

Summary: Building a foundation

2017 was both Portland's most deadly year for traffic crashes since 2003 and a year of critically important legislative and funding gains in support of traffic safety. It was a year of tragedy and foundation building.

Preventable tragedies

Forty-five people—children, parents, grandparents, sisters, brothers and loved ones—died in collisions on Portland streets in 2017.

Six additional community members died while traveling on Portland streets but their deaths were not directly attributable to a traffic collision with a motor vehicle (more information is provided in the 2017 traffic crash report section below).

Many others were seriously injured. The 2017 data is not yet available, but 275 people in 2016 experienced an incapacitating injury on a Portland street. Each death and serious injury on Portland streets represents indescribable loss suffered by the individual, family, friends and community.

No person should die in the everyday act of moving about. All of these serious crashes are preventable. Portland's Vision Zero goal is a bold response:

"Working together, we will take equitable and data-driven actions that will eliminate deaths and serious injuries for all who share Portland streets by 2025." — Portland Vision Zero Action Plan, adopted by City Council on Dec. 1, 2016

Foundation building

Portland's Vision Zero Action Plan includes 32 two- and five-year actions. Five actions are complete, 15 are on track to be completed by the end of 2018 and 12 require additional effort to launch.

See details about progress in the Performance Measures section.



Crossing SE Stark Street at 122nd Avenue, Portland's most dangerous intersection.

Policy wins for Vision Zero

State policies

In 2017, the Oregon State legislature passed a series of bills to support safe streets.

House Bill 2017 is a \$5.3 billion statewide transportation funding package with significant investment in safety on Portland's High Crash Network, and a strong focus on investing in low-income communities and communities of color (bit.ly/2rFmo8U). [VZ Action SD.2]

The package includes:

- \$110 million to completely rebuild a 4-mile section of outer **SE Powell Blvd** and create safe access for people biking, walking and taking public transit.
- \$1.5 million to install a safe crossing on **Columbia** at Midway.
- \$10 million annually for safety projects statewide
- \$10 million annually for the statewide **Safe Routes to School Program**, growing to \$15 million a year in 2023; some funds may be available to Portland.
- Reconstruction of Interstate 5** and city streets in the vicinity of the Rose Quarter to improve, among other things, safety on **N/NE Broadway**, the street with the highest bicycle crash rate in Portland and the fifth highest pedestrian crash rate.
- \$35 to \$40 million annually for **TriMet bus operations and purchases**, expanding service and access for transit, Portland's safest transportation option.

Note: SE Powell Blvd (\$110 million), N Columbia Blvd (\$1.5 million) and N/NE Broadway are all in low-income communities and communities of color.

House Bill 5006 provides \$2 million to leverage **SW Capitol Highway** projects. These include an \$18 million sidewalk and bike lane project between Garden Home and Taylors Ferry Road, and a \$3 million ODOT All Roads Transportation Safety safety project at the SW Barbur / Capitol / Taylors Ferry "Crossroads."

House Bill 2597 closes loopholes in Oregon's distracted driving law and increases penalties. It offers first-time offenders an opportunity to complete a distracted driving avoidance course in lieu of payment. The law went into effect October 1, 2017. [VZ Action D.5]



International Walk and Roll to School Day at Jason Lee K-8 School in Oct. 2017.



Photo: Jonathan Maus

Discussing safety fixes on N. Columbia Boulevard near Midway Avenue at an event on Nov. 27, 2017 organized by PBOT's Safe Routes to School program

House Bill 2409 permits cities in Oregon to issue citations for speeding using a red light camera with technology that is capable of measuring speed. [VZ Action S.1]

Local policies


In 2016, Portland voters approved a 3% local tax on cannabis revenue, and in 2017 City Council appropriated \$1.464 million of the funds annually for Vision Zero actions. [VZ Action I.4]

House Bill 2682 gives the City of Portland authority to reduce residential speed limits from 25 to 20 miles per hour. Residential streets make up 70% of Portland's transportation network. [VZ Action S.2]

Slower driving speeds help prevent crashes and, when crashes occur, reduce the harm that results. A pedestrian hit by a driver at 25 mph is nearly twice as likely to die compared to someone hit at 20 mph (Tefft, 2013).





Installing Portland's first 20 miles per hour sign on Feb. 6, 2018, using authority granted by the State in 2017.



20 MPH IS PORTLAND'S NEW SPEED LIMIT ON RESIDENTIAL STREETS

- The new speed limit takes effect April 1, 2018 and PBOT will be installing signs to reflect the change.
- Slower driving speeds help prevent crashes and, when crashes occur, reduce the harm that results.



