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CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: October 6, 2026 **Approx. Start Time:** 2:00 pm **Approx. Length:** 30 minutes

Presentation Title: Transportation Safety Action Plan Update

Department: Department of Transportation and Development

Presenters: Mike Bezner, Assistant Director

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD? Direct Staff to submit the proposed Transportation Safety Action Plan update for adoption at a Business Meeting on the Consent Agenda.

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 plan 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 Clackamas County in prioritizing safety-focused projects, coordinating across agencies, pursuing grant funding, and regularly updating the plan 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.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? ☒ YES ☐ NO

What is the cost? N/A What is the funding source? Adopting the update comes at no cost. Future projects that emerge from the plan will be funded by Road Fund, Community Road Fund, and grant funding.

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals?

  Aligns with the Traffic Safety Program's goal to reduce the number of fatalities resulting from crashes on roads in Clackamas County.

- How does this item align with the County's Performance Clackamas goals?

  The TSAP helps foster Safe, Secure and Livable Communities and Strong Infrastructure.

LEGAL/POLICY REQUIREMENTS:

The adoption of a safety action plan update will allow us to continue to apply for specific transportation safety grants from the US Department of Transportation and the Oregon Department of Transportation.

PUBLIC/GOVERNMENTAL PARTICIPATION:

Public outreach was a substantial component of crafting the draft TSAP. Staff worked with a variety of internal and external partners in a series of public meetings. Staff also held a virtual survey for community residents in January and February of 2026 to listen to community priorities. Internal participants included the following departments: County's Public Governance and Affairs; District Attorney; Clackamas County Sheriff's Office; Health, Housing and Human Services including Public Health and Behavioral Health; CCOM; Long Range Planning, Transportation Maintenance and Transportation Engineering.

OPTIONS:

1. Direct Staff to submit the proposed TSAP update for adoption at a Business Meeting on the Consent Agenda
2. Direct Staff to make changes to the plan update and submit the revised TSAP update for adoption at a Business Meeting on the Consent Agenda
3. Direct Staff to make changes to the plan update and come back for another policy session to discuss it further.
4. Direct Staff to not move forward with the update at this time.

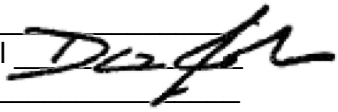
RECOMMENDATION: Option 1- Direct Staff to submit the proposed TSAP update for adoption at a Business Meeting on the Consent Agenda.

ATTACHMENTS:

Attachment A: Draft Transportation Safety Action Plan

SUBMITTED BY:

Division Director/Head Approval _____
Department Director/Head Approval _____
County Administrator Approval _____



For information on this issue or copies of attachments, please contact Rob Sadowsky @ 503-679-7375

CLACKAMAS COUNTY







TRANSPORTATION SAFETY ACTION PLAN

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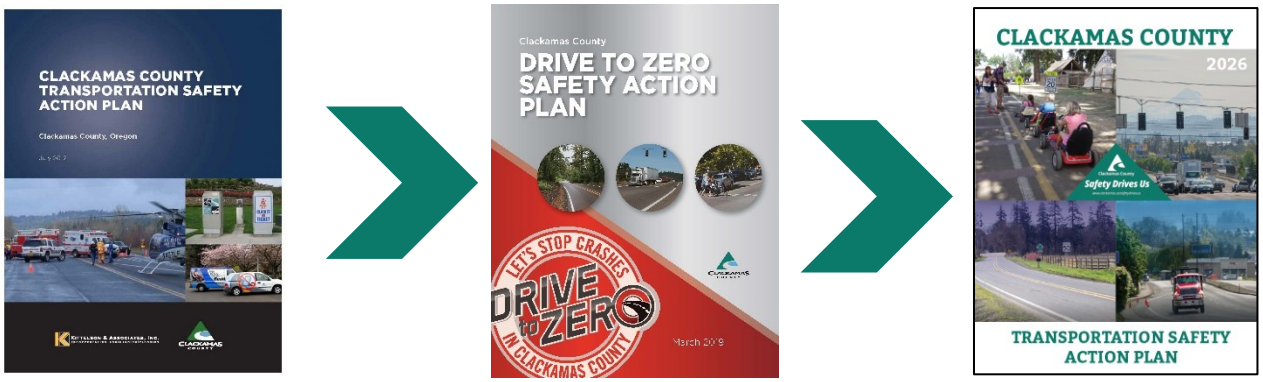
Appendix A: Policy, Plan, Guideline, Standard Review
Appendix B: Public Survey Results
Appendix C: Stakeholder Engagement
Appendix D: Crash Analysis
Appendix E: Proactive Analysis
Appendix F: Reactive Analysis
Appendix G: Emphasis Area Factsheets
Appendix H: Self-Certification Eligibility Worksheet

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 evaluates 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.



