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299-2023

[Report](#)

Accept Vision Zero 2022 Deadly Traffic Crash Report

Accepted

REPORT TO COUNCIL

DATE: April 19, 2023

TO: Commissioner Mingus Mapps

FROM: Shannon Carney, Commissioner's Senior Staff Rep

SUBJECT: Vision Zero 2022 Deadly Traffic Crash Report

The Portland Bureau of Transportation asks City Council to accept the annual Vision Zero Deadly Traffic Crash Report 2022. The Vision Zero Deadly Crash Report is published each year to provide elected officials, policymakers, government institutions, community organization, another interested partners with information to guide discussion and decisions on traffic safety projects and resources.

Documents and Exhibits

[Vision Zero 2022 Report](#) 3.39 MB

Impact Statement

Purpose of Proposed Legislation and Background Information

- The Portland Bureau of Transportation asks City Council to accept the annual Vision Zero Deadly Traffic Crash Report 2022. The Vision Zero Deadly Crash Report is published each year to provide elected officials, policymakers, government institutions, community organization, another interested partners with information to guide discussion and decisions on traffic safety projects and resources.

Introduced by

[Commissioner Mingus Mapps](#)

Bureau

[Transportation](#)

Contact

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Committee - Staff Liaison✉ matt.a.grumm@portlandoregon.gov📞 [503-823-3027](tel:503-823-3027)**Dana Dickman**

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Requested Agenda Type

Time Certain

Date and Time Information

Requested Council Date

April 19, 2023

Requested Start Time

9:45 am

Time Requested

30 minutes

Financial and Budgetary Impacts

Not applicable

Community Impacts and Community Involvement

- The Vision Zero Deadly Traffic Crash Report 2022 has garnered significant public and media attention, including coverage by most local print media and TV news stations.
- Findings from the annual report have been shared in public meetings, followed by public discussion of annual traffic death trends and efforts to address safety needs on Portland streets.

100% Renewable Goal

Not applicable

Budget Office Financial Impact Analysis

No fiscal impact.

Agenda Items

299 Time Certain in [April 19, 2023 Council Agenda](#)

Accepted

Motion to accept the report: Moved by Mapps and seconded by Ryan.

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

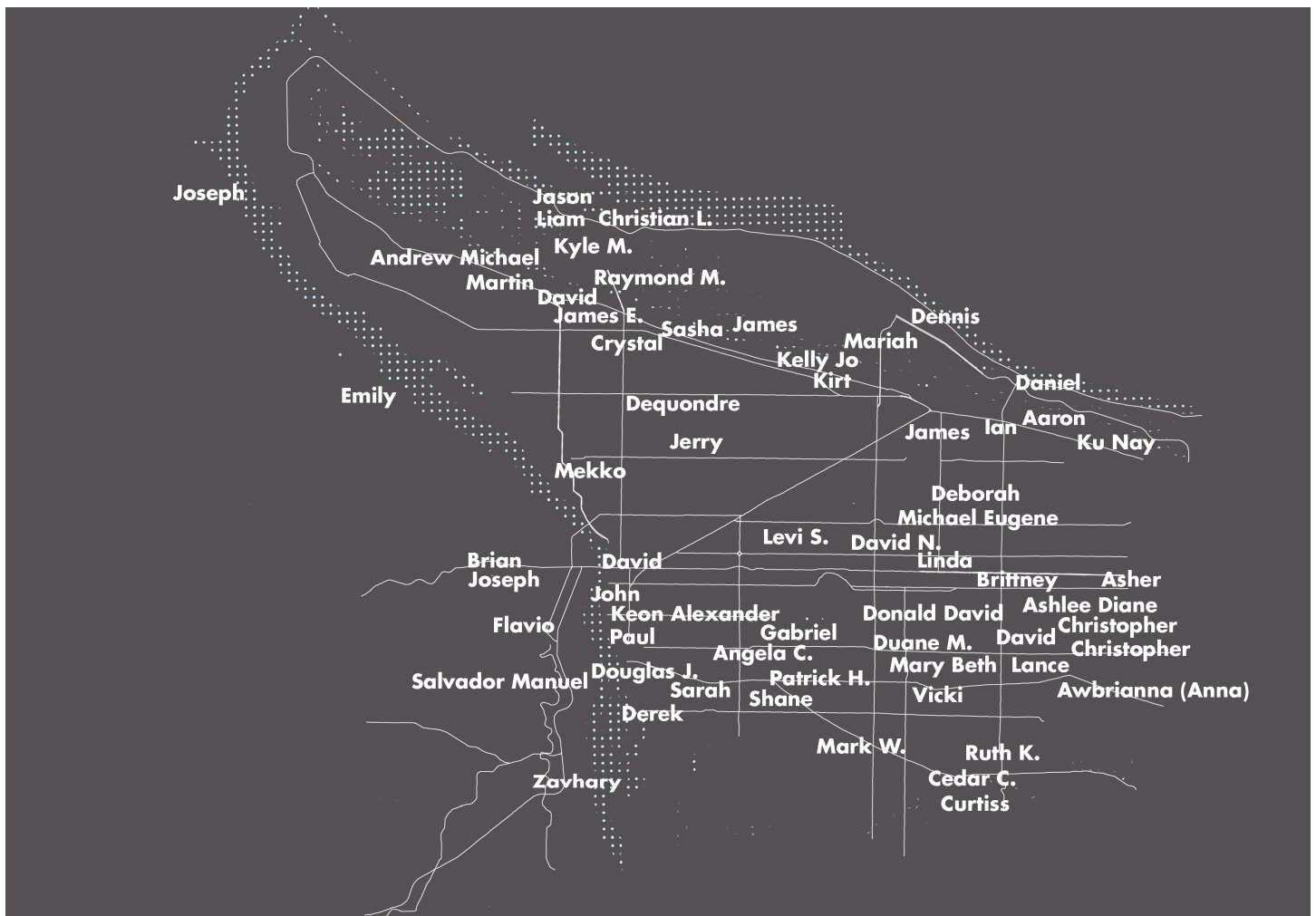
Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