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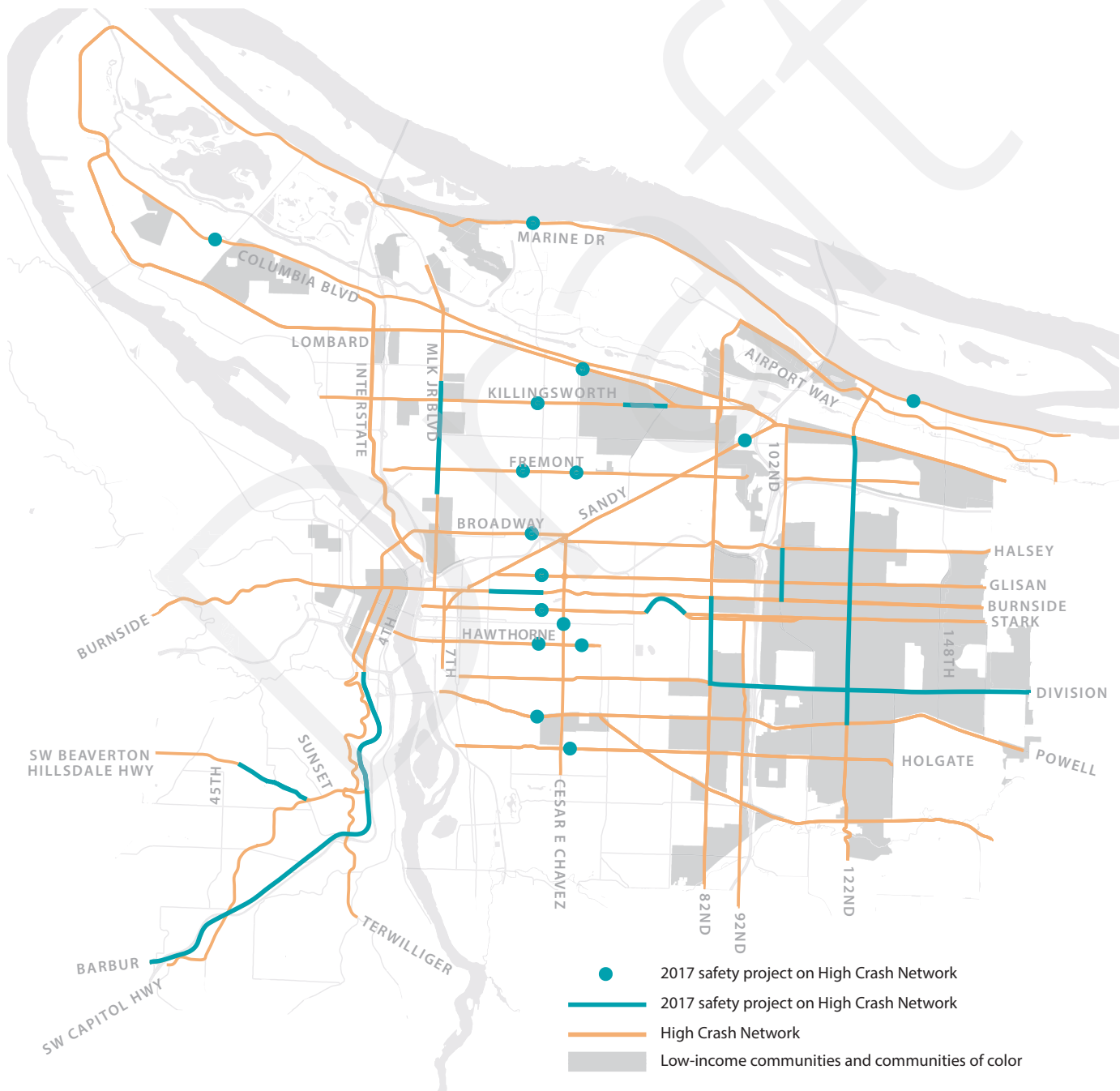
PBOT is distributing informational handouts to increase awareness of Portland's new 20 mile per hour residential speed limit.

Action area highlights

Street design

Portland's Vision Zero Action Plan calls for developing or updating guidelines for crosswalk spacing [VZ Action SD.4], protected bike lanes [VZ Action SD.5] and street lighting [VZ Action SD.6]. Substantial progress was made towards the completion of these three guidelines in 2017 and they will be completed in 2018. The guidelines will ensure that projects on Portland streets include consistent and necessary safety measures for visibility and protection of people walking and bicycling.

2017 SAFETY FIXES ON THE HIGH CRASH NETWORK



PBOT and partners began or finished constructing \$15.4 million in safety fixes on 21 High Crash Network streets in 2017. The High Crash Network includes Portland's 30 streets with the most crashes resulting in deaths and serious injuries.

Speed

Safe speeds save lives. Slower speeds reduce the number of crashes and the severity of crashes. In 2017, Portland developed a citywide speed management approach that includes speed limits, speed safety cameras, street design, and education.

