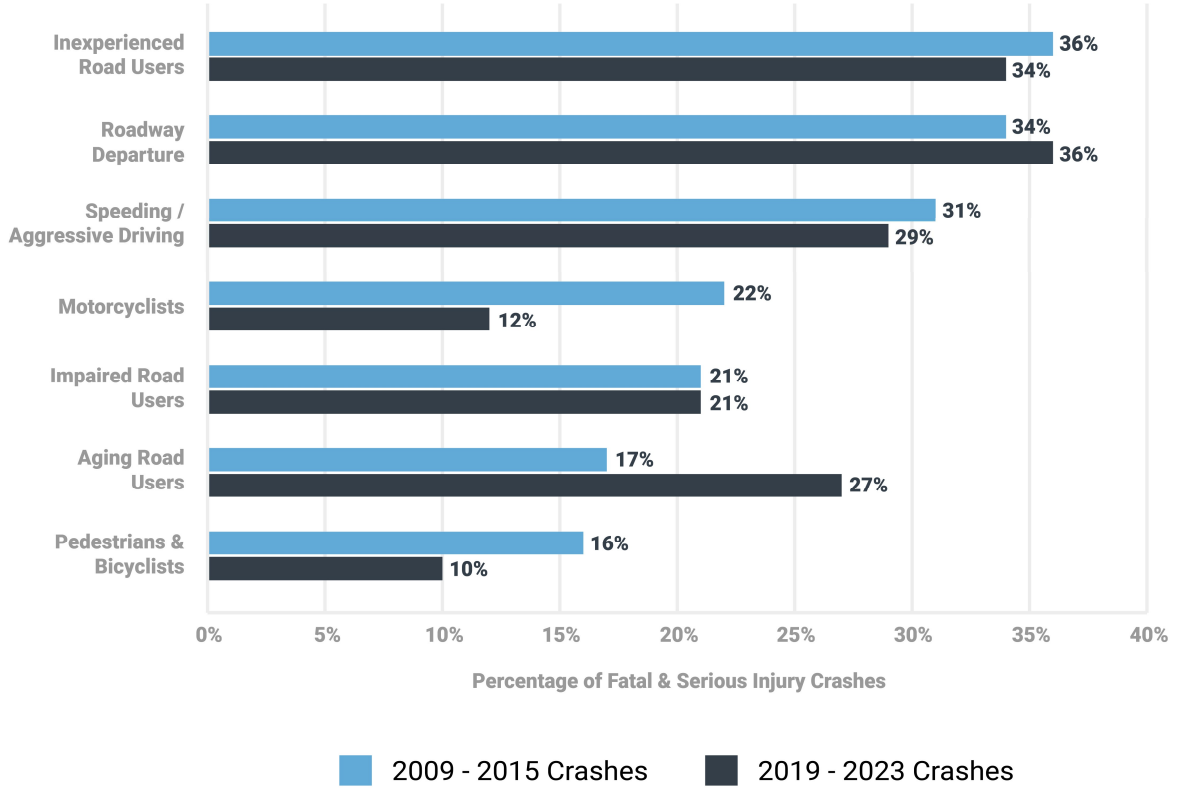



**Figure 10: Emphasis Areas Comparisons – 2019 TSAP vs. 2026 TSAP**

## EMPHASIS AREA EVALUATION

Figure 11 displays the percentage of fatal and serious injury crashes for the 10 evaluated Emphasis Areas identified in this TSAP. The top three, shown in orange, are Intersections at 41%, Roadway Departure at 36%, and Inexperienced Road Users at 34%.