VISION ZERO

PORTLAND 2022 DEADLY TRAFFIC CRASH REPORT



The first names and approximate location of Portland's 63 traffic death victims.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

visionzeroportland.com

February 2023

Portland 2022 deadly traffic crash report

In 2022, 63 people died in traffic crashes in Portland. That is the same number of people killed in 2021, and a higher death toll than we've seen in at least three decades.

The people who died on Portland's streets were children, parents, siblings, aunts and uncles, neighbors, and friends. Their lives were cut short. Their loss has left gaping holes in the hearts of those who knew them and loved them. Our communities and our city mourn their losses. We can do better.

The City of Portland and the Vision Zero program at the Portland Bureau of Transportation (PBOT) aim to eliminate both traffic deaths and serious injuries in Portland. The State of Oregon and the U.S. Department of Transportation also have goals to eliminate traffic deaths.

Figure 1 summarizes traffic deaths by travel mode over the last five years. **Figure 2** provides the most recent data available on traffic deaths and serious injuries. **Figure 3** shows Portland's High Crash Network, which is comprised of the city's thirty highest crash streets and intersections. **Figure 4** displays the first names of traffic death victims and approximate location where these 63 deaths occurred on Portland streets. **Figure 5** summarizes traffic deaths by travel mode in Portland from 2000 through 2022. **Figure 6** is an image of a new protected intersection in Southeast Portland designed to shorten the crossing distance and improve safety for people walking, bicycling, rolling and using a mobility device. **Figure 7** shows the traffic death rate in the U.S., Oregon, and Portland since 1990. **Figure 8** illustrates how PBOT obtains crash data.

Finalized data from 2018-2020 was provided by Oregon Department of Transportation (ODOT). Preliminary data for 2021-2022 comes from the Portland Police Bureau. No data is available yet on serious injuries from 2021-2022.

