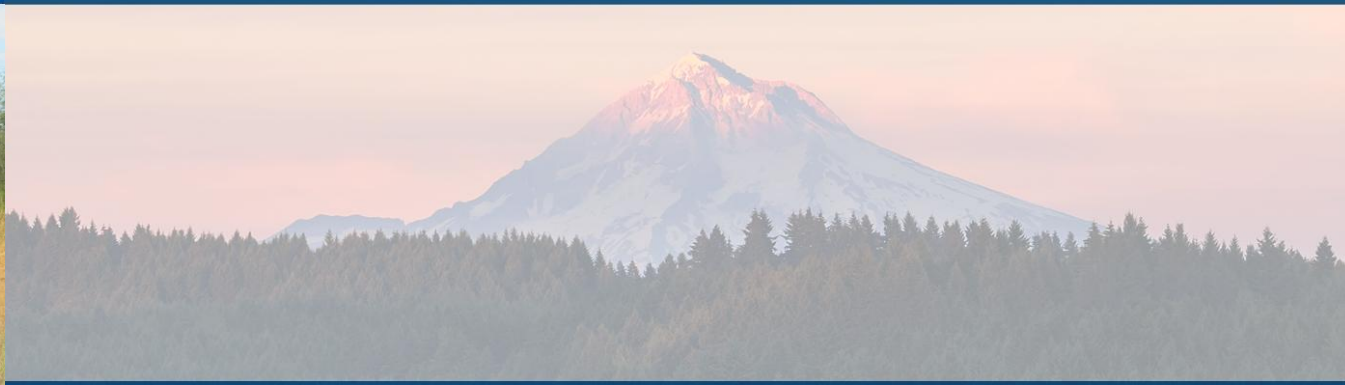




Clackamas County

Preliminary Fatality Summary

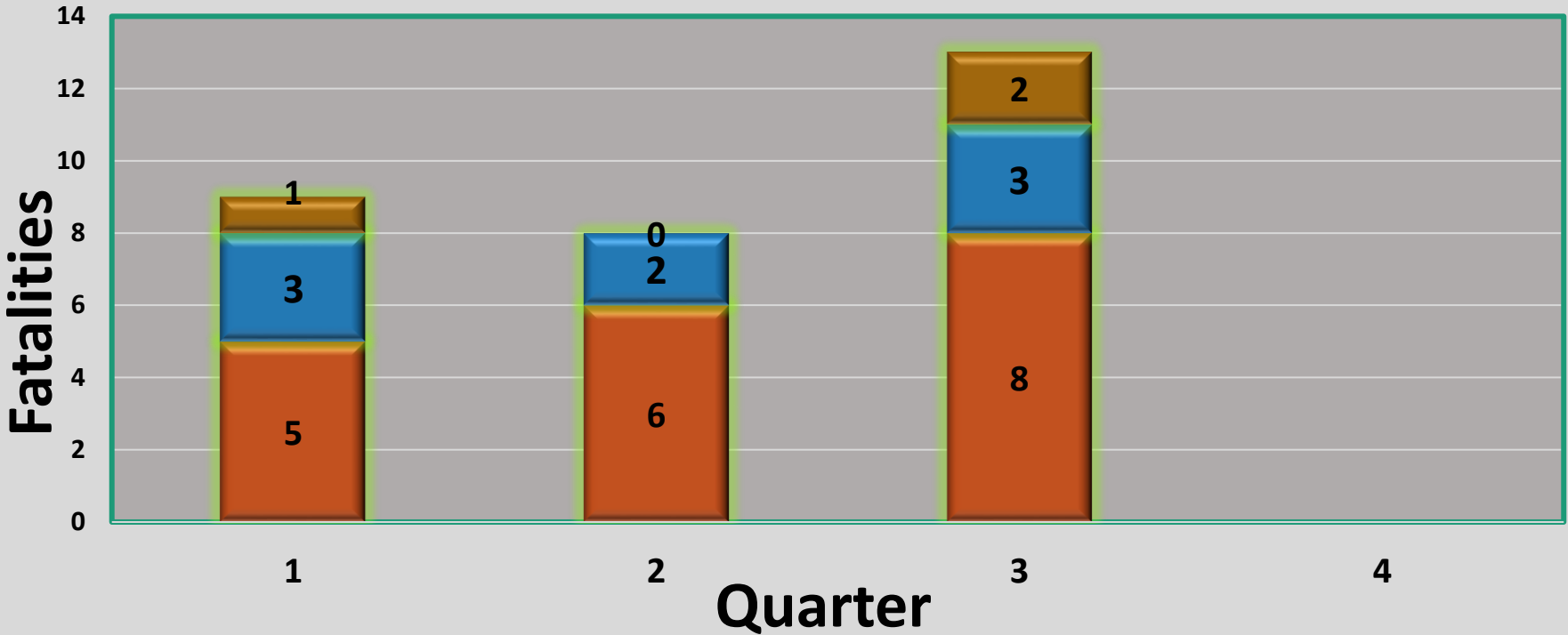
January 1, 2025 – September 30, 2025 (End 3rd quarter)

PREPARED BY:

Troy Johnson
Traffic Engineering Technician
Clackamas County, Oregon

2025 CLACKAMAS COUNTY QUARTERLY FATALITIES (PRELIMINARY)

JANUARY 1ST – SEPTEMBER 30TH



■ ODOT
 ■ County
 ■ City
 ■ Private/ Fed

Fatality by Jurisdiction Type

Quarter	ODOT	County	City	Private/ Fed	Total	Cumul- ative
1	5	3	1	0	9	9
2	6	2	0	0	8	17
3	8	3	2	0	13	30
4						
Totals	19	8	3	0	30	30