Setting safe posted speeds citywide is a Vision Zero priority, on arterial and residential streets alike. In 2017, Portland reduced posted speeds on 26 streets (bit.ly/2DyxdeH). [VZ Action S.2]

Posted speeds set expectations about the appropriate driving speed. VZ Action S.2 aims to gain legislative authority for the City of Portland to set posted speeds on streets within Portland (that authority currently rests with the state).

While this authority was not gained in the 2017 legislative session, Portland was approved to reduce **residential street** speeds from 25 to 20 miles per hour. This approval will lead to safer speeds on 70% of Portland's total street network. Portland expects to enact 20 miles per hour residential speed limits in spring 2018.

Additionally, the Oregon Speed Zone Control Board approved Portland use of a faster, safety-focused methodology to apply for posted speed reduction on **non-arterial streets**. Under the new methodology, Portland reduced speeds on eight streets in 2017; all were approved in an average time of less than two months.

The City of Portland continues to make speed reduction requests on **arterial streets** as well, and speeds were reduced on nine arterial streets in 2017. ("Arterial street" is a classification that includes most big multi-lane streets.)

An automated speed safety camera two-year pilot program [VZ Action S.1] is underway on four high crash corridors: SW Beaverton-Hillsdale Hwy (2016), SE 122nd Ave (2017), SE Division St (2017), and NE Marine Dr (February 2018). The pilot program will be evaluated in 2018 and likely expanded in 2019.

To date, averaged over the corridors, speeding has decreased by 59%. Speed safety cameras are important to advancing the equity goals identified in the Vision Zero Action Plan because they enforce a dangerous behavior (speeding) without racially profiling, as called for in the first guiding principle.

19
CROSSWALKS
IMPROVED

14
NEW
CROSSWALKS



28
SPEED LIMIT
REDUCTIONS



Redesigning streets to achieve safe driving speeds [VZ Action S.3] is core to Vision Zero. The Vision Zero Action Plan calls for street design changes paired with posted speed reduction on four to six streets each year. In 2017, speed management and street redesign were completed on four streets: SW Beaverton-Hillsdale Hwy (18th to 39th), 122nd Ave (NE Sandy to SE Powell), E Burnside (15th to Laurelhurst Pl) and SE Hawthorne (30th to 50th).

Portland's first citywide traffic safety education campaign [VZ Action EA.1] will focus on the significant impact of unsafe speeds on Portland streets. It is currently being developed and will launch in spring 2018. The City has outfitted its fleet of over 1,000 passenger vehicles and light trucks with "Safe Speeds Save Lives" bumper stickers.

Impairment

Safe Ride Home [VZ Action I.1] is a new program that offers easy and affordable rides home to people who may have been drinking. The program launched in 2017 and will expand in 2018. Impairment by alcohol or drugs contributes to over half of the traffic deaths on Portland streets.

PBOT partnered with the Oregon Brewers Festival and Radio Cab in July 2017, enabling 844 festival-goers to take a reduced cost cab ride to or from the festival over the five-day event.

For New Year's Eve, PBOT worked with the Portland Police Bureau, the Old Town Hospitality Group, TriMet, taxi cab companies and transportation network companies to offer free and reduced rides in Portland. Over 2,500 people took advantage of discounted taxi and transportation network company rides, and an estimated 5,000 additional riders used TriMet. In 2018, PBOT and partners will expand this program to five additional holidays or events and to multiple locations.

Recreational cannabis tax revenue [VZ Action I.4] in the City of Portland supports Vision Zero as a result of City Council budget adoption.

Dangerous behaviors

Enforcing the most dangerous behaviors [VZ Action D.1] has been a focus of the Portland Police Traffic Division. Enforcement in 2017 included twice-weekly Vision Zero enforcement missions conducted on Portland's High

**8,500
SAFE RIDES
PROVIDED**



Portland's new program to prevent impaired driving provided nearly 8,500 rides home in 2017.

Crash Network. The Portland Police Bureau is mapping the locations of the missions with the aim that communities are neither ignored nor over-policed.

Street teams [VZ Action EA.2] are collaborations between PBOT, the Portland Police Bureau (PPB) and community organizations that educate Portlanders about Vision Zero and making safe choices while moving about the city (see photo at right).

PBOT staff and community volunteers select a location on the High Crash Network and spend two hours during the evening commute talking to people who are parking their cars, waiting for the bus or walking. In conjunction, PPB may run a Vision Zero enforcement mission, pulling over drivers for the most dangerous behaviors and sharing Vision Zero messaging.

Four Street Team outreach efforts took place in 2017. In spring of 2018, the Street Teams will start up again with two per month.

Distracted driving avoidance courses [VZ Action D.4] became available to first-time distracted driving offenders on Jan. 1, 2018, as a result of the passage of House Bill 2597 in 2017.

Partnerships

Agency and community partners are critical for advancing Vision Zero.