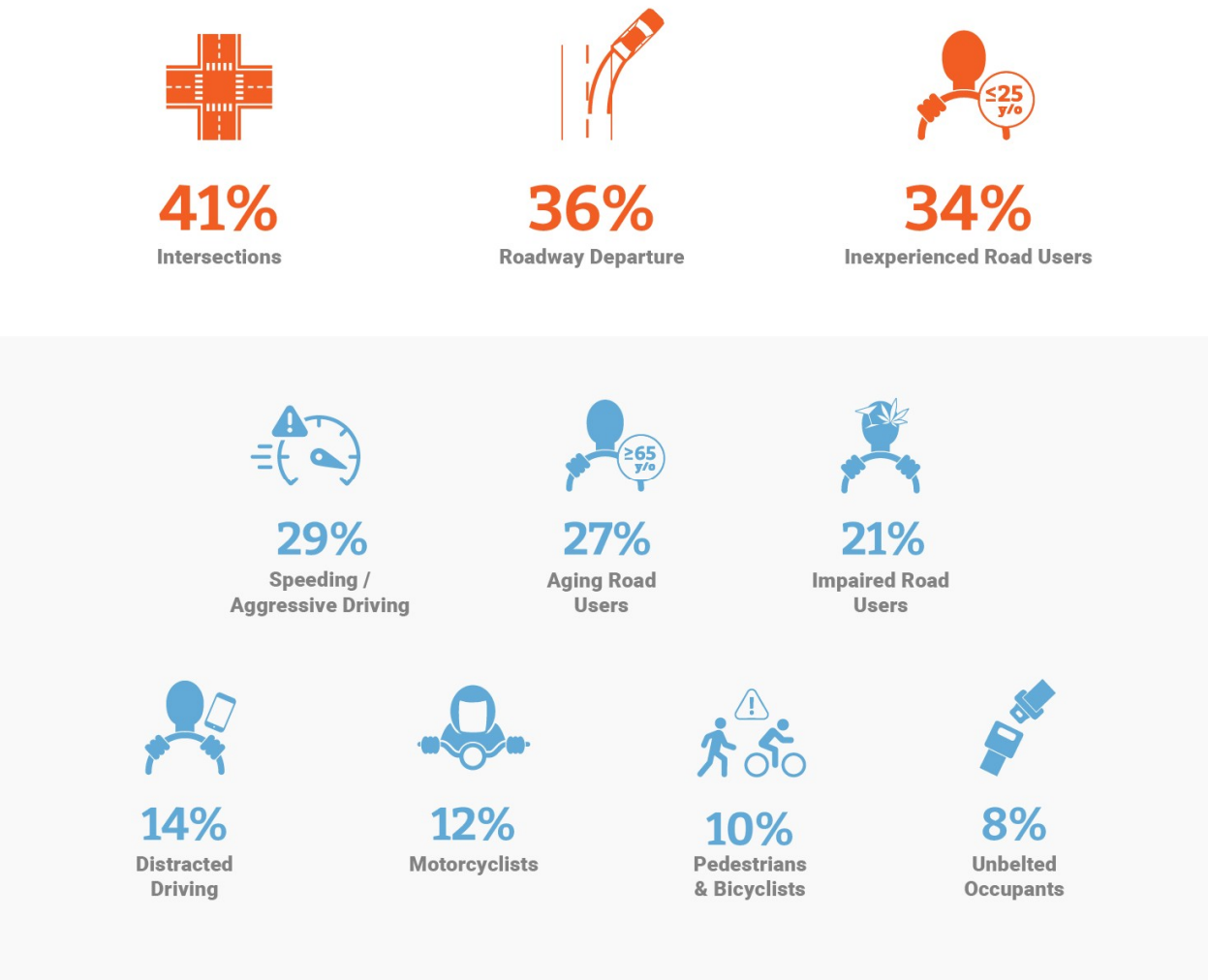



**Figure 11: Emphasis Area Summary (2019-2023 Fatal & Serious Injury Crashes)**

# IMPLEMENTATION STRATEGIES & ACTIONS

Strategies and actions that have the potential to be most impactful in reducing and ultimately eliminating fatal and serious injury crashes in Clackamas County were identified. Feedback was obtained from an internal multidepartment task force and the external Traffic Safety Commission. Each strategy includes a champion or group of champions who are responsible for carrying out the recommended actions. To facilitate implementation, yearly tasks are outlined in the matrix on subsequent pages.