QUARTERLY COMPARISONS			
YEAR	END OF Q2	END Q3	END-Q4
2025	17	30	
2024	14	28	34
2023	12	17	28
2022	17	23	31
2021	17	25	33
2020	16	29	36
2019	19	25	35
2018	18	27	32
2017	19	23	23
2016	19	30	44
2015	19	24	28

Fatal Crashes by Vehicle Type

Quarter	CMV	MV	MC	Bike	Ped	Total
1	0	6	1	0	2	9
2	0	5	3	0	0	8
3	0	11	1	1	0	13
4						
Totals	0	22	5	1	2	30

Source: ODOT/Transportation Data Section/Crash Analysis & Reporting Unit - Fatals Desk - (503)986-4253

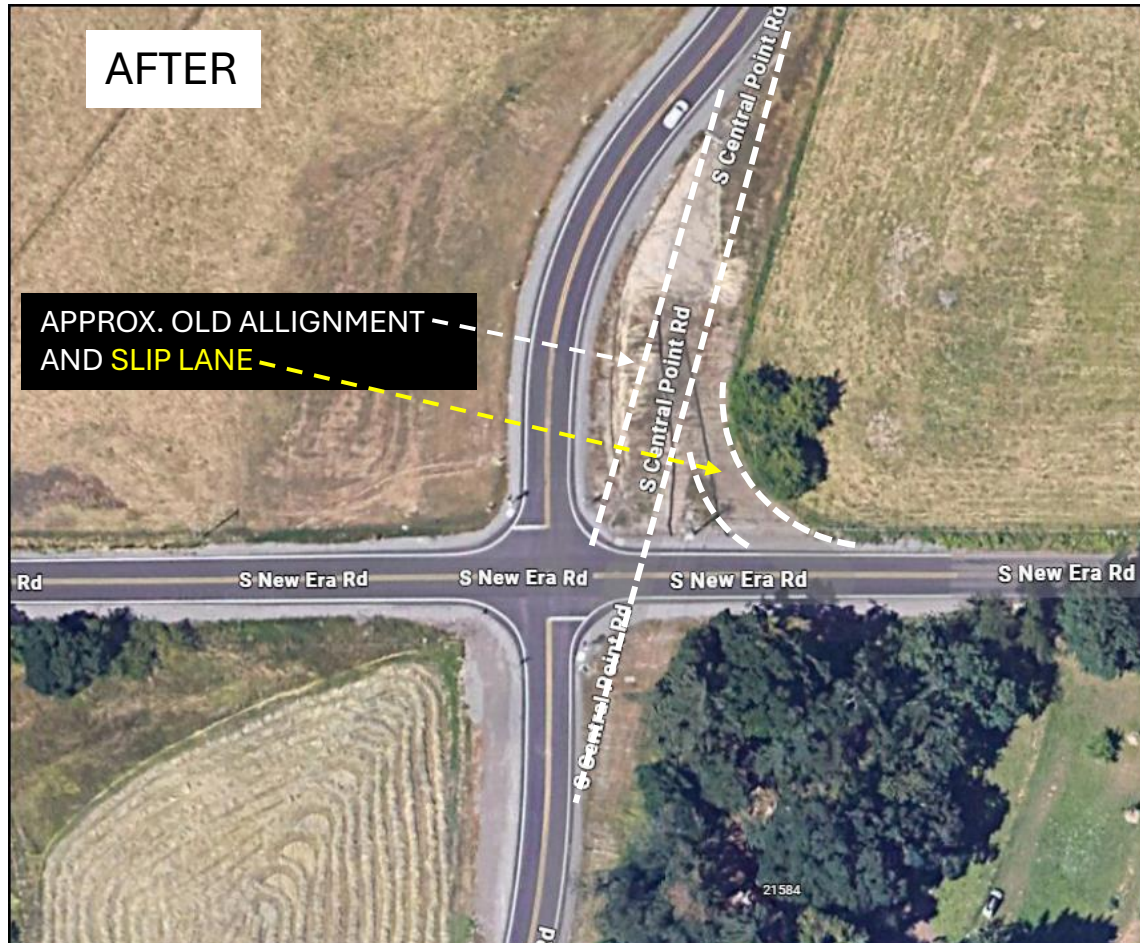
CENTRAL POINT RD (41028) @ S NEW ERA RD (31074)



