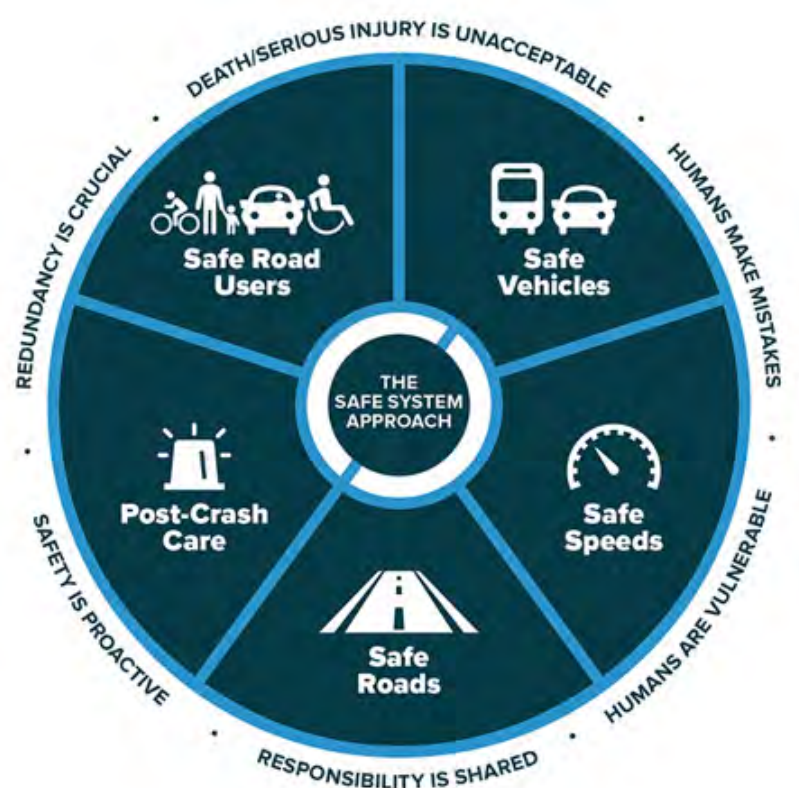




# Top 25 High Injury Corridor Profiles 2017-2021

High injury corridors (HICs) are roadways with the highest concentration of serious traffic crashes. The region's Vision Zero strategy acknowledges that even one death on roadways is unacceptable. Metro and regional partners use the Safe System approach to create equitable, safe mobility for all road users. A core principle of this approach is designing streets that are forgiving of human mistakes to reduce the severity of traffic crashes when they occur. Prioritizing systemic, corridor-wide Safe System treatments on high injury corridors helps jurisdictions proactively address their most serious safety issues.

These profiles provide crash data and roadway characteristics of the 25 highest-risk corridors in greater Portland using 2017-2021 Oregon Department of Transportation (ODOT) crash data. Policy-level regional high injury corridors are adopted into the Regional Transportation Plan (RTP) every five years to guide planning and investments. Metro updates the HIC analysis tool annually with current data for planning purposes, including these 2017-2021 HIC profiles. Visit Metro's [HIC StoryMap](#) to explore the most recently updated HICs.



## Corridor Data

- 3.7 miles
- 9 fatal/serious injury crashes per mile
- 35 fatal/serious injury crashes
- 10 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 24 car occupant fatal/serious crashes
- 1 death was a BIPOC\*
- 31 speed related crashes
- 11 drug related crashes
- 30 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# 82nd Avenue

NE Lombard Street to SE Salmon Street  
Portland



82nd Avenue is a high injury corridor (HIC) located within Portland that extends about 3.7 miles. The corridor has between 3-5 lanes with a speed limit of 30 mph and 59 bus stops. This corridor passes through an equity focus area and passes through a school zone.

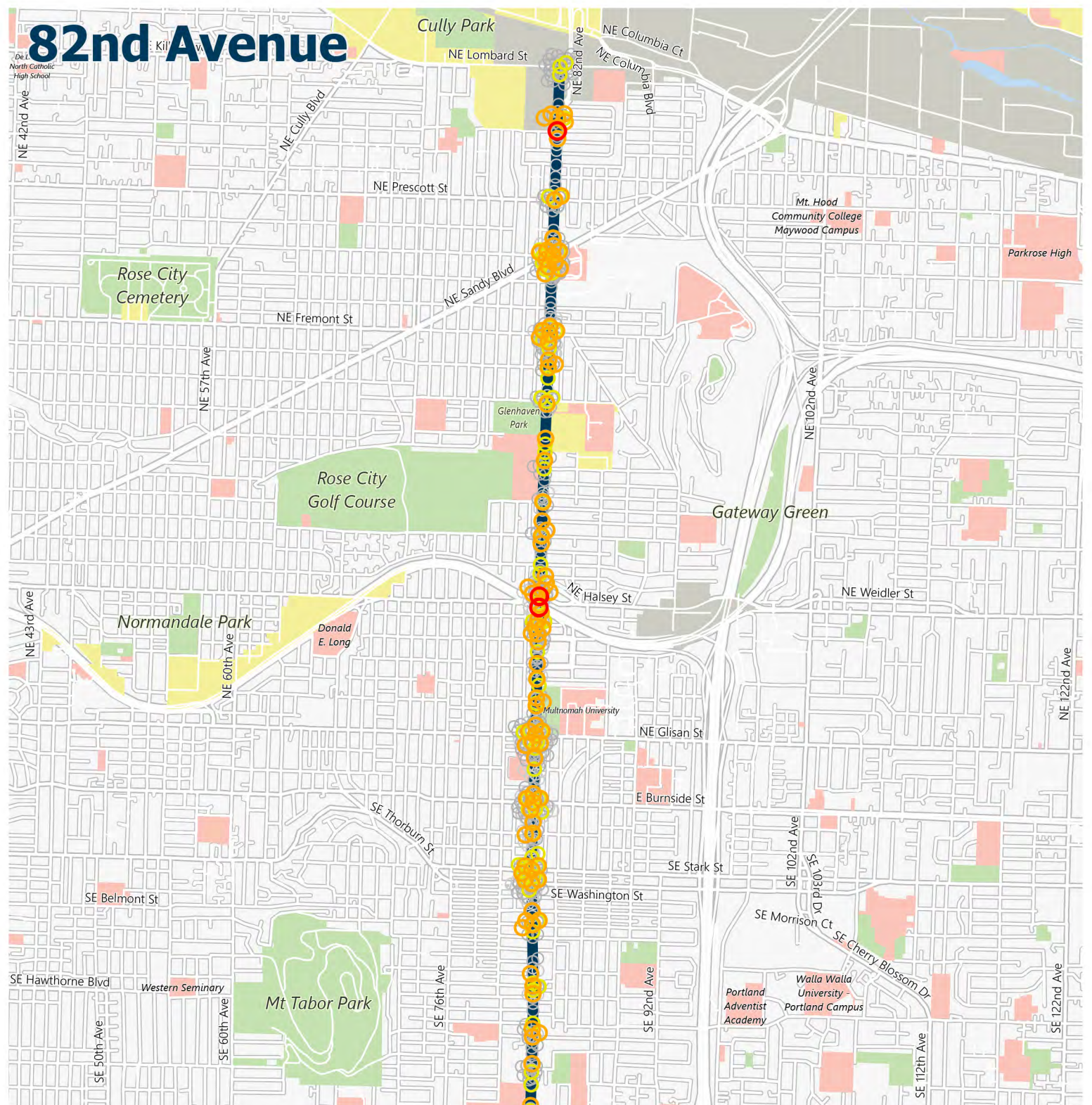
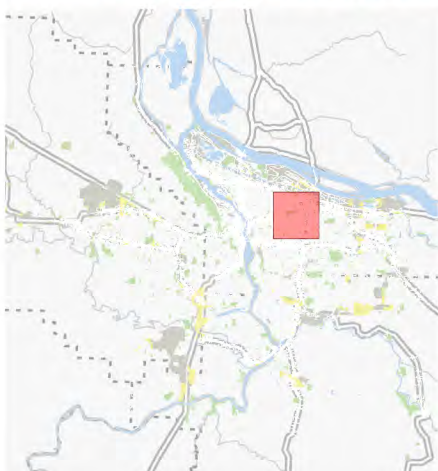
Between 2017 - 2021 there were 35 fatal and serious crashes on 82nd Avenue. This averages to about 9 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 30 were alcohol related, 11 were drug related, and 31 were speed related. Crashes on 82nd Avenue have multiple contributing factors.

Of the 35 fatal or serious injury vehicle crashes, 10 involved a person walking, and 1 involved a person bicycling. One of the individuals who died or was seriously injured was Black, Indigenous, or a person of color (BIPOC). The concentration of fatal and serious injury crashes on 82nd Avenue ranks above 99.9 percent of all other corridors in the region.

## Roadway Stats

- 59 bus stops
- 3-5 lanes
- 69 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

## Portland Metro Area



### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor

\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 3.7 miles
- 10 fatal/serious injury crashes per mile
- 35 fatal/serious injury crashes
- 8 pedestrian fatal/serious injury crashes
- 3 bike fatal/serious injury crashes
- 24 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 33 speed related crashes
- 10 drug related crashes
- 33 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## 82nd Avenue

SE Salmon Street to SE Johnson Creek Boulevard  
Portland



82nd Avenue is a high injury corridor (HIC) located within Portland that extends about 3.7 miles. The corridor has between 5-7 lanes with a speed limit of 30 - 35 mph and 55 bus stops. This corridor passes through an equity focus area and passes through a school zone.

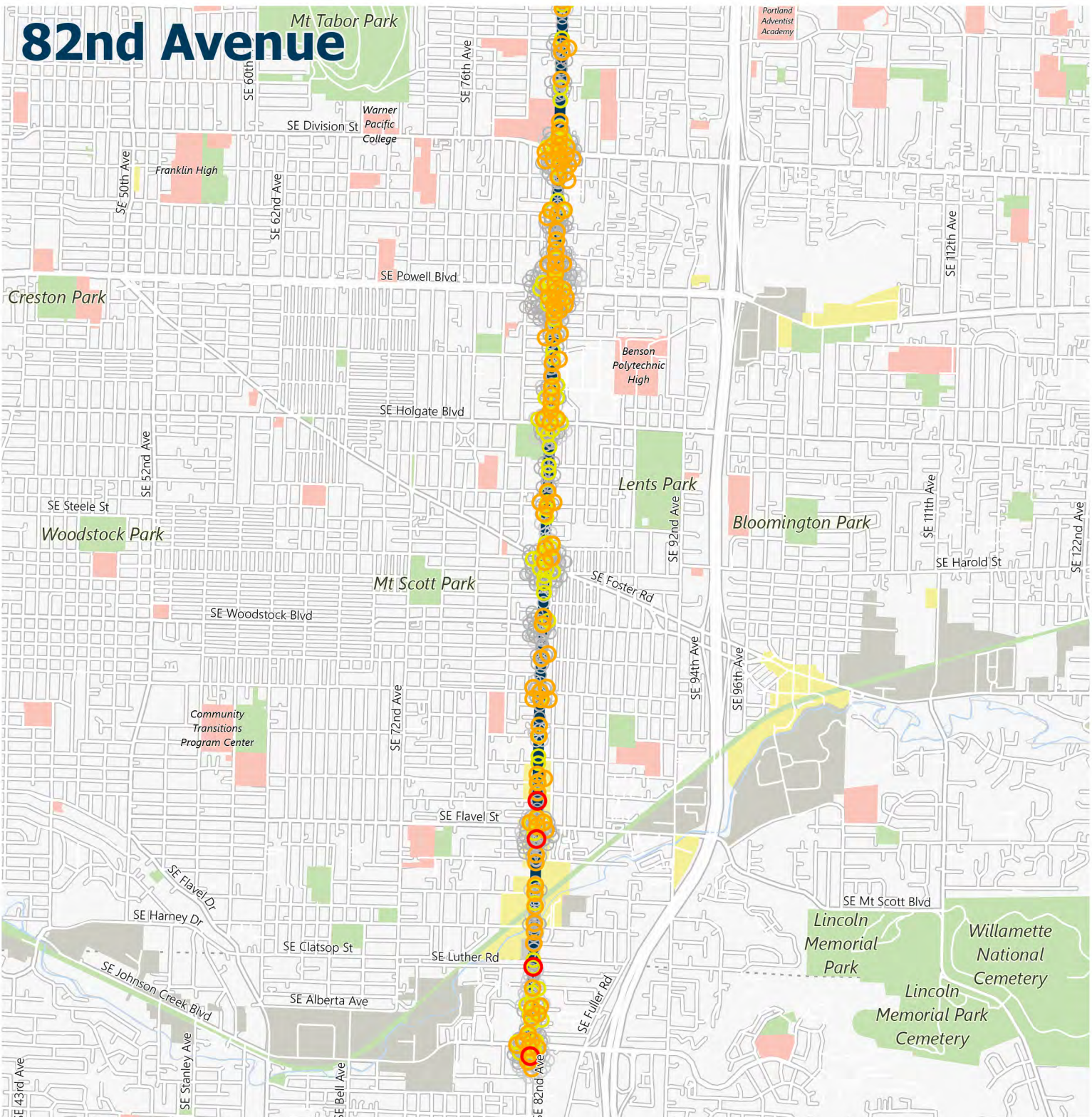
Between 2017 - 2021 there were 35 fatal and serious crashes on 82nd Avenue. This averages to about 10 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 33 were alcohol related, 10 were drug related, and 33 were speed related. Crashes on 82nd Avenue have multiple contributing factors.

Of the 35 fatal or serious injury vehicle crashes, 8 involved a person walking and 3 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or other people of color (BIPOC). The concentration of fatal and serious injury crashes on 82nd Avenue ranks above 100 percent of all other corridors in the region.

### Roadway Stats

- 55 bus stops
- 5-7 lanes
- 66 intersections
- 30 - 35 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area

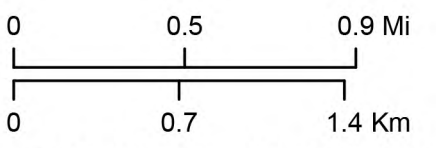


#### Land Use

- Employment
- Industrial
- Schools
- Rivers

#### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 1.5 miles
- 6 fatal/serious injury crashes per mile
- 9 fatal/serious injury crashes
- 0 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 9 car occupant fatal/serious crashes
- 1 deaths are BIPOC\*
- 7 speed related crashes
- 0 drug related crashes
- 11 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## 112th Avenue

SE Market Street to SE Holgate Boulevard  
Portland



112th Avenue is a high injury corridor (HIC) located within Portland that extends about 1.5 miles. The corridor has between 2-3 lanes with a speed limit of 25 - 30 mph and 4 bus stops. This corridor passes through an equity focus area and passes through a school zone.

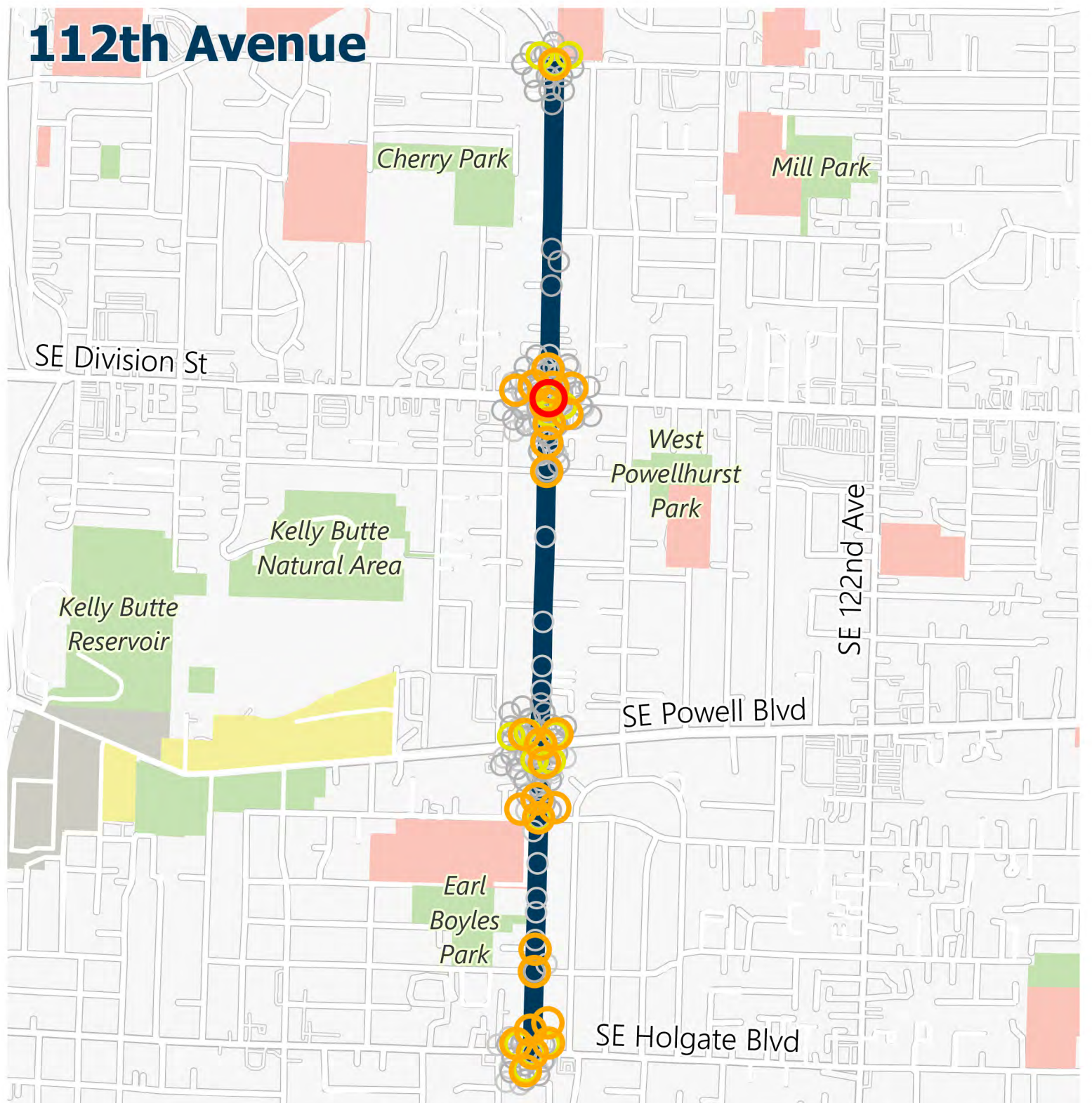
Between 2017 - 2021 there were 9 fatal and serious crashes on 112th Avenue. This averages to about 6 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 11 were alcohol related, 0 were drug related, and 7 were speed related. Crashes on 112th Avenue have multiple contributing factors.