## 2026 Clackamas County TSAP Summary of Strategies and Actions

| Section | Continue to… | New to this plan… |
|---|---|---|
| **Safe System Approach** | The County has been working to implement a Safe System Approach since the very first Transportation Safety Action Plan in 2012 including building the first formal inter-agency task force in 2022. | This plan incorporates a new Safe System Readiness Audit conducted in 2026 to expand and strengthen multidisciplinary approaches to traffic safety.<br><br>The plan also establishes a framework for new legislative priorities that can build on local efforts such as lowering the BAC to 0.05 and examining automated enforcement as a potential tool. |
| **Safe Road Users** | Build on in-school work in Clackamas High Schools and run successful social marketing campaigns targeting behaviors that impact the greatest number of serious and fatal crashes. | Develop and promote Aging Road User Campaigns, a growing challenge on our roads as our population ages. |
| **Safe Vehicles** | Continue to ensure that our roads have clear and reflective pavement markings to work with Lane Departure Assist systems. | Examine new technology that may reduce repeat speed offenders such as Intelligent Speed Assist devices. |
| **Safe Speeds** | Pursue speed reduction using the data from the TSAP to prioritize future projects. | Implement Shared Streets Network. |
| **Safe Roads** | Build on the County's experience of being a national leader in rural and suburban infrastructure that promotes safety. | Create an online data tool for county residents and policy makers that shows crash trends and progress toward our goals.<br><br>Take a two-prong approach to road safety by looking both at reactive strategies for roads currently seeing larger volumes of serious crashes as well as proactive solutions for roads with similar characteristics to the former. |
| **Post-Crash Care** | Continuing the work of the internal collaboration team on building a post-crash process or triage system that learns from serious and fatal crashes to work as upstream as possible to prevent future crashes. | Explore best practices and build a collaboration around the potential to increase the availability of whole blood in first responder vehicles to reduce fatalities.<br><br>Explore post-crash postvention strategies to address the trauma of crashes. |
| **Safe Land Use** | | Strengthen the tools the County uses to ensure that safety is a priority in managing our land use policies. |

## Safe System Approach

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Safe System Approach 1**<br>Work with Commissioners for legislative changes that may improve traffic safety. | Legislative change is supported for safety-related initiatives. | Review statewide legislative initiatives and develop a statement for presentation (after CCSO concurrence) to the Board of Commissioners annually to advocate to State legislators for changes to state laws. Example legislative changes may include automated enforcement, Drivers Education Requirements, 0.05 BAC, etc. | Review statewide legislative initiatives and develop a statement for presentation to the Board of Commissioners annually to advocate to State legislators for changes to state laws. | Review statewide legislative initiatives and develop a statement for presentation to the Board of Commissioners annually to advocate to State legislators for changes to state laws. | Review statewide legislative initiatives and develop a statement for presentation to the Board of Commissioners annually to advocate to State legislators for changes to state laws. | Review statewide legislative initiatives and develop a statement for presentation to the Board of Commissioners annually to advocate to State legislators for changes to state laws. | PGA | All |
| **Safe System Approach 2**<br>Implement the Safe System Readiness Assessment. | Safe System is strengthened County-Wide. | Group meets every other month. Add a SSA achievements report outs section to the standing agenda. | | | | | DTD | All |
| **Safe System Approach 3**<br>Regularly convene internal and external advisory groups to promote and execute the actions in this plan. | Improved safety culture both internally and externally and implemented actions and strategies that result in a reduction and ultimate elimination of fatal and serious injury crashes in the County. | Continue regular meetings with internal (Drive to Zero) committee, external (Traffic Safety Commission), and the Pedestrian and Bikeway Advisory Committee to promote and execute strategies in the TSAP. | Continue regular meetings with internal (Drive to Zero) committee, external (Traffic Safety Commission), and the Pedestrian and Bikeway Advisory Committee to promote and execute strategies in the TSAP. | Continue regular meetings with internal (Drive to Zero) committee, external (Traffic Safety Commission), and the Pedestrian and Bikeway Advisory Committee to promote and execute strategies in the TSAP. | Continue regular meetings with internal (Drive to Zero) committee, external (Traffic Safety Commission), and the Pedestrian and Bikeway Advisory Committee to promote and execute strategies in the TSAP. | Continue regular meetings with internal (Drive to Zero) committee, external (Traffic Safety Commission), and the Pedestrian and Bikeway Advisory Committee to promote and execute strategies in the TSAP.<br>Update 2026 TSAP. | DTD | All |