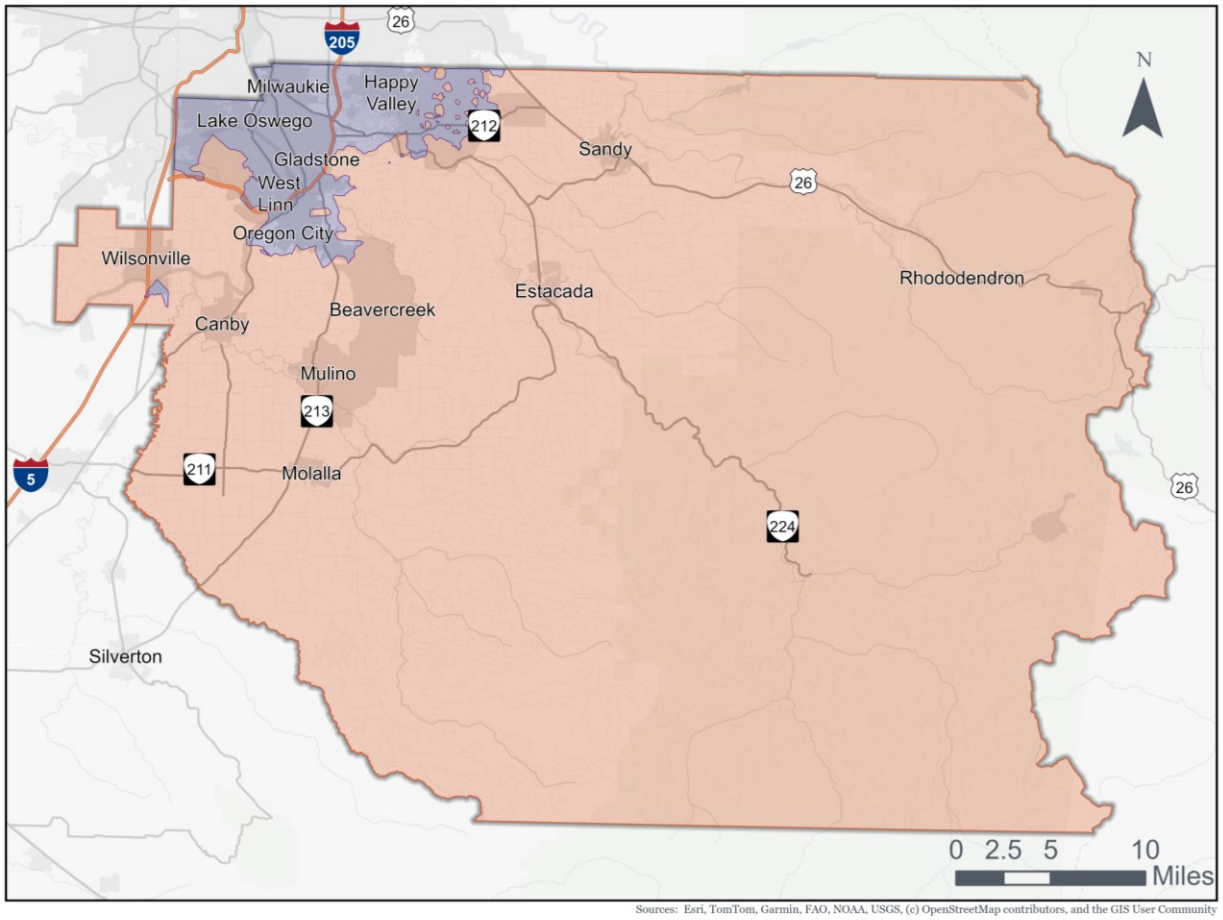


Figure 1: Study Area

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.

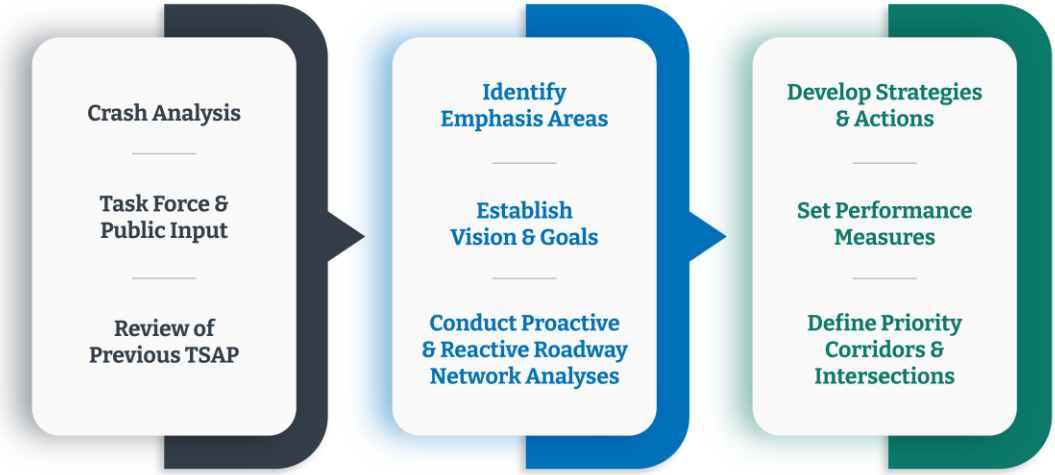


Figure 2: Planning Process

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.

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 (**Figure 3**Error! Reference source not found.).

