RTP High Injury Corridor Profiles

High injury corridors (HICs) are roadways with the highest concentration of serious traffic crashes in greater Portland. The region's Vision Zero strategy acknowledges that even one death on our roadways is unacceptable. Metro and regional partners are using the Safe System approach to create equitable, safe mobility for all road users. A foundational principle of the Safe System approach is designing streets that are forgiving of human mistakes to reduce the severity of traffic crashes when they do occur.

Prioritizing systemic, corridor-wide Safe System treatments on high injury corridors proactively addresses the most serious safety issues in a city, county or region.

The following profiles provide crash data and roadway characteristics of the high injury corridors identified in the 2023 Regional Transportation Plan (RTP). The 2023 RTP HICs were identified using 2016-2020 Oregon Department of Transportation (ODOT) crash data.

Fatal and severe injury crash data were given a weight of ten and moderate/minor injury pedestrian and bicyclist crashes were given a weight of three. This method can result in HICs that have a very high concentration of pedestrian and bicycle crashes, though fewer serious crashes per mile compared to other HICs.

An example is 3rd Avenue in downtown Portland. Understanding the nature of crashes on high injury corridors is one of many tools to make roadways safe for everyone consistent with the Safe System approach.

HIC data

2.12 miles

13.2 serious injuries per mile

5 deaths

22 serious injuries

661 total injuries

20% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

10 signalized stops

5 transit stops

35 mph speed limit

80% sidewalks

100% bike lanes

4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

181st Avenue

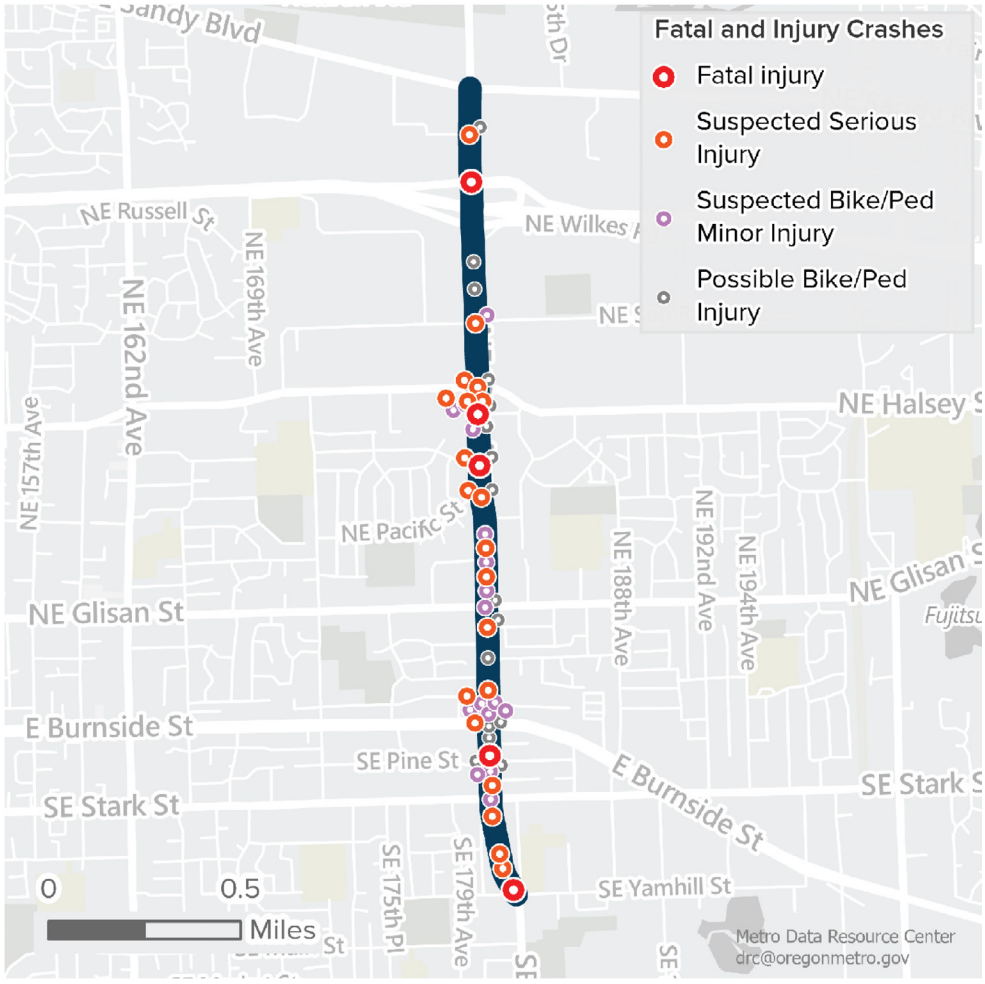
NE Sandy Boulevard to SE Yamhill Street

City of Gresham

Image source: Google Maps

181st Avenue, extending from NE Sandy Boulevard to SE Yamhill Street, is lined with mixed-use, multi-family and single-family housing and industrial uses. It features 12 intersections per mile, with an average distance of 0.21 miles between traffic signals.

There are no designated bike crossings and no midblock crossings. The corridor includes some medians and has no pedestrian refuge islands. There are no bus-only lanes or on-street parking. Street lighting is present on one side of the street with no pedestrian-scale lighting. The most common serious crash types on this high injury corridor are fixed object, pedestrian, rear-end and turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

4.97 miles

10.5 serious injuries per mile

14 deaths

38 serious injuries

1,119 total injuries

36% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

31 signalized stops

30 transit stops

30 mph speed limit

36% sidewalks

100% bike lanes

4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

Division Street

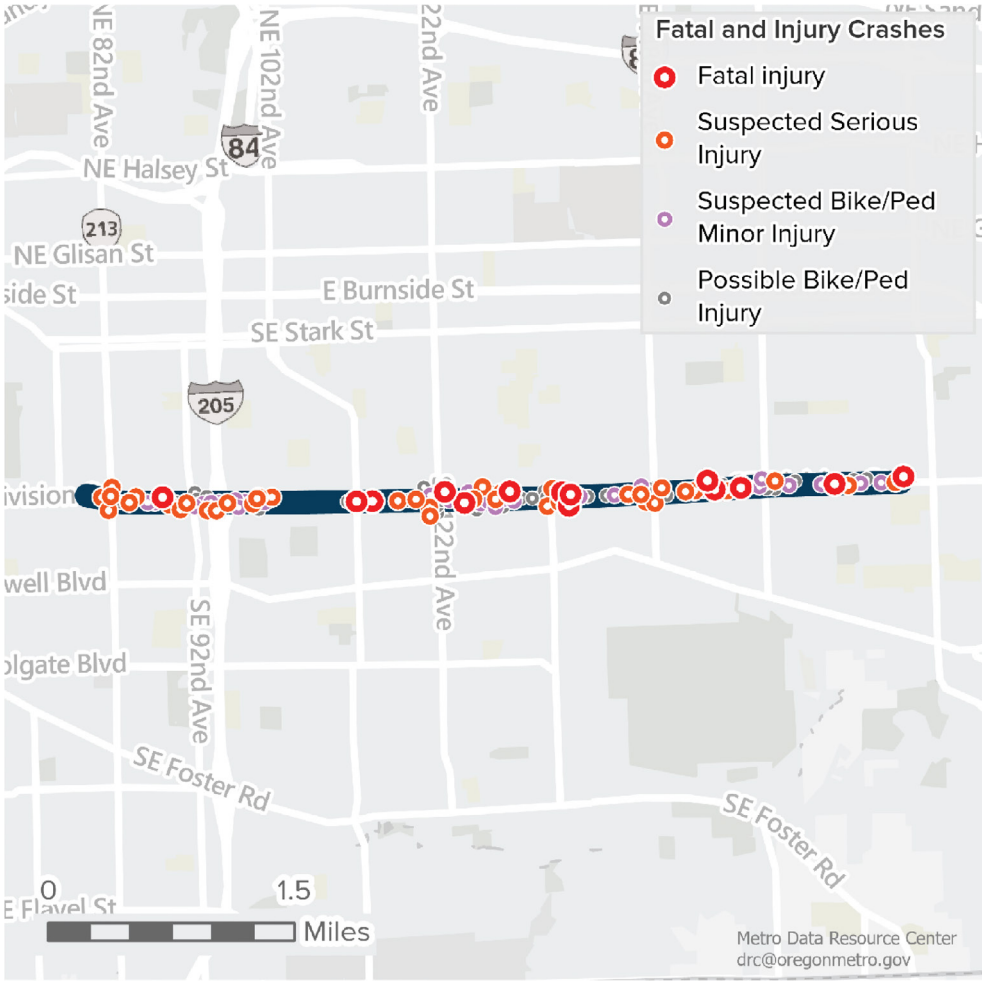
SE 79th Avenue to SE 178th Street

City of Gresham

Image source: Google Maps

Division Street, extending from SE 79th Avenue to SE 178th Street, is lined with single-family, mixed-use and multi-family housing. It features 16 intersections per mile, with an average distance of 0.16 miles between traffic signals.