"Of the 9 fatal or serious injury vehicle crashes, 0 involved a person walking and 0 involved a person bicycling. One of the individuals who died or was seriously injured was Black, Indigenous, or a person of color (BIPOC). The concentration of fatal and serious injury crashes on 112th Avenue ranks above 97 percent of all other corridors in the region.

### Roadway Stats

- 4 bus stops
- 2-3 lanes
- 23 intersections
- 25 - 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area

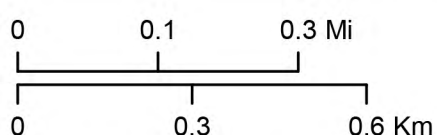


### Land Use

- Employment
- Industrial
- Parks and Greenspaces
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 3.3 miles
- 9 fatal/serious injury crashes per mile
- 29 fatal/serious injury crashes
- 9 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 19 car occupant fatal/serious crashes
- 3 deaths are BIPOC\*
- 30 speed related crashes
- 10 drug related crashes
- 37 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## 122nd Avenue

SE Stark Street to SE 122nd Drive  
Portland



Metro



122nd Avenue is a high injury corridor (HIC) located within Portland that extends about 3.3 miles. The corridor has between 2-7 lanes with a speed limit of 20 - 30 mph and 41 bus stops. This corridor passes through an equity focus area and passes through a school zone.

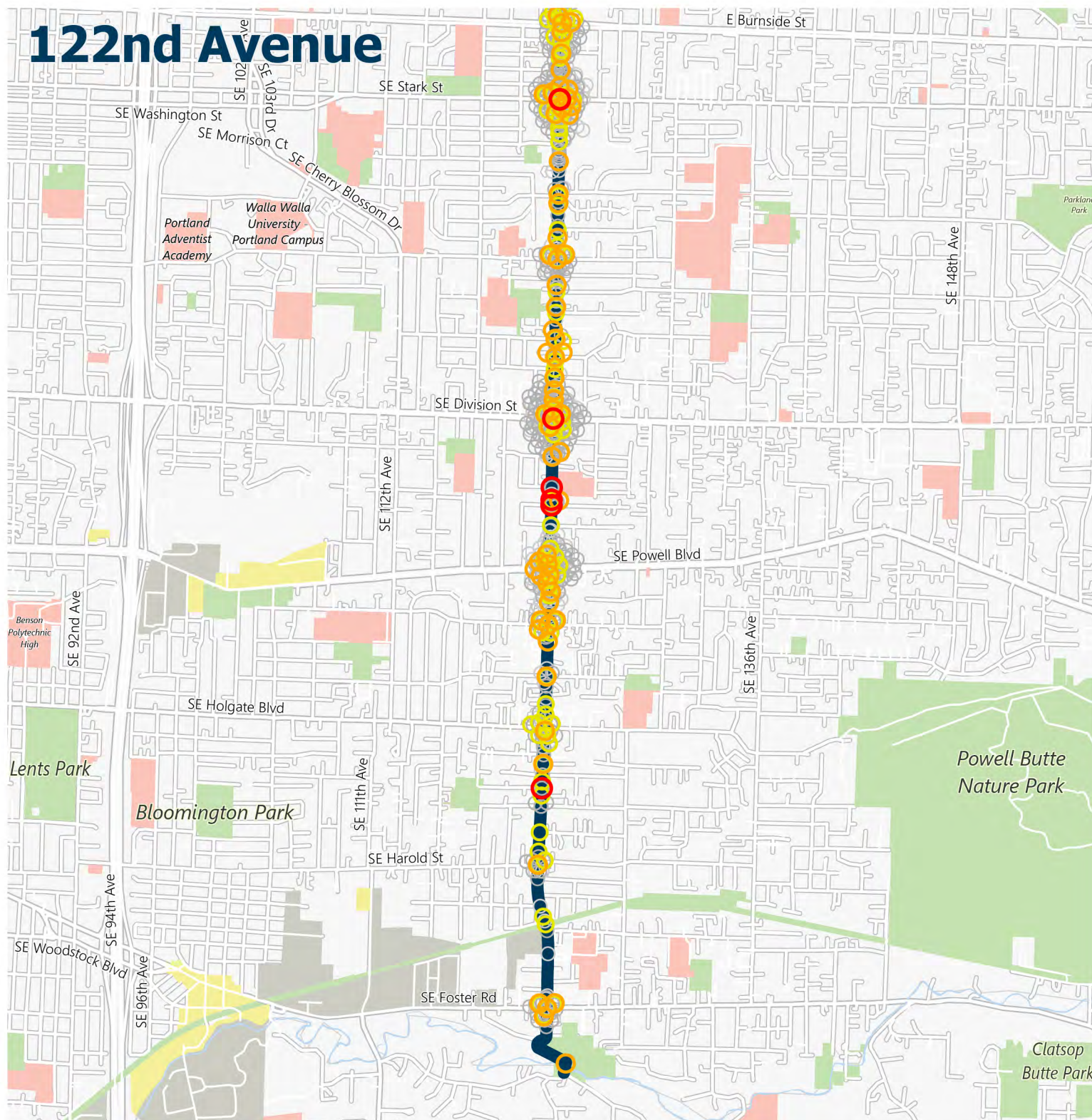
Between 2017 - 2021 there were 29 fatal and serious crashes on 122nd Avenue. This averages to about 9 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 37 were alcohol related, 10 were drug related, and 30 were speed related. Crashes on 122nd Avenue have multiple contributing factors.

Of the 29 fatal or serious injury vehicle crashes, 9 involved a person walking and 1 involved a person bicycling. 3 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on 122nd Avenue ranks above 99.3 percent of all other corridors in the region.

### Roadway Stats

- 41 bus stops
- 2-7 lanes
- 66 intersections
- 20 - 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area

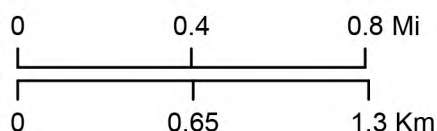


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

## Corridor Data

- 3.3 miles
- 7 fatal/serious injury crashes per mile
- 24 fatal/serious injury crashes
- 4 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 20 car occupant fatal/serious crashes
- 2 deaths are BIPOC\*
- 31 speed related crashes
- 9 drug related crashes
- 35 alcohol related crashes

## Roadway Stats

- 26 bus stops
- 2-7 lanes
- 44 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

# High Injury Corridor Profile 2017-2021

# 122nd Avenue

NE Marine Drive to SE Stark Street  
Portland

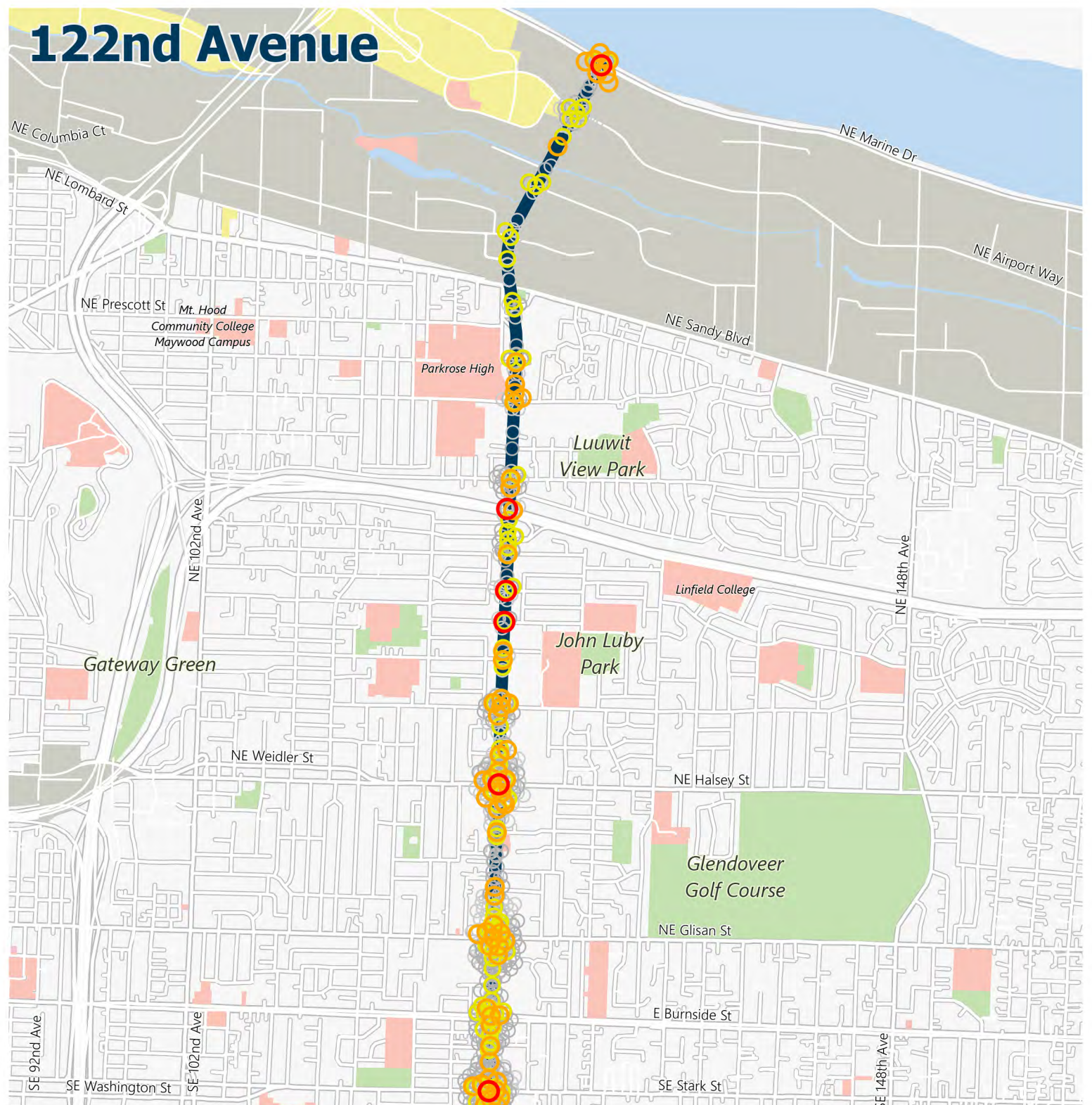


122nd Avenue is a high injury corridor (HIC) located within Portland that extends about 3.3 miles. The corridor has between 2-7 lanes with a speed limit of 30 mph and 26 bus stops. This corridor passes through an equity focus area and passes through a school zone.

Between 2017 - 2021 there were 24 fatal and serious crashes on 122nd Avenue. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 35 were alcohol related, 9 were drug related, and 31 were speed related. Crashes on 122nd Avenue have multiple contributing factors.

Of the 24 fatal or serious injury vehicle crashes, 4 involved a person walking and 0 involved a person bicycling. 2 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on 122nd Avenue ranks above 98.6 percent of all other corridors in the region.

## Portland Metro Area

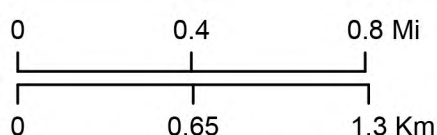


## Land Use

- Employment
- Industrial
- Schools
- Rivers

## Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 2.1 miles
- 9 fatal/serious injury crashes per mile
- 18 fatal/serious injury crashes
- 2 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 16 car occupant fatal/serious crashes
- 1 deaths are BIPOC\*
- 52 speed related crashes
- 7 drug related crashes
- 32 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## 181st Avenue

NE Sandy Boulevard to SE Yamhill Street  
Gresham



181st Avenue is a high injury corridor (HIC) located within Gresham that extends about 2.1 miles. The corridor has between 3-7 lanes with a speed limit of 35 mph and 28 bus stops. This corridor passes through an equity focus area and does not pass through a school zone.

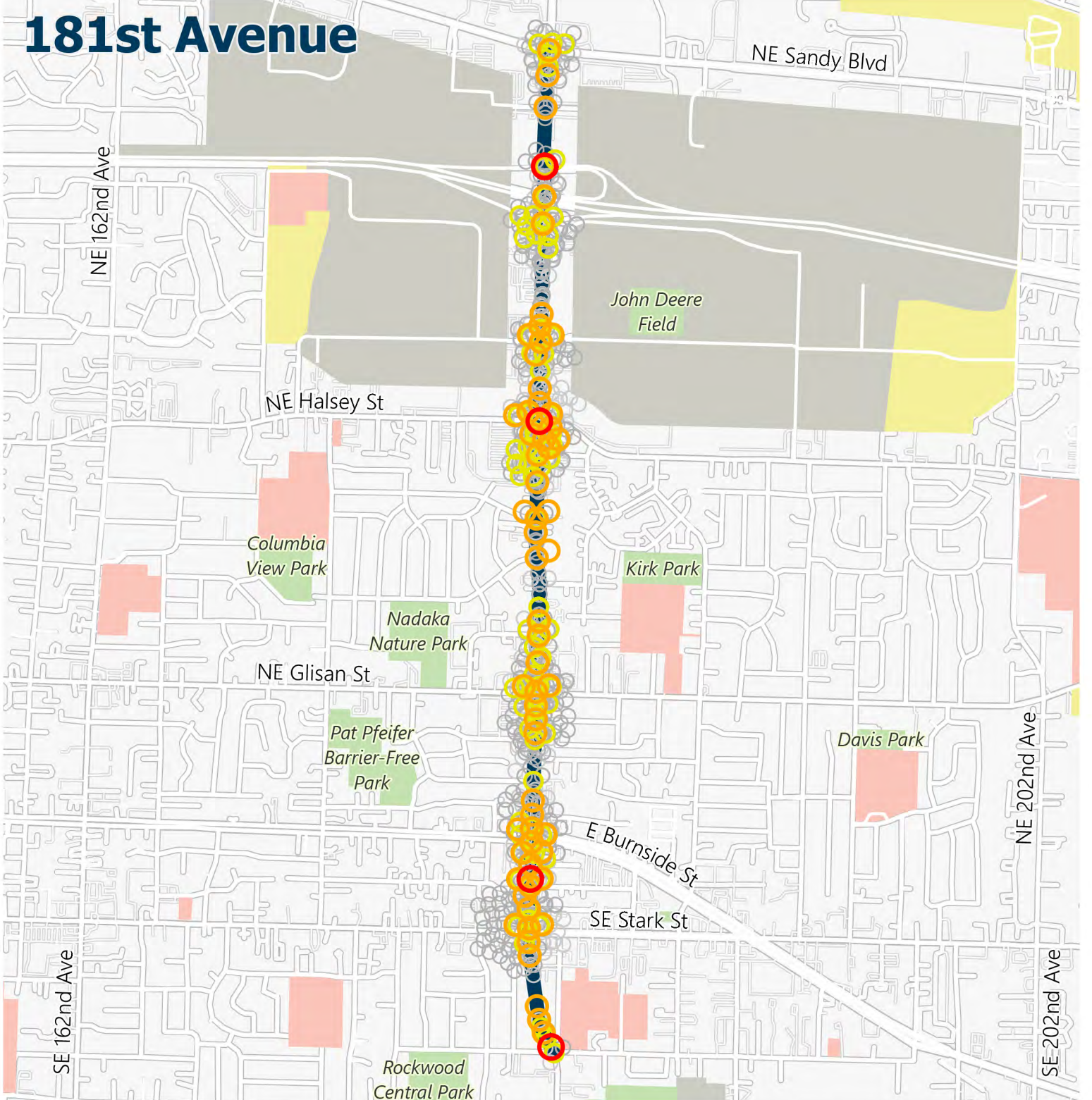
Between 2017 - 2021 there were 18 fatal and serious crashes on 181st Avenue. This averages to about 9 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 32 were alcohol related, 7 were drug related, and 52 were speed related. Crashes on 181st Avenue have multiple contributing factors.