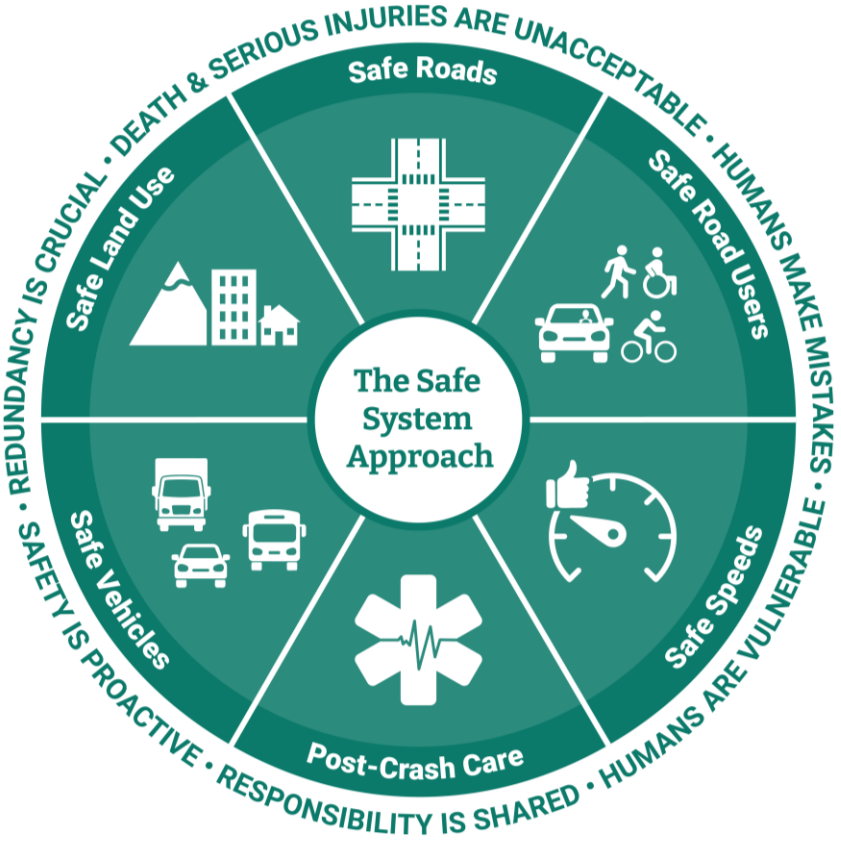


Figure 3: Safe System Approach

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. A key principle is Shared Streets, which are streets with low motor vehicle traffic and speeds designed to give priority to people walking, bicycling, and