There are many designated bike crossings and there is one midblock crossing. The corridor includes wide cement medians, and there are 23 pedestrian refuge islands. There are some bus-only lanes; there is no on-street parking. Street lighting is present on both sides of the street, with no pedestrian-scale lighting. The most common serious crash type on this high injury corridor is pedestrian. The most frequent cause of serious crashes is not yielding the right-of-way.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

2.66 miles

8.3 serious injuries per mile

3 deaths

19 serious injuries

481 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

23 signalized stops

40 transit stops

30 - 35 mph speed limit

70% sidewalks

0% bike lanes

4 lanes, one-way

RTP High Injury Corridor Profile, 2016-2020

Grand Avenue

NE Hancock Street to SE Powell Boulevard
City of Portland

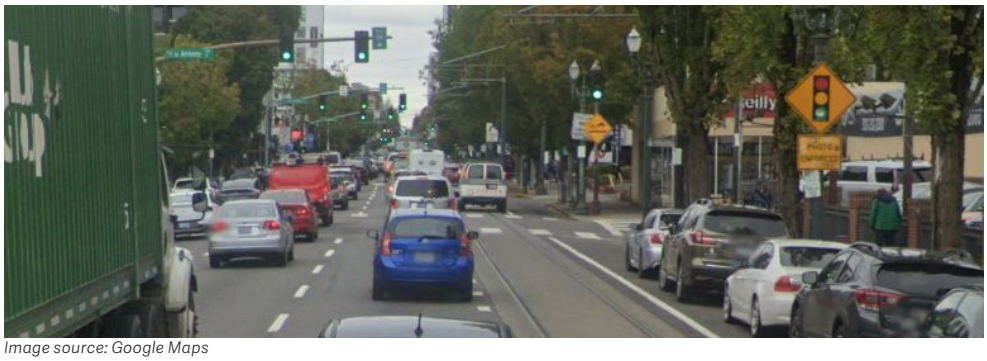
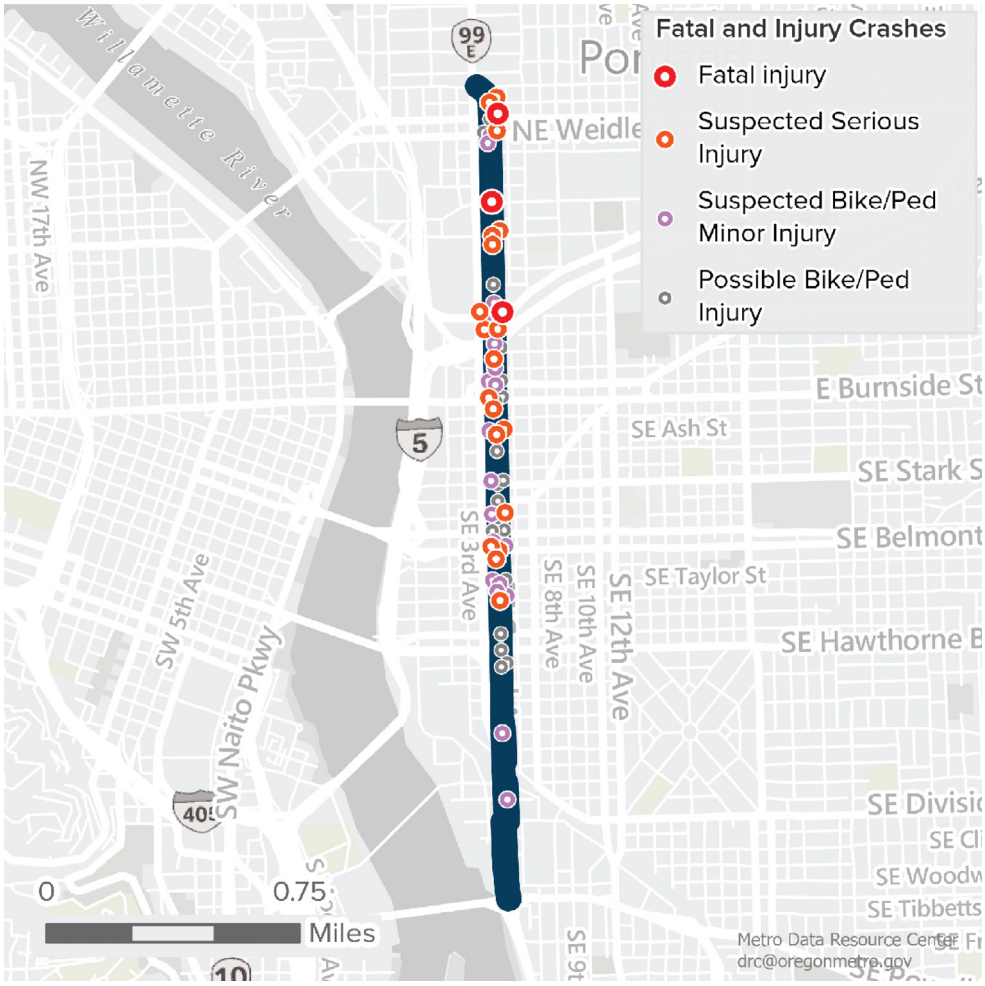


Image source: Google Maps

Grand Avenue, extending from NE Hancock Street to SE Powell Boulevard, is a one-way street lined with mixed-use housing and industrial uses. It transitions into OR-99E near SE Powell. It features 15 intersections per mile, with an average distance of 0.12 miles between traffic signals.

There are some designated bike crossings and no midblock crossings. There are no medians or pedestrian refuge islands. There is a bus and streetcar only lane and some on-street parking. Street lighting is present on one side of the street, with pedestrian-scale lighting on both. The most common serious crash types on this high injury corridor are angle and pedestrian. The most frequent cause of serious crashes is not yielding the right-of-way.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

1.81 miles

4.4 serious injuries per mile

0 deaths

8 serious injuries

170 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

SW Broadway

NW Lovejoy Street to SW 4th Avenue
City of Portland

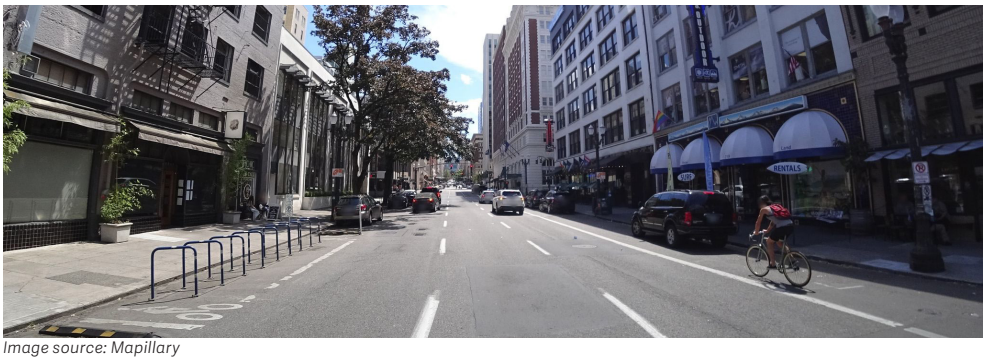


Image source: Mapillary

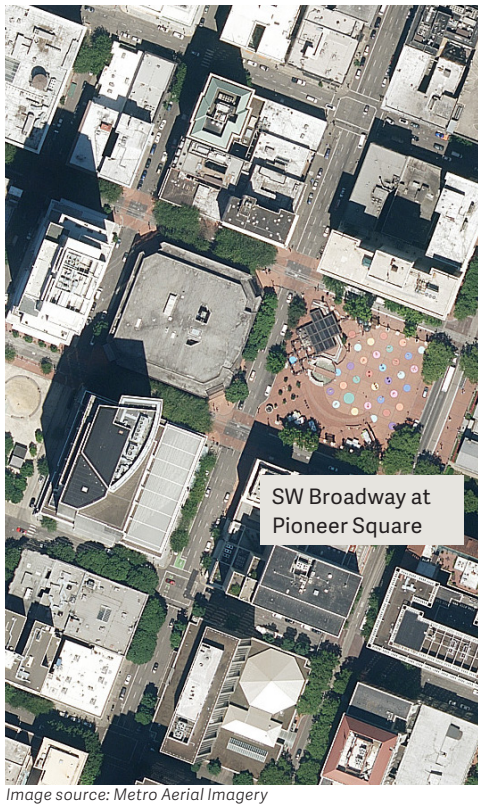


Image source: Metro Aerial Imagery

SW Broadway, extending from NW Lovejoy Street to SW 4th Avenue, is lined with mixed-use housing and commercial uses. It features 18 intersections per mile, with an average distance of 0.06 miles between traffic signals.

There are many designated bike crossings and no midblock crossings. The corridor does not include medians; there is one pedestrian refuge island. There are no bus-only lanes and some on-street parking. There is some street lighting, with pedestrian-scale lighting on both sides of the street. The most common serious crash type on this high injury corridor is pedestrian. The most frequent cause of serious crashes is not yielding the right-of-way.