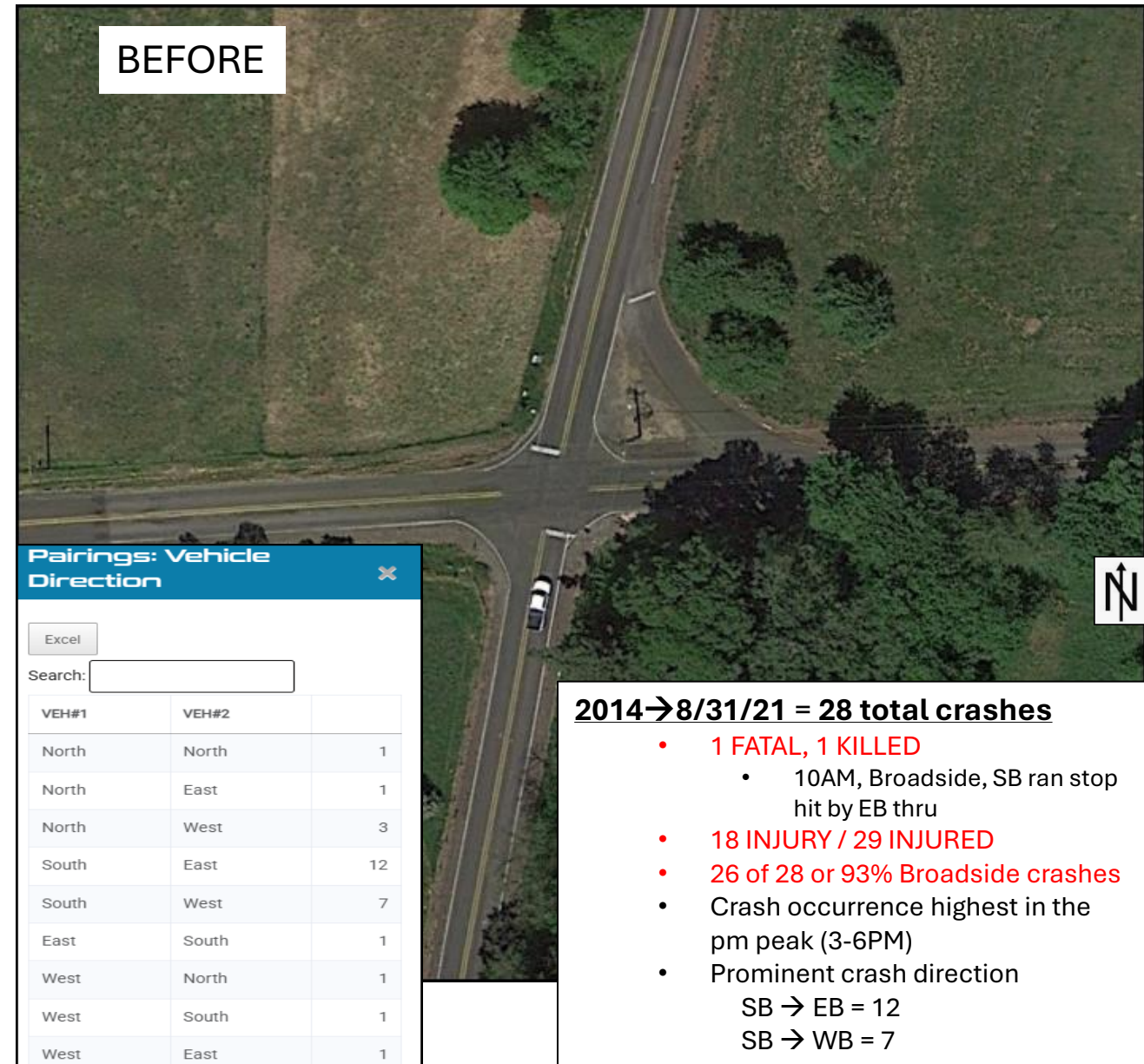
Intersection Realignment Project Summary Report

- Project opened January 2022
- Project estimated cost ~ \$1.6 million
- Funding provided by County Road Funds
Including State 2017 Safety Fund
- *PREPARED BY: Troy Johnson | Traffic Safety | November 6, 2025*

INTERSECTION ALIGNMENT / BEFORE CRASH HISTORY



Major intersection redesign completed in January 2022 with goal to mitigate broadside crashes and improve intersection sight distance by removing the intersection skew on SB/NB legs and “square up” the intersection by moving it to the west and removing the slip lane to the NE



OTHER INTERSECTION IMPROVEMENTS

Doubled up both intersection warning signs with advanced flasher on the intersection approach lane



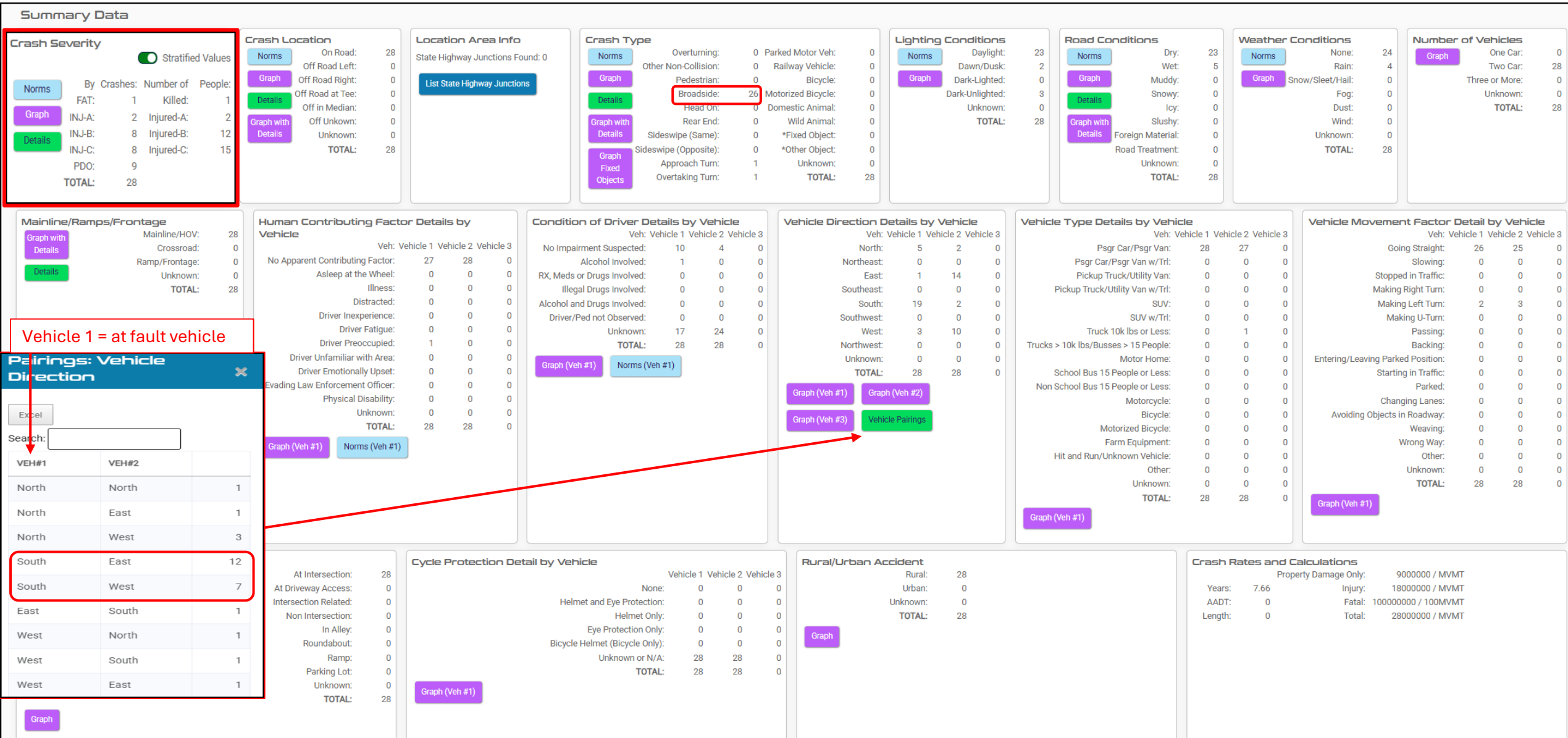
Doubled up both intersection stop signs with solar red flasher on the intersection approach lane with "CROSS TRAFFIC DOES NOT STOP" rider