rolling in the roadway and minimizing motor vehicle through-traffic.
- **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**).



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**.

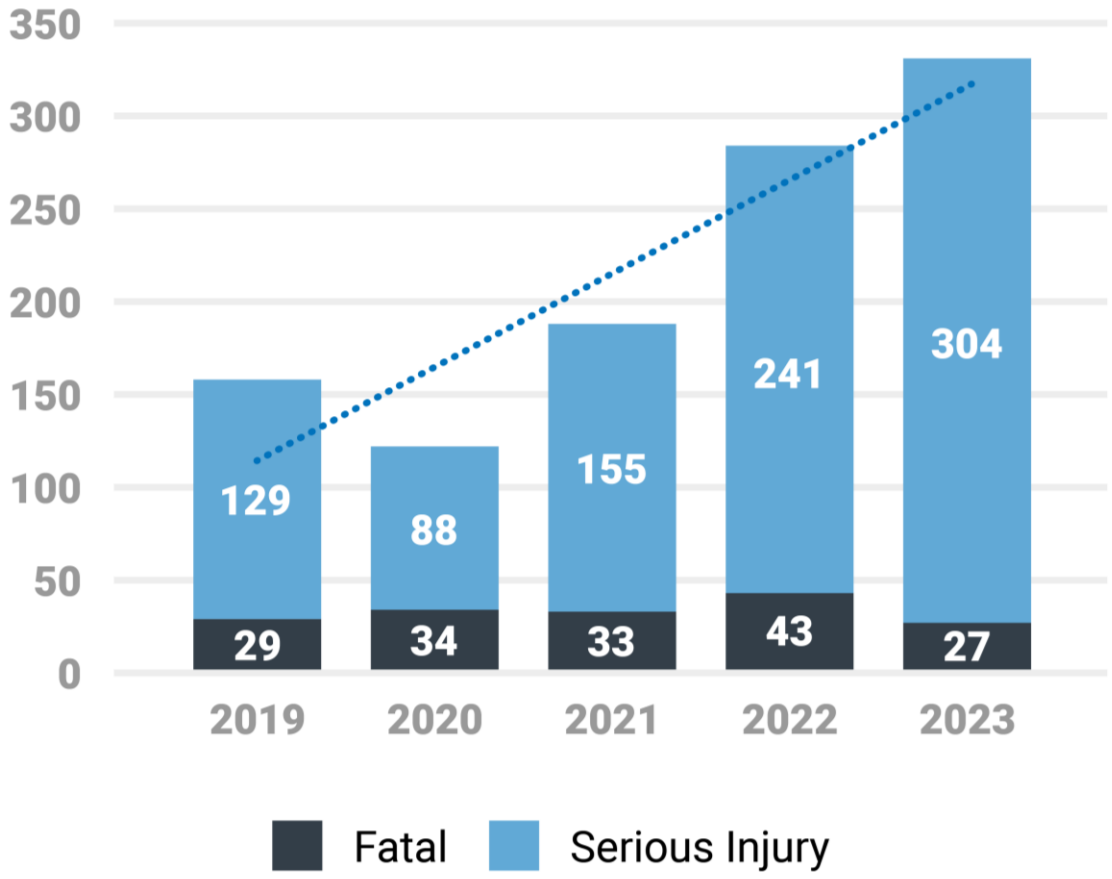
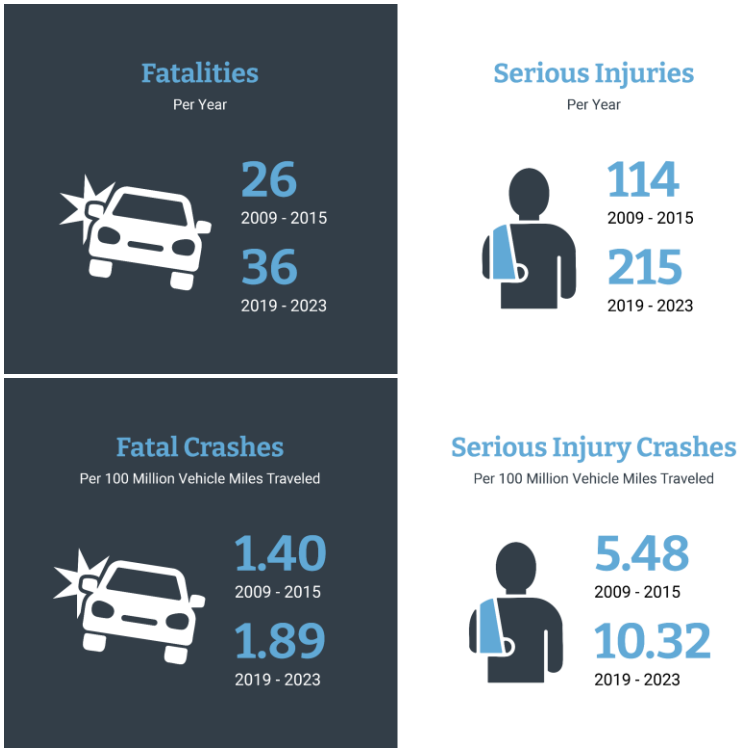