Roadway stats

29 signalized stops

20 transit stops

20 mph speed limit

79% sidewalks

0% bike lanes

3 lanes, one-way

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

1.37 miles

8 serious injuries per mile

0 deaths

11 serious injuries

244 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

Weidler Street

N Broadway to NE 24th Avenue
City of Portland

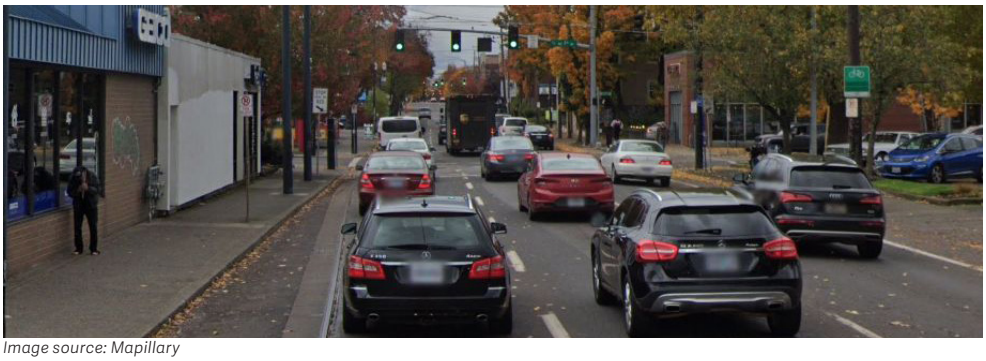


Image source: Mapillary

Image source: Metro Aerial Imagery

Weidler Street, extending from N Broadway to NE 24th Avenue, is a one-way street lined with mixed-use and single-family housing. It features 15 intersections per mile, with an average distance of 0.09 miles between traffic signals.

There are a few designated bike crossings and no midblock crossings. The corridor does not include medians or pedestrian refuge islands. There are no bus-only lanes and there is some on-street parking. There is street lighting on one side, with pedestrian-scale lighting on the other until NE 17th Ave. Streetcar rails are present near N Broadway. The most common serious crash types on this high injury corridor are angle and pedestrian. The most frequent cause of serious crashes are disregarded traffic signal and not yielding the right-of-way.

Roadway stats

15 signalized stops

34 transit stops

30 mph speed limit

100% sidewalks

100% bike lanes

3 lanes, one-way

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

1.82 miles

6 serious injuries per mile

0 deaths

11 serious injuries

224 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

Burnside Street

NW Maywood Drive to NW Naito Parkway
City of Portland

Image source: Mapillary

Image source: Metro Aerial Imagery

W Burnside Street, extending from NW Maywood Drive to NW Naito Parkway, is lined with single-family and mixed-use housing. It features 17 intersections per mile, with an average distance of 0.09 miles between traffic signals.

There are some designated bike crossings and no midblock crossings. The corridor includes tree-lined medians; there are no pedestrian refuge islands. There are bus-only lanes and on-street parking. Street lighting is present on both sides of the street, with some pedestrian-scale lighting. The most common serious crash type on this high injury corridor is pedestrian. The most frequent causes of serious crashes are not yielding the right-of-way and disregarded traffic signal.

Roadway stats

20 signalized stops

55 transit stops

25 mph speed limit

95% sidewalks

0% bike lanes

4 lanes

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.24 miles

9.9 serious injuries per mile

7 deaths

25 serious injuries

735 total injuries

29% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

S 122nd Avenue

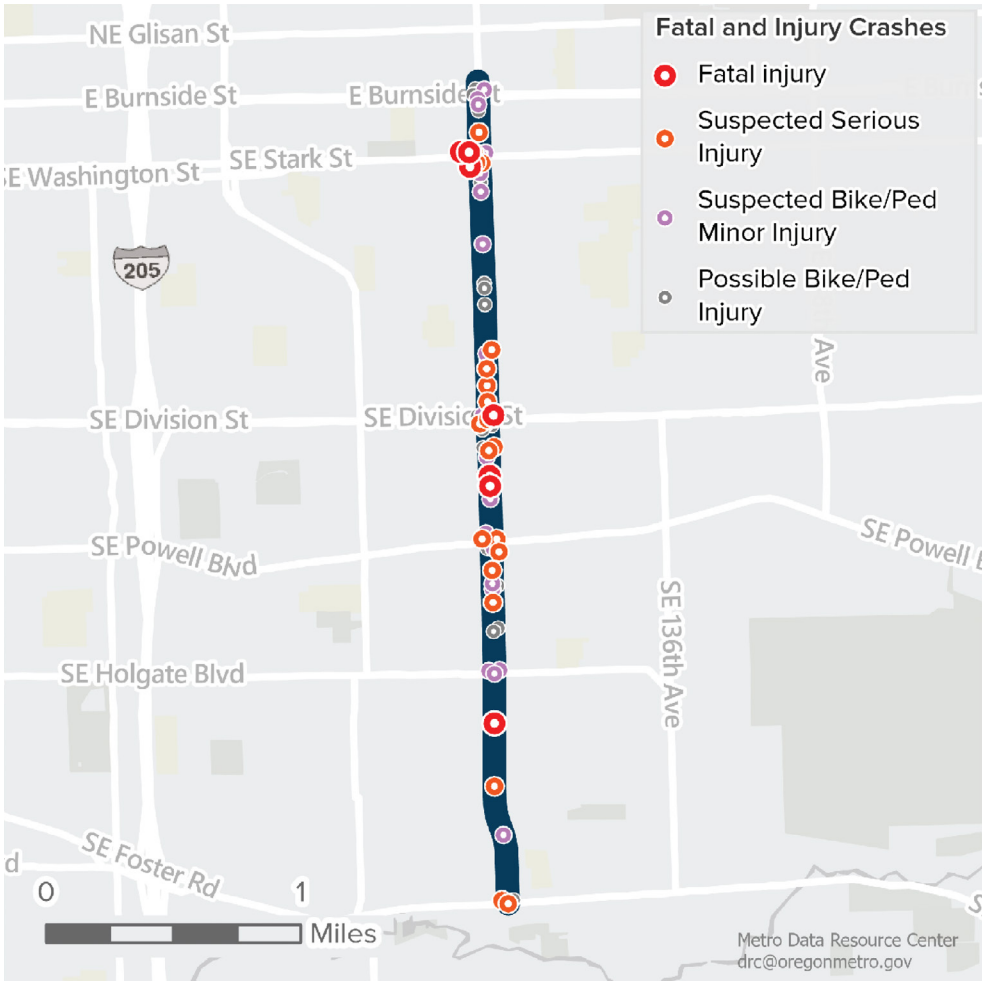
E Burnside Street to SE Foster Road
City of Portland

Image source: Mapillary

Image source: Metro Aerial Imagery

S 122nd Avenue, extending from E Burnside Street to SE Foster Road, is lined with mixed-use, multi-family and single-family housing. It features 12 intersections per mile, with an average distance of 0.23 miles between traffic signals.

There are some designated bike crossings and three midblock crossings. The corridor includes one small, tree-lined median, and there are eight pedestrian refuge islands. There are no bus-only lanes; there is on-street parking. Street lighting is present on one side of the street, with no pedestrian-scale lighting. The most common serious crash types on this high injury corridor are pedestrian and rear-end. The most frequent cause of serious crashes are disregarded traffic signal and non-motorist illegally in roadway.



Roadway stats

14 signalized stops

40 transit stops

30 mph speed limit

97% sidewalks

100% bike lanes

4 lane with center lane

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

4.38 miles

10 serious injuries per mile

6 deaths

38 serious injuries

1,008 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

Highway 26

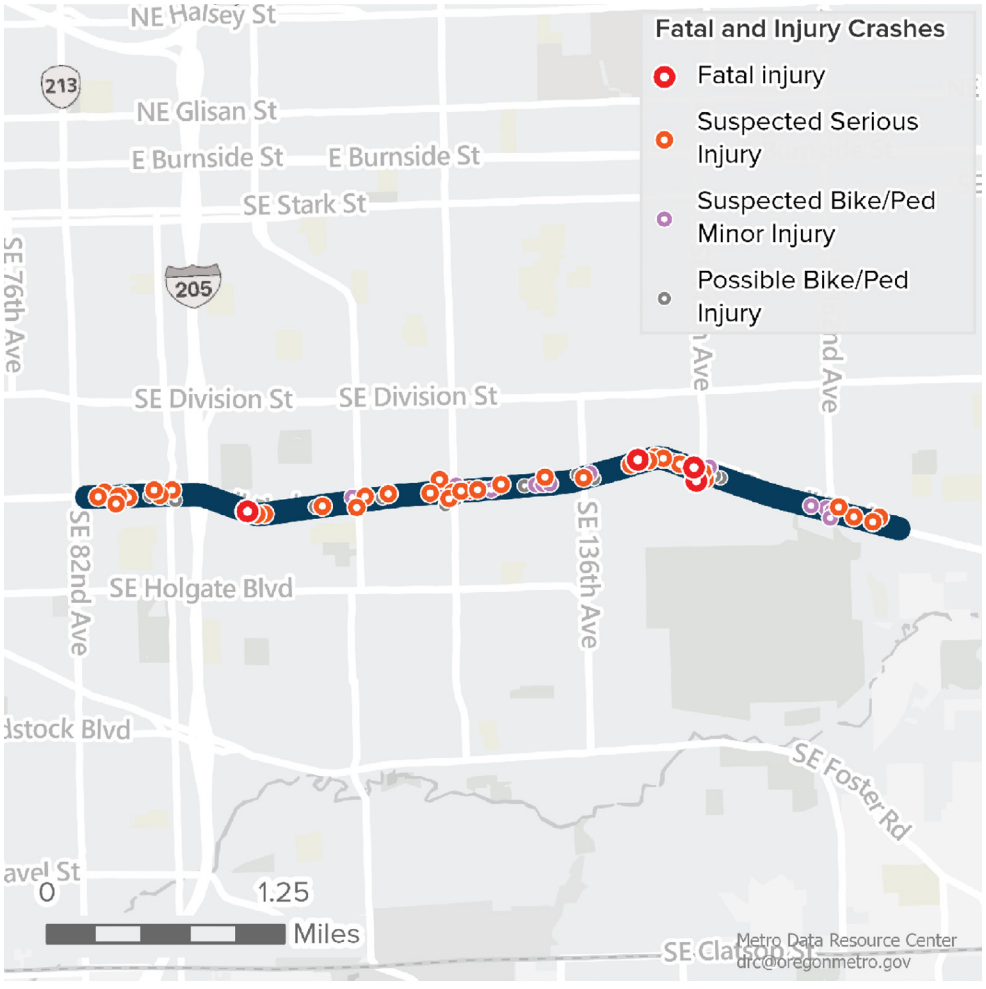
SE 84th Avenue to SE 168th Avenue
City of Portland

Image source: Google Maps

Image source: Metro Aerial Imagery

Outer Highway 26, also known as Powell Boulevard, extending from SE 84th Avenue to SE 168th Avenue, is lined with multi-family, single-family and mixed-use housing, industrial uses and parks. It features 11 intersections per mile, with an average distance of 0.4 miles between traffic signals.