Of the 18 fatal or serious injury vehicle crashes, 2 involved a person walking and 0 involved a person bicycling. One of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on 181st Avenue ranks above 99 percent of all other corridors in the region.

### Roadway Stats

- 28 bus stops
- 3-7 lanes
- 30 intersections
- 35 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area

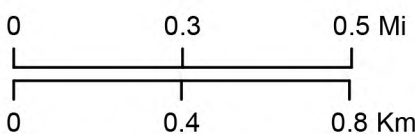


### Land Use

- Employment
- Industrial
- Parks and Greenspaces
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 3.1 miles
- 9 fatal/serious injury crashes per mile
- 29 fatal/serious injury crashes
- 4 pedestrian fatal/serious injury crashes
- 2 bike fatal/serious injury crashes
- 23 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 38 speed related crashes
- 9 drug related crashes
- 18 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## Burnside Road

SE 199th Avenue to SE Powell Valley Road  
Gresham



Burnside Road is a high injury corridor (HIC) located within Gresham that extends about 3.1 miles. The corridor has between 5-6 lanes with a speed limit of 35 mph and 0 bus stops. This corridor passes through an equity focus area and passes through a school zone.

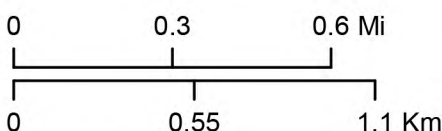
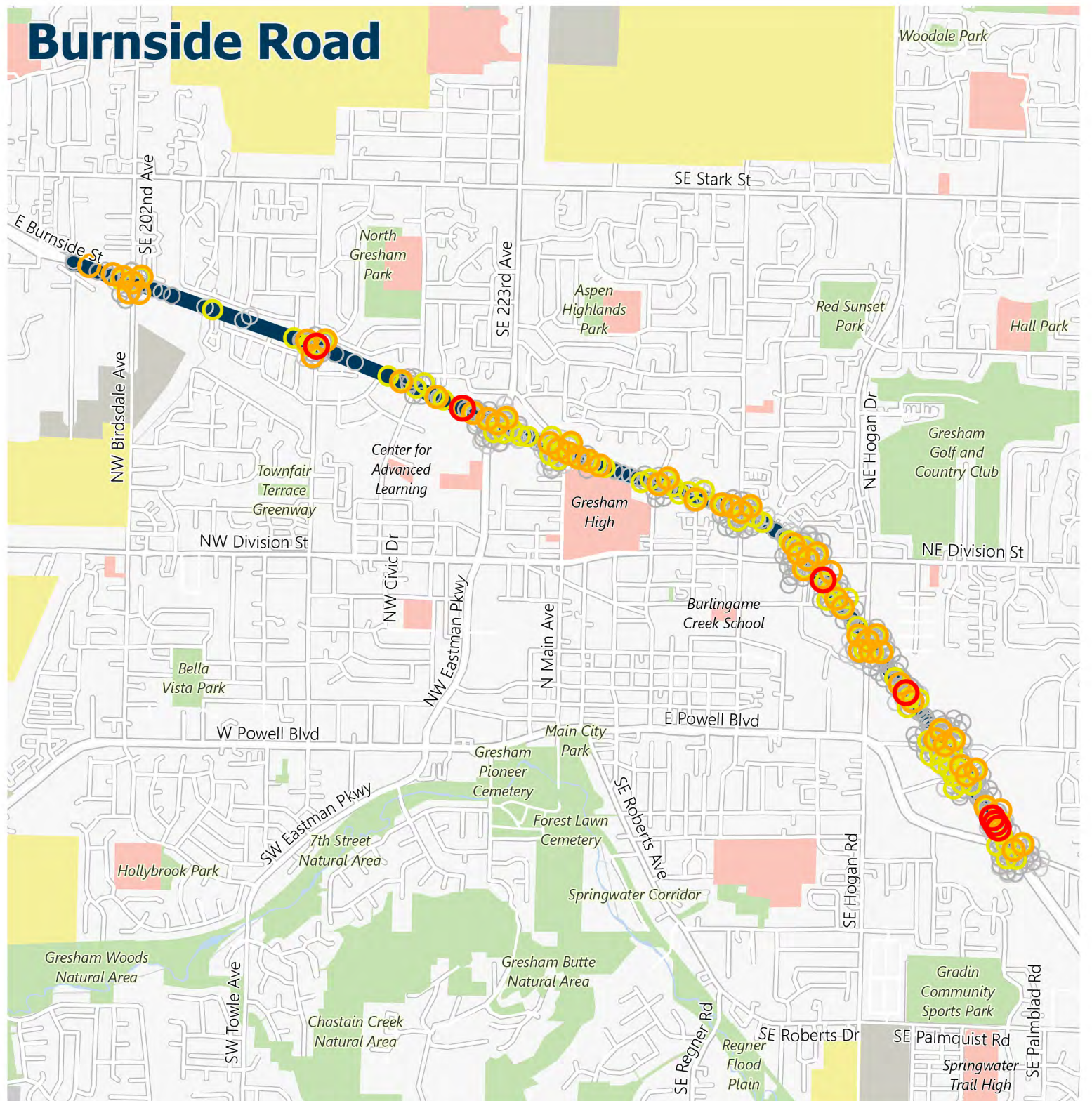
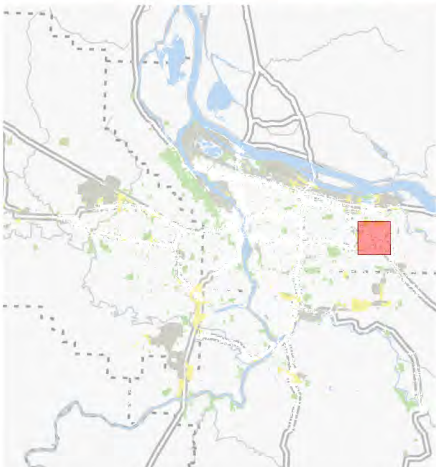
Between 2017 - 2021 there were 29 fatal and serious crashes on Burnside Road. This averages to about 9 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 18 were alcohol related, 9 were drug related, and 38 were speed related. Crashes on Burnside Road have multiple contributing factors.

Of the 29 fatal or serious injury vehicle crashes, 4 involved a person walking and 2 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Burnside Road ranks above 99.7 percent of all other corridors in the region.

### Roadway Stats

- 0 bus stops
- 5-6 lanes
- 35 intersections
- 35 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\***

### Portland Metro Area



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC



## Corridor Data

- 3.9 miles
- 6 fatal/serious injury crashes per mile
- 23 fatal/serious injury crashes
- 8 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 14 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 19 speed related crashes
- 7 drug related crashes
- 28 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Burnside Street

I5 to SE 76th Avenue  
Portland



Burnside Street is a high injury corridor (HIC) located within Portland that extends about 3.9 miles. The corridor has between 3-5 lanes with a speed limit of 20 - 30 mph and 55 bus stops. This corridor passes through an equity focus area and passes through a school zone.

Between 2017 - 2021 there were 23 fatal and serious crashes on Burnside Street. This averages to about 6 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 28 were alcohol related, 7 were drug related, and 19 were speed related. Crashes on Burnside Street have multiple contributing factors.

Of the 23 fatal or serious injury vehicle crashes, 8 involved a person walking and 1 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Burnside Street ranks above 96.6 percent of all other corridors in the region.

## Roadway Stats

- 55 bus stops
- 3-5 lanes
- 80 intersections
- 20 - 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

## Portland Metro Area

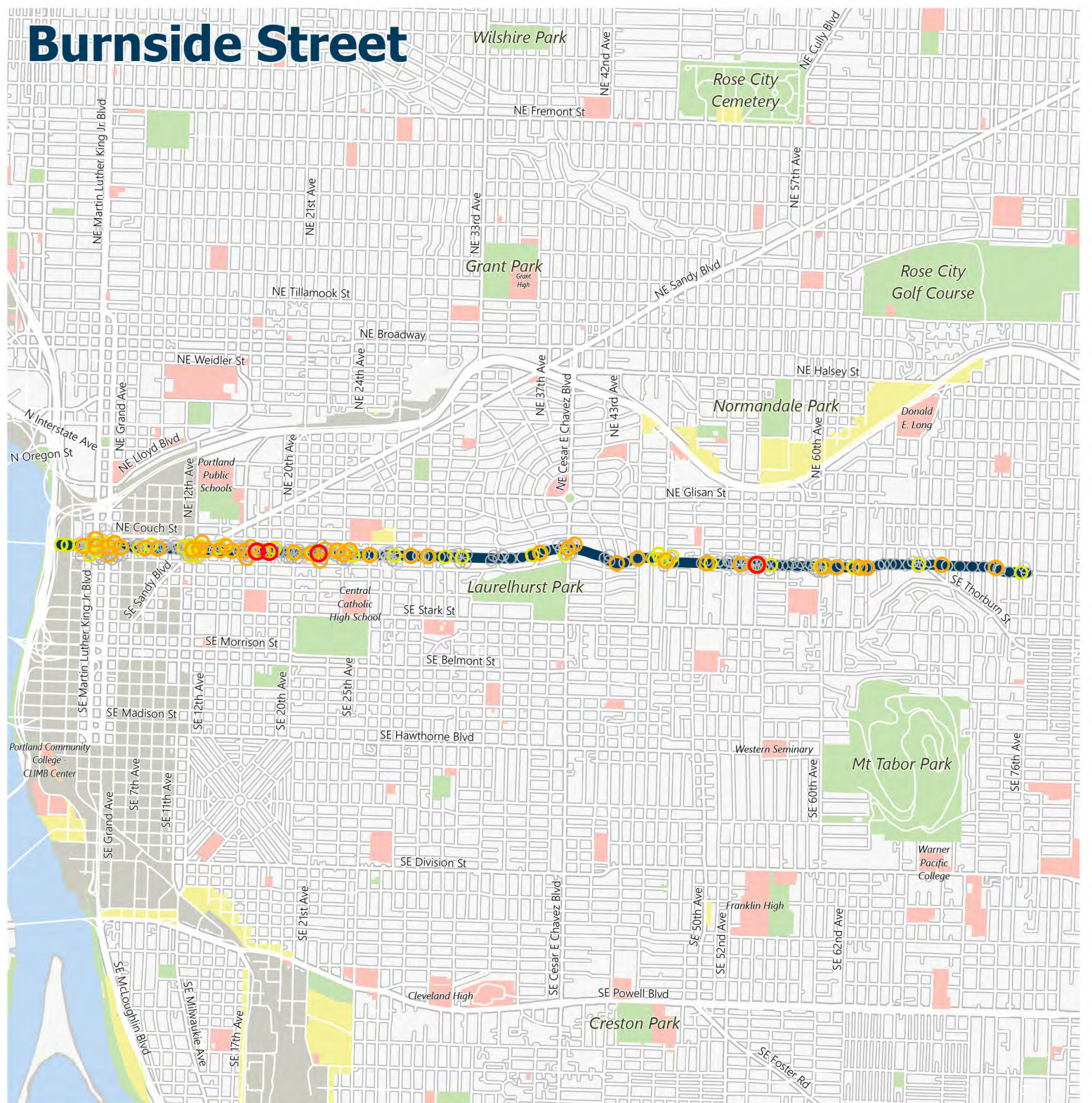
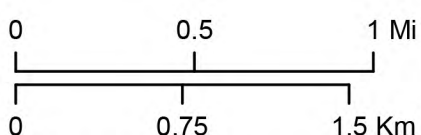


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 1.8 miles
- 6 fatal/serious injury crashes per mile
- 11 fatal/serious injury crashes
- 9 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 2 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 14 speed related crashes
- 1 drug related crashes
- 18 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Burnside Street

SW Naito Parkway to NW Maywood Drive  
Portland



Burnside Street is a high injury corridor (HIC) located within Portland that extends about 1.8 miles. The corridor has between 4-7 lanes with a speed limit of 25 - 35 mph and 58 bus stops. This corridor passes through an equity focus area and does not pass through a school zone.

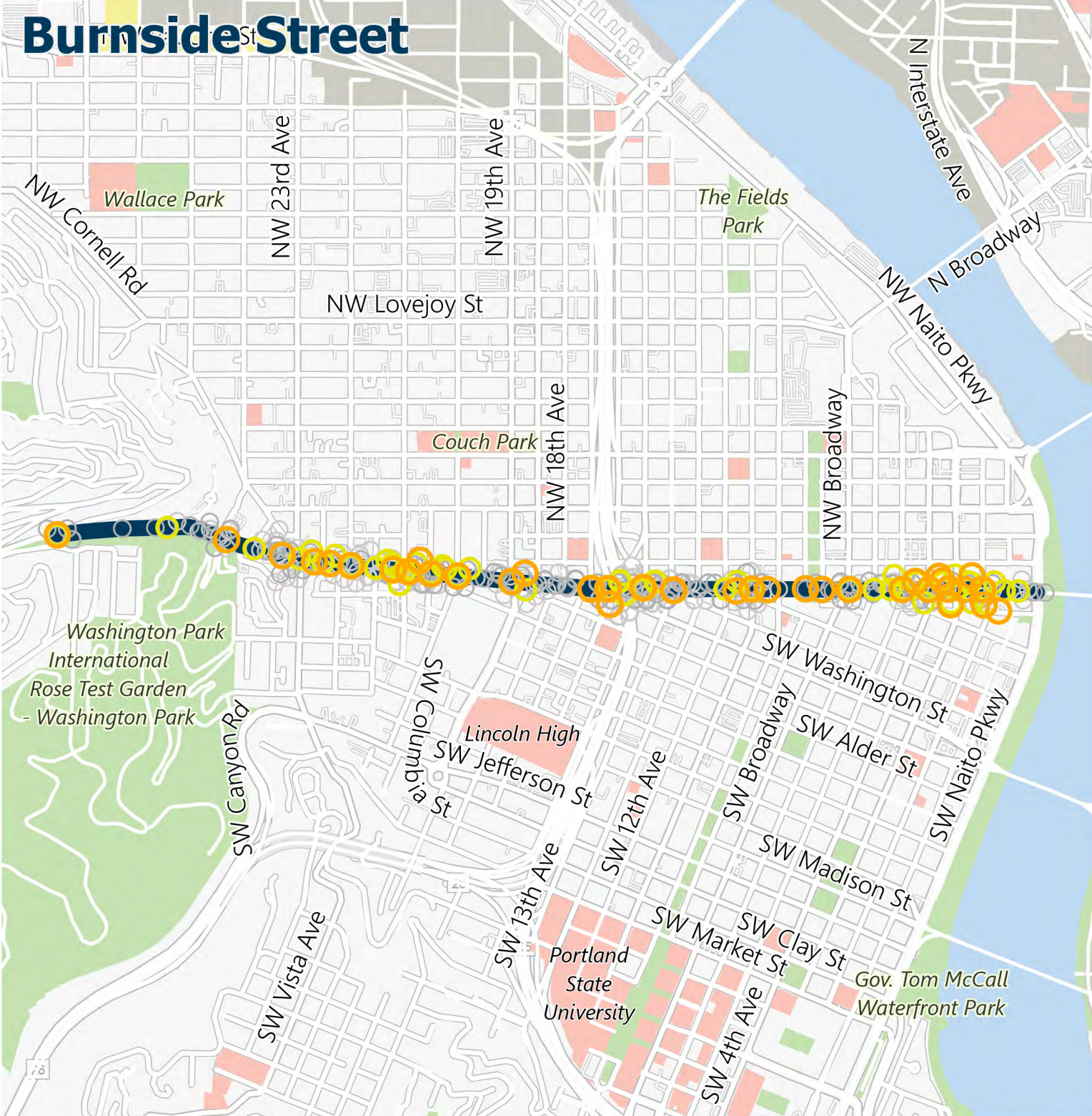
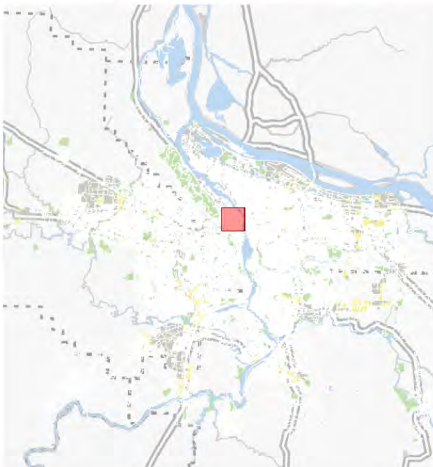
Between 2017 - 2021 there were 11 fatal and serious crashes on Burnside Street. This averages to about 6 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 18 were alcohol related, 1 was drug related, and 14 were speed related. Crashes on Burnside Street have multiple contributing factors.

Of the 11 fatal or serious injury vehicle crashes, 9 involved a person walking and 0 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Burnside Street ranks above 97.1 percent of all other corridors in the region.