SB

SB

BEFORE CRASH SUMMARY DETAIL REPORT 1/1/2014 – 8/31/2021

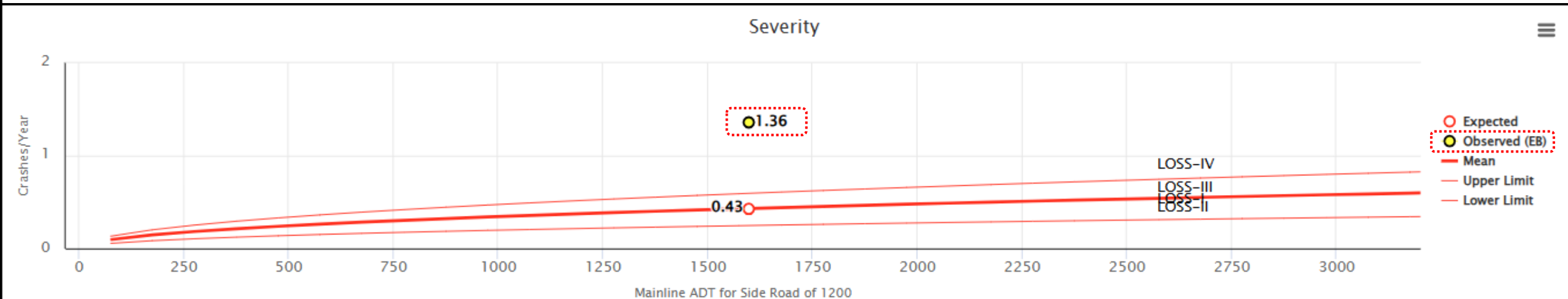
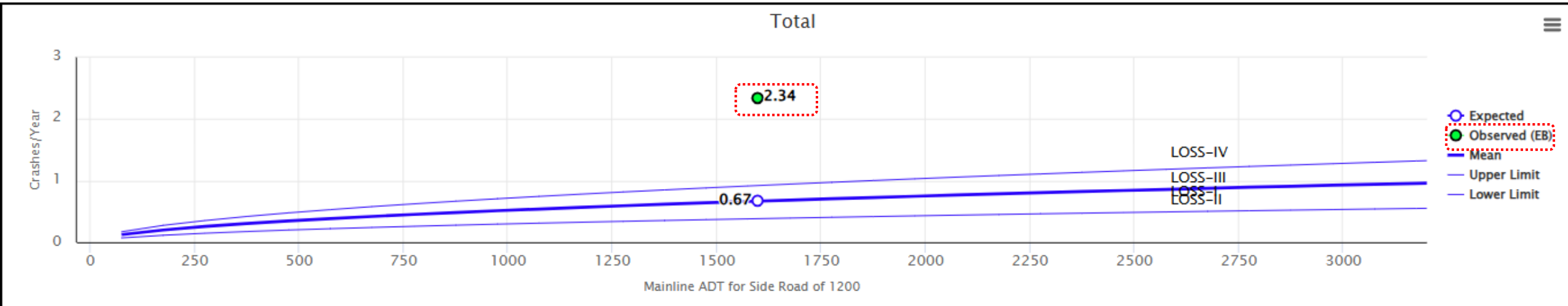


EXPECTED VS. OBSERVED BEFORE IMPROVEMENTS

SAFETY PERFORMANCE FUNCTIONS (SPFs) **PREPROJECT** ANALYSIS

TOTAL / SEVERITY

HOW DID CENTRAL POINT / NEW ERA PERFORM **BEFORE IMPROVEMENTS BASED ON OTHER
RURAL 2 LANE UNSIGNALIZED INTERSECTIONS IN OREGON WITH SIMILAR AADT?*



DIAGNOSTICS REPORT

Questions to ask:

Are there patterns and *should* our improvements mitigate these **crash types**?

Where does this intersection exceed the statewide average based on the **facility type**?