There are a few designated bike crossings and four midblock crossings. The corridor includes some tree-lined medians and four pedestrian refuge islands. There are no bus-only lanes or on-street parking. Street lighting is mostly present on both sides, with no pedestrian-scale lighting. The most common serious crash types on this high injury corridor are angle, fixed object, pedestrian and turning movements. The most frequent cause of serious crashes is not yielding the right-of-way.



Roadway stats

11 signalized stops

56 transit stops

30 mph speed limit

18% sidewalks

90% bike lanes

2 - 5 lanes

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.42 miles

9.9 serious injuries per mile

4 deaths

8 serious injuries

734 total injuries

17% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

82nd Avenue

SE Main Street to SE Crystal Springs Boulevard

City of Portland

Image source: Google Maps

Image source: Metro Aerial Imagery

82nd Avenue, extending from SE Main Street to SE Crystal Springs Boulevard, is lined with industrial, mixed-use housing, parks and commercial uses. It features 16 intersections per mile, with an average distance of 0.29 miles between traffic signals.

The corridor includes two midblock crossings, some plastic delineator medians and five pedestrian refuge islands but no designated bike crossings.
There are no bus-only lanes or on-street parking. Street lighting is present on one to two sides, without pedestrian-scale lighting.The most common serious crash types on this high injury corridor are turning movement and pedestrian. The most frequent cause of serious crashes is not yielding the right-of-way.

Roadway stats

22 signalized stops

12 transit stops

20 mph speed limit

91% sidewalks

7% bike lanes

4 lanes, one-way

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

1.84 miles

7.1 serious injuries per mile

0 deaths

13 serious injuries

195 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

13 signalized stops

24 transit stops

20 mph speed limit

100% sidewalks

19% bike lanes

4 lanes

RTP High Injury Corridor Profile, 2016-2020

Hawthorne Blvd

SE Grand Avenue to SE Cesar Chavez Boulevard

City of Portland

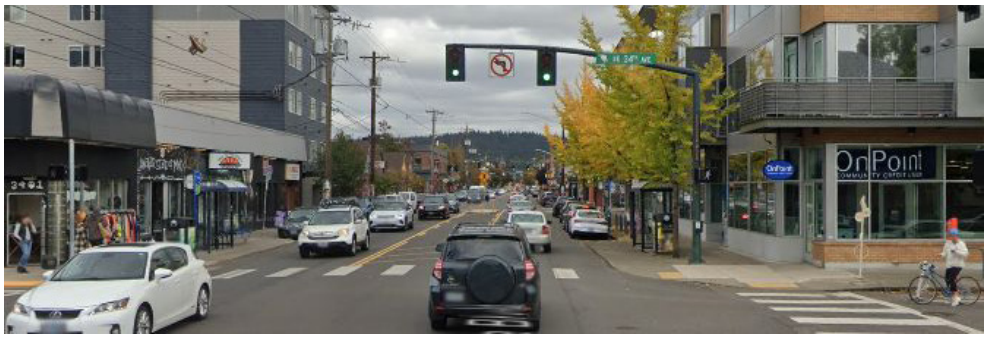
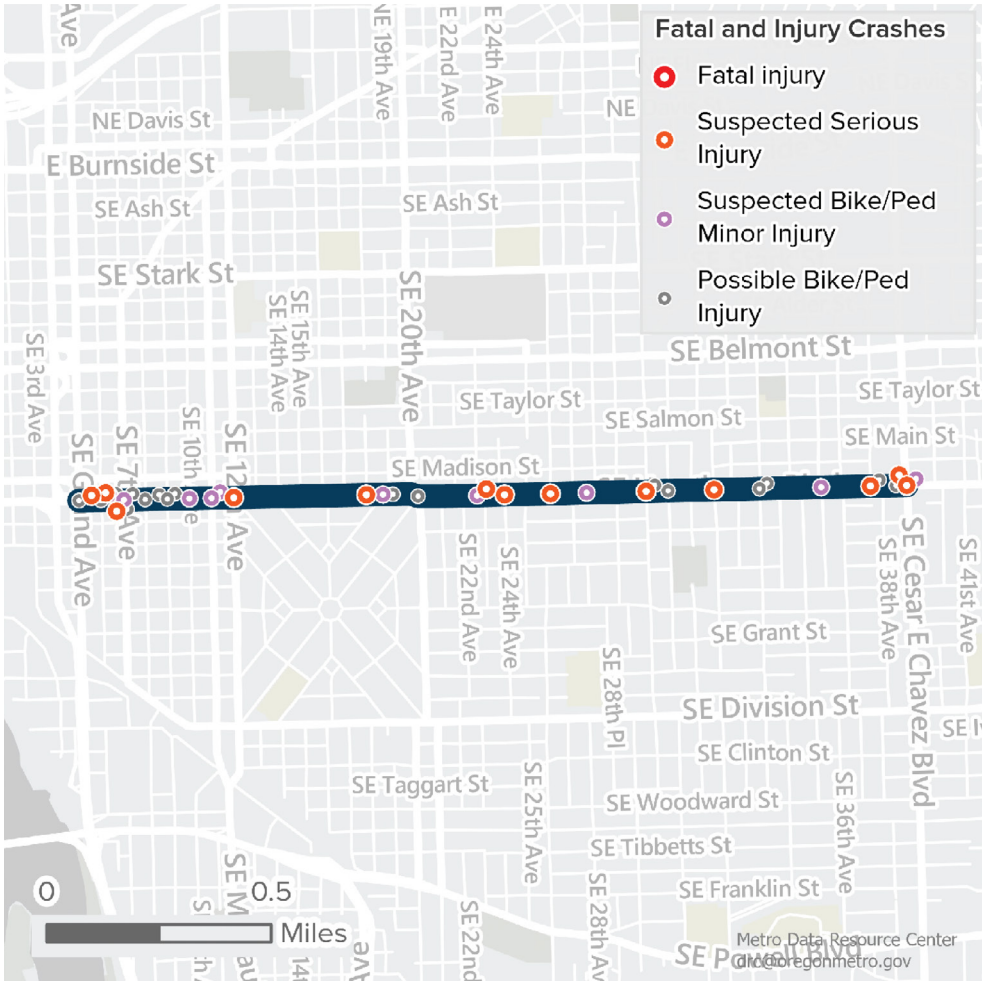


Image source: Google Maps

Hawthorne Boulevard, extending from SE Grand Avenue to SE Cesar E Chavez Boulevard, is lined with mixed-use and multi-family housing, industrial and commercial uses. It features 20 intersections per mile, with an average distance of 0.14 miles between traffic signals.

There are some designated bike crossings and no midblock crossings. The corridor includes some plastic delineator medians and nine pedestrian refuge islands. There are some bus-only lanes and on-street parking. Street lighting is present on both sides of the street, with some pedestrian-scale lighting. The most common serious crash type on this high injury corridor is turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.14 miles

8.0 serious injuries per mile

3 deaths

22 serious injuries

493 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

12 signalized stops

21 transit stops

30 - 45 mph speed limit

70% sidewalks

100% bike lanes

2 - 4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

N 122nd Avenue

NE Marine Drive to NE Davis Street
City of Portland

Image source: Google Maps

N 122nd Avenue, extending from NE Marine Drive to NE Davis Street, is lined with parks and mixed-use, multi-family and single-family housing. The corridor features industrial uses at the north end near NE Marine Drive. It features eight intersections per mile, with an average distance of 0.26 miles between traffic signals.