Portland traffic deaths by travel mode, 2018-2022

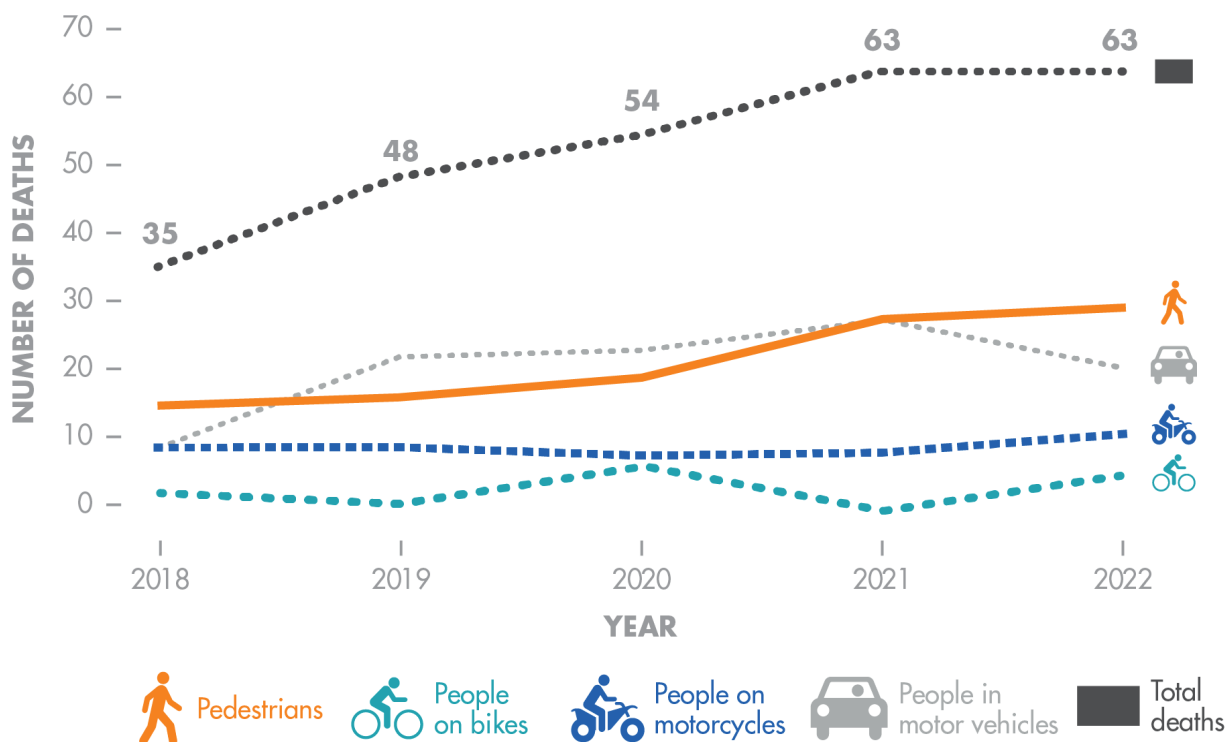


Figure 1. Portland traffic deaths by travel mode, 2018-2022.

Data: Portland Police Bureau (2021-2022), ODOT (2018-2020).

Latest data for traffic deaths and serious injuries in Portland by travel mode

| Deaths | 2018 | 2019 | 2020 | 2021 | 2022 |
|--------------------------|------|------|------|----------------------------|------|
| People in motor vehicles | 9 | 22 | 23 | 27 | 20 |
| People on motorcycles | 9 | 9 | 8 | 9 | 11 |
| Pedestrians* | 15 | 16 | 18 | 27 | 28 |
| People on bicycles | 2 | 1 | 5 | 0 | 4 |
| Total deaths | 35 | 48 | 54 | 63 | 63 |
| Serious injuries** | 2018 | 2019 | 2020 | 2021 | 2022 |
| People in motor vehicles | 145 | 182 | 131 | Information unavailable | |
| People on motorcycles | 49 | 49 | 22 | | |
| Pedestrians* | 32 | 35 | 45 | | |
| People on bicycles | 15 | 8 | 8 | | |
| Total serious injuries** | 241 | 274 | 206 | | |