CLACKAMAS

COUNTY

Clackamas County (OR)

DiExSys™ Vision Zero Suite

Diagnostics Report

11/06/2025

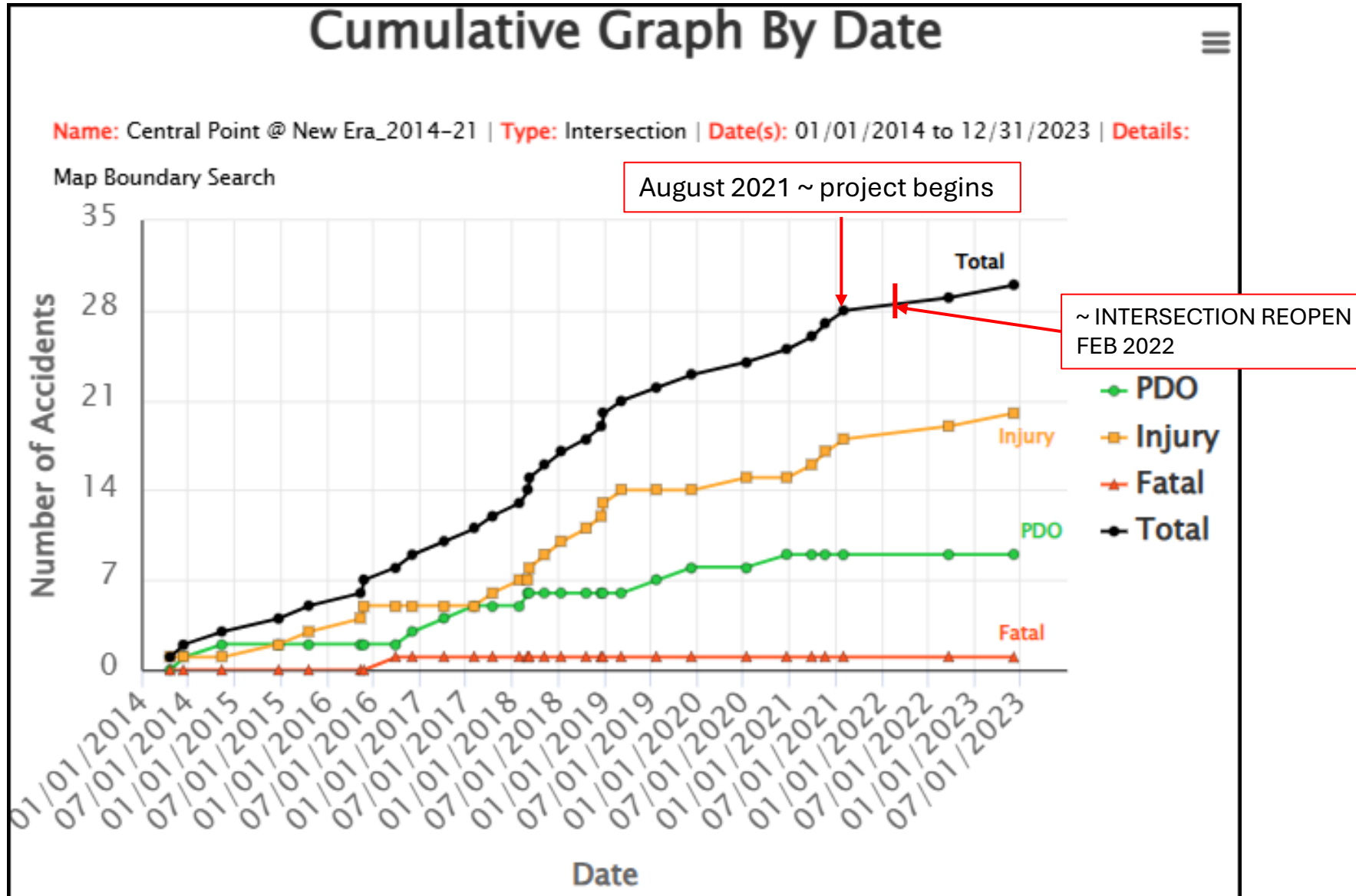
cp / ne diagnostics

Cutoff: 5 Acc's @ 95

Category/Trait	Statewide Average	This Location	Probability
	%	# Crashes	%
<u>Number Of Vehicles</u>			
Two Vehicle Accidents	84.58%	28	100%
<u>Crash Location</u>			
On Road	89.38%	28	100%
<u>Crash Type</u>			
Broadside	54.9%	26	100%

Highway Class: OR - Rural 2-Lane Undivided Unsignalized 4-Leg Intersections - AADT All Totals (2023)

CRASHES OVER TIME 2014 → 2023





PROJECT BENEFIT / COST RATIO

Intersection: Relocation/Realignment Signs: Post top flashers

Central Point @ New Era_2014-21 b/c

Loc: Map Boundary From: 1/1/2014 To: 8/31/2021

Benefit Cost Ratio Calculations

Crashes

PDO: 9
INJ C: 8
INJ B: 8
INJ A: 2
FAT: 1

15 Injured C
12 Injured B
2 Injured A
1 Killed

Crash Reduction Factors (Composite)

CRF for PDO: 51%
CRF for INJ C: 51%
CRF for INJ B: 51%
CRF for INJ A: 51%
CRF for FAT: 51%

Other Information

Cost of PDO: \$11,500
Cost of INJ C: \$71,800
Cost of INJ B: \$127,600
Cost of INJ A: \$349,600
Cost of FAT: \$1,906,200
Interest Rate: 5%
AADT Growth Factor: 2%
Service Life: 20
Capital Recovery Factor: 0.080
Annual Maintenance/Delay Cost: \$0