There are some designated bike crossings and two midblock crossings. The corridor includes some medians and two pedestrian refuge islands. There are no bus-only lanes and some on-street parking. Street lighting is present on one side of the street, with no pedestrian-scale lighting. The most common serious crash type on this high injury corridor is turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

1.06 miles

3.8 serious injuries per mile

0 deaths

4 serious injuries

90 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

3rd Avenue

NW Glisan St to SW Market Street

City of Portland

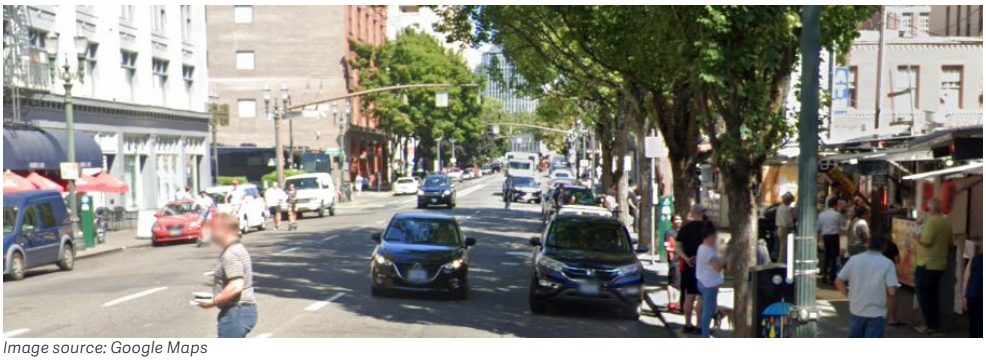


Image source: Google Maps

3rd Avenue, extending from NW Glisan Street to SW Market Street, is a one-way street lined with parks and mixed-use housing. It features 22 intersections per mile, with an average distance of 0.06 miles between traffic signals.

There are a few designated bike crossings and one midblock crossing. The corridor includes no medians or pedestrian refuge islands. There are no bus-only lanes; there is on-street parking. There is pedestrian-scale lighting on both sides of the street and little to no street lighting. There is a protected pedestrian-only street section between W Burnside and SW Ash Street. The most common serious crash type on this high injury corridor is pedestrian. The most frequent cause of serious crashes is disregarded traffic signal.

Image source: Metro Aerial Imagery

Roadway stats

18 signalized stops

2 transit stops

20 mph speed limit

96% sidewalks

63% bike lanes

4 lanes, one-way

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.37 miles

9.2 serious injuries per mile

4 deaths

27 serious injuries

606 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

N 82nd Avenue

NE Lombard Street to SE Salmon Street
City of Portland

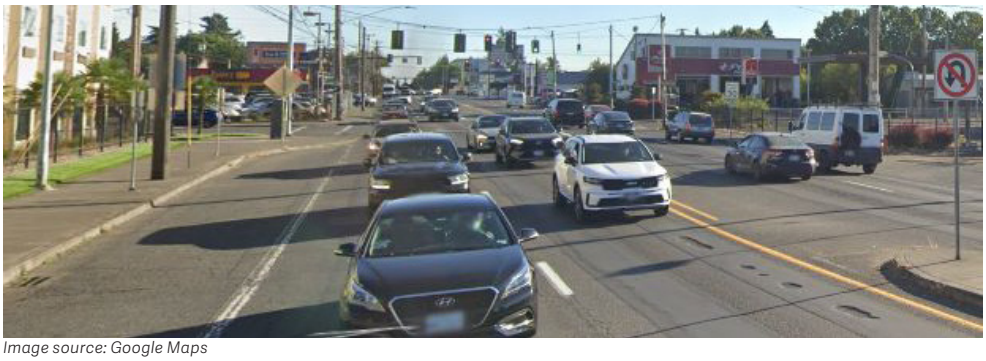


Image source: Google Maps

Image source: Metro Aerial Imagery

N 82nd Avenue, extending from NE Lombard Street to NW St. Helens Road, is lined with industrial uses, parks and multi-family, mixed-use and single-family housing. It features 14 intersections per mile, with an average distance of 0.2 miles between traffic signals.

There are no designated bike crossings and no midblock crossings. The corridor includes some medians and seven pedestrian refuge islands. There are no bus-only lanes or on-street parking. Street lighting is present on both sides of the street, with no pedestrian-scale lighting. The most common serious crash types on this high injury corridor are pedestrian and turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.

Roadway stats

15 signalized stops

33 transit stops

25 - 30 mph speed limit

96% sidewalks

46% bike lanes

2 - 4 lanes with center lane

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

2.57 miles

6.6 serious injuries per mile

2 deaths

15 serious injuries

322 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

25 signalized stops

39 transit stops

30 mph speed limit

96% sidewalks

65% bike lanes

3 - 4 lanes

RTP High Injury Corridor Profile, 2016-2020

NE Broadway

N Interstate Avenue to NE Sandy Boulevard
City of Portland

Image source: Google Maps

NE Broadway, extending from N Interstate Avenue to NE Sandy Boulevard, is lined with mixed-use housing. It features 16 intersections per mile, with an average distance of 0.1 miles between traffic signals.

There are some designated bike crossings and no midblock crossings. The corridor includes some medians and no pedestrian refuge islands. There are no bus-only lanes; there is on-street parking. Street lighting is present on both sides of the street, with some pedestrian-scale lighting. The street includes two-way lightrail tracks near N Interstate Avenue. The most common serious crash types on this high injury corridor are angle, fixed object, pedestrian and turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.42 miles

7.3 serious injuries per mile

3 deaths

22 serious injuries

818 total injuries

33% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

12 signalized stops

55 transit stops

30 mph speed limit

60% sidewalks

39% bike lanes

4 lane with center lane

RTP High Injury Corridor Profile, 2016-2020

S 82nd Avenue

SE Harney Street to Interstate 205
City of Portland and Clackamas County

Image source: Google Maps

S 82nd Avenue, extending from SE Harney Street Corridor to I-205, is lined with mixed-use and multi-family housing and industrial uses. It features eight intersections per mile, with an average distance of 0.29 miles between traffic signals.

There are a few designated bike crossings and no midblock crossings. The corridor includes some medians and no pedestrian refuge islands. There are some bus-only lanes and no on-street parking. Street lighting is present on one to two sides of the street, with no pedestrian-scale lighting. The southern end of 82nd Avenue becomes I-213 then merges with I-205. The most common serious crash type on this high injury corridor is turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.1 miles

10 serious injuries per mile

5 deaths

26 serious injuries

661 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

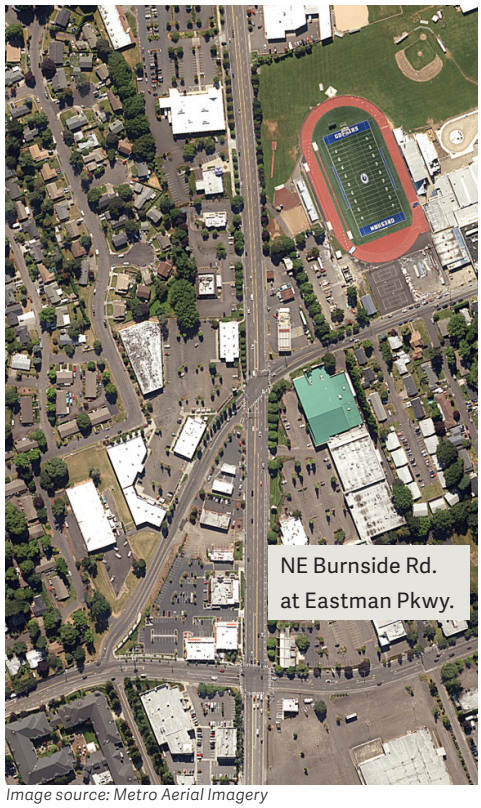


Image source: Metro Aerial Imagery

Roadway stats

10 signalized stops

14 transit stops

35 mph speed limit

64% sidewalks

100% bike lanes

4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

Burnside Road

SE 199th Avenue to E Powell Boulevard

City of Gresham

Image source: Google Maps

Burnside Road, extending from SE 199th Avenue to E Powell Boulevard, is lined with single-family, mixed-use and multi-family housing. It features six intersections per mile, with an average distance of 0.22 miles between traffic signals.

The corridor has one midblock crossing but no designated bike crossings. It includes two tree-lined medians and one pedestrian refuge island. There are no bus-only lanes or on-street parking. Street lighting is present on one side, without pedestrian-scale lighting. The Gresham Fairview Trail crosses near SE 199th Avenue. The most common serious crash type on this high injury corridor is turning movement. The most frequent causes of serious crashes are not yielding the right-of-way and non-motorist illegally in roadway.