Figure 6: Fatal and Serious Injury Crashes

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 (***Fatalities** and serious injuries refer to the number of people killed or seriously injured in a traffic crash. A serious injury involves a life-altering injury which likely requires hospitalization and significant medical treatment. Fatal crashes and serious injury crashes refer to the number of crashes resulting in a fatality or serious injury. A single fatal crash may involve more than one fatality and the most severe injury defines the classification of the crash. A crash is classified as a fatal crash if at least one person is killed, regardless of how many other less severe injuries occur. For example, in the case of a pedestrian crash in which the driver is uninjured, but the pedestrian is killed, the crash is classified as a fatal crash.

Figure 7). The crashes per million vehicle 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.



*Fatalities and serious injuries refer to the number of people killed or seriously injured in a traffic crash. A serious injury involves a life-altering injury which likely requires hospitalization and significant medical treatment. Fatal crashes and serious injury crashes refer to the number of crashes resulting in a fatality or serious injury. A single fatal crash may involve more than one fatality and the most severe injury defines the classification of the crash. A crash is classified as a fatal crash if at least one person is killed, regardless of how many other less severe injuries occur. For example, in the case of a pedestrian crash in which the driver is uninjured, but the pedestrian is killed, the crash is classified as a fatal crash.

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.



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).

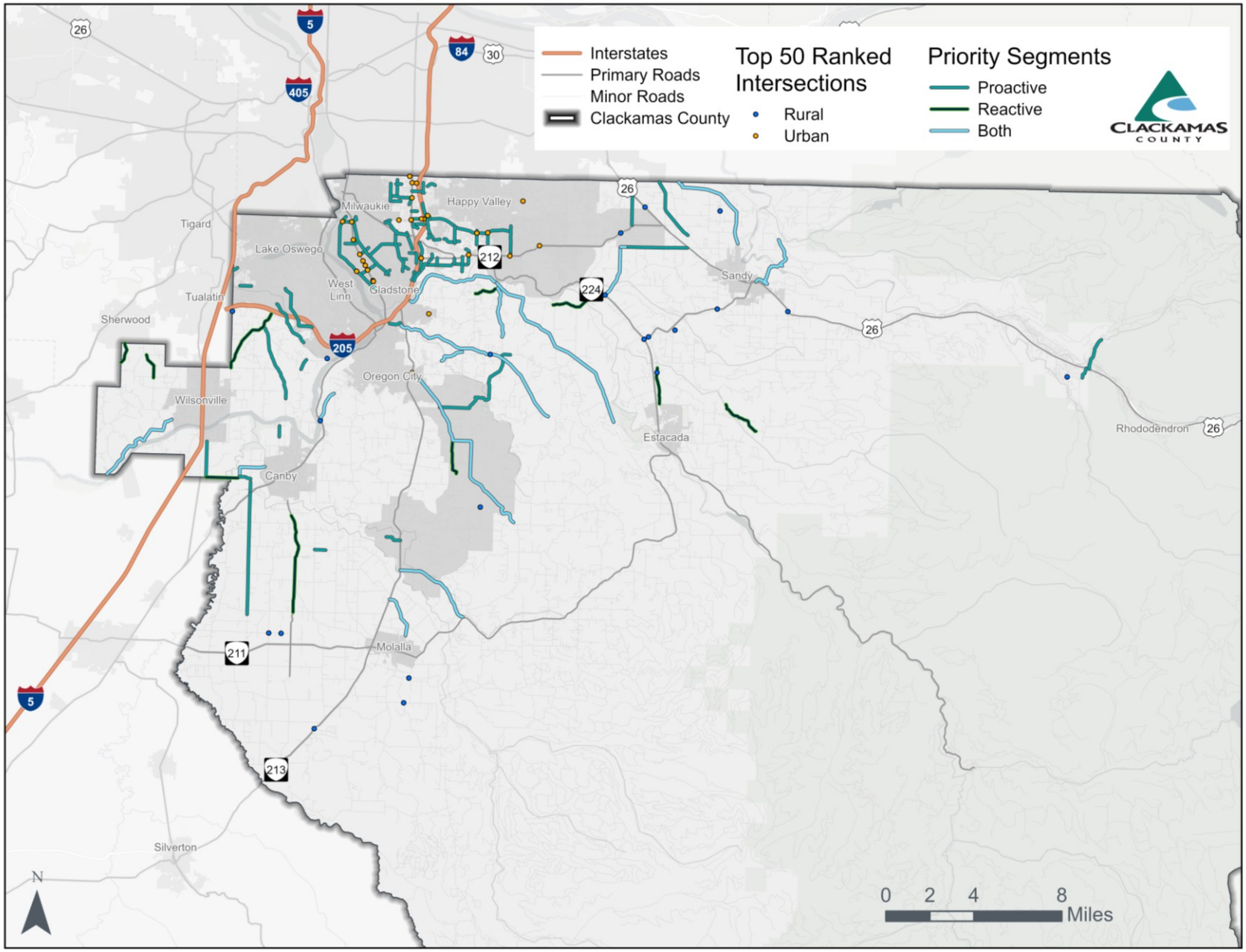


Figure 8: Priority Segments and Top 50 Ranked Intersections

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 Redland 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 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.