## Safe Road Users

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Safe Road Users 1**<br>Develop and promote Aging Road User Campaigns and coordinate with Transportation Options work at DTD. | More support and resources are offered to Aging Road Users. | Establish an aging road users team (DTD, PGA, AAA, AARP, H3S etc.).<br>Consider creating an aging traffic safety ambassador group so peer connections are incorporated.<br>Review best practices from others (Ohio, Florida, Arizona) for resources, tools and strategies.<br>Consider action for the County including raising awareness of transportation alternatives, identifying drivers for elevated medical risk, stay fit to drive, and training for in-vehicle technologies. Look into options for testing aging road users in clinics for visual, physical, and cognitive abilities to drive safely. | The aging road users team meets semi-annually to review ideas, challenges, opportunities.<br>Implement strategies and actions.<br>Apply for a Regional Travel Options (RTO) grant through Metro during the next application cycle. | | | | H3S Social Services, DTD, PGA | Aging Road Users |
| **Safe Road Users 2**<br>Expand education to Inexperienced Road Users (including people walking, biking, taking transit, and using mobility devices) through in-school presentations at High Schools. | Number of Inexperienced Drivers reached is expanded, particularly in rural areas. | Continue outreach to high schools with a particular focus on rural areas.<br>Research/implement effective outreach methods for these road users.<br>Include considerations for e-bikes and e-scooters in outreach messaging. | Continue outreach to high schools with a particular focus on rural areas.<br>Research/implement effective outreach methods for these road users. | Continue outreach to high schools with a particular focus on rural areas.<br>Research/implement effective outreach methods for these road users. | Continue outreach to high schools with a particular focus on rural areas.<br>Research/implement effective outreach methods for these road users. | Continue outreach to high schools with a particular focus on rural areas.<br>Research/implement effective outreach methods for these road users. | DTD, PGA, CCSO | Inexperienced Road Users |

## Safe Road Users *(cont.)*

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Safe Road Users 3**<br>Collaborate with ODOT and regional counties on priority campaigns. | Collaborative, regional messaging campaigns to support safer road user behaviors. | Compare the results of the Oregon TSAP with the Clackamas County TSAP to determine where there may be commonalities in road user behaviors, specifically for roadway departure crashes, driving under the influence, speeding, and distracted driving. | Regularly collaborate with ODOT and other regional and neighboring partners to discuss and prioritize area-wide behavioral campaigns.<br>Annually, monitor results of Clackamas County specific behavioral campaigns. Report findings to ODOT and other partners for lessons learned and consideration in future campaigns. | | | | DTD, PGA | All |
| **Safe Road Users 4**<br>Employee Training to promote safer road user behaviors. | Clackamas County employees are regularly trained on being safe road users both on and off the job. | Identify existing trainings and/or develop new trainings to support safe road user behaviors. | Roll out the training Countywide for both new and existing employees. | Require regular training updates for employees using company vehicles plus training for all new employees.<br>Develop information to share with other agencies about the employee training program.<br>Report metrics on number of employees trained (both new and existing) and number of safety incidents in county vehicles (i.e., overall reported crashes or other collected data like time spent traveling over the speed limit, seat belt usage, etc.). | Require regular training updates for employees using company vehicles plus training for all new employees.<br>Develop information to share with other agencies about the employee training program.<br>Report metrics on number of employees trained (both new and existing) and number of safety incidents in county vehicles (i.e., overall reported crashes or other collected data like time spent traveling over the speed limit, seat belt usage, etc.). | Require regular training updates for employees using company vehicles plus training for all new employees.<br>Develop information to share with other agencies about the employee training program.<br>Report metrics on number of employees trained (both new and existing) and number of safety incidents in county vehicles (i.e., overall reported crashes or other collected data like time spent traveling over the speed limit, seat belt usage, etc.). | DTD, HR, Fleet Services | All |