### Roadway Stats

- 58 bus stops
- 4-7 lanes
- 57 intersections
- 25 - 35 mph speed limit
- In an **equity focus area**
- Does not pass through a **school zone\*\***

### Portland Metro Area

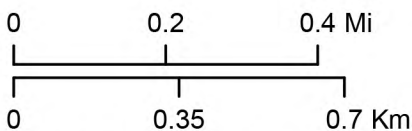


### Land Use

- Employment
- Industrial
- Parks and Greenspaces
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



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

\*\*Schools within 100 feet of the HIC

### Corridor Data

- 1.4 miles
- 6 fatal/serious injury crashes per mile
- 8 fatal/serious injury crashes
- 2 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 6 car occupant fatal/serious crashes
- 1 deaths are BIPOC\*
- 1 speed related crashes
- 0 drug related crashes
- 1 alcohol related crashes

### Roadway Stats

- 1 bus stops
- 3-6 lanes
- 20 intersections
- 35 mph speed limit
- In an **equity focus area**
- Does not pass through a **school zone\*\***

# High Injury Corridor Profile 2017-2021

# Butler Street

NE Shute Road to NE Cornelius Pass Road  
Hillsboro



Butler Street is a high injury corridor (HIC) located within Hillsboro that extends about 1.4 miles. The corridor has between 3 to 6 lanes with a speed limit of 35 mph and 1 bus stop. This corridor passes through an equity focus area and does not pass through a school zone.

Between 2017 - 2021 there were 8 fatal and serious crashes on Butler Street. This averages to about 6 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 1 was alcohol related, 0 were drug related, and 1 was speed related. Crashes on Butler Street have multiple contributing factors.

Of the 8 fatal or serious injury vehicle crashes, 2 involved a person walking and 0 involved a person bicycling. One of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Butler Street ranks above 96.8 percent of all other corridors in the region.

### Portland Metro Area

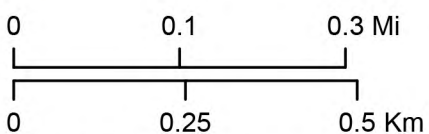


### Land Use

- Employment
- Industrial
- Parks and Greenspaces
- Schools
- Rivers

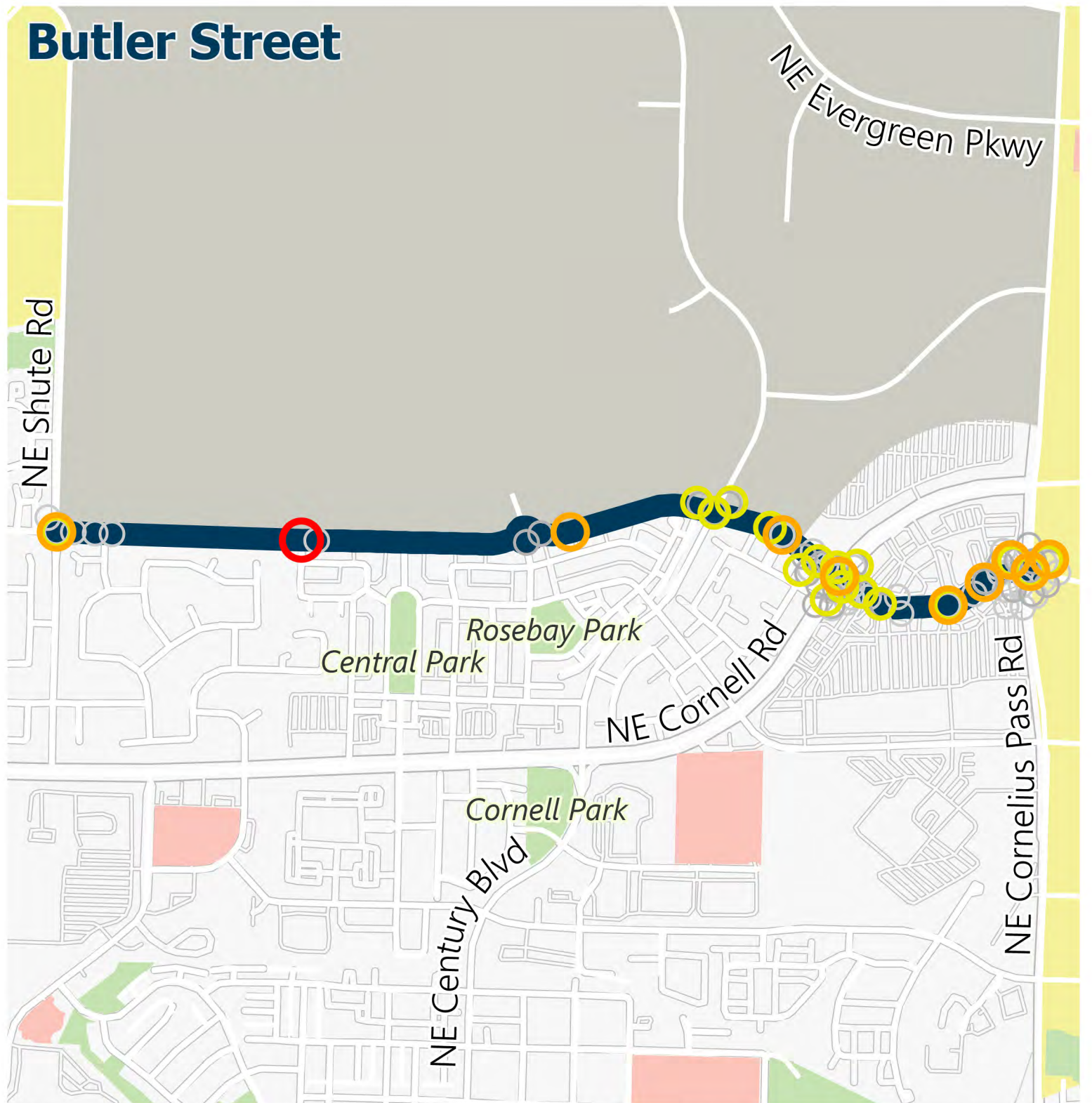
### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



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

\*\*Schools within 100 feet of the HIC



### Corridor Data

- 4.3 miles
- 6 fatal/serious injury crashes per mile
- 25 fatal/serious injury crashes
- 1 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 24 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 26 speed related crashes
- 2 drug related crashes
- 17 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## Cornelius Pass

NE Evergreen Parkway to SE Kinnaman Street  
Hillsboro



Cornelius Pass Road is a high injury corridor (HIC) located within Hillsboro that extends about 4.3 miles. The corridor has between 3-5 lanes with a speed limit of 35 - 45 mph and 0 bus stops. This corridor passes through an equity focus area and passes through a school zone.

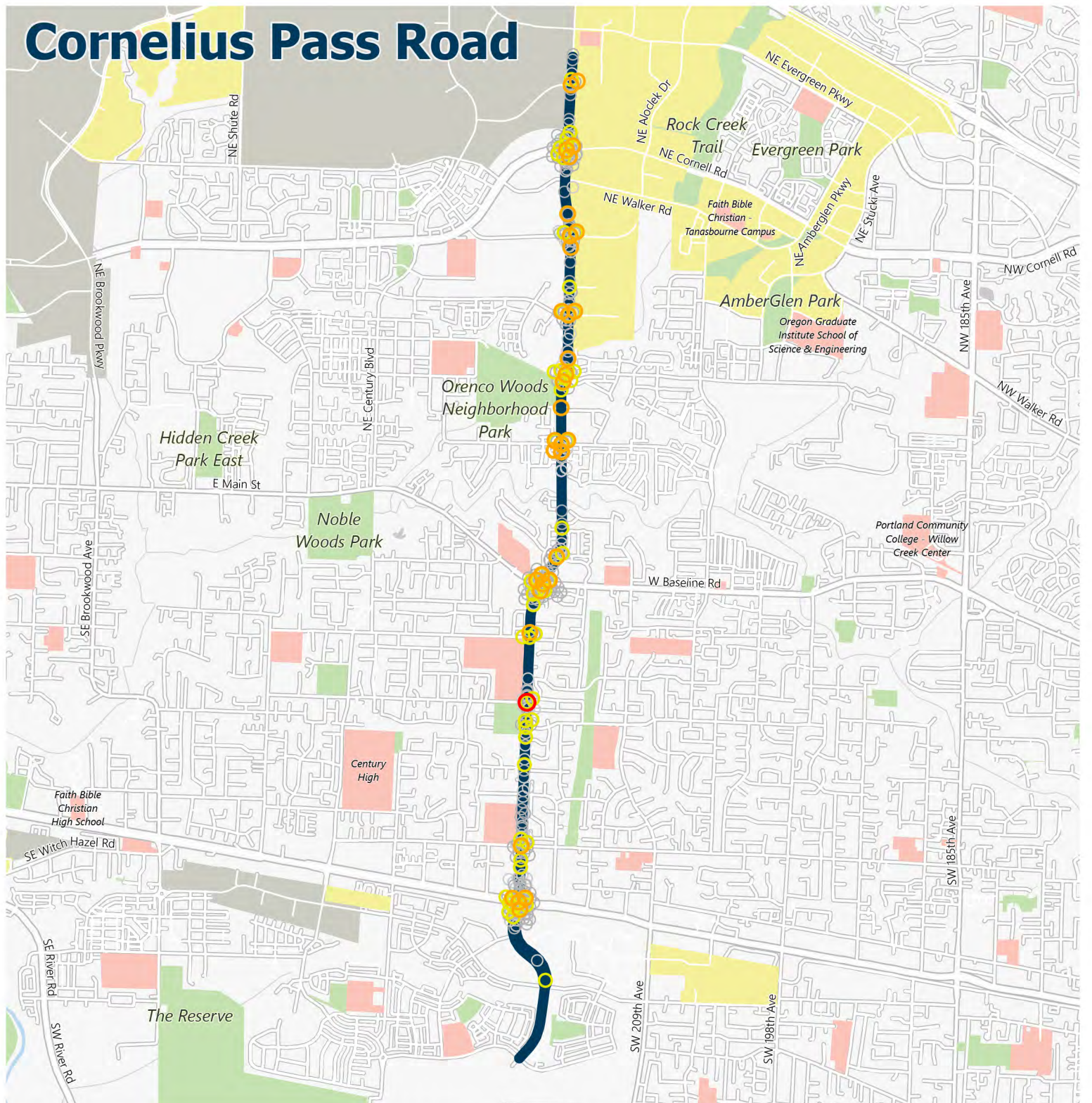
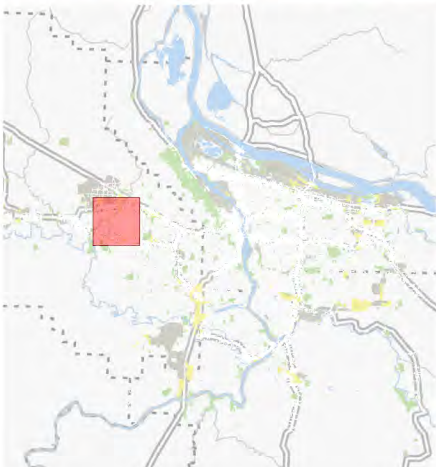
Between 2017 - 2021 there were 25 fatal and serious crashes on Cornelius Pass Road. This averages to about 6 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 17 were alcohol related, 2 were drug related, and 26 were speed related. Crashes on Cornelius Pass Road have multiple contributing factors.

Of the 25 fatal or serious injury vehicle crashes, 1 involved a person walking and 0 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Cornelius Pass Road ranks above 96.7 percent of all other corridors in the region.

### Roadway Stats

- 0 bus stops
- 3-5 lanes
- 39 intersections
- 35 - 45 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area



#### Land Use

- Employment
- Industrial
- Schools
- Rivers

#### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor

0 0.5 0.9 Mi

0 0.75 1.5 Km

\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 4.1 miles
- 8 fatal/serious injury crashes per mile
- 31 fatal/serious injury crashes
- 8 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 22 car occupant fatal/serious crashes
- 3 deaths are BIPOC\*
- 35 speed related crashes
- 10 drug related crashes
- 40 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## Division Street

SE 130th Avenue to NW Eastwood Avenue  
Portland



### Roadway Stats

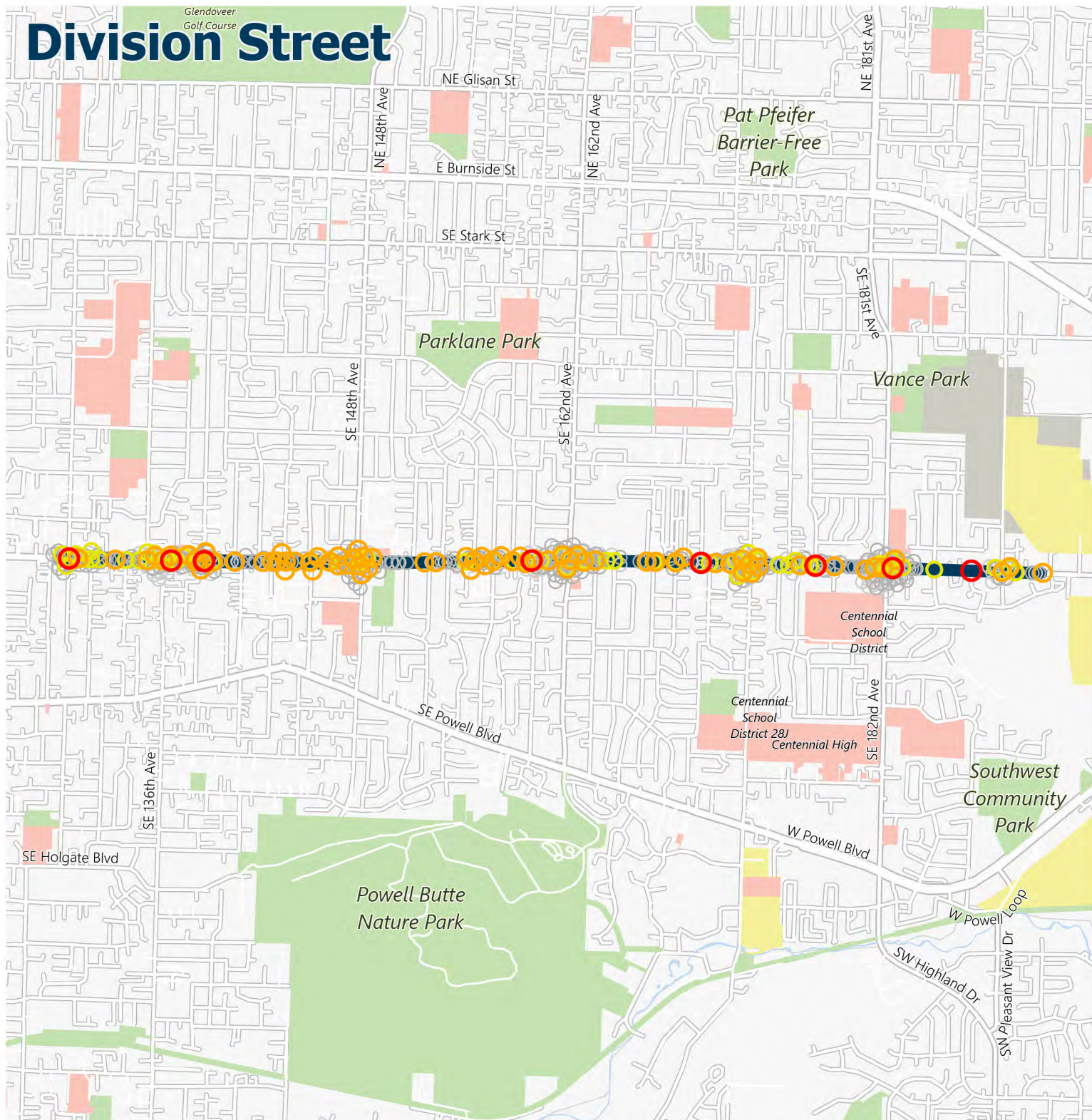
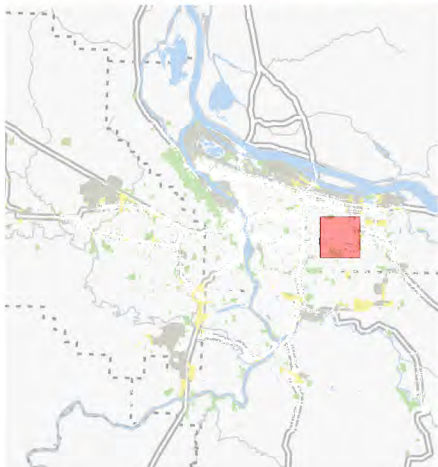
- 18 bus stops
- 5-6 lanes
- 57 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

Division Street is a high injury corridor (HIC) located within Portland that extends about 4.1 miles. The corridor has between 5-6 lanes with a speed limit of 30 mph and 18 bus stops. This corridor passes through an equity focus area and passes through a school zone.

Between 2017 - 2021 there were 31 fatal and serious crashes on Division Street. This averages to about 8 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 40 were alcohol related, 10 were drug related, and 35 were speed related. Crashes on Division Street have multiple contributing factors.