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.52 miles

7.7 serious injuries per mile

4 deaths

23 serious injuries

336 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

23 signalized stops

49 transit stops

20 mph speed limit

97% sidewalks

17% bike lanes

4 lanes

RTP High Injury Corridor Profile, 2016-2020

Burnside Street

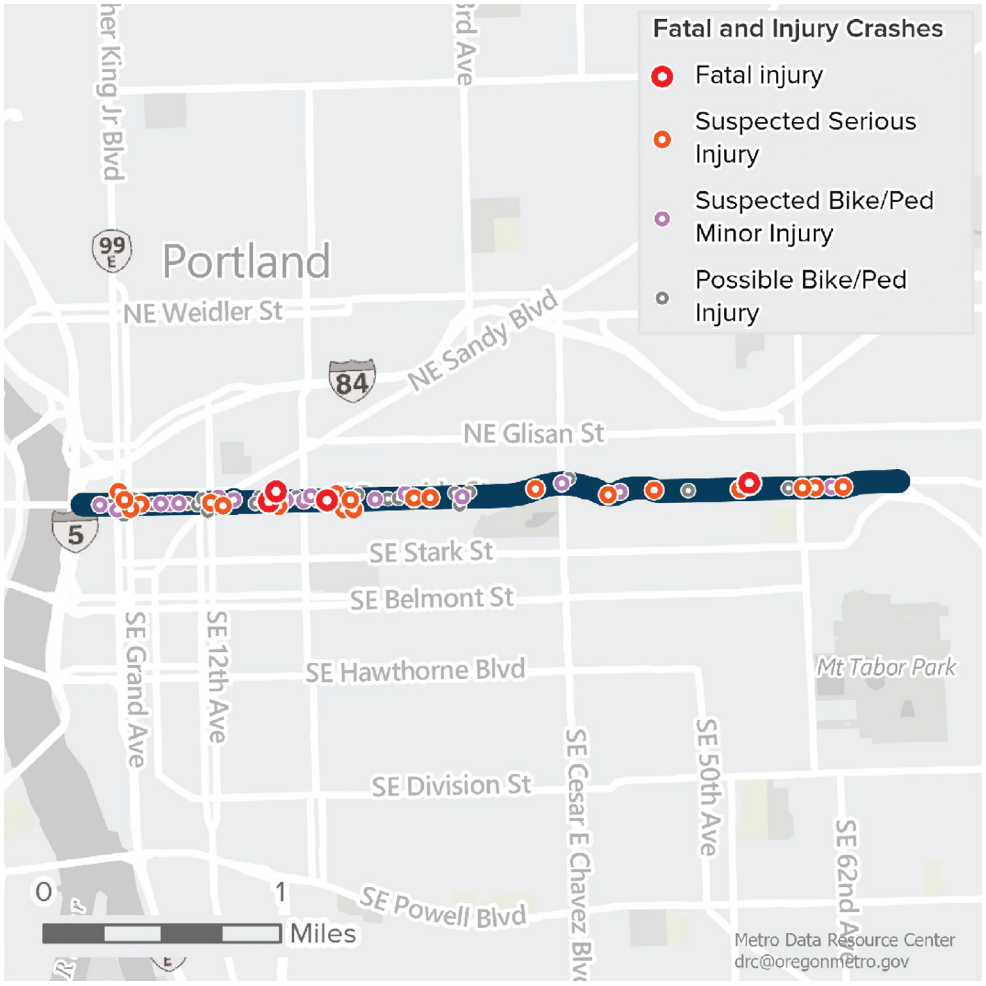
E 2nd Avenue to E Gilham Avenue

City of Portland

Image source: Google Maps

E Burnside Street, extending from E 2nd Avenue to E Gilham Avenue, is a one to two-way street lined with industrial uses and single-family, mixed-use and multi-family housing. It features 14 intersections per mile, with an average distance of 0.15 miles between traffic signals.

The corridor features designated bike crossings, seven pedestrian refuge islands, bus-only lanes, and on-street parking, but no midblock crossings or medians. Street and pedestrian-scale lighting are present on both sides. Street characteristics, such as lighting and lanes, change at 14th Avenue when the street turns into to a two-way street. The most common serious crash type on this high injury corridor is pedestrian. The most frequent cause of serious crashes is not yielding the right-of-way.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

2.89 miles

6.9 serious injuries per mile

2 deaths

18 serious injuries

458 total injuries

100% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

12 signalized stops

59 transit stops

30 mph speed limit

81% sidewalks

100% bike lanes

3 - 4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

102nd Avenue

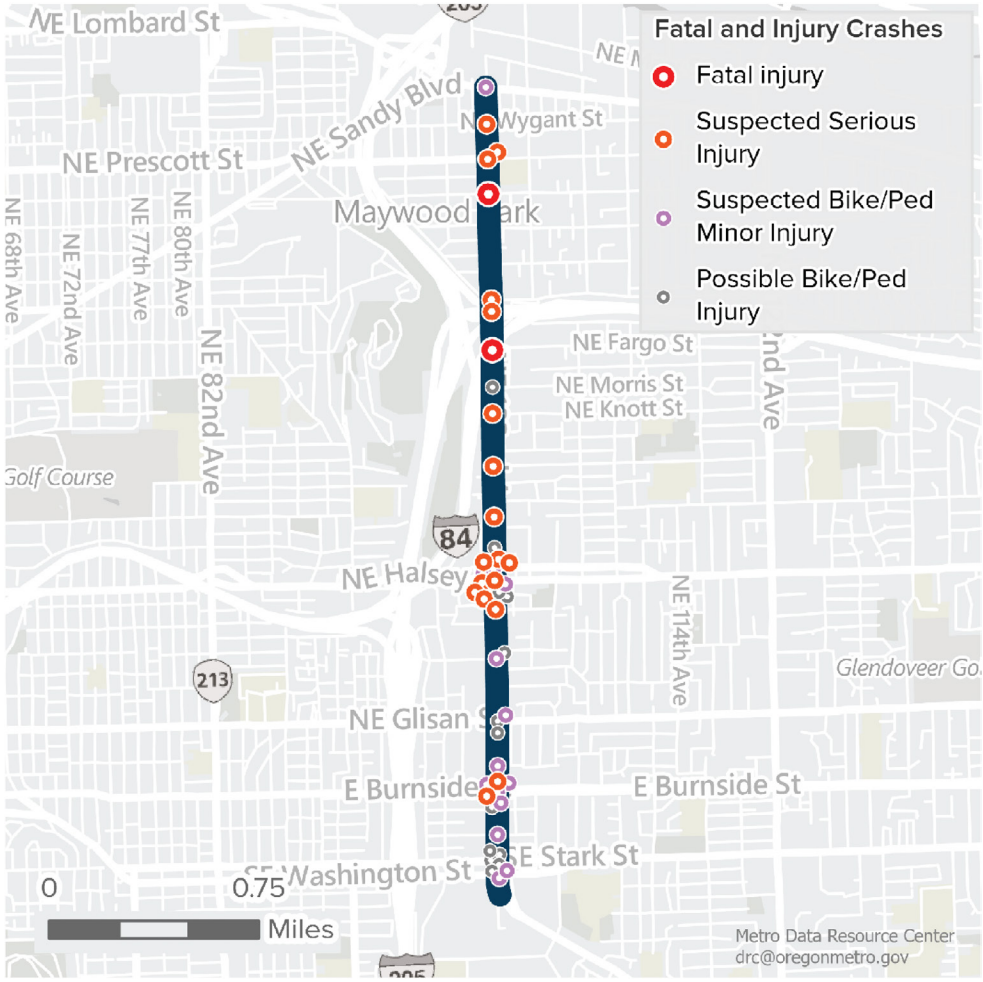
NE Sandy Boulevard to SE Washington Street

City of Portland

Image source: Google Maps

102nd Avenue, extending from NE Sandy Boulevard to SE Washington Street, is lined with single-family, mixed-use and multi-family housing. It features 11 intersections per mile, with an average distance of 0.24 miles between traffic signals.

There are designated bike crossings and three midblock crossings. The corridor includes some medians and three pedestrian refuge islands. There are some bus-only lanes and on-street parking. Street lighting is present on both sides of the street, with no pedestrian-scale lighting. The most common serious crash types on this high injury corridor are turning movement angle, pedestrian and rear-end. The most frequent causes of serious crashes are not yielding the right-of-way and reckless driving.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

1.5 miles

5.3 serious injuries per mile

0 deaths

8 serious injuries

114 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

4th Avenue

NW Glisan Street to SW Broadway

City of Portland

Image source: Google Maps

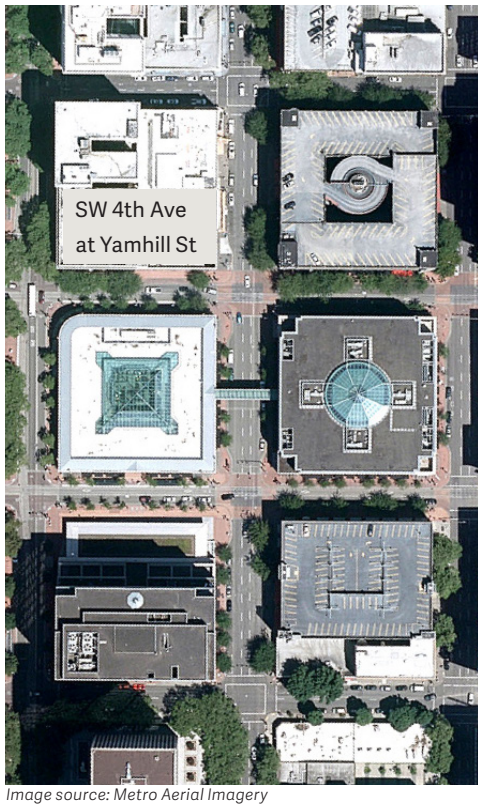


Image source: Metro Aerial Imagery

4th Avenue, extending from NW Glisan Street to SW Broadway, is a one-way street lined with mixed-use housing and parks. It features 19 intersections per mile, with an average distance of 0.07 miles between traffic signals.

There are some designated bike crossings and no midblock crossings. The corridor includes no medians or pedestrian refuge islands. There are no bus-only lanes; there is on-street parking. Street and pedestrian-scale lighting is present on both sides of the street. There are several skybridges over the street, and the MAX light rail tracks follow the median of SW Lincoln Street. The most common serious crash type on this high injury corridor is rear-end and pedestrian. The most frequent cause of serious crashes is not yielding the right-of-way.