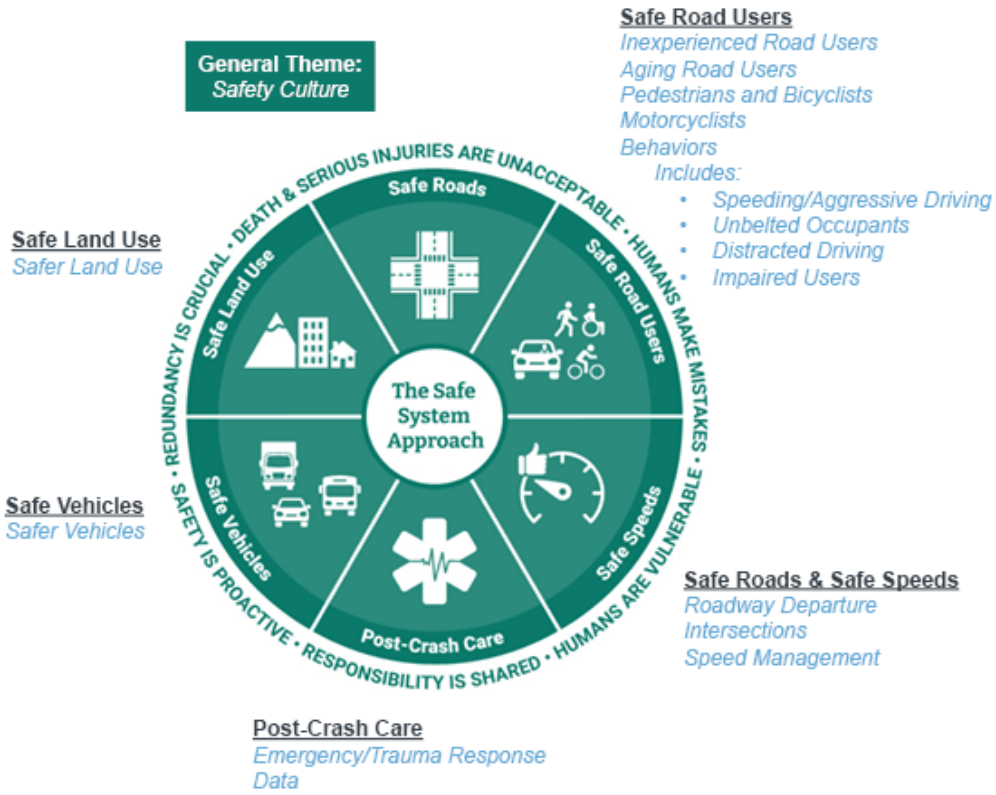


Figure 9: Emphasis Areas

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

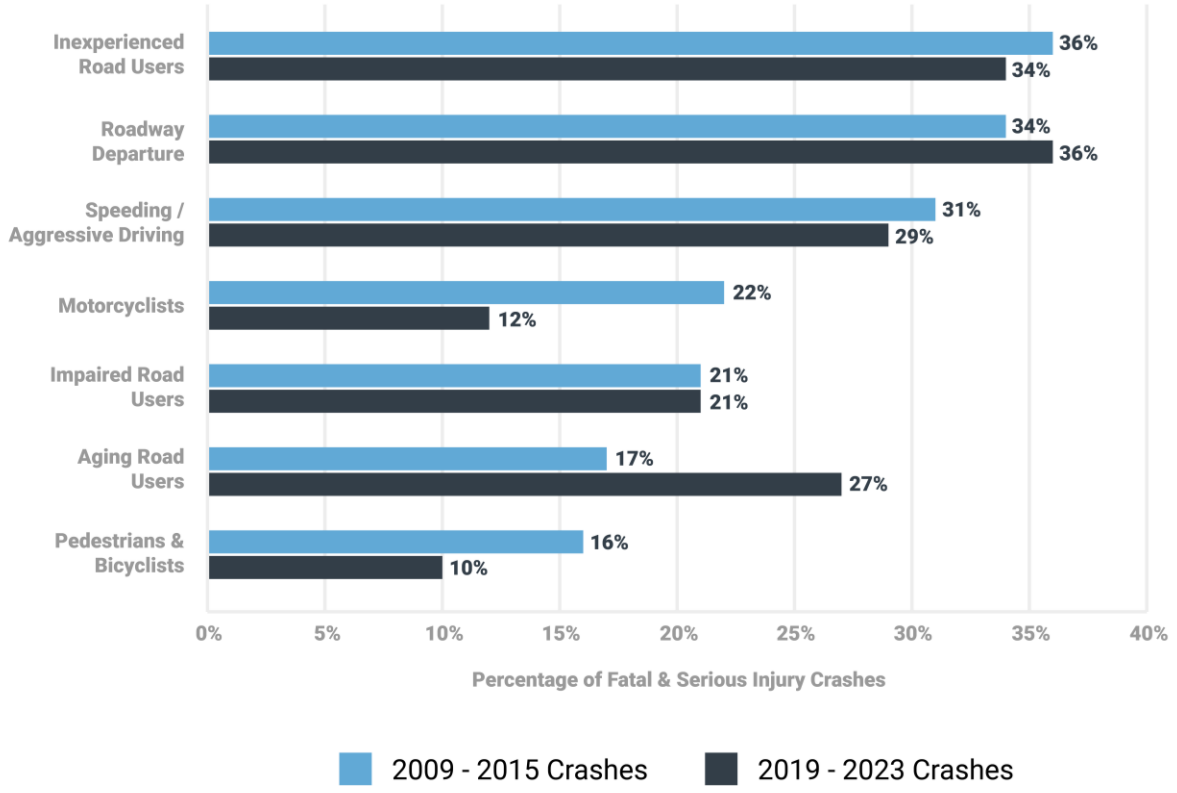
HISTORICAL EMPHASIS AREA COMPARISON

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

***Inexperienced** road users are 25 years old or younger, while Aging Road Users are 65 years old or older.

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.