Of the 31 fatal or serious injury vehicle crashes, 8 involved a person walking and 1 involved a person bicycling. 3 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Division Street ranks above 98.9 percent of all other corridors in the region.

### Portland Metro Area

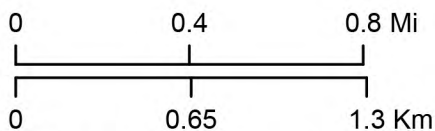


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



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

\*\*Schools within 100 feet of the HIC

### Corridor Data

- 3.8 miles
- 7 fatal/serious injury crashes per mile
- 25 fatal/serious injury crashes
- 0 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 25 car occupant fatal/serious crashes
- 3 deaths are BIPOC\*
- 37 speed related crashes
- 10 drug related crashes
- 37 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## Glisan Street

NE 92nd Avenue to NE 167th Place  
Portland



Glisan Street is a high injury corridor (HIC) located within Portland that extends about 3.8 miles. The corridor has between 4-7 lanes with a speed limit of 30 mph and 32 bus stops. This corridor passes through an equity focus area and passes through a school zone.

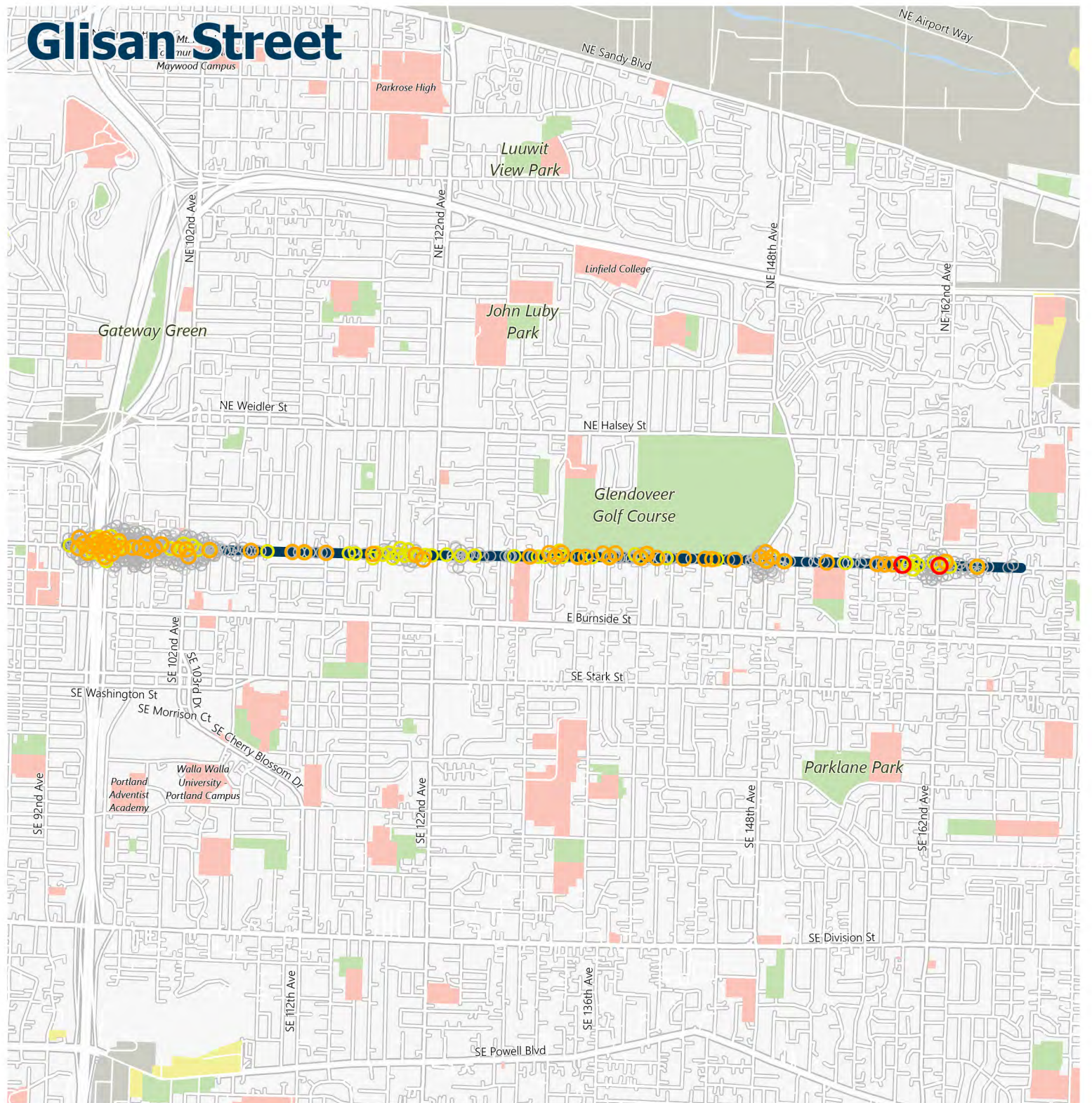
Between 2017 - 2021 there were 25 fatal and serious crashes on Glisan Street. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 37 were alcohol related, 10 were drug related, and 37 were speed related. Crashes on Glisan Street have multiple contributing factors.

Of the 25 fatal or serious injury vehicle crashes, 0 involved a person walking and 0 involved a person bicycling. 3 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Glisan Street ranks above 97.6 percent of all other corridors in the region.

### Roadway Stats

- 32 bus stops
- 4-7 lanes
- 58 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area

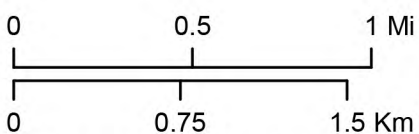


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

## Corridor Data

- 3 miles
- 7 fatal/serious injury crashes per mile
- 21 fatal/serious injury crashes
- 8 pedestrian fatal/serious injury crashes
- 2 bike fatal/serious injury crashes
- 11 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 18 speed related crashes
- 1 drug related crashes
- 23 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Grand Avenue

NE Hancock Street to SE Powell Boulevard  
Portland



Grand Avenue is a high injury corridor (HIC) located within Portland that extends about 3 miles. The corridor has between 2-5 lanes with a speed limit of 30 mph and 43 bus stops. This corridor passes through an equity focus area and passes through a school zone.

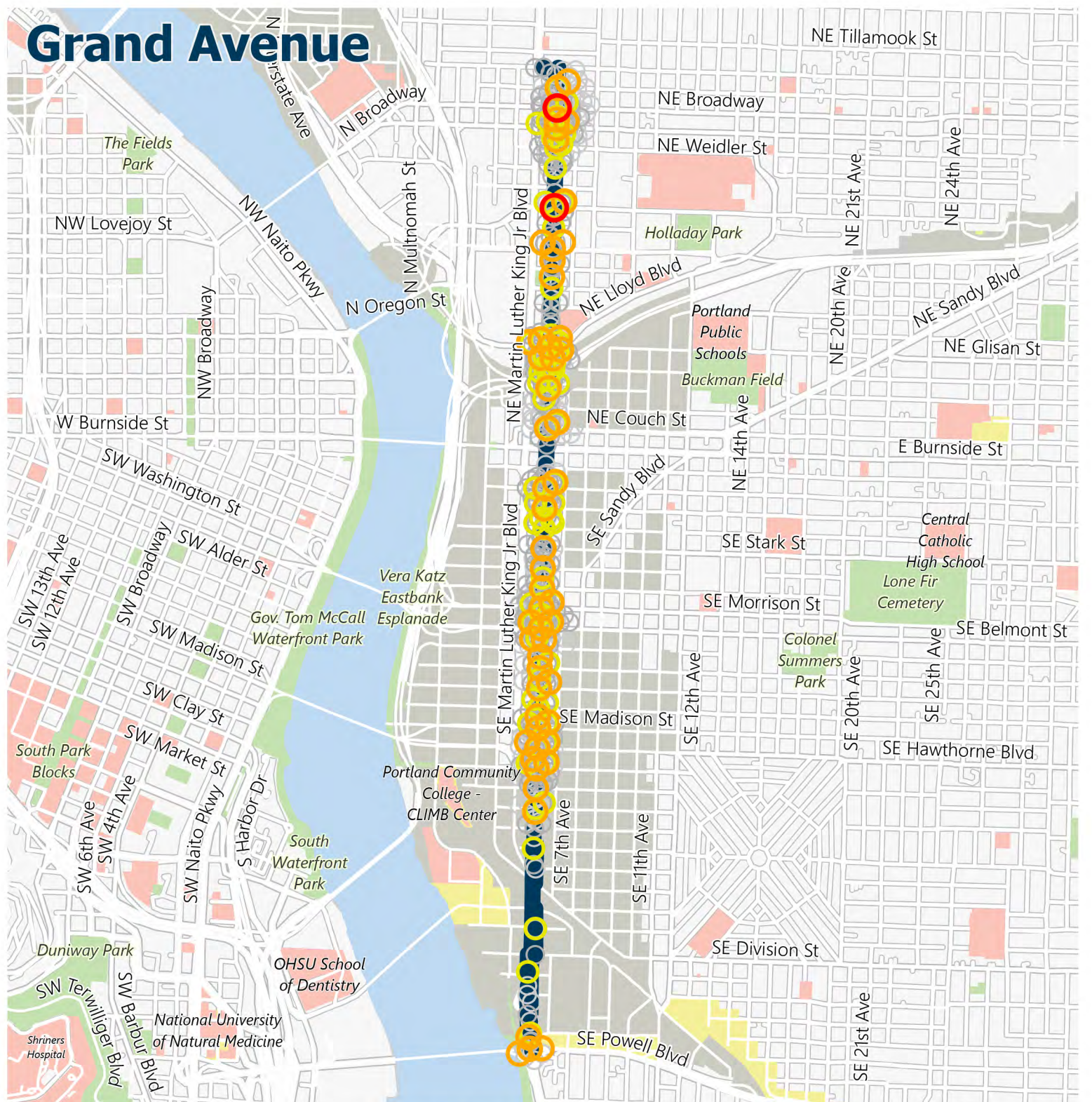
Between 2017 - 2021 there were 21 fatal and serious crashes on Grand Avenue. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 23 were alcohol related, 1 was drug related, and 18 were speed related. Crashes on Grand Avenue have multiple contributing factors.

Of the 21 fatal or serious injury vehicle crashes, 8 involved a person walking and 21 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Grand Avenue ranks above 98.4 percent of all other corridors in the region.

## Roadway Stats

- 43 bus stops
- 2-5 lanes
- 58 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

## Portland Metro Area

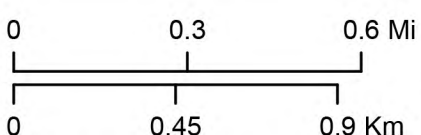


## Land Use

- Employment
- Industrial
- Parks and Greenspaces
- Schools
- Rivers

## Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

## Corridor Data

- 4 miles
- 7 fatal/serious injury crashes per mile
- 27 fatal/serious injury crashes
- 6 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 21 car occupant fatal/serious crashes
- 2 deaths are BIPOC\*
- 40 speed related crashes
- 9 drug related crashes
- 30 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## Highway 8

SW 214th Avenue to SW Hocken Avenue  
Beaverton



Highway 8 is a high injury corridor (HIC) located within Beaverton that extends about 4 miles. The corridor has between 5-7 lanes with a speed limit of 45 mph and 28 bus stops. This corridor passes through an equity focus area and passes through a school zone.

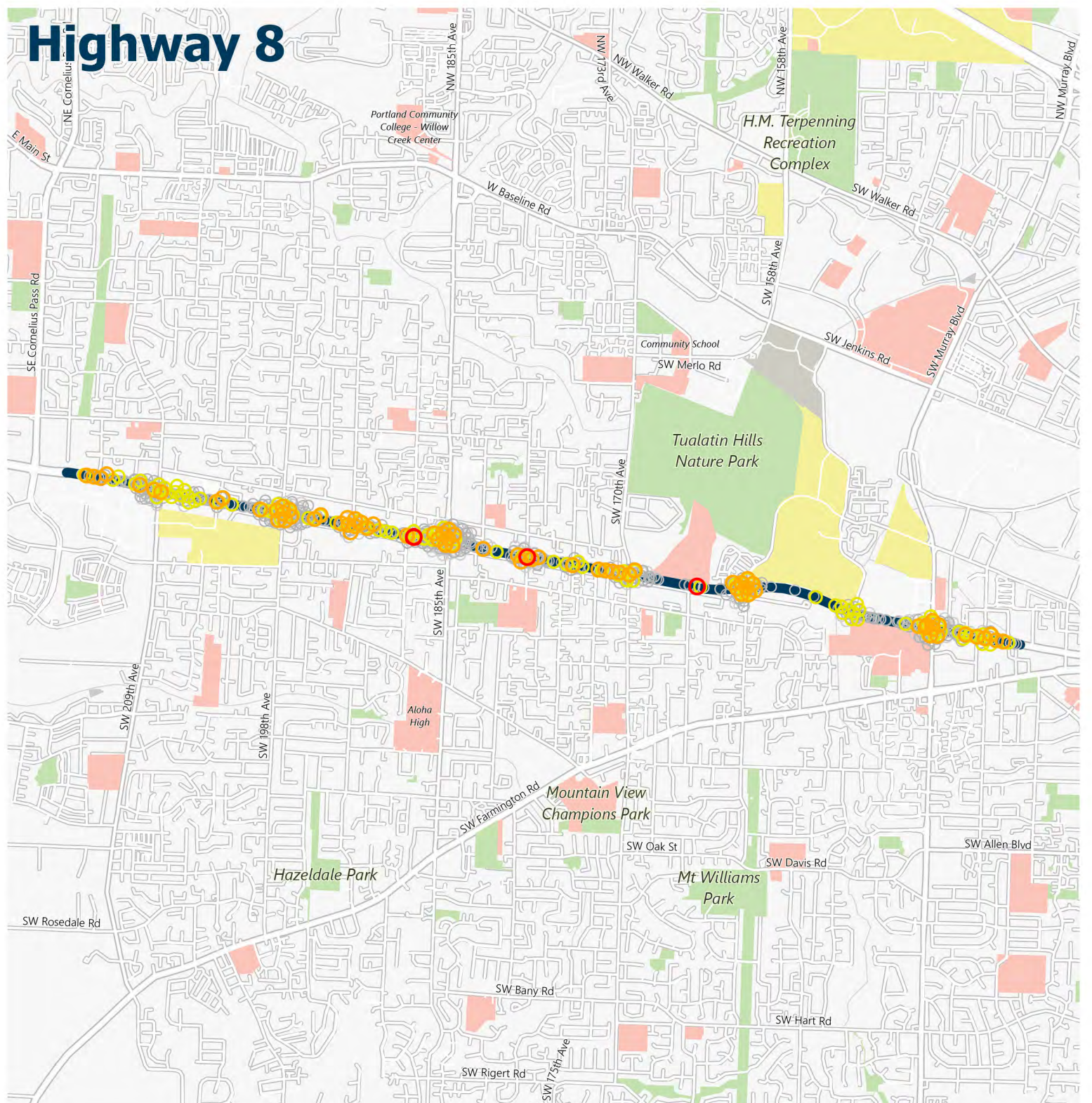
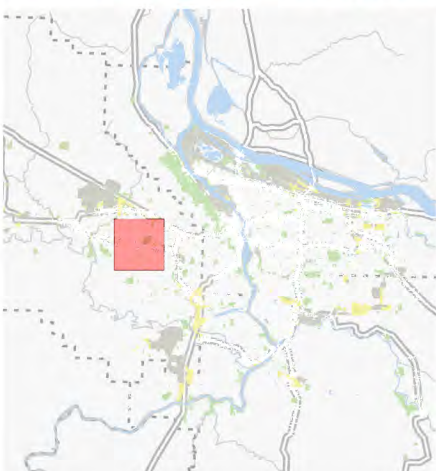
Between 2017 - 2021 there were 27 fatal and serious crashes on Highway 8. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 30 were alcohol related, 9 were drug related, and 40 were speed related. Crashes on Highway 8 have multiple contributing factors.

Of the 27 fatal or serious injury vehicle crashes, 6 involved a person walking and 0 involved a person bicycling. 2 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Highway 8 ranks above 97.9 percent of all other corridors in the region.