## Safe Vehicles

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Safe Vehicles 1**<br>Review County Fleet Policies and provide guidance on procurement best practices and identify opportunities to retrofit existing vehicles to improve safety performance. | Guidance is developed for new county vehicle purchases, including minimum safety features, as well as for existing vehicle retrofits, maintenance, and repairs that align with Safe Vehicle priorities. | Review current County policies, identify opportunities for updates. | Develop guidance based on best practices and review of County policies. | Develop & make publicly available a fleet procurement and retrofit, maintenance, and repair process for other employers to use as a go-by. | | | DTD Safety | All |
| **Safe Vehicles 2**<br>Incorporate best practices into infrastructure standards to support Lane Departure Assist (LDA) and other Advanced Driver-Assistance Systems (ADAS) such as pavement marking widths and retroreflectivity of pavement markings and signs. | Reduced roadway departure crashes, fatalities, and serious injuries. | Review/revise current County standards for pavement markings, signage, and other infrastructure to support safe vehicle technologies. | Implement updated standards on new projects and on maintenance projects.<br>Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes. | Implement updated standards on new projects and on maintenance projects.<br>Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes. | Implement updated standards on new projects and on maintenance projects.<br>Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes. | Implement updated standards on new projects and on maintenance projects.<br>Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes. | DTD | Roadway Departure<br>Speeding and Aggressive Driving |
| **Safe Vehicles 3**<br>Build relationships with County attorneys and judges to explore the potential to use Vehicle Interlock and Intelligent Speed Assist (ISA) devices as part of court mandated resolutions for DUIs and Excessive Speeding. | Courts utilized Interlock and ISA as options for sentencing process or documentation summarizing the barriers/challenges to implementation within the County. | Meet with attorneys and judges to determine opportunities and barriers to Interlock and ISAs (within the limits of the Oregon statutes).<br>Research best practices in jurisdictions where these are used. | Research methods for overcoming barriers to Interlock and ISAs. | Work with County attorneys to implement Interlock and ISAs as part of sentencing or develop documentation about the identified challenges and obstacles. | | | DTD, District Attorney | Speeding and Aggressive Driving<br>Impaired Driving |

## Safe Speeds

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Safe Speeds 1**<br>Update Speed Zone Reviews utilizing reactive and proactive crash data networks. | Priority location speed zones are reviewed/ updated. | Highlight existing work. Incorporate priority locations into the review process. | Annually, aim to review # of roads per year. | | | | DTD | All |
| **Safe Speeds 2**<br>Implement Shared Streets Network as identified in the Walk Bike Clackamas Plan. | Priority corridors have reduced speeds with signals set to red until approaching vehicles trigger a phase change in the off-peak hours. | Cross reference the Walk Bike Strategy priority of creating a new class of streets in the County.<br>Establish standards related to features to be included within "Shared Streets" (i.e., speed tables, raised crosswalks, etc.) | Update Traffic Calming and Slow Streets document from 1996.<br>Implement "Shared Streets" features as part of pilot projects. | Evaluate the impact of the "Shared Streets" improvements at the pilot locations.<br>Determine if adjustments need to be made to the standards and/or changes need to be made to the process for determining which specific features are implemented. | Change the standards and guidance as needed and implement "Shared Streets" on priority corridors. | | DTD<br>Transportation Planning | Speeding and Aggressive Driving<br>Pedestrians and Bicycles |
| **Safe Speeds 3**<br>Explore a Rest on Red Signal Timing. | Priority corridors have reduced speeds with signals set to red until approaching vehicles trigger a phase change in the off-peak hours. | Research other agency's policies and considerations for implementing Rest on Red. | Use the results of the Rest on Red Pilot project and the findings from the peer agency review to determine if a Rest in Red Policy is desired in Clackamas County. | Develop formalized Rest on Red guidance/policy and implement at priority locations. | | | DTD | Speeding and Aggressive Driving<br>Pedestrians and Bicycles |