Portland City Council formed the **Vision Zero Task Force** in 2015 to develop the Vision Zero Action Plan. Following its adoption, the Vision Zero Task Force members elected to continue providing oversight and guidance through implementation of the Plan. Task Force members meet quarterly.

To advance the **Outer Division Street Safety Project**, PBOT awarded a \$50,000 contract to two community partners, the Asian Pacific American Network of Oregon (APANO) and the Division Midway Alliance (DMA). These agencies work to share and collect project feedback from Arabic, Burmese, Chinese, Somali, and Vietnamese speaking communities. [VZ Action SD.1].

Portland Police Bureau, Portland Fire Bureau and Portland Bureau of Transportation staff meet monthly to advance equity, enforcement, data-collection and crash reporting actions identified in the Action Plan. [VZ Action EA.6].



Street teams talk with people about traffic safety at SE Division & 122nd on July 20, 2017.



Practicing traffic safety skills at a multilingual event supported by PBOT in 2017.

Traffic crash report (2017)

The latest data indicate that both deaths and serious injuries resulting from traffic crashes have increased in Portland relative to prior year data (see Figure 1). As seen in Figure 2, overall traffic deaths have risen each year since 2012 and the number of people who have died while walking has increased each year since 2015.

These data indicate that eliminating all traffic deaths and serious injuries by 2025, while achievable, will require considerable continued effort by the City of Portland and residents.

Latest data at-a-glance

	Deaths		Serious injuries	
	2017	2016	2016	2015
People walking	18	13	47	23
People biking	2	5	18	21
People using transit	0	0	0	0
People in autos	25	26	210	197
Total	45	44	275	241

Note: Serious injury data is not yet available for 2017 and is preliminary for 2016.

People walking includes people using mobility devices and people in autos includes people riding motorcycles.

Serious injuries are defined as “a non-fatal injury that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred” (ODOT).

Figure 1. Both traffic deaths and serious injuries increased relative to prior year data.
Data: Portland Police Bureau (deaths), Oregon Department of Transportation (serious injuries)