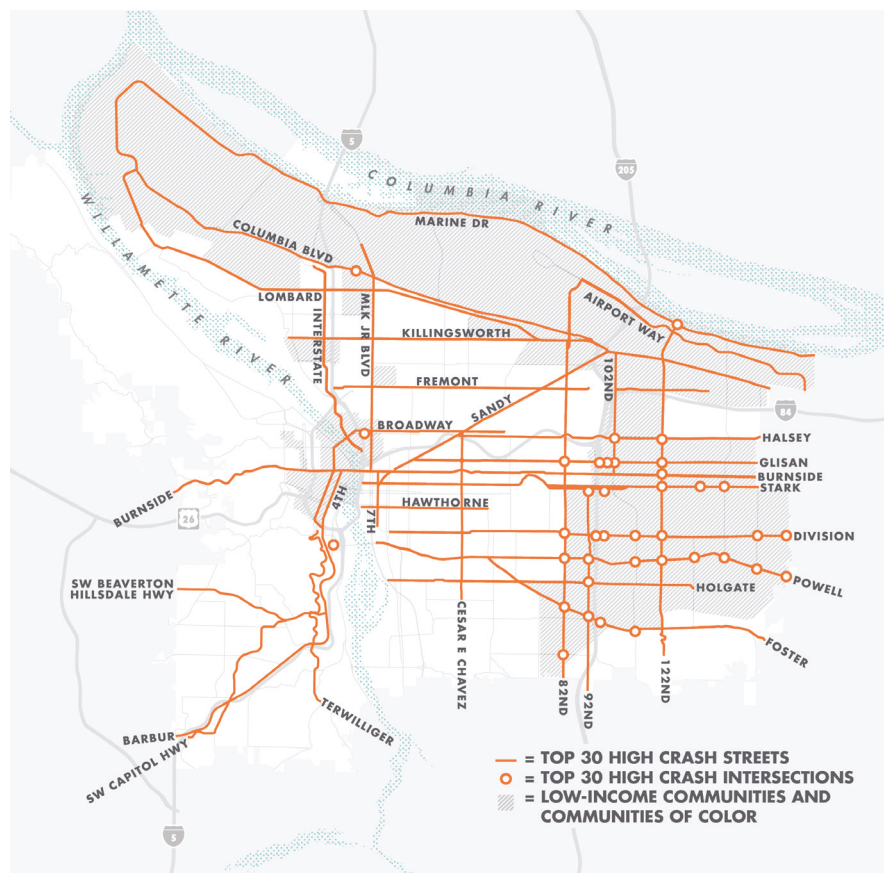
Figure 2. Recent traffic deaths and serious injuries**, by year.

Data: ODOT (2018-2020), Portland Police Bureau (2021-2022).

*Includes people walking, using mobility devices, riding skateboards, or on e-scooters.

**Serious injury is defined by the ODOT [2018 Motor Vehicle Traffic Crash Analysis and Code Manual](#) (page 177) as “a non-fatal injury which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.”

High Crash Network streets and intersections



More than half of deadly crashes occurred on the busiest streets in Portland. The High Crash Network comprises Portland's 30 deadliest streets and intersections, based on crash data. While High Crash Network streets account for only 8% of Portland streets, in 2022 they accounted for 70% of deadly crashes.

“Low-income communities and communities of color” refers to locations with a PBOT Equity Matrix score higher than seven, which indicate locations with relatively high proportions of individuals with these characteristics based on 2014-2018 American Community Survey 5-year estimates.

More on the Equity Matrix can be found at: [What is the PBOT Equity Matrix?](#)

Figure 3: High crash streets and intersections in Portland.

An interactive map of this network and crashes is available at map.visionzeroportland.com.

People who died in traffic crashes in Portland in 2022



Figure 4: People who died in traffic crashes in Portland in 2022.

The first names of traffic death victims and approximate location where these 63 deaths occurred on Portland streets. The 63 deaths illustrated here are based on preliminary data and subject to change. In addition to the names here, at least seven others died in crashes which are excluded under national reporting criteria. See "How crash data works" below for details.

Data: Portland Police Bureau.