## Safe Roads

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Safe Roads 1**<br>Implement Safe Curves to support infrastructure solutions at curves where there are either known roadway departure crashes or the potential for roadway departure crashes. | Low-cost (signing and pavement marking) improvements along segments with curves that could be contributing to roadway departure crashes. | Apply for funding to purchase SafeCurves (or similar) to identify curves in need of improvement.<br>Perform a fiscal analysis on funding solutions for the long-term use of the software. | Utilize SafeCurves (or similar) to develop priority locations for infrastructure improvements.<br>Identify location-specific and/or systemic improvements based on findings. | Implement infrastructure improvements at # curves per year. | | | DTD | Roadway Departure |
| **Safe Roads 2**<br>Implement Proven Safety Countermeasures on proactive and reactive networks. | Enhanced visibility, improved signal timing, speed management, etc. | Develop implementation program based on priority locations.<br>Determine and implement infrastructure improvements over the next five years, with goal # of improvements implemented or $$ spent on improvements per year. | Implement infrastructure improvements with goal # of improvements implemented or $$ spent on improvements per year. | Implement infrastructure improvements with goal # of improvements implemented or $$ spent on improvements per year. | Implement infrastructure improvements with goal # of improvements implemented or $$ spent on improvements per year. | Implement infrastructure improvements with goal # of improvements implemented or $$ spent on improvements per year. | DTD | Roadway Departure<br>Intersections<br>Pedestrians and Bicycles<br>Speeding and Aggressive Driving |
| **Safe Roads 3**<br>Continue to update data annually. | Data is re-evaluated regularly (predictive and reactive), KPIs are measured annually, and an overall report generate to summarize these findings and the progress made toward the goals and outcomes outlined in this TSAP. | Annually, review updated regional crash trends and compare to previous data and develop report summarizing trends and progress made toward these actions.<br>Regularly update proactive and reactive network as projects are implemented and new data becomes available (i.e., roadway characteristics, etc.). | Annually, review updated regional crash trends and compare to previous data and develop report summarizing trends and progress made toward these actions.<br>Regularly update proactive and reactive network as projects are implemented and new data becomes available (i.e., roadway characteristics, etc.). | Annually, review updated regional crash trends and compare to previous data and develop report summarizing trends and progress made toward these actions.<br>Regularly update proactive and reactive network as projects are implemented and new data becomes available (i.e., roadway characteristics, etc.). | Annually, review updated regional crash trends and compare to previous data and develop report summarizing trends and progress made toward these actions.<br>Regularly update proactive and reactive network as projects are implemented and new data becomes available (i.e., roadway characteristics, etc.). | Annually, review updated regional crash trends and compare to previous data and develop report summarizing trends and progress made toward these actions.<br>Regularly update proactive and reactive network as projects are implemented and new data becomes available (i.e., roadway characteristics, etc.). | DTD, PGA, H3S | All |

## Post-Crash Care

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Post Crash Care 1**<br>Research best practices in post-crash care triage including treatments such as Whole Blood + Synthetic Blood, bringing the surgeon to the crash scene, etc. | Medical treatment at a crash scene is enhanced (through a Whole Blood program, surgeons responding to the scene, etc.). | Determine scope and timing, lessons learned from adjacent Counties, and a data analysis of gaps in the system where this effort is most needed. | Pursue funding. | Pilot the enhanced medical treatment or pursue additional funding if not acquired in previous year. | Pilot the enhanced medical treatment or pursue additional funding if not acquired in previous year. | Pilot the enhanced medical treatment or pursue additional funding if not acquired in previous year. | Clackamas EMS Council, H3S EMS Division | All |
| **Post Crash Care 2**<br>Work with Clackamas Fire to address the need for new equipment that will allow first responders to cut through newer e-vehicles and larger trucks and deploy in more rural areas of the County. | Emergency responders readily have access to needed equipment. | Meet with first responders to determine where equipment currently exists, and where the greatest need is to purchase new equipment. | Identify potential funding sources for equipment and apply for funding. | Reapply or Purchase equipment. | Reapply or Purchase equipment. | Reapply or Purchase equipment. | H3S/CCOM, Clackamas Fire Defense Board, AMR | All |
| **Post Crash Care 3**<br>Establish Fatal Crash Review Team. | A Fatal Crash Review Team is established and meets regularly to determine mitigations (both infrastructure and behavioral) that could prevent crashes within the County. | Build a team, determine frequency and pilot review processes.<br>This process will be modeled after the County's Multidisciplinary Team (MDT) which looks at root causes of childhood deaths and includes the District Attorney, Public Health personnel, Medical Examiner, and CCSO. | | Evaluate the need to continue the Fatal Crash Review Team after initial pilot.<br>Fine tune process based on lessons learned.<br>At a minimum, coordinate with CCSO every 3-6 months to discuss crash reports and findings from crash scenes. | | Evaluate for continuing Fatal Crash Review Team and revise TSAP as relevant based on patterns and lessons learned.<br>At a minimum, coordinate with CCSO every 3-6 months to discuss crash reports and findings from crash scenes. | DTD | All |
| **Post Crash Care 4**<br>Mental health support for crash victims and first responders. | Support services are offered to crash victims and families and first responders. | Implement recommendations in "Triage Report". | | | | | DTD, H3S Behavioral Health | All |