Portland traffic deaths by travel option, 2013-2017

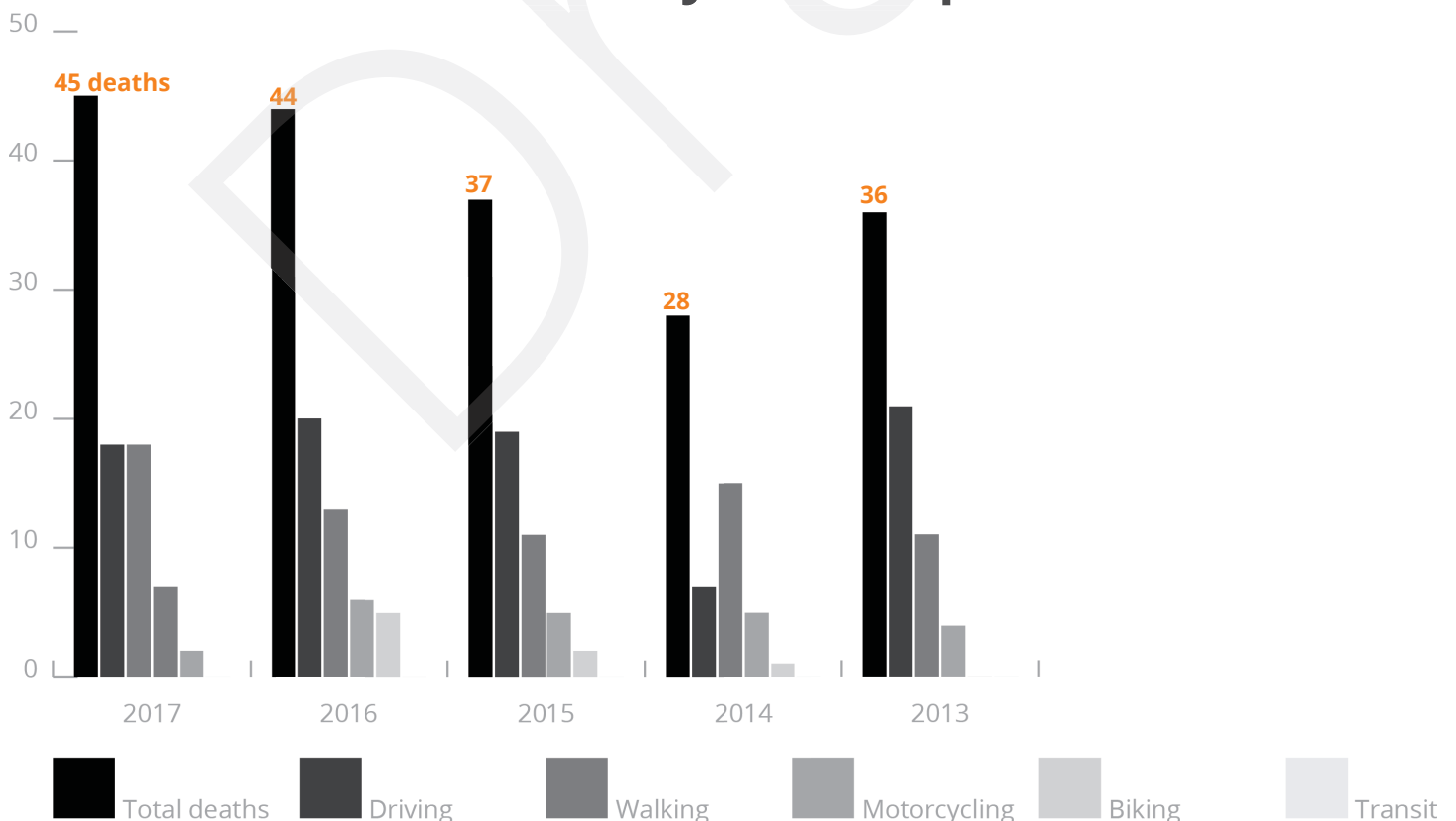


Figure 2. More people died in traffic crashes in Portland than in any year since 2003.
Data: Portland Police Bureau

2017 crash data support Vision Zero focus

The 45 traffic deaths that occurred in Portland in 2017 extend an upward trend in traffic deaths that began locally and nationally after 2010 (see Figure 3).

A previous analysis of 2004-2013 data found that 91% of deadly crashes in Portland involved **speed, impairment, and other dangerous behaviors**, and at least 57% involved **street design**. Vision Zero actions focus on these four factors to prevent deadly and serious injury crashes from occurring.

Preliminary 2017 data show that speed, impairment, and other dangerous behaviors continue to be factors in many traffic deaths that occur in Portland. In 2017, 69% of traffic deaths occurred on the High Crash Network (see map below), which indicates that street design remains an important factor in preventing traffic deaths and serious injuries.

TRAFFIC DEATHS PER 100,000 PEOPLE IN THE U.S. AND PORTLAND, OREGON, 1990-2016

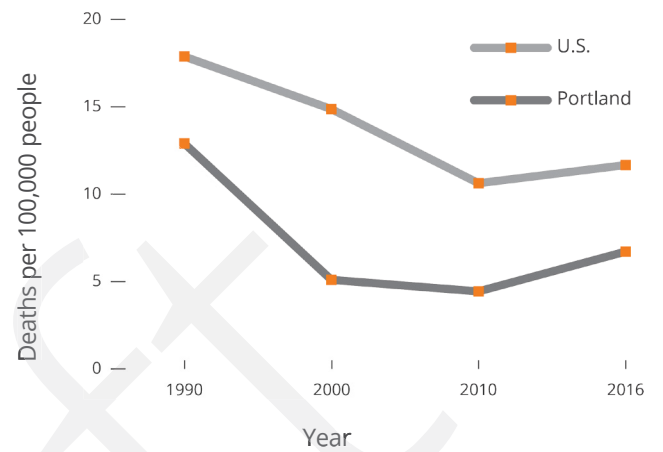
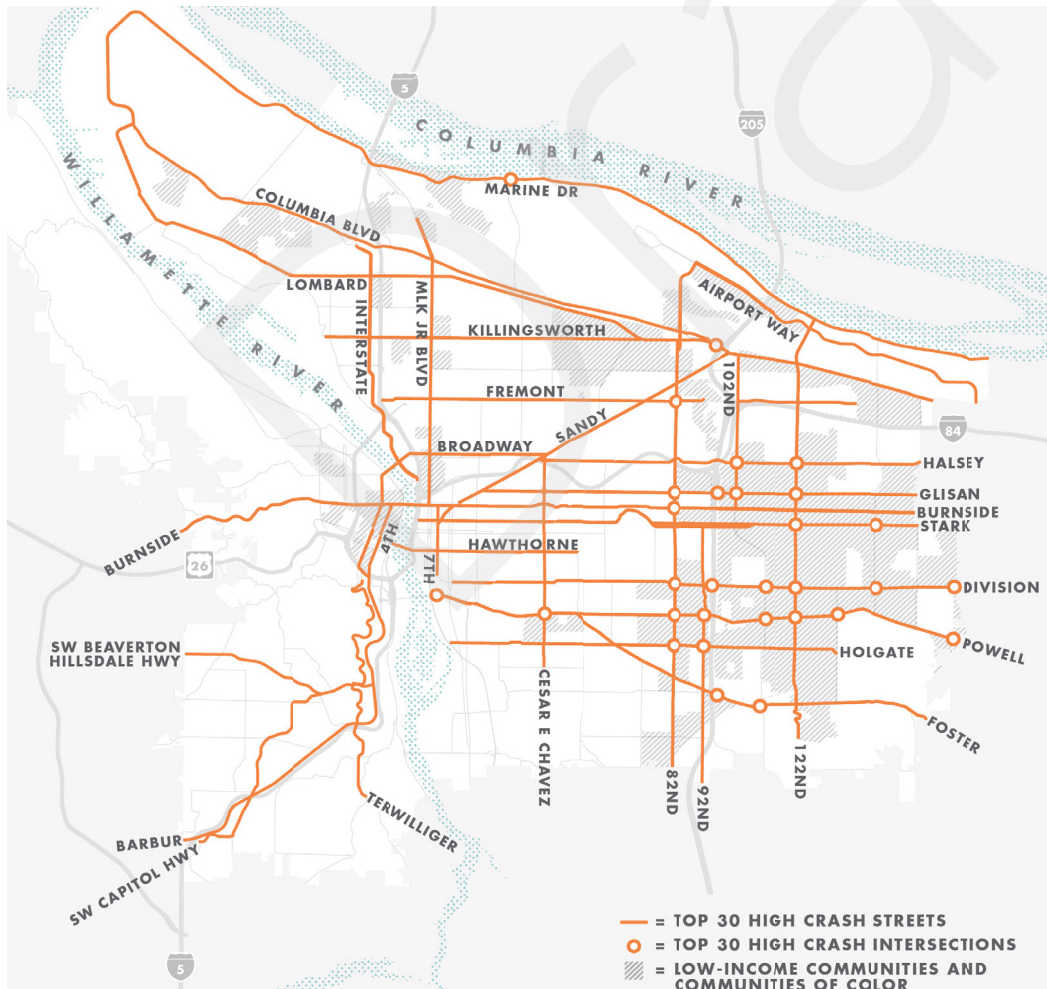