## Roadway Stats

- 28 bus stops
- 5-7 lanes
- 32 intersections
- 45 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

## Portland Metro Area

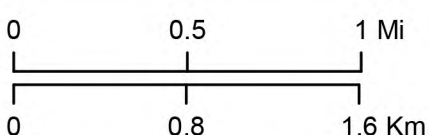


## Land Use

- Employment
- Industrial
- Schools
- Rivers

## Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC





## Corridor Data

- 4.6 miles
- 9 fatal/serious injury crashes per mile
- 42 fatal/serious injury crashes
- 8 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 33 car occupant fatal/serious crashes
- 3 deaths are BIPOC\*
- 53 speed related crashes
- 15 drug related crashes
- 58 alcohol related crashes

## Roadway Stats

- 65 bus stops
- 2-5 lanes
- 83 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

# High Injury Corridor Profile 2017-2021

# Highway 26

I205 to SW Junction Place  
Portland

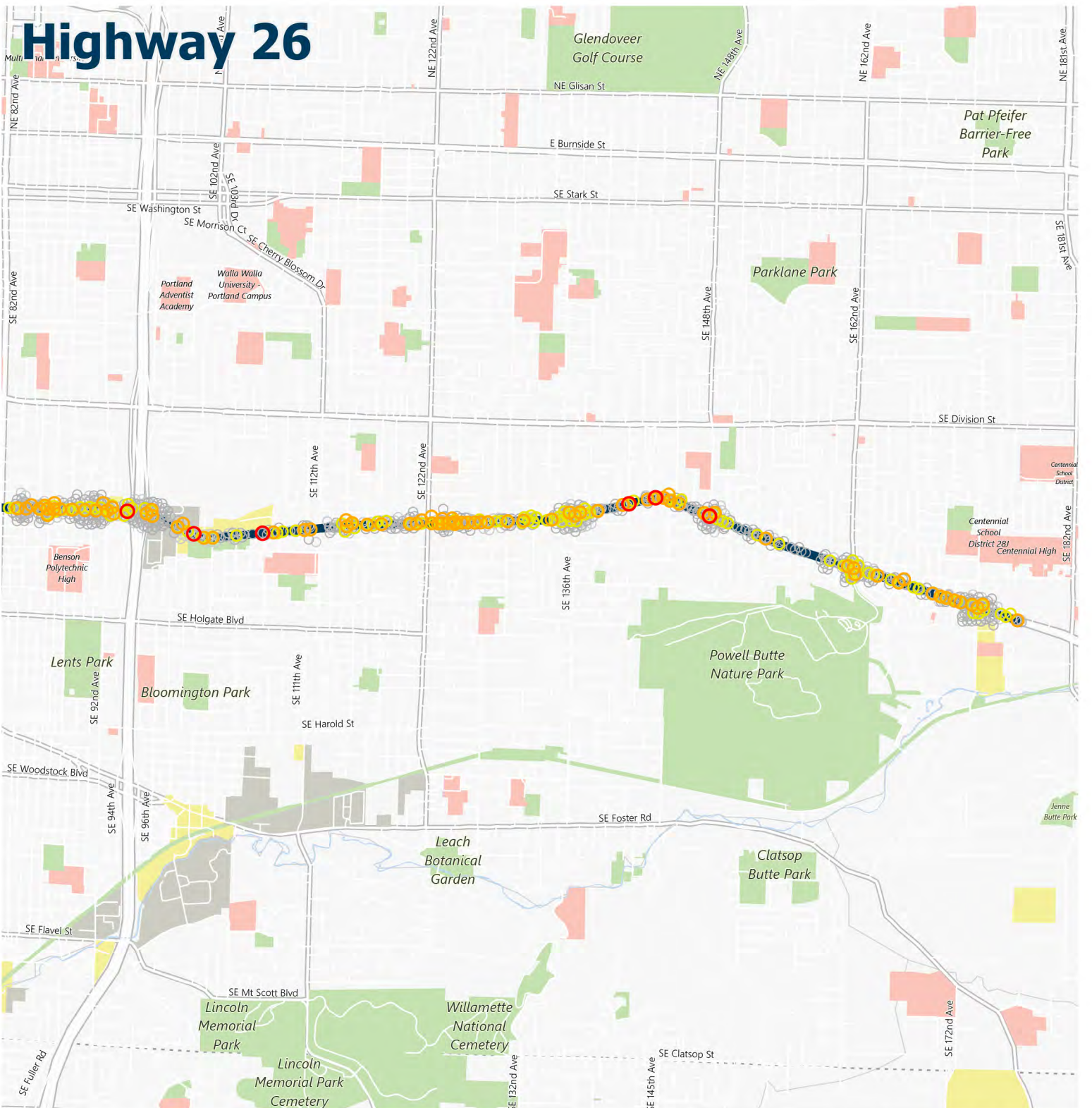


Highway 26 is a high injury corridor (HIC) located within Portland that extends about 4.6 miles. The corridor has between 2-5 lanes with a speed limit of 30 mph and 65 bus stops. This corridor passes through an equity focus area and passes through a school zone.

Between 2017 - 2021 there were 42 fatal and serious crashes on Highway 26. This averages to about 9 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 58 were alcohol related, 15 were drug related, and 53 were speed related. Crashes on Highway 26 have multiple contributing factors.

Of the 42 fatal or serious injury vehicle crashes, 8 involved a person walking and 1 involved a person bicycling. 3 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Highway 26 ranks above 99.6 percent of all other corridors in the region.

## Portland Metro Area

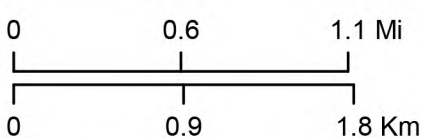


## Land Use

- Employment
- Industrial
- Schools
- Rivers

## Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

## Corridor Data

- 4.6 miles
- 9 fatal/serious injury crashes per mile
- 39 fatal/serious injury crashes
- 16 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 23 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 48 speed related crashes
- 10 drug related crashes
- 35 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Highway 26

Highway 99E to I205  
Portland



Highway 26 is a high injury corridor (HIC) located within Portland that extends about 4.6 miles. The corridor has between 2-8 lanes with a speed limit of 30 mph and 55 bus stops. This corridor passes through an equity focus area and passes through a school zone.

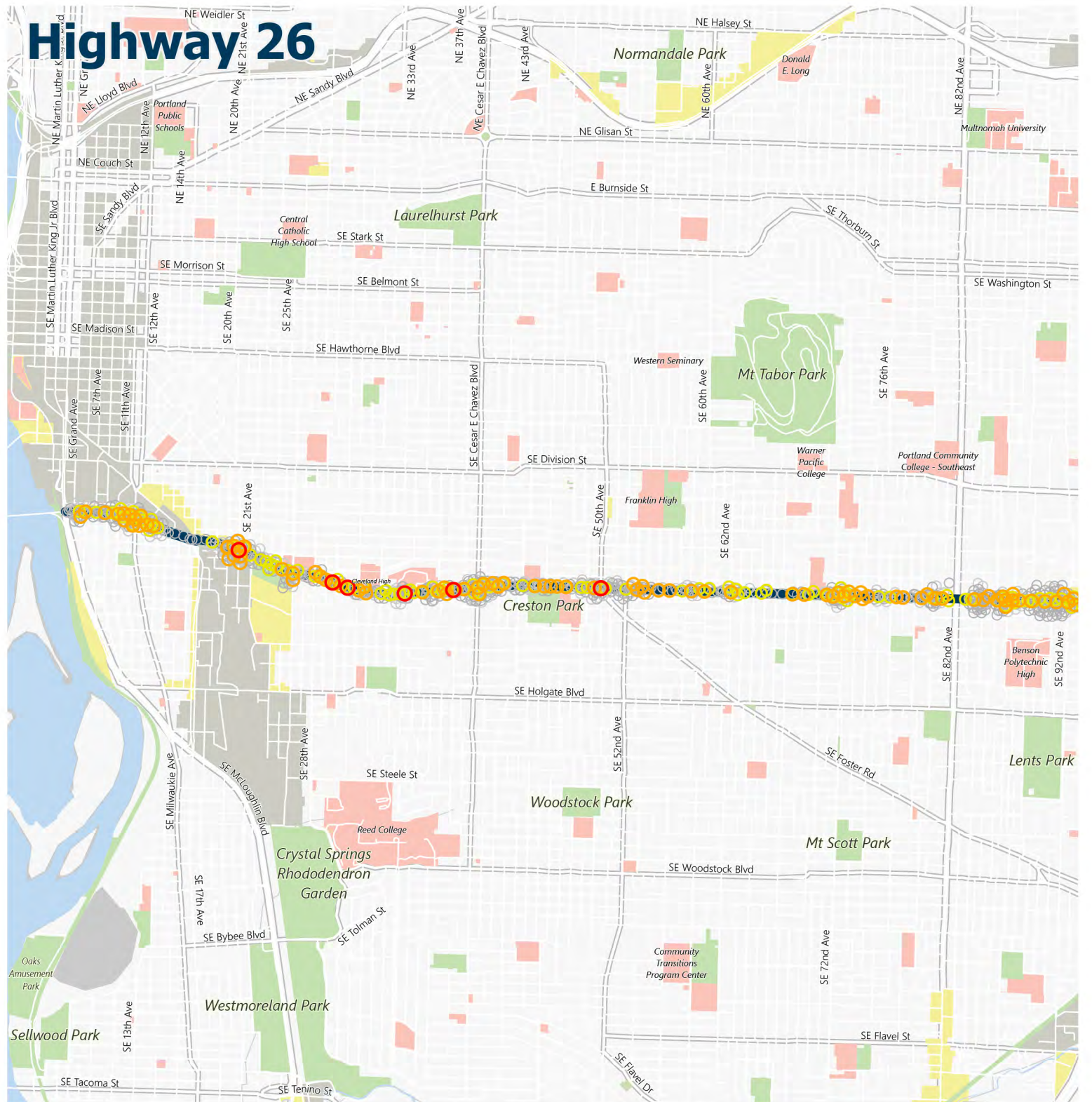
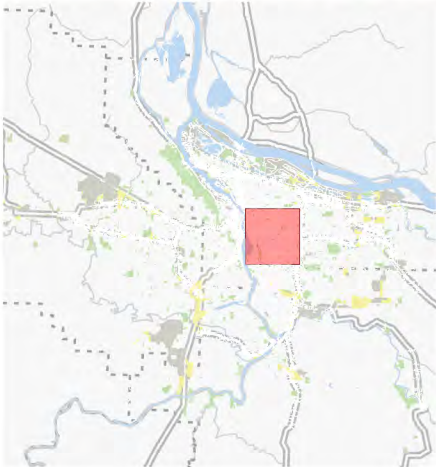
Between 2017 - 2021 there were 39 fatal and serious crashes on Highway 26. This averages to about 9 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 35 were alcohol related, 10 were drug related, and 48 were speed related. Crashes on Highway 26 have multiple contributing factors.

Of the 36 fatal or serious injury vehicle crashes, 16 involved a person walking and 0 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Highway 26 ranks above 99.1 percent of all other corridors in the region.

## Roadway Stats

- 55 bus stops
- 2-8 lanes
- 121 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

## Portland Metro Area

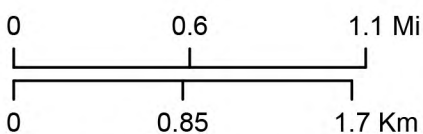


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 4.5 miles
- 7 fatal/serious injury crashes per mile
- 31 fatal/serious injury crashes
- 9 pedestrian fatal/serious injury crashes
- 2 bike fatal/serious injury crashes
- 20 car occupant fatal/serious crashes
- 4 deaths are BIPOC\*
- 32 speed related crashes
- 13 drug related crashes
- 27 alcohol related crashes

# High Injury Corridor Profile 2017-2021

## Highway 99 East

SE Lakewood Drive to McLoughlin Boulevard Bridge  
Gladstone



Highway 99 East is a high injury corridor (HIC) located within Gladstone that extends about 4.5 miles. The corridor has between 5-7 lanes with a speed limit of 40 mph and 61 bus stops. This corridor passes through an equity focus area and passes through a school zone.

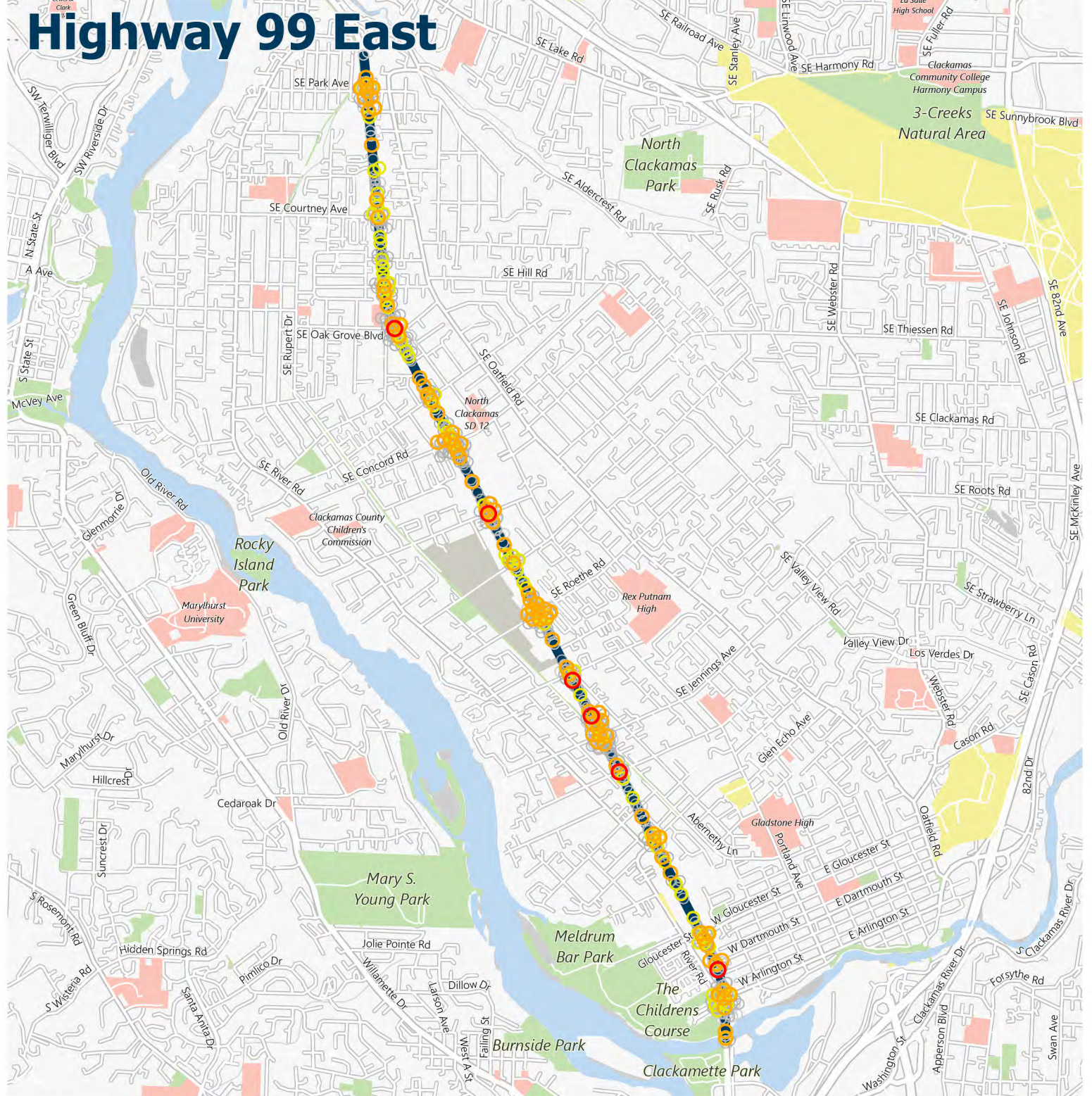
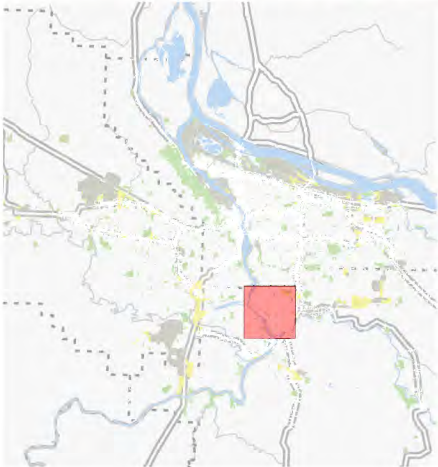
Between 2017 - 2021 there were 31 fatal and serious crashes on Highway 99 East. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 27 were alcohol related, 13 were drug related, and 32 were speed related. Crashes on Highway 99 East have multiple contributing factors.

Of the 31 fatal or serious injury vehicle crashes, 9 involved a person walking and 2 involved a person bicycling. 4 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Highway 99 East ranks above 98.1 percent of all other corridors in the region.

### Roadway Stats

- 61 bus stops
- 5-7 lanes
- 32 intersections
- 40 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area

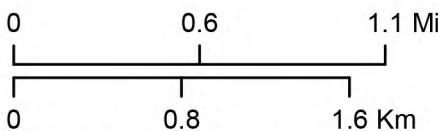


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

## Corridor Data

- 4.1 miles
- 6 fatal/serious injury crashes per mile
- 26 fatal/serious injury crashes
- 4 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 21 car occupant fatal/serious crashes
- 1 deaths are BIPOC\*
- 31 speed related crashes
- 3 drug related crashes
- 21 alcohol related crashes

## Roadway Stats

- 24 bus stops
- 2-9 lanes
- 36 intersections
- 45 mph speed limit
- In an **equity focus area**
- Does not pass through a **school zone\*\***

# High Injury Corridor Profile 2017-2021

# Highway 212

I205 to SE 162nd Avenue  
Happy Valley

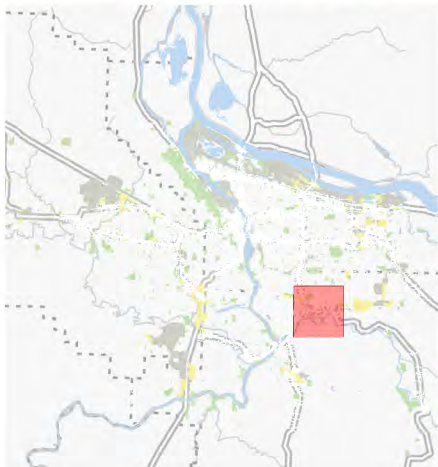


Highway 212 is a high injury corridor (HIC) located within Happy Valley that extends about 4.1 miles. The corridor has between 2-9 lanes with a speed limit of 45 mph and 24 bus stops. This corridor passes through an equity focus area and does not pass through a school zone.