## Safe Land Use

| Action | Outcome | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Lead Agency | Emphasis Areas Supported |
|---|---|---|---|---|---|---|---|---|
| **Safe Land Use 1**<br>Support inclusion of safety considerations into land use policies and decision-making within the County. | Safety considerations are consistently and legally integrated into County land use policies, development review, traffic impact studies, and capital project decision-making. The County has clear, practical guidance and tools to evaluate roadway safety impacts while supporting regional consistency and long-term economic prosperity. | Research opportunities to integrate safety as a focus in land use policy as part of changes to the Zoning and Development Ordinance (ZDO) and other policies and practices. | | Conduct a review of existing tools and guidance used to analyze a project's impact on safety performance and identify types of improvements that have been required of developers or integrated within capital projects as a result of previous analyses. Compare the outcomes with the types of improvements that would have been identified if a predictive model, such as LOSS, is used. | | Discuss strategies to update and apply changes to the Traffic Impact Analysis Procedures, Roadway Standards, ZDO, and Comprehensive Plan. | DTD Safety, DTD Planning, DTD Development and Engineering | All |

## PERFORMANCE MEASURES

To eliminate fatalities and serious injuries – **achieving zero by 2050 and a 35% reduction by 2035 (35% by 2035)** – this plan establishes six potential performance measures (shown below) to track progress. These measures will be reported annually to the Transportation Safety Commission (TSC),who can provide a written update to the Board of County Commissioners. A performance dashboard may also be developed to support transparent, ongoing monitoring and accountability.

1. Number of fatalities and serious injuries
    a. Fatal injury crashes will be reported by the 10 Emphasis Areas and in total
    b. Serious injury crashes will be reported by the 10 Emphasis Areas and in total
2. Fatal and serious injury crash rates
    a. Fatal and serious injury crash rates
    b. Fatal and serious injury crash rate compared to neighboring counties
3. Impairment
    a. Number of DUIs
4. Engineering studies or installations
    a. Number of speed zone reviews
    b. Number of permanent speed feedback signs installed
    c. Projects/evaluations in pipeline and projects/evaluations completed
5. Number of outreach visits including high school visits and fairs
6. Public sentiment around traffic safety as measured by a survey
    a. Example from 2026 survey: Share your level of agreement with the following statements about rod users in Clackamas County (rate on scale of 1-5 with 1 meaning you strongly disagree and 5 meaning you strongly agree)
        i. I feel safe driving in Clackamas County
        ii. I feel safe walking or rolling in Clackamas County
        iii. I feel safe biking in Clackamas County
        iv. Drivers are exhibiting safe behaviors when driving
        v. Pedestrians are exhibiting save behaviors when walking

# CONCLUSION & NEXT STEPS

This TSAP establishes a data-driven framework for reducing fatal and serious injury crashes across Clackamas County. The findings reinforce that traffic deaths and serious injuries are unacceptable and are preventable through coordinated actions and sustained investments. By applying the Safe System Approach, Clackamas County and its partners can move beyond reacting to crashes after they occur and toward proactively reducing risk across the network.

Implementation will require continued collaboration across all departments, local municipalities, Metro, and Oregon DOT, law enforcement, emergency responders, and the public. No single agency or project can eliminate severe crashes on its own. Progress will depend on aligning safety priorities across all departments, agencies, and decision-makers.

The next step is to move from planning to implementation. Clackamas County will use this TSAP to guide project development, prioritize investments, pursue grant funding, and incorporate safety into agency decisions.

The TSAP is a living framework. As projects and/or strategies are implemented, new data becomes available, and community needs evolve, the TSAP will be revisited and refined, at least every five years. By taking these consistent, coordinated, and measurable steps, there can be meaningful progress toward eliminating fatal and serious injury crashes and creating a safer transportation system for all road users.