Figure 3. Traffic deaths have increased nationwide since 2010. Data: U.S. Census population estimates v2016, NHTSA FARS 2016

HIGH CRASH NETWORK STREETS & INTERSECTIONS, PORTLAND, OREGON



High Crash Network streets make up 8 percent of Portland's street network. Data: Oregon Department of Transportation

69%
of traffic deaths occurred on the High Crash Network in 2017

1 in 3
traffic deaths occurred in low-income communities and communities of color in 2017

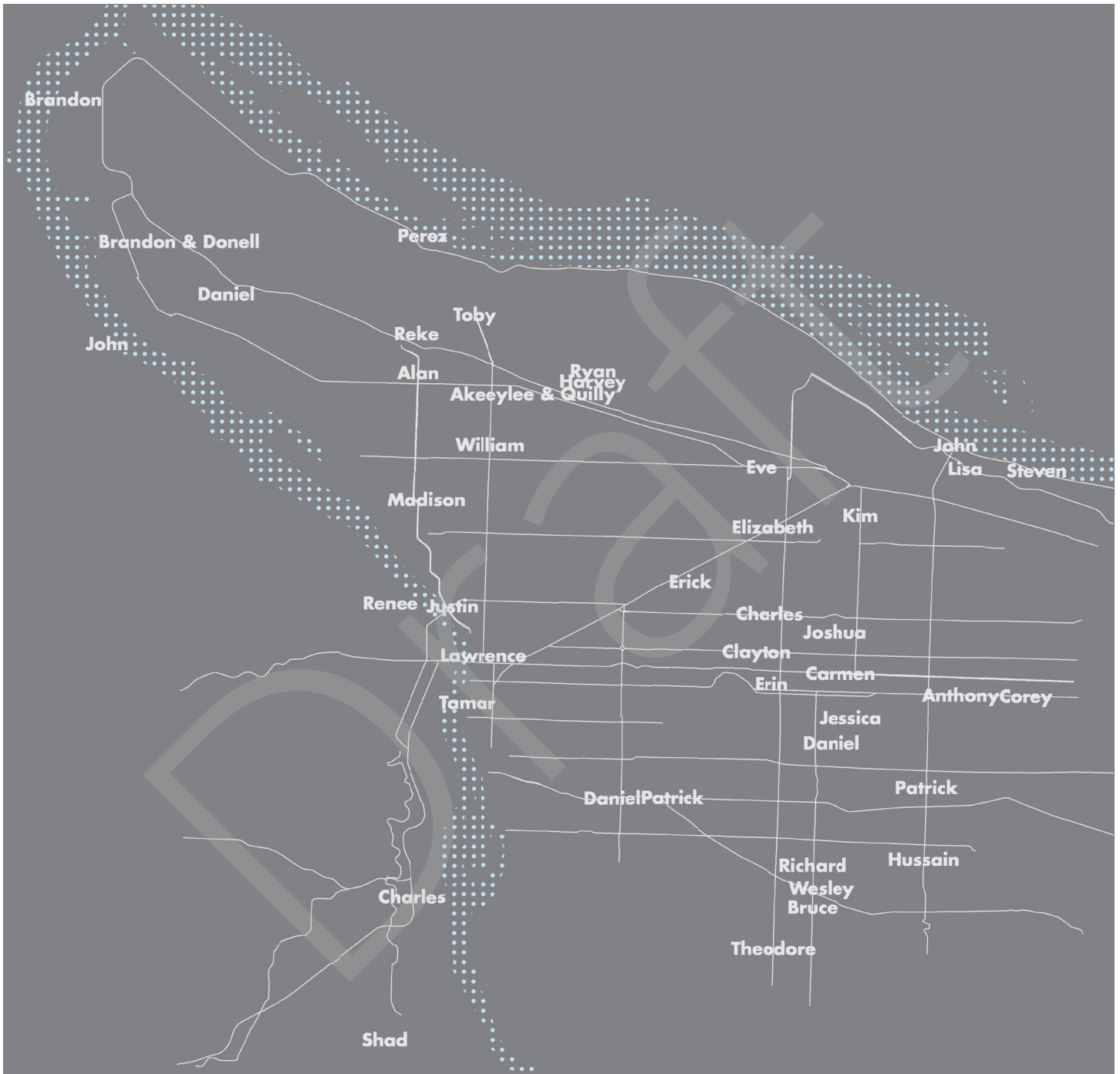
The High Crash Network comprises the 30 deadliest streets and intersections in Portland based on crash data.