Roadway stats

22 signalized stops

12 transit stops

20 mph speed limit

91% sidewalks

7% bike lanes

4 lanes, one-way

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.90 miles

8.5 serious injuries per mile

9 deaths

24 serious injuries

646 total injuries

44% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

Stark Street

SE Thorburn Street to SE 151st Avenue
City of Portland

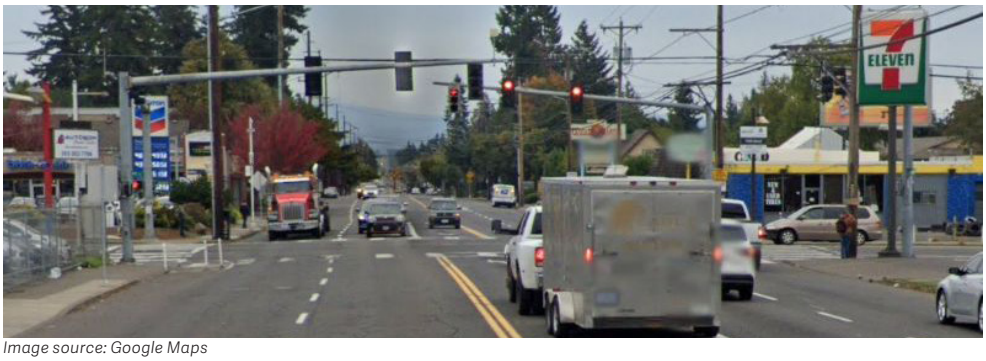
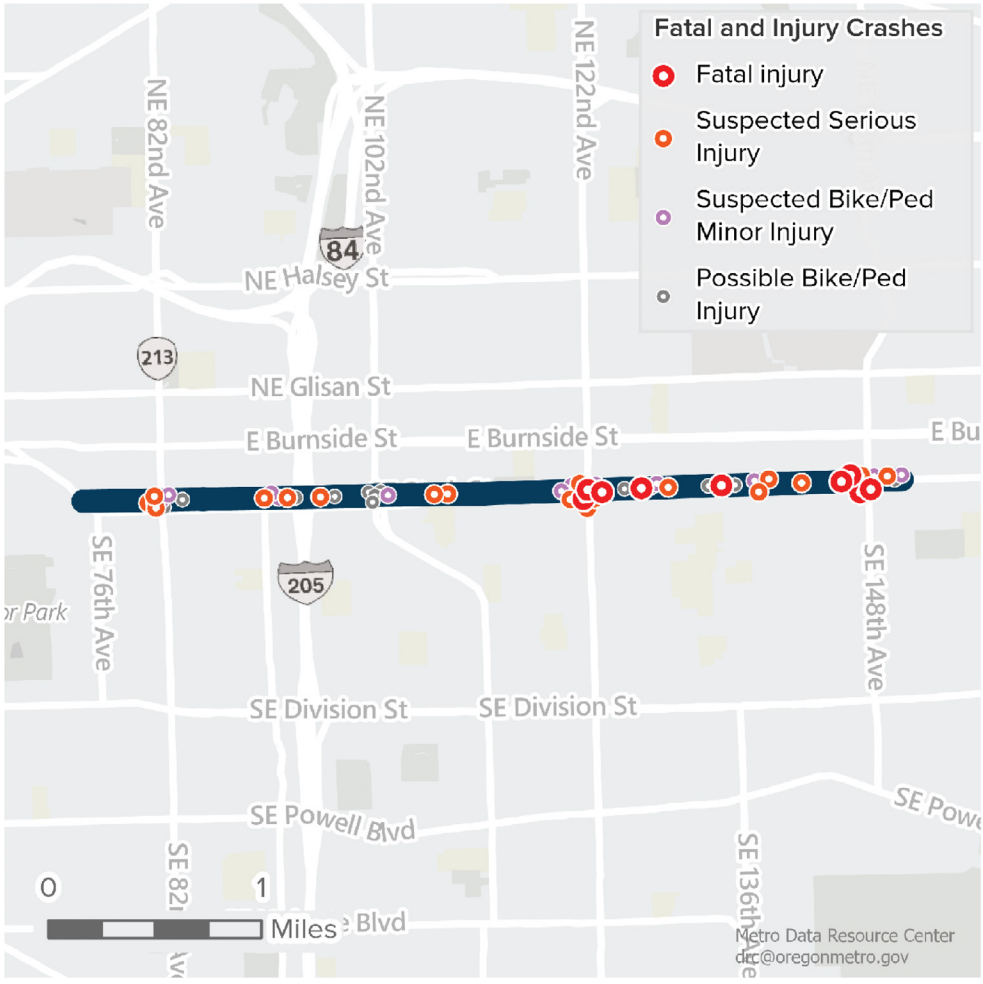


Image source: Google Maps

Image source: Metro Aerial Imagery

Inner Stark Street, extending from SE Thorburn Street to SE 151st Avenue, is a one to two-way street lined with industrial uses and single-family, mixed-use and multi-family housing. It has 13 intersections per mile, with an average distance of 0.26 miles between traffic signals.

There are designated bike crossings and no midblock crossings. The corridor includes plastic delineators, some medians and nine pedestrian refuge islands. There are no bus-only lanes and some on street parking. Street lighting exists on both sides, with no pedestrian-scale lighting. The most common serious crash types on this high injury corridor are rear-end, turning movement, angle and pedestrian. The most frequent cause of serious crashes is disregarded traffic signals signal.



Roadway stats

15 signalized stops

33 transit stops

25 - 30 mph speed limit

96% sidewalks

46% bike lanes

2 - 4 lanes with center lane

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

4.65 miles

9.7 serious injuries per mile

3 deaths

42 serious injuries

746 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

12 signalized stops

49 transit stops

30 mph speed limit

84% sidewalks

52% bike lanes

4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

Glisan Street

NE 58th Avenue to NE 150th Place

City of Portland

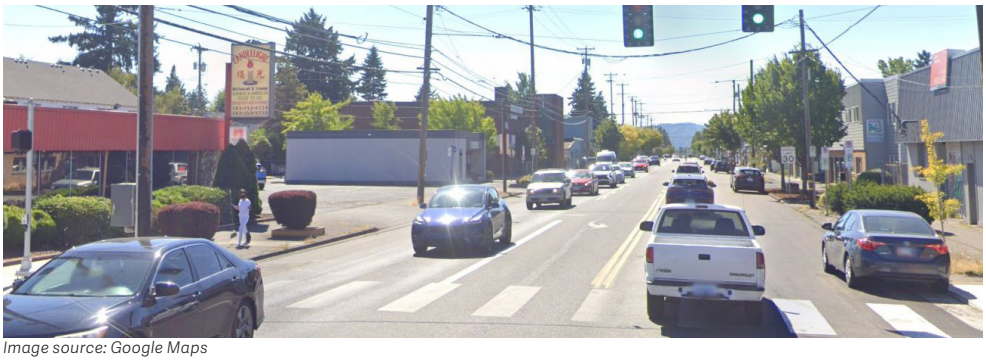
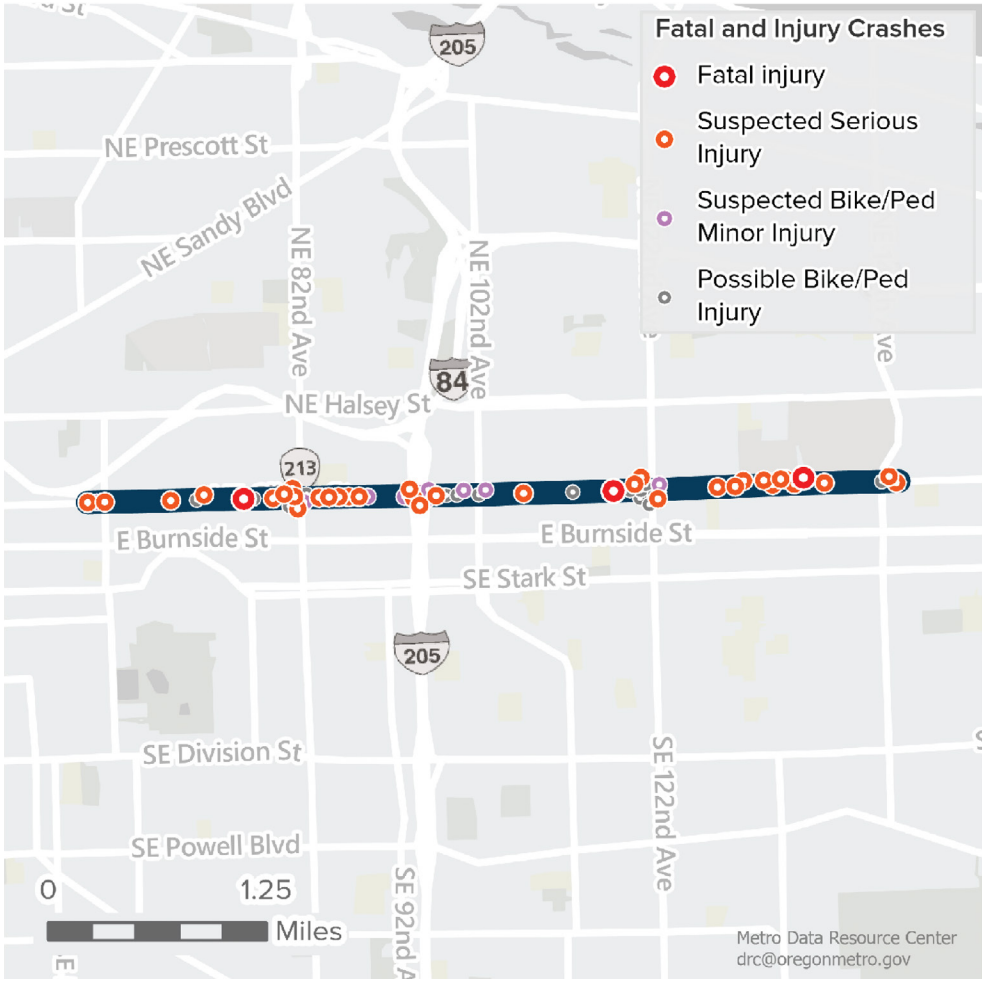


Image source: Google Maps

Glisan Street, extending from NE 58th Avenue to NE 150th Place, is lined with single-family, mixed-use and multi-family housing. It features 15 intersections per mile, with an average distance of 0.39 miles between traffic signals.