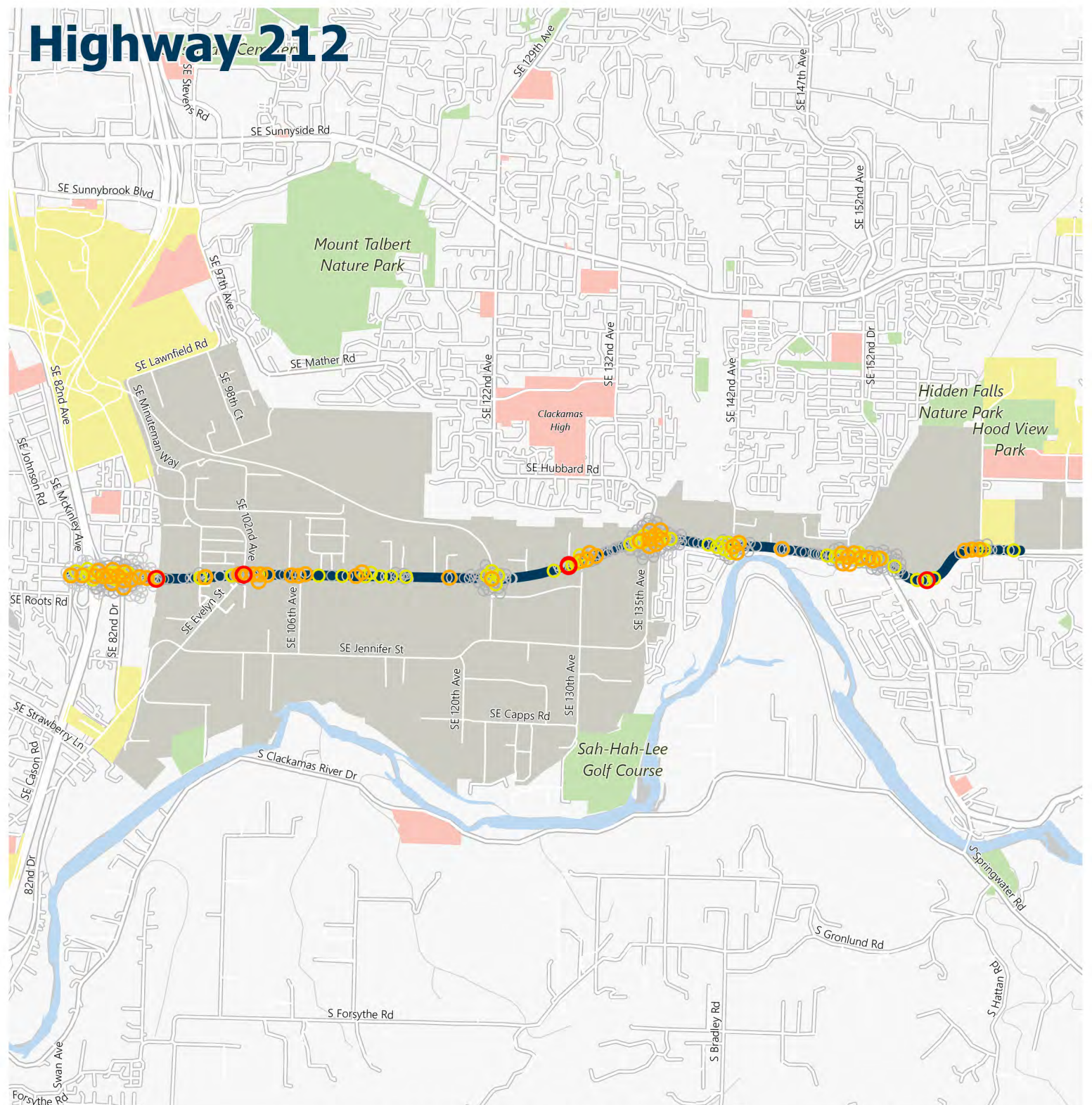
Between 2017 - 2021 there were 26 fatal and serious crashes on Highway 212. This averages to about 6 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 21 were alcohol related, 3 were drug related, and 31 were speed related. Crashes on Highway 212 have multiple contributing factors.

Of the 26 fatal or serious injury vehicle crashes, 4 involved a person walking and 1 involved a person bicycling. One of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Highway 212 ranks above 97.4 percent of all other corridors in the region.

## Portland Metro Area



## Highway 212

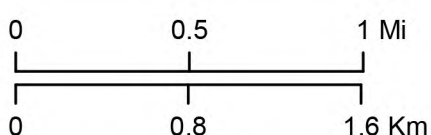


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

## Corridor Data

- 4 miles
- 7 fatal/serious injury crashes per mile
- 28 fatal/serious injury crashes
- 7 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 21 car occupant fatal/serious crashes
- 4 deaths are BIPOC\*
- 23 speed related crashes
- 5 drug related crashes
- 34 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Lombard Street

N Newman Avenue to NE Bryant Street  
Portland



Lombard Street is a high injury corridor (HIC) located within Portland that extends about 4 miles. The corridor has between 3-6 lanes with a speed limit of 35 - 45 mph and 33 bus stops. This corridor passes through an equity focus area and passes through a school zone.

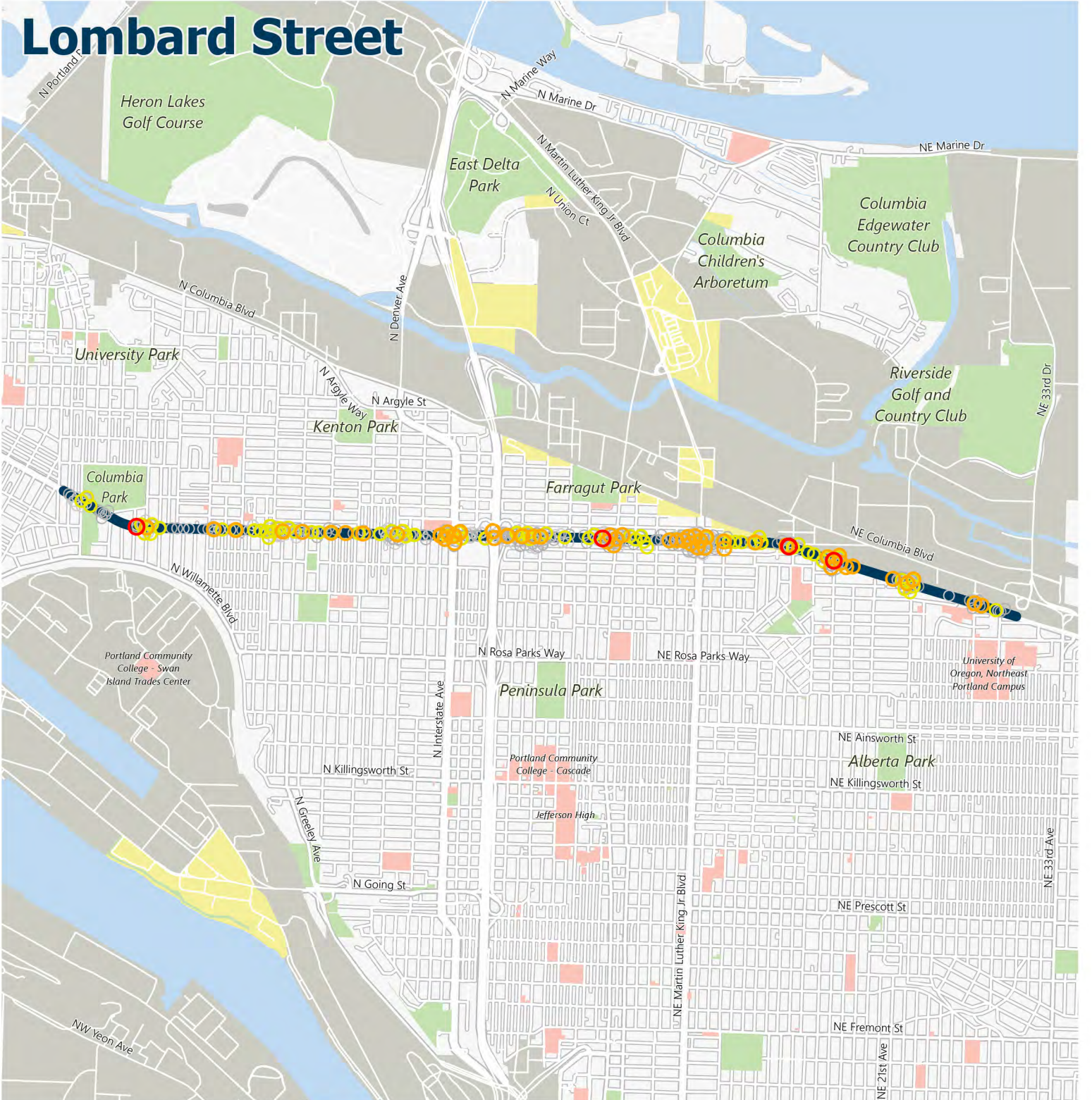
Between 2017 - 2021 there were 28 fatal and serious crashes on Lombard Street. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 34 were alcohol related, 5 were drug related, and 23 were speed related. Crashes on Lombard Street have multiple contributing factors.

Of the 28 fatal or serious injury vehicle crashes, 7 involved a person walking and 0 involved a person bicycling. 4 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Lombard Street ranks above 98.3 percent of all other corridors in the region.

## Roadway Stats

- 33 bus stops
- 3-6 lanes
- 68 intersections
- 35 - 45 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

## Portland Metro Area

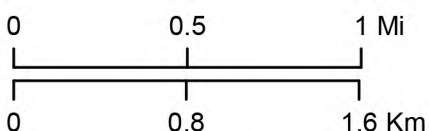


## Land Use

- Employment
- Industrial
- Schools
- Rivers

## Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

## Corridor Data

- 3.9 miles
- 7 fatal/serious injury crashes per mile
- 29 fatal serious injury crashes
- 7 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 21 car occupant fatal/serious crashes
- 2 deaths are BIPOC\*
- 38 speed related crashes
- 8 drug related crashes
- 39 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Stark Street

SE 151st Street to NE Hood Avenue  
Gresham



Metro



Stark Street is a high injury corridor (HIC) located within Gresham that extends about 3.9 miles. The corridor fluctuates between 5-6 lanes with a speed limit of 30 - 35 mph and contains 45 bus stops along its route. This corridor passes through an equity focus area and does pass through a school zone.

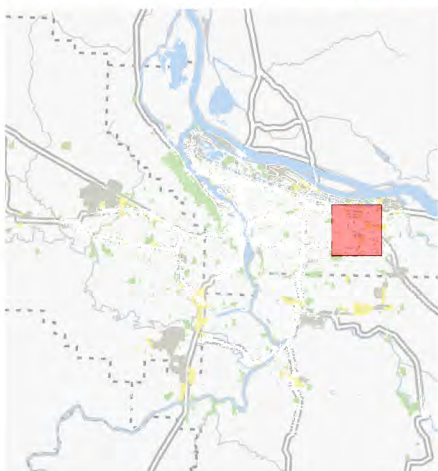
Between 2017 - 2021 there were 29 fatal and serious crashes on Stark Street. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 39 were alcohol related, 8 were drug related, and 38 were speed related. It is to be noted that most serious crashes on Stark Street have multiple contributing factors.

Of the 29 fatal or serious injury vehicle crashes, 7 involved a person walking and 1 involved a person bicycling. 2 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Stark Street ranks above 98.7 percent of all other corridors in the region.

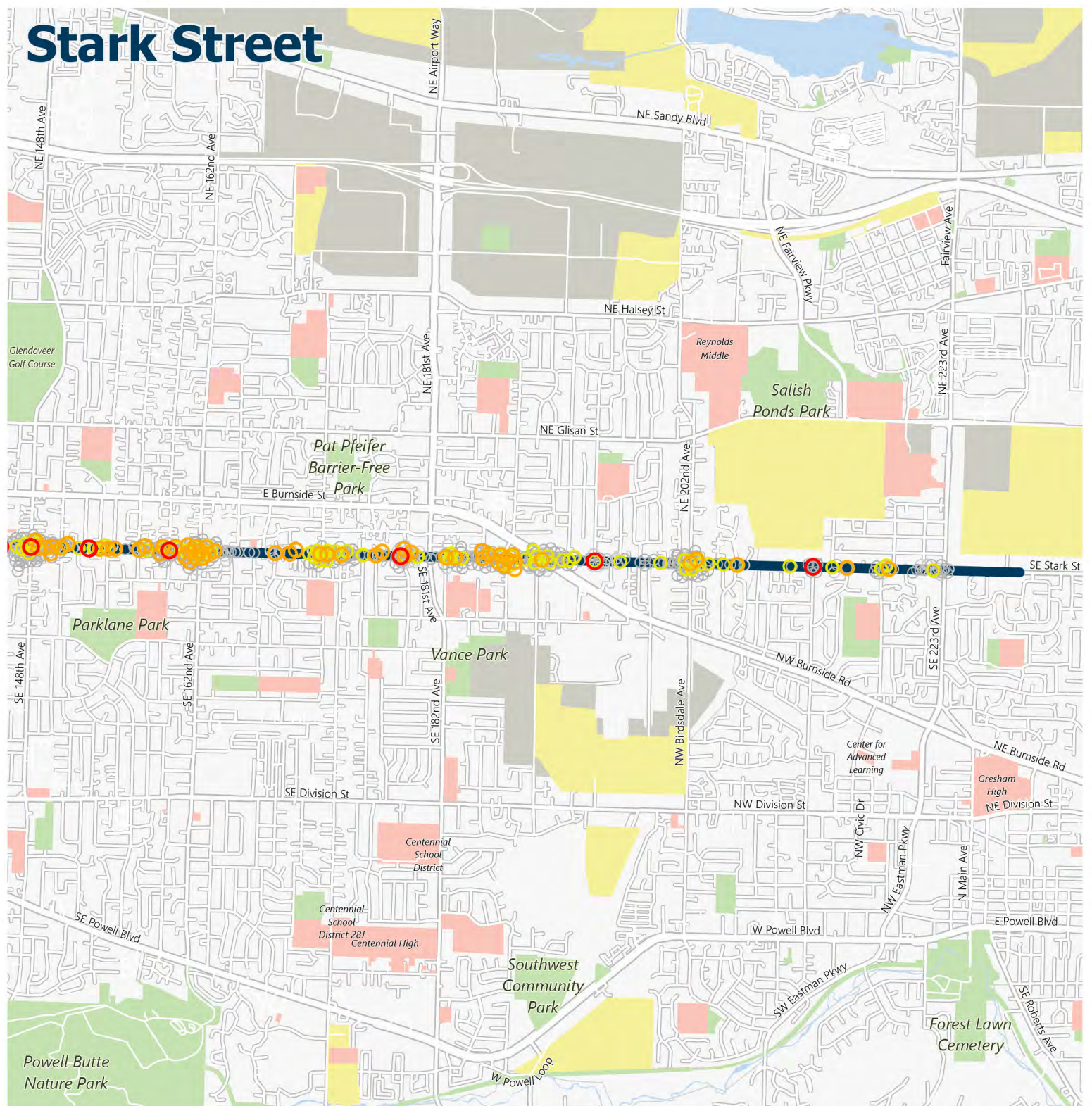
## Roadway Stats

- 45 bus stops
- 5-6 lanes
- 51 intersections
- 30 - 35 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

## Portland Metro Area



## Stark Street

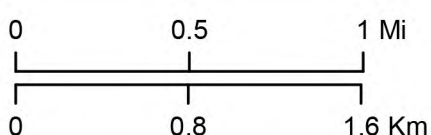


### Land Use

- Employment
- Industrial
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC

### Corridor Data

- 3.9 miles
- 7 fatal/serious injury crashes per mile
- 27 fatal/serious injury crashes
- 7 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 20 car occupant fatal/serious crashes
- 4 deaths are BIPOC\*
- 28 speed related crashes
- 16 drug related crashes
- 41 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Stark Street

SE 74th Street to SE 151st Street  
Portland



Stark Street is a high injury corridor (HIC) located within Portland that extends about 3.9 miles. The corridor has between 2-5 lanes with a speed limit of 20 - 30 mph and 36 bus stops. This corridor passes through an equity focus area and passes through a school zone.