Low-income communities and communities of color is based on a composite index of 10 equity indicators identified by TriMet. The index includes the census blocks in Portland that scored in the top quartile of the following 10 equity indicators:

- People of color
- Low-income households
- People with disabilities
- Low English Proficiency persons
- Youth
- Older adults
- Affordable housing
- Lower paying jobs
- Poor vehicle access
- Access to services

People who died in traffic crashes, Portland, Oregon, 2017

45 people died in 2017 based on national reporting criteria



The first names and approximate location of Portland's 45 traffic death victims. In addition to the people on the map, six people died in traffic crashes that are excluded under national reporting criteria. See "how crash data works" below for details.

Data: Portland Police Bureau

The table below describes the crash date, name, age, travel type and approximate crash location of people who died of traffic crashes in Portland in 2017.

In the year 2017:

- October and November had the most number of traffic deaths with eight each month
- The deadliest single crash occurred September 18 at NE Lombard & 15th Ave. when a child and two adults died in a motor vehicle crash involving alcohol and dangerous speeds.
- The median age of people who died was 43, with a range from age 12 to 87
- 38 people who died were male and 13 were female

Date	First name	Last name	Age	Travel type	Approximate crash location
1/4	Jessica	Moore	43	Walking	SE Main & 101st
1/23	Charles	Umpleby	37	Motor vehicle	SW Barbur & Parkhill
2/6	Alan	Marsan	53	Biking	N Interstate & Farragut
3/9	Corey	Simmons	39	Walking	SE Stark & 148th
3/19	Erick	Fry	45	Motorcycle	NE 57th & Sacramento
3/21	Richard	Novotny	78	Motorcycle	SE 92nd & Steele
4/21	Daniel	Kharlamov	20	Motorcycle	SE Powell & 37th
4/26	Bruce	McQuakay	35	Walking	SE Foster & 92nd
4/30	Eve	Dorner	30	Walking	NE Killingsworth & 75th
5/5	Theodore	Jones	45	Walking	SE 82nd & Flavel
5/12	Toby	Holtrop	49	Walking	NE Martin Luther King, Jr. & Gertz
5/16	John	Anderson	48	Motor vehicle	NE Marine & 122nd
6/17	Ryan	Anderson	43	Motorcycle	7911 NE 33rd
6/22	Erin	Brenneman	26	Walking	SE 80th & Pine
6/28	Brandon Donnell	Levison Wilkins	22 23	Motor vehicle Motor vehicle	N Columbia & Swift
6/30	Steven	Tomlinson	62	Motor vehicle	NE Marine & 148th
7/1	Hussain	Alhamzah	24	Walking	SE 122nd & Liebe
7/3	Patrick	Ahearn	23	Walking	SE 122nd & Woodward
7/3	Daniel	Wescott	57	Motor vehicle	NE 96th & Mill
7/3	Lisa	Whitecloud	41	Motor vehicle	13000 NE Airport Way
7/13	Justin	Hauser	33	Motor vehicle	N Broadway & Benton
7/14	Patrick	Moore	51	Walking	SE Powell & 50th
7/24	Wesley	Allen	23	Walking	Interstate 205 & SE Foster
8/6	Carmen	Langes	69	Motor vehicle	E Burnside & 99th
8/21	Tamar	Monhait	41	Biking	SE Water & Taylor
8/27	Joshua	Brisack	34	Motorcycle	Interstate 205 & Interstate 84
9/18	Akeylee Quilly	Burton Lucas	12 42	Motor vehicle Motor vehicle	NE Lombard & 15th