The table below has detailed information on the 63 people who died in traffic crashes in Portland in 2022 as well as at least seven others who died under circumstances excluded from standard reporting criteria. The average age of people who died in traffic crashes in 2022 was 43 and ranged from 17 to 74. Of these deaths, 47 were male and 16 were female. Additionally, 21 traffic deaths occurred on state-owned streets.

| Date | Name | Age | Travel type | Approximate crash location |
|------|---------------------------------|-----|---------------|--|
| 1/2 | Salvador Manuel Rodriguez-Lopez | 34 | Motor vehicle | Northbound I-5, north of S Macadam Avenue exit |
| 1/3 | Mariah Chappel | 45 | Pedestrian | 7000 block NE Alderwood Rd |
| 1/3 | Levi S. Gilliland | 33 | Motor vehicle | NE Glisan St and 56th Ave |
| 1/9 | Mark W. Barnette | 60 | Motor vehicle | SE 82nd Ave and Ellis St |
| 1/12 | Kyle M. Beck | 35 | Pedestrian | N Denver Ave, south of I-5 overpass |
| 1/13 | Linda Berget | 52 | Pedestrian | NE Glisan St and northbound I-205 on-ramp |
| 1/20 | Douglas J. Kereczman | 40 | Motor vehicle | SE McLoughlin Blvd and Holgate Blvd |
| 1/22 | Awbrianna (Anna) Rollings | 26 | Pedestrian | SE 160th Ave and Powell Blvd |
| 1/29 | Duane M. Davidson | 56 | Pedestrian | SE Division St and 101st Ave |
| 1/31 | Liam Ollila | 26 | Pedestrian | Southbound I-5, south of Interstate Bridge |
| 2/5 | Zavhary Fletcher | 45 | Motorcycle | Southbound I-5, north of SW Brier Pl overpass |
| 2/16 | David N. Wickham | 43 | Motorcycle | NE Glisan St and 87th Ave |
| 2/25 | Cedar C. Markey-Towler | 41 | Pedestrian | 11400 block of SE Foster Rd |
| 3/3 | Patrick H. Bishop | 46 | Pedestrian | SE Division St and 65th Ave |
| 3/14 | Derek Benedict | 45 | Motor vehicle | SE McLoughlin Blvd and Holgate Blvd |
| 3/18 | Raymond M. McWilliams | 59 | Pedestrian | NE Vancouver Way and Gertz Rd |
| 3/24 | James E. Martin | 26 | Motorcycle | N Vancouver Ave and Columbia Blvd |
| 4/4 | Angela C. Boyd | 44 | Pedestrian | SE Powell Blvd and 47th Ave |
| 4/8 | Donald David Anderfuren | 65 | Pedestrian | SE Division St and 96th Ave |
| 4/30 | Joseph Dubois | 44 | Motor vehicle | NW St Helens Rd near St Johns Bridge |
| 4/30 | Andrew Michael Bachman | 21 | Motor vehicle | N Columbia Blvd and N Peninsular Ave |
| 5/4 | Shane Johnson | 43 | Motorcycle | SE Powell Blvd and 50th Ave |
| 5/8 | John Ellstrom | 54 | Pedestrian | Morrison Bridge near I-5 ramp |
| 5/14 | Gabriel Almasan | 17 | Motorcycle | SE Powell Blvd and 62nd Ave |
| 5/27 | Emily Glover | 39 | Motor vehicle | 4200 NW Yeon Ave |
| 5/31 | James Byrd | 52 | Motor vehicle | NE 102nd Ave and Prescott St |
| 6/7 | Michael Eugene Sprague | 71 | Bicycle | NE Glisan St and 102nd Ave |
| 6/16 | Kirt Woodruff | 63 | Motor vehicle | NE Columbia Blvd and Alderwood St |
| 7/10 | Martin Crommie | 70 | Bicycle | N Juneau St and Chautauqua Blvd |

continued on next page

| Date | Name | Age | Travel type | Approximate crash location |
|-------------|------------------------|------------|--------------------|--|
| 7/13 | Brittney Curtiss | 21 | Motor vehicle | E Burnside St and 124th Ave |
| 7/16 | Vicki Edwards | 63 | Pedestrian | SE Holgate Blvd and 100th Ave |
| 7/16 | Paul McFarland | 50 | Motorcycle | SE Martin Luther King Jr Blvd over Division St |
| 7/18 | Daniel Hernandez | 29 | Motor vehicle | NE Marine Dr and 110th Ave |
| 7/20 | Flavio Martinez | 74 | Motor vehicle | 2500 block of SW Terwilliger Blvd |
| 7/27 | James Wood | 67