There are some designated bike crossings, three midblock crossings and some bike lane delineators; there are seven pedestrian refuge islands. There are some bus-only lanes and on-street parking. Street lighting is present on both sides of the street, with no pedestrian-scale lighting. The road is reconfigured with buffer and parking protected bike lanes from NE 108th Street and extends past the end of this HIC. The most common serious crash types on this high injury corridor are rear-end and head-on. The most frequent cause of serious crashes is failure to avoid vehicles ahead and did not yield right-of-way.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.88 miles

8.5 serious injuries per mile

5 deaths

28 serious injuries

621 total injuries

40% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

11 signalized stops

56 transit stops

30 mph speed limit

18% sidewalks

90% bike lanes

2 - 5 lanes

RTP High Injury Corridor Profile, 2016-2020

Stark Street

SE 153rd Avenue to NE Hood Avenue
City of Gresham and Portland

Image source: Google Maps

Outer Stark Street, extending from SE 153rd Avenue to NE Hood Avenue, is lined with industrial uses and single-family, mixed-use and multi-family housing. It features 10 intersections per mile, with an average distance of 0.23 miles between traffic signals.

The corridor features tree-lined medians, six pedestrian refuge islands and four midblock crossings, with limited bike crossings. There is no on-street parking or bus-only lanes, and street lighting exists on one side without pedestrian-scale fixtures. The MAX crosses at Burnside Street. The most common serious crash type on this high injury corridor is angle, fixed object pedestrian and turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

4.73 miles

5.9 serious injuries per mile

6 deaths

22 serious injuries

686 total injuries

33% of deaths were BIPOC*

In an **Equity Focus Area**

RTP High Injury Corridor Profile, 2016-2020

Highway 99E

SE Silver Springs Road to Interstate 205
Clackamas County

Image source: Mapillary

Image source: Metro Aerial Imagery

Highway 99E, also known as McLoughlin Boulevard, extends from SE Silver Springs Road to I-205, lined with public facilities, mixed-use housing, industrial and commercial uses. It features four intersections per mile, with an average distance of 0.36 miles between traffic signals.

There are no designated bike crossings or midblock crossings. The corridor includes some cement medians with planters and four pedestrian refuge islands. There are no bus-only lanes or on-street parking. Street lighting is present on both sides of the street, with no pedestrian-scale lighting. The most common serious crash types on this high injury corridor are pedestrian and turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.

Roadway stats

13 signalized stops

59 transit stops

40 - 45 mph speed limit

92% sidewalks

99% bike lanes

4 lanes with center lane

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

4.36 miles

6 serious injuries per mile

5 deaths

21 serious injuries

825 total injuries

0% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

16 signalized stops

56 transit stops

30 mph speed limit

81% sidewalks

0% bike lanes

4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

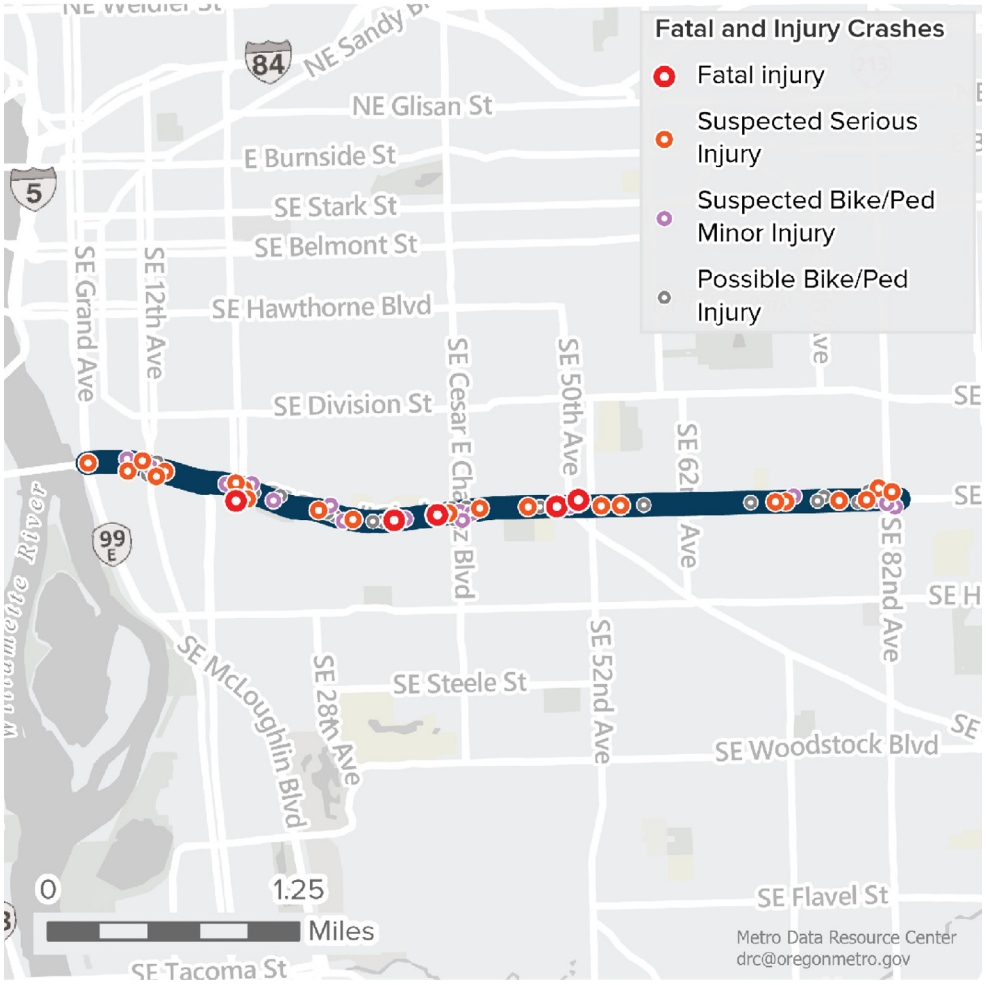
Highway 26

SE McLoughlin Boulevard to SE 82nd Avenue
City of Portland

Image source: Mapillary

Inner Highway 26, also known as SE Powell Boulevard, extending from SE McLoughlin Boulevard to SE 82nd Avenue, is lined with single-family, mixed-use and multi-family housing, parks and industrial uses. It features 15 intersections per mile, with an average distance of 0.27 miles between traffic signals.

There are a few designated bike crossings, and three midblock crossings. The corridor includes cement and tree-lined medians, as well as seven pedestrian refuge islands. There are no bus-only lanes or on-street parking. Street lighting is present on one side of the street, with no pedestrian-scale lighting. There is a pedestrian overpass near SE McLoughlin Boulevard. The most common serious crash types on this high injury corridor are pedestrian and turning movement. The most frequent cause of serious crashes is not yielding the right-of-way.



*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024

HIC data

3.99 miles

7.8 serious injuries per mile

2 deaths

30 serious injuries

744 total injuries

50% of deaths were BIPOC*

In an **Equity Focus Area**

Image source: Metro Aerial Imagery

Roadway stats

9 signalized stops

26 transit stops

35 - 45 mph speed limit

12% sidewalks

100% bike lanes

4 lanes with center lane

RTP High Injury Corridor Profile, 2016-2020

Highway 8

SW 214th Avenue to SW 139th Way
Unincorporated Washington County

Image source: Mapillary

Highway 8, also known as the Tualatin Valley Highway, extending from SW 214th Avenue to SW139th Way, is lined with multi-family housing, industrial and commercial uses. It features five intersections per mile, with an average distance of 0.44 miles between traffic signals.

There are no designated bike crossings or midblock crossings. The corridor includes some medians and a pedestrian refuge island. There are no bus-only lanes or on-street parking. There is some street lighting, with no pedestrian-scale lighting. The corridor lacks high visibility marked pedestrian crossings at most intersections. The most common serious crash type on this high injury corridor is turning movement. The most frequent causes of serious crashes are disregarded traffic signal and not yielding the right-of-way.

*BIPOC stands for Black, Indigenous, and People of Color

2016-2020 ODOT and NHTSA FARS crash data analyzed by Metro, November 2024