Date	First name	Last name	Age	Travel type	Approximate crash location
9/23	Lawrence	Case	87	Walking	NE Martin Luther King, Jr. & Davis
9/25	Reke	Agee	61	Walking	NE Columbia & Interstate Pl.
10/7	Charles	Bergeron	58	Walking	NE 82nd & Jonesmore
10/12	Renee	Beus	37	Motorcycle	Interstate 405 & Highway 30
10/13	Brandon	Cassel	25	Motor vehicle	N Lombard & Marine
10/22	Anthony	Reyes	21	Motor vehicle	SE Stark & 135th
10/27	William	Robbins	55	Walking	NE Martin Luther King, Jr. & Simpson
10/27	Harvey	Horbury	72	Motorcycle	7701 NE 33rd Drive
11/4	John	Cook	71	Motor vehicle	St. Johns Bridge & NW Bridge
11/8	Madison	Ries	25	Walking	Interstate 5 near Skidmore overpass
11/21	Clayton	Hopper	49	Motor vehicle	NE Glisan near 75th Ave.
11/26	Daniel	Ramsey	24	Walking	7000 block of N. Fessenden
11/26	Perez	Roman	47	Motor vehicle	I-5 between Marine & Interstate Bridge
11/30	Kim	Nguyen	75	Walking	NE 102nd & Skidmore
12/3	Shad	Alexander	44	Motor vehicle	SW Boones Ferry near Arnold
12/20	Elizabeth	Meyers	60	Walking	7800 block NE Sandy Blvd.

Deaths excluded by national reporting criteria

1/1	Charnae	Williams	22	Walking	I-5 between SE Powell and SE Division
2/23	Marie	Passmore	86	Motor vehicle	5100 block SE Harney
9/18	Deangelo	Washington	25	Motor vehicle	NE Lombard & 15th
10/31	Boyd	Littell	40	Biking	SE 20th & Belmont
11/12	Enrico	Reyes	40	Walking	SE Stark & 146th
12/22	Robby	Gibb	28	Walking	SW 1st & Clay

How crash data works

ODOT compiles the official crash record for the State of Oregon using self-reported information and traffic crash investigations. For deadly crash data, PBOT also works directly with the Portland Police Bureau (see diagram).

PBOT uses national traffic crash reporting criteria that exclude the following deaths:

- Those occurring more than 30 days after a crash,
- Deaths not involving a motor vehicle,
- Intentional deaths, and
- Deaths that occur in parking lots.

PBOT excluded six deaths from crash reporting in 2017 as a result of these criteria (see bottom of table above). Deaths are also excluded if a medical examiner determines that a person died of causes not directly attributable to a traffic crash, such as suffering a heart attack while driving.

Regardless of reporting criteria, PBOT uses all available data to inform safety fixes.

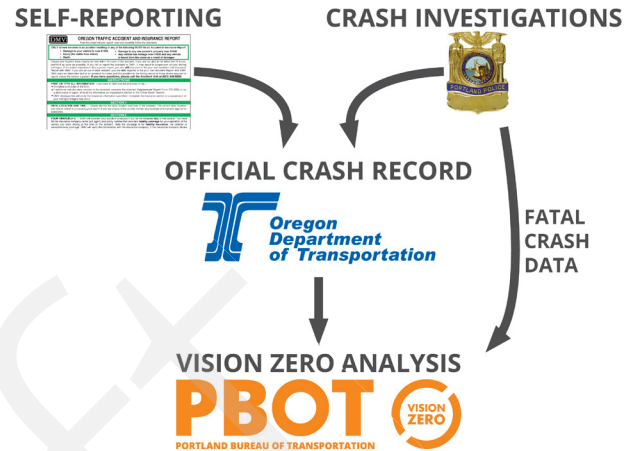
Near misses: Property damage highlights potential hazards

Crashes that do not result in deaths or serious injuries can still be useful in identifying locations that may need safety fixes.

One source of property damage data is provided by TriMet (see Figure 18). While transit is the safest way to travel in Portland, collisions involving people driving into TriMet property indicate where people may be at risk when accessing transit.

The figures at right identify damage only at bus stops in Portland's public right-of-way, and not at park-and-rides, Portland Streetcar stations, etc.

CRASH DATA SOURCES



PBOT supplements the official crash record with Portland Police Bureau data to obtain the latest information.

192
poles
6% of total

30
shelters
4% of total

19
benches
4% of total



A damaged bus shelter at NE 82nd & Prescott in 2017. Figures refer to damaged shelters and standalone poles and benches in Portland from 2015-17. Data: TriMet