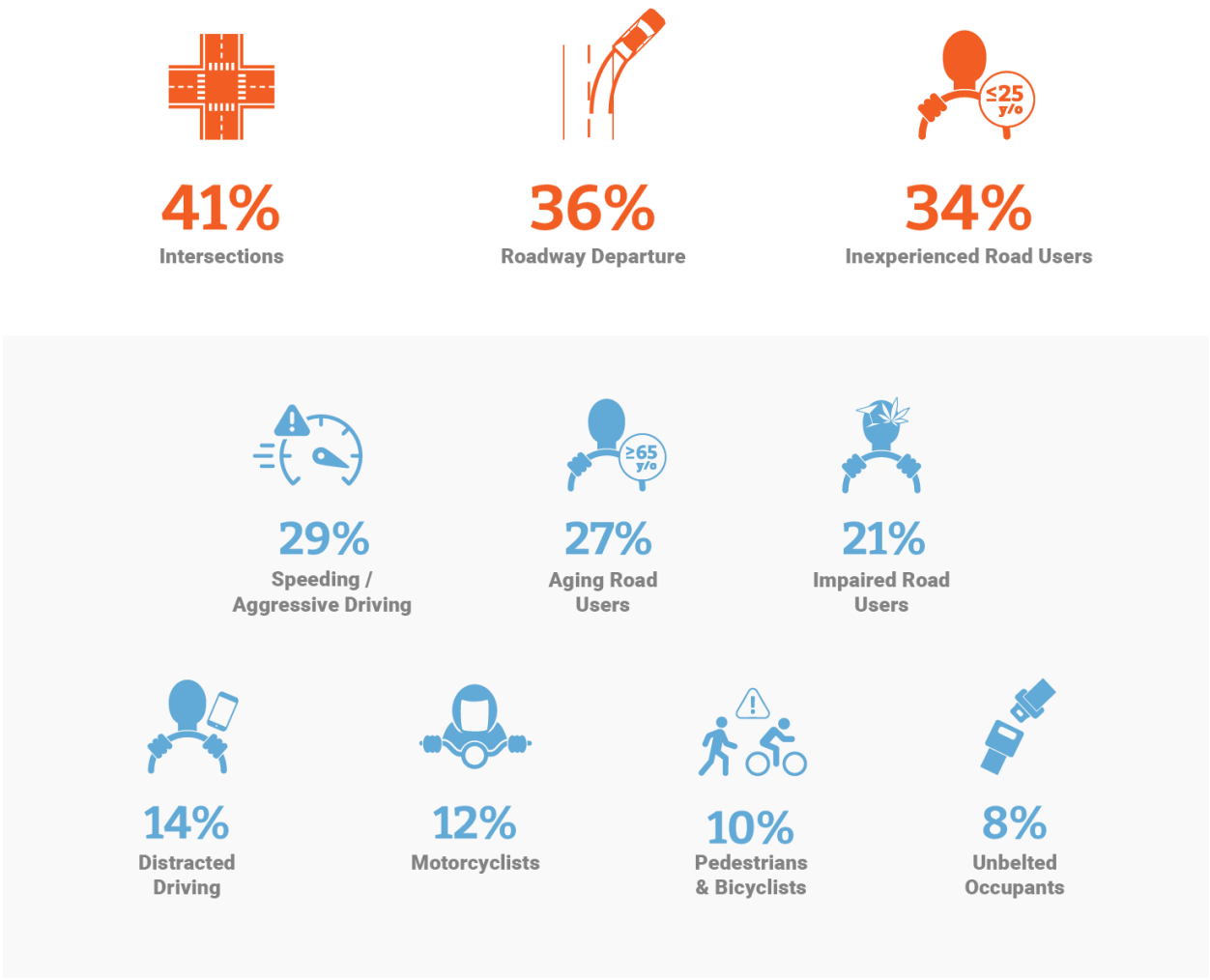


*Inexperienced road users are 25 years old or younger, while Aging Road Users are 65 years old or older.

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%.



*Inexperienced road users are 25 years old or younger, while Aging Road Users are 65 years old or older.

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. The plan also establishes a framework for new legislative priorities that can build on local efforts.
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. 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. 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 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 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 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. 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 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.). Consider creating an aging traffic safety ambassador group so peer connections are incorporated. Review best practices from others (Ohio, Florida, Arizona) for resources, tools and strategies. 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. Implement strategies and actions. 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 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. Research/implement effective outreach methods for these road users. Include considerations for e-bikes and e-scooters in outreach messaging.	Continue outreach to high schools with a particular focus on rural areas. Research/implement effective outreach methods for these road users.	Continue outreach to high schools with a particular focus on rural areas. Research/implement effective outreach methods for these road users.	Continue outreach to high schools with a particular focus on rural areas. Research/implement effective outreach methods for these road users.	Continue outreach to high schools with a particular focus on rural areas. 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 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. 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 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. Develop information to share with other agencies about the employee training program. 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. Develop information to share with other agencies about the employee training program. 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. Develop information to share with other agencies about the employee training program. 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 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 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. Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes.	Implement updated standards on new projects and on maintenance projects. Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes.	Implement updated standards on new projects and on maintenance projects. Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes.	Implement updated standards on new projects and on maintenance projects. Consider standalone pavement marking/signing improvements on priority routes with roadway departure crashes.	DTD	Roadway Departure Speeding and Aggressive Driving
Safe Vehicles 3 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). 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 Impaired Driving

Safe Speeds

Action	Outcome	Year 1	Year 2	Year 3	Year 4	Year 5	Lead Agency	Emphasis Areas Supported
Safe Speeds 1 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 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. 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. Implement "Shared Streets" features as part of pilot projects.	Evaluate the impact of the "Shared Streets" improvements at the pilot locations. 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 Transportation Planning	Speeding and Aggressive Driving Pedestrians and Bicycles
Safe Speeds 3 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 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 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. 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. Identify location-specific and/or systemic improvements based on findings.	Implement infrastructure improvements at # curves per year.			DTD	Roadway Departure
Safe Roads 2 Implement Proven Safety Countermeasures on proactive and reactive networks.	Enhanced visibility, improved signal timing, speed management, etc.	Develop implementation program based on priority locations. 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 Intersections Pedestrians and Bicycles Speeding and Aggressive Driving
Safe Roads 3 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. 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. 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. 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. 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. 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 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 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 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. 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. Fine tune process based on lessons learned. 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. 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 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 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.