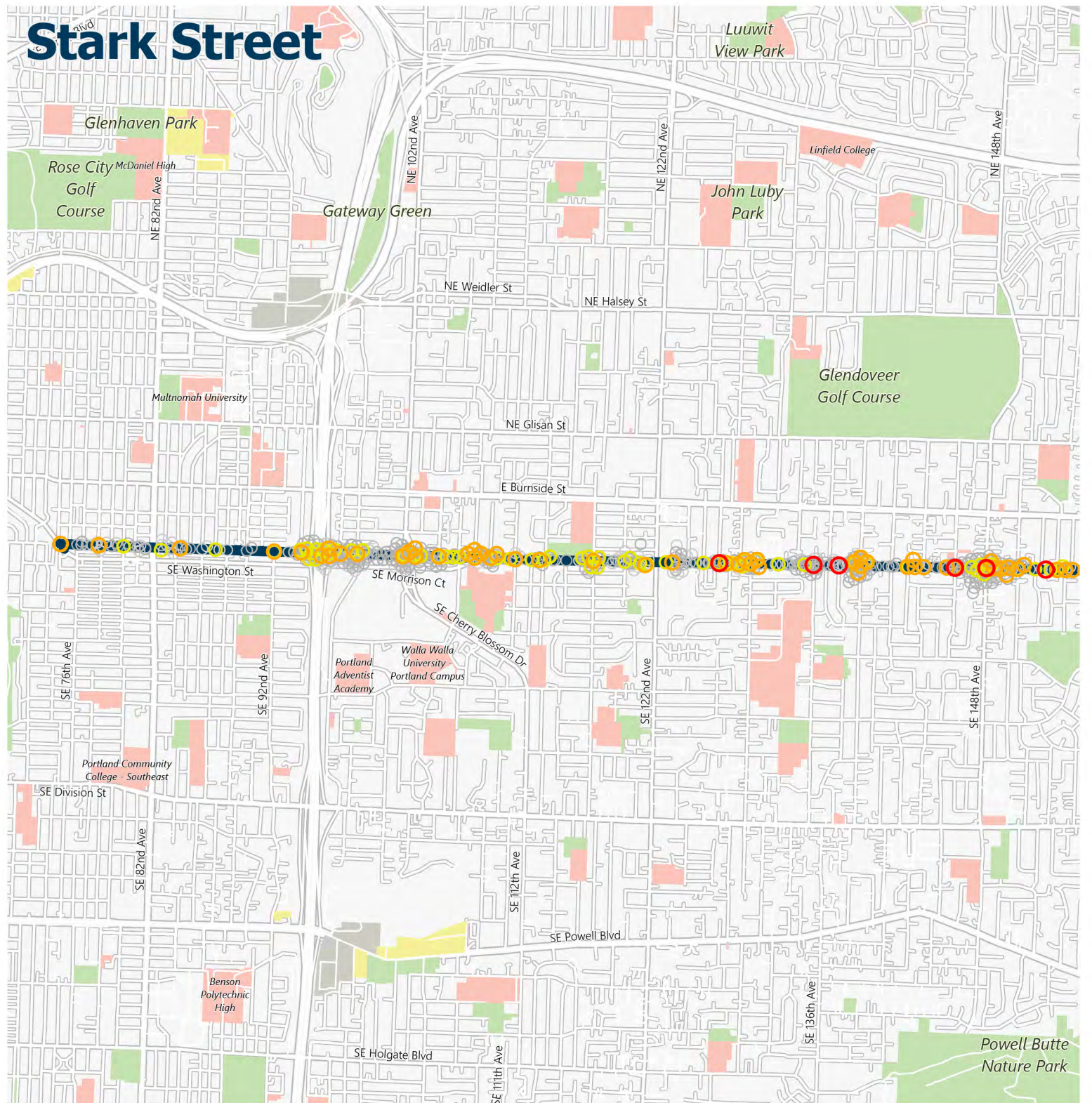
Between 2017 - 2021 there were 27 fatal and serious crashes on Stark Street. This averages to about 7 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 41 were alcohol related, 16 were drug related, and 28 were speed related. Crashes on Stark Street have multiple contributing factors.

Of the 27 fatal or serious injury vehicle crashes, 7 involved a person walking and 0 involved a person bicycling. 4 of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Stark Street ranks above 98 percent of all other corridors in the region.

### Roadway Stats

- 36 bus stops
- 2-5 lanes
- 72 intersections
- 20 - 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

### Portland Metro Area

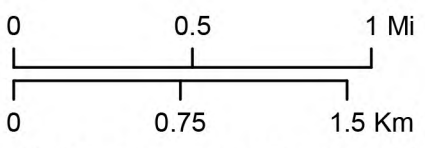


#### Land Use

- Employment
- Industrial
- Schools
- Rivers

#### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC



## Corridor Data

- 1.7 miles
- 9 fatal/serious injury crashes per mile
- 15 fatal/serious injury crashes
- 2 pedestrian fatal/serious injury crashes
- 1 bike fatal/serious injury crashes
- 12 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 14 speed related crashes
- 6 drug related crashes
- 17 alcohol related crashes

## Roadway Stats

- 15 bus stops
- 2-4 lanes
- 27 intersections
- 30 mph speed limit
- In an **equity focus area**
- Passes through a **school zone\*\***

# High Injury Corridor Profile 2017-2021 Washington Street

## SE 74th Avenue to SE Stark Street Portland

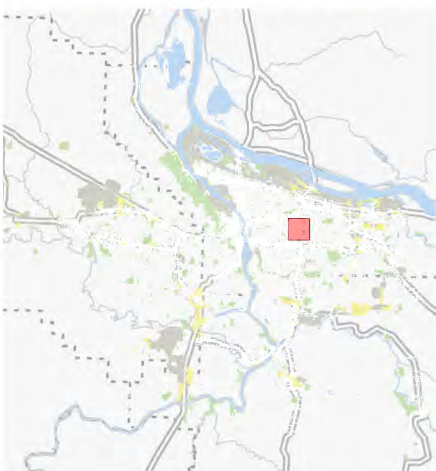


Washington Street is a high injury corridor (HIC) located within Portland that extends about 1.7 miles. The corridor has between 2-4 lanes with a speed limit of 30 mph and 15 bus stops. This corridor passes through an equity focus area and passes through a school zone.

Between 2017 - 2021 there were 15 fatal and serious crashes on Washington Street. This averages to about 9 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 17 were alcohol related, 6 were drug related, and 14 were speed related. Crashes on Washington Street have multiple contributing factors.

Of the 15 fatal or serious injury vehicle crashes, 2 involved a person walking and 1 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Washington Street ranks above 99.4 percent of all other corridors in the region.

## Portland Metro Area

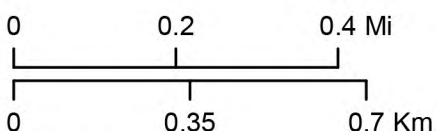


### Land Use

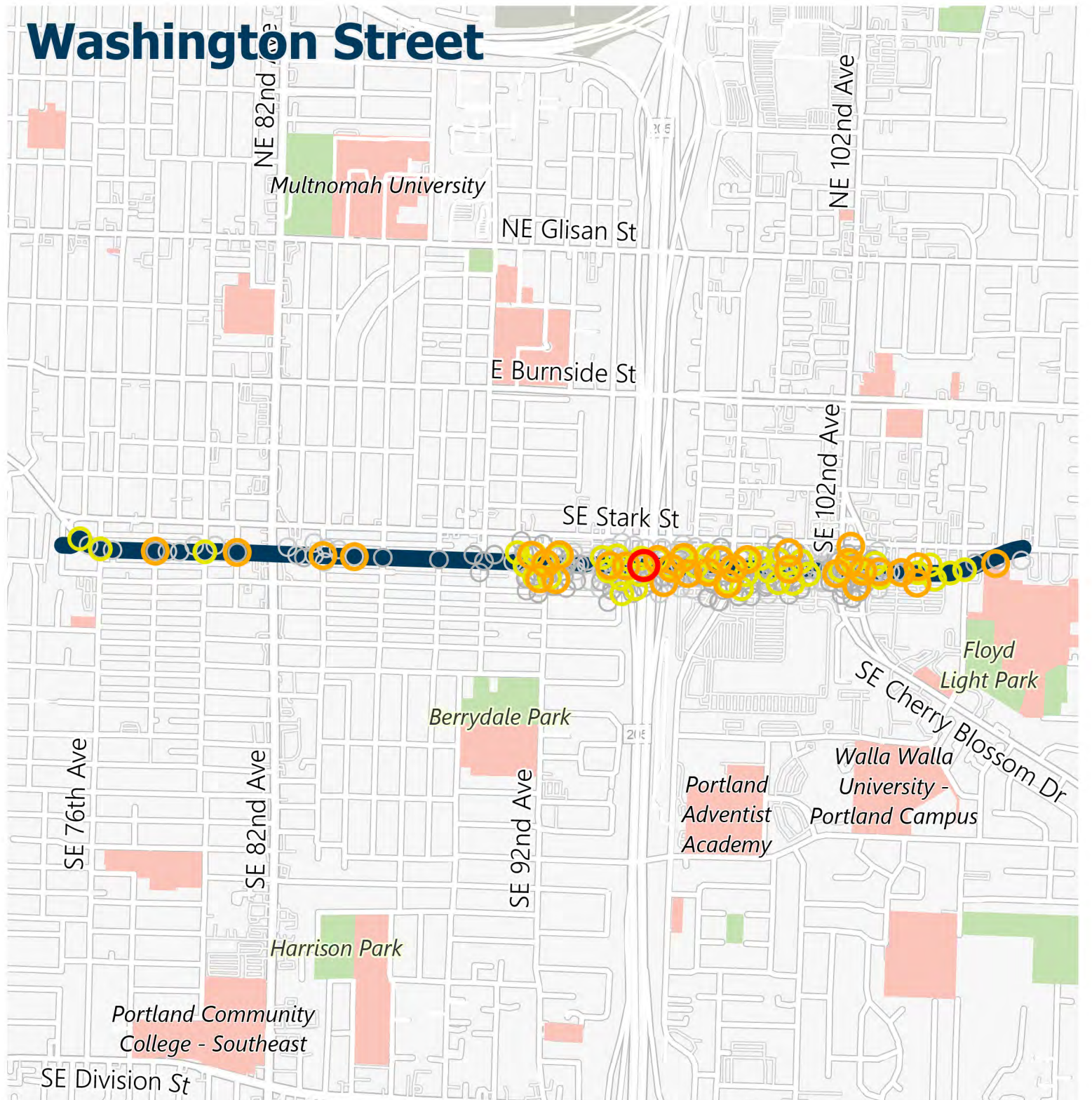
- Employment
- Industrial
- Parks and Greenspaces
- Schools
- Rivers

### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC



### Corridor Data

- 1.8 miles
- 6 fatal/serious injury crashes per mile
- 11 fatal/serious injury crashes
- 3 pedestrian fatal/serious injury crashes
- 0 bike fatal/serious injury crashes
- 8 car occupant fatal/serious crashes
- 0 deaths are BIPOC\*
- 6 speed related crashes
- 1 drug related crashes
- 5 alcohol related crashes

# High Injury Corridor Profile 2017-2021

# Weidler Street

N Ross Avenue to NE 32nd Avenue  
Portland



Weidler Street is a high injury corridor (HIC) located within Portland that extends about 1.8 miles. The corridor has between 2-4 lanes with a speed limit of 20 - 30 mph and 35 bus stops. This corridor passes through an equity focus area and does not pass through a school zone.

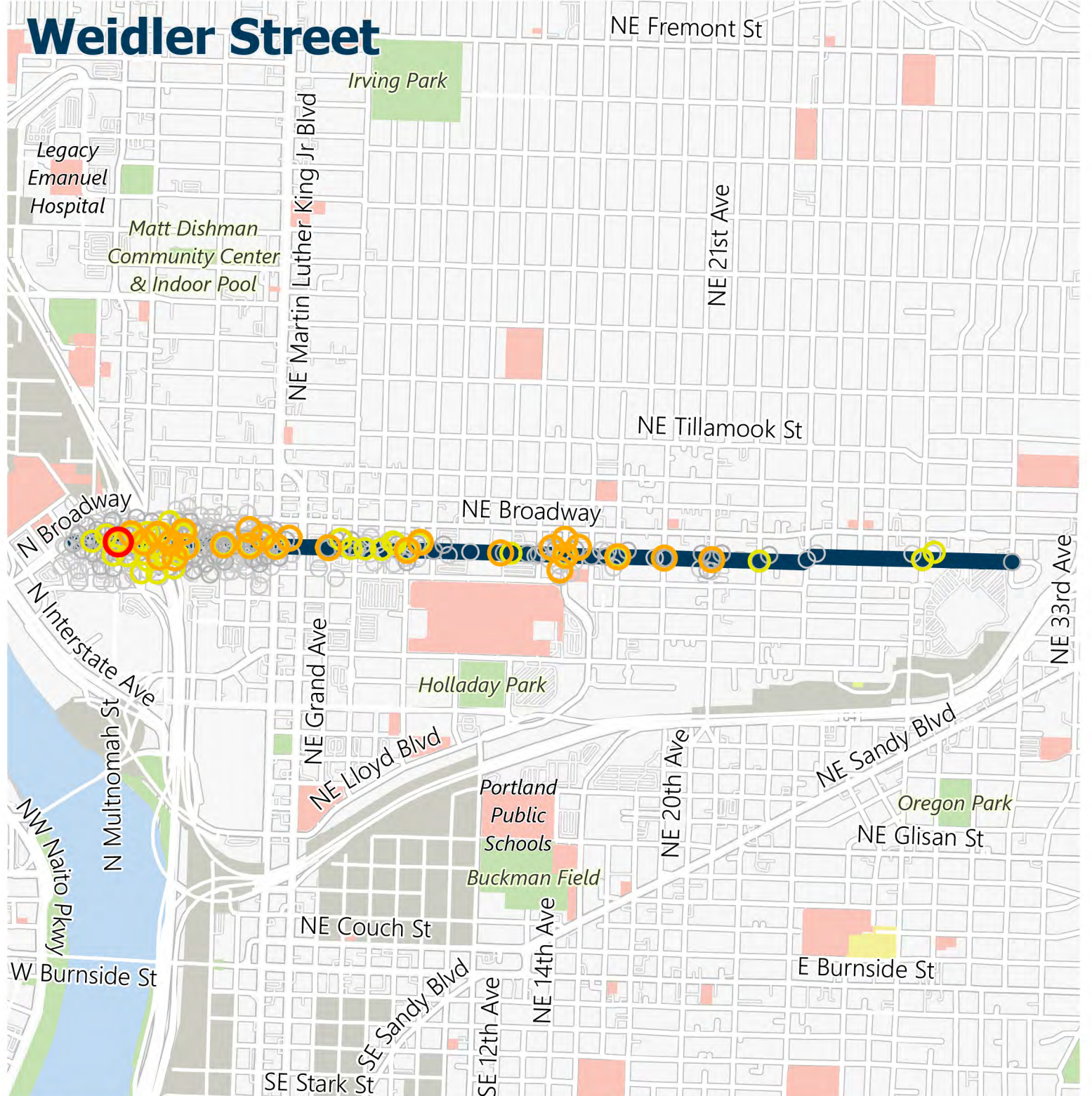
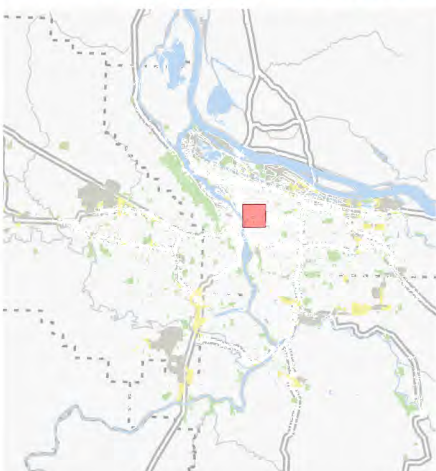
Between 2017 - 2021 there were 11 fatal and serious crashes on Weidler Street. This averages to about 6 fatal and serious injury crashes per mile. Taking a deeper look into contributing factors, 5 were alcohol related, 1 was drug related, and 6 were speed related. Crashes on Weidler Street have multiple contributing factors.

Of the 11 fatal or serious injury vehicle crashes, 3 involved a person walking and 0 involved a person bicycling. None of the individuals who died or were seriously injured were Black, Indigenous, or people of color (BIPOC). The concentration of fatal and serious injury crashes on Weidler Street ranks above 97.3 percent of all other corridors in the region.

### Roadway Stats

- 35 bus stops
- 2-4 lanes
- 34 intersections
- 20 - 30 mph speed limit
- In an **equity focus area**
- Does not pass through a **school zone\*\***

### Portland Metro Area

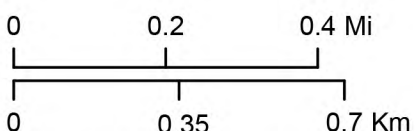


#### Land Use

- Employment
- Industrial
- Parks and Greenspaces
- Schools
- Rivers

#### Crash Severity

- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury
- No Apparent Injury
- ▬ High Injury Corridor



\*BIPOC stands for Black, Indigenous, and People of Color  
\*\*Schools within 100 feet of the HIC