Improvement Cost: \$1,600,000
Years in Crash Search: 7.67
Benefit/Cost Ratio: 3.38

CRF 1 Type: Intersection: Relocation/Realignment
CRF 1 Notes: CRF 2 = install flashers on signs
CRF 2 Type:
CRF 2 Notes:
CRF 3 Type:
CRF 3 Notes:
CRF 4 Type:
CRF 4 Notes:

☐ BC Calc by # of Crashes ☒ BC Calc by # of Injuries

DATA INPUT:

- Intersection realignment - *Crash reduction factor = 35
- Install post top flashers - Crash reduction factor = 25
 - Combined project CRF = 51
- Project cost = 1,600,000
- Service life = 20 years

BENEFIT / COST = 3.38

- B/C calculation based on # of injuries

*Crash Reduction Factor = a metric used in traffic safety to estimate the *percentage decrease* in the number or severity of crashes expected after a specific safety countermeasure is implemented

Benefit Cost Ratio: 3.38 Cost: \$1600000 Service Life: 20

BEFORE / AFTER CRASHES

Expected v. Observed

* County only has ODOT crash data through 2023

Before Period

Start Date:

1/1/2014

End Date:

8/31/2021

After Period

Start Date:

2/1/2022

End Date:

12/31/2023

AADT

Min: 75 Max: 18000

Before Period

Mainline:

1600

After Period

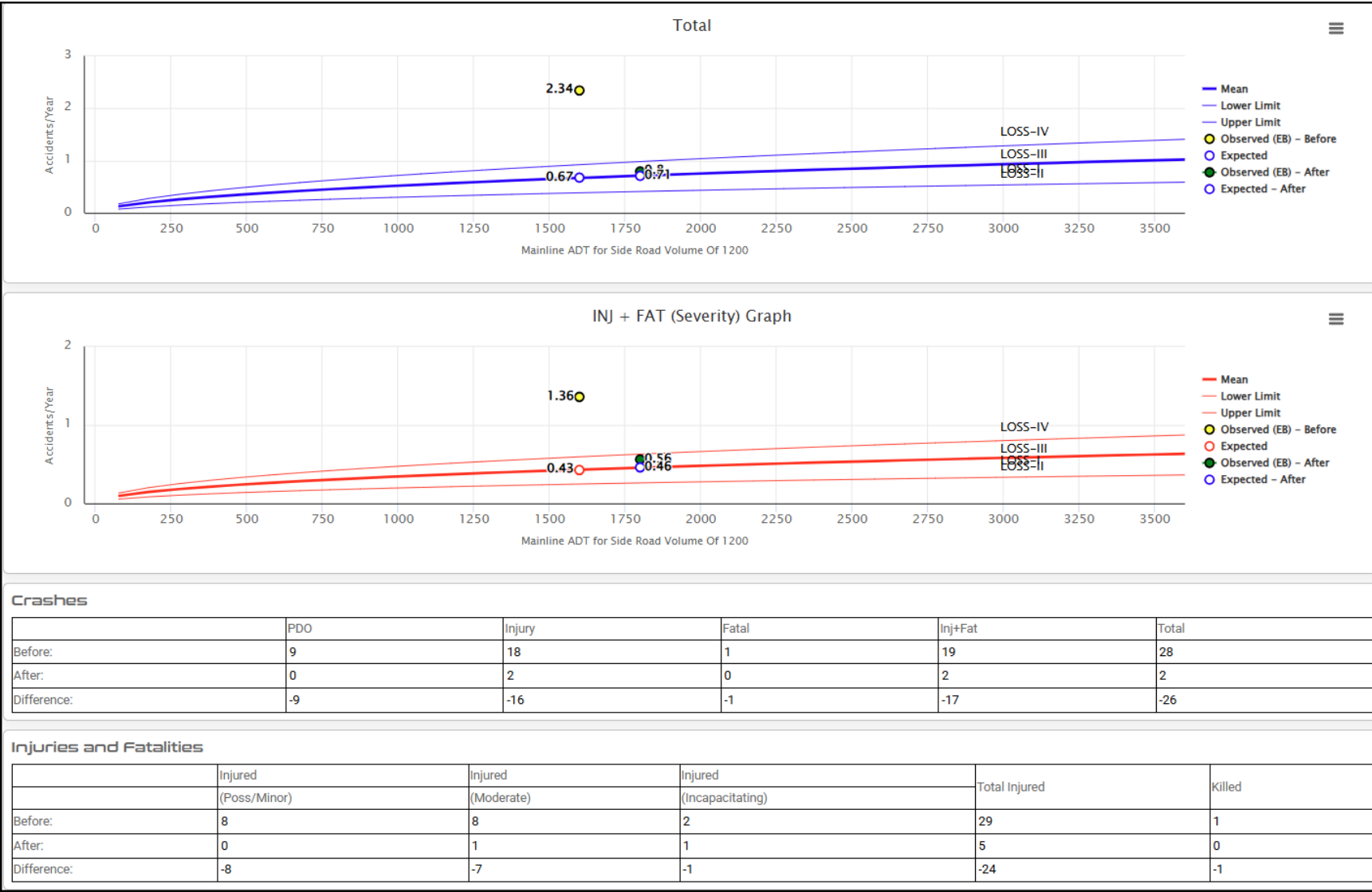
Mainline:

1800

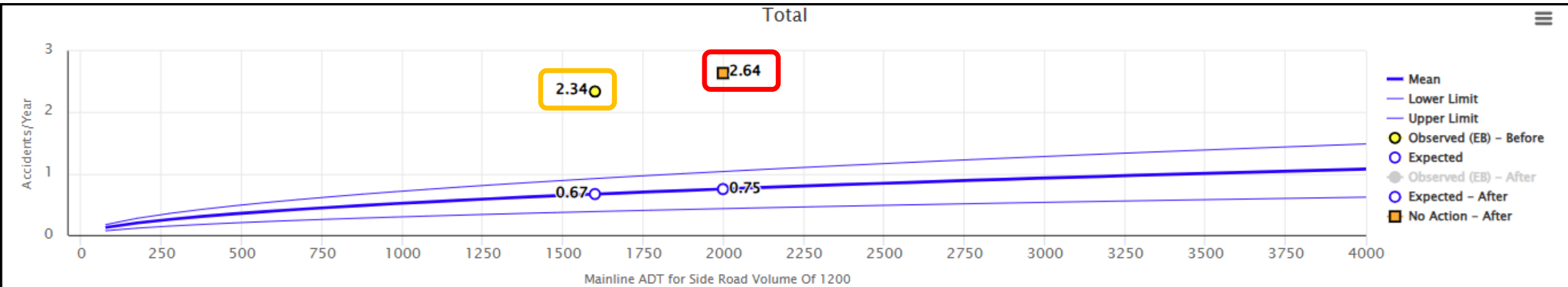
Both

Side Road:

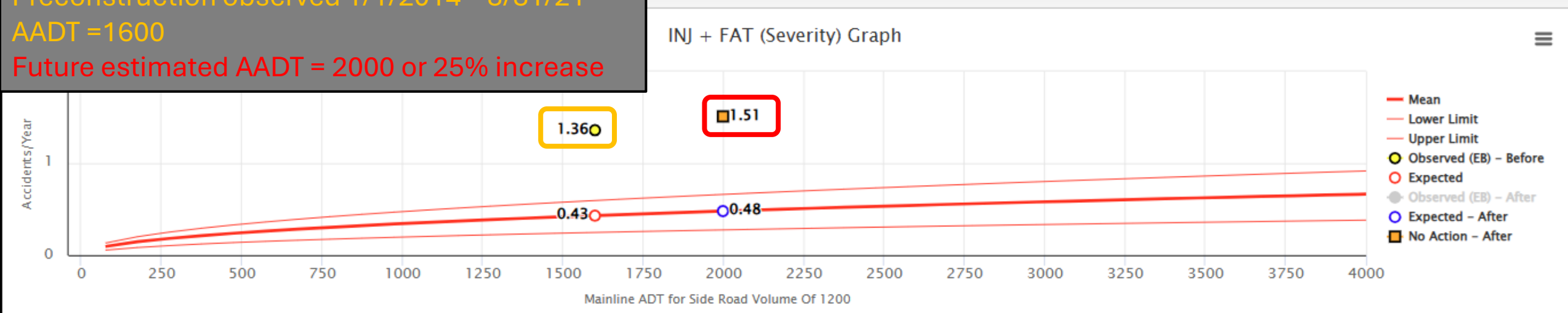
1200

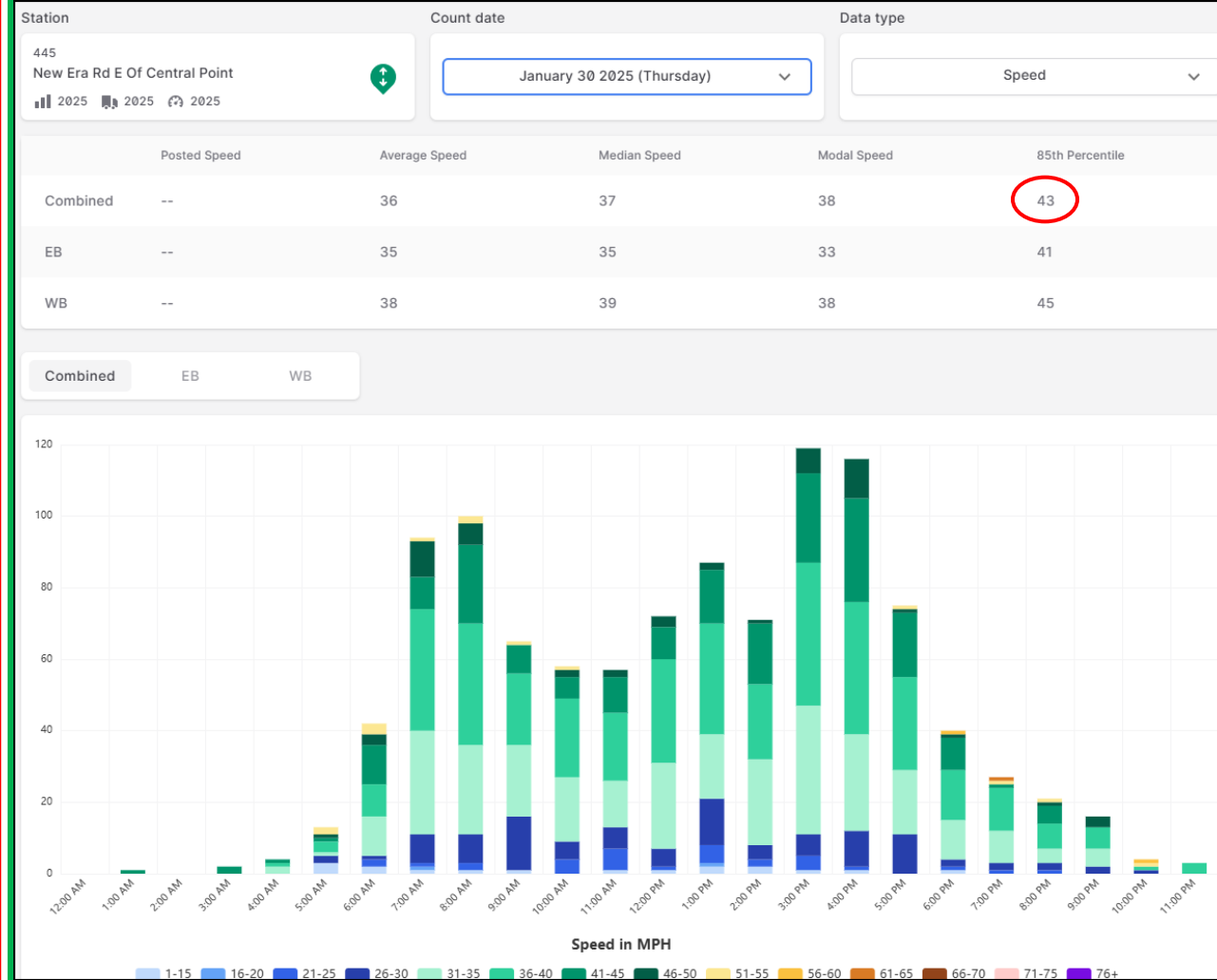
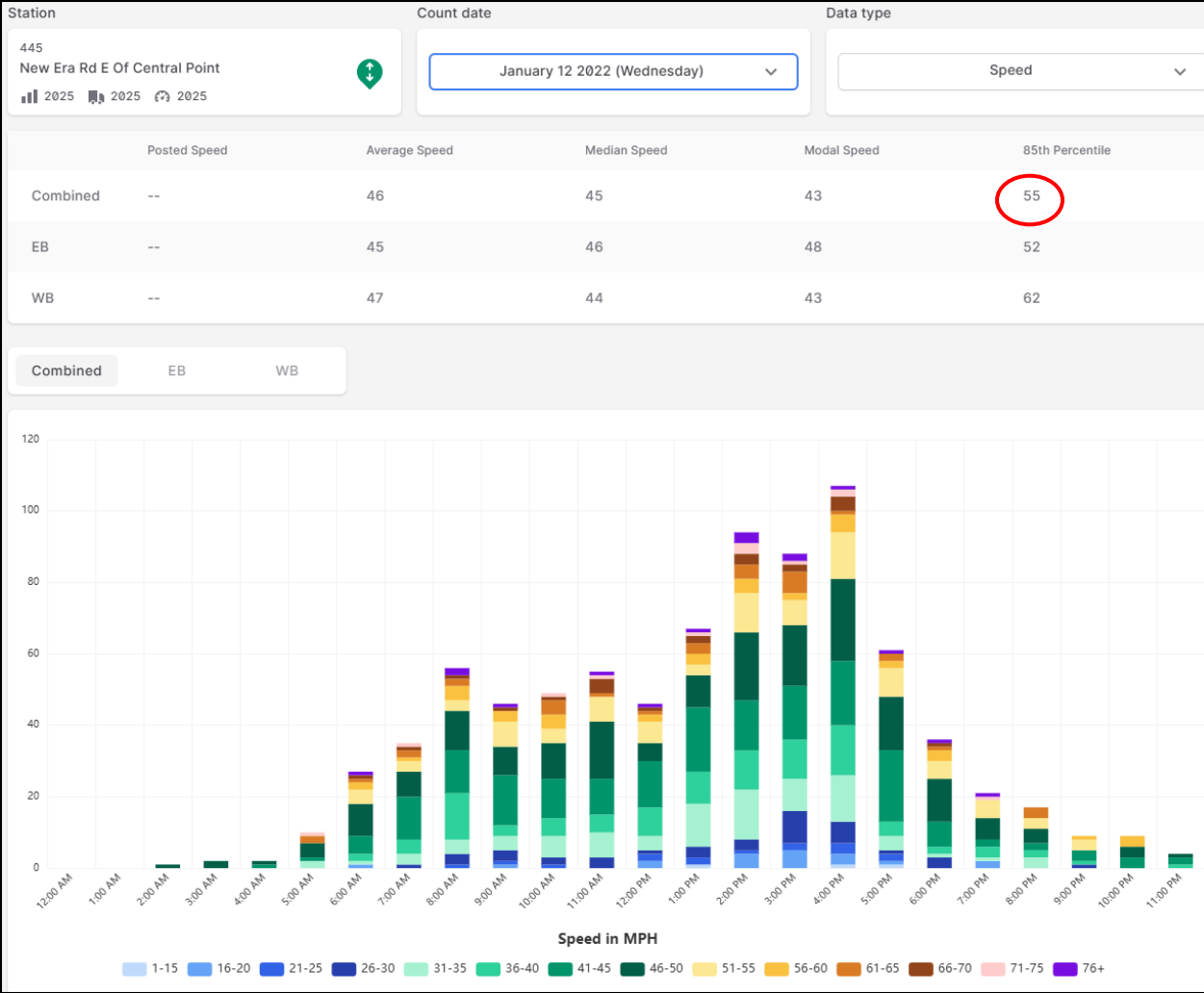


What would be the anticipated impact of crashes and severity if we did *NOT* make improvements *and* AADTs increased over time?



Preconstruction observed 1/1/2014 – 8/31/21
AADT = 1600
Future estimated AADT = 2000 or 25% increase





NEW ERA - RADAR SPEED SIGN OBSERVATIONS

- Speed zone lowered on New Era in 2019 from Basic Rule to 40 mph
- Radar speed signs installed 2023 on both legs of New Era
- 2022 count above **left** = combined 85th of 55
- 2025 count above **right** = combined 85th of 43 → **Radar speed signs work!!**