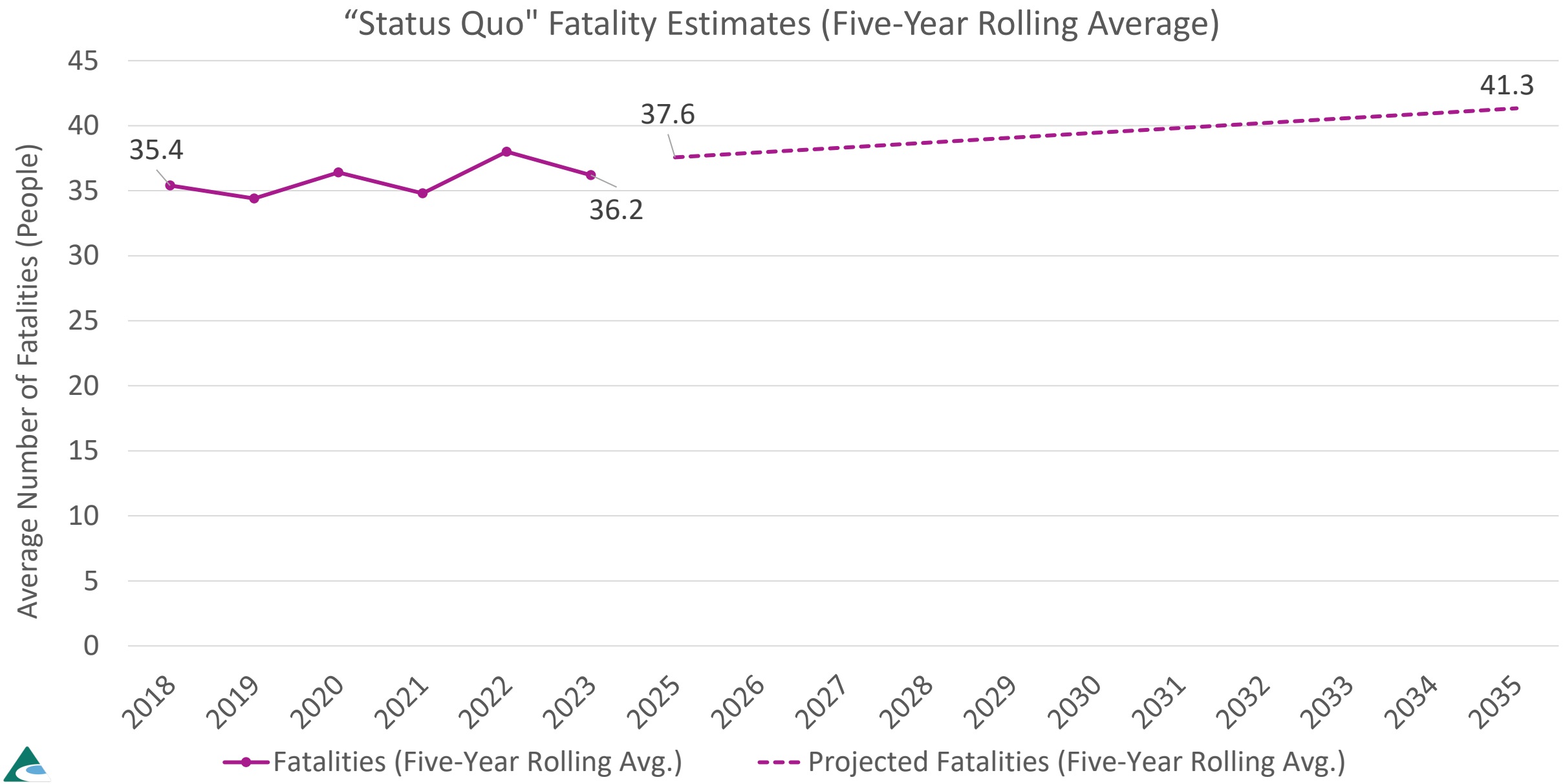
Clackamas County

Safety Drives Us

www.clackamas.us/safetydrivesus

Transportation Safety Action Plan:

Clackamas County 2026
Mike Bezner, Associate Director
Department of Transportation and Development


"Status Quo" Fatality Estimates (Five-Year Rolling Average)
Average Number of Fatalities (People)
45
40
35
30
25
20
15
10
5
0
35.4
36.2
37.6
41.3
2018
2019
2020
2021
2022
2023
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
Fatalities (Five-Year Rolling Avg.)
Projected Fatalities (Five-Year Rolling Avg.)

Potential Goal + Objective

Goal

Zero by 2050

Objective

30% Reduction by 2035

Planning Approach

- Data-Driven + Community-Driven
  - Crash analysis (2019–2023)
  - Safe System Approach (SSA) framework
  - Public engagement (120 survey responses)
  - Stakeholder collaboration (over 40 participating organizations)
  - Review of all relevant plans, policies, roadway standards
- Outcome: A unified safety strategy for all Clackamas County roads (excluding I-205/I-5).

What We Learned

- Crash Trends & Patterns
  - Intersections: 41% of fatal/serious crashes
  - Roadway departures: 36%
  - Inexperienced road users: 34%
  - Speeding, impairment, distraction remain major behavioral factors
  - 46% of severe crashes occur in communities facing transportation barriers
- Network Findings
  - Top 50 high-risk intersections identified
  - 100 priority road segments (proactive + reactive analysis)
  - Rural + suburban roads see disproportionate severity

Slide 7 – Priority Strategies

- Engineering
  - Intersection redesigns (signals, roundabouts, protected crossings)
  - Rural roadway departure countermeasures
  - Speed management (road design + posted reductions)
  - Consistent ADA-compliant facilities & ped/bike separation
- Education
  - In-school programs (high schools)
  - Social marketing targeting speeding & distraction
  - Aging road user awareness
  - Child passenger safety guidance
- Enforcement
  - Targeted DUII patrols
  - Speed feedback signs
  - Support for automated enforcement (future legislative changes)
- Post-Crash Improvement
  - Better crash documentation
  - Trauma support framework
  - Strengthened EMS coordination

What Happens Next

- Implementation (2026–2030)
  - Prioritize top intersections & segments
  - Develop funding proposals (County, Metro, ODOT, Federal)
  - Launch safety campaigns based on Emphasis Areas
  - Build internal + external Safe System culture
  - Expand collaboration across agencies and jurisdictions
- TSAP is a living plan: reviewed every 5 years.

Closing Message

- Fatal and serious crashes are preventable.
- By redesigning roads, supporting safe behaviors, strengthening emergency response, and coordinating across agencies, Clackamas County can achieve meaningful, measurable reductions in severe crashes — and move toward zero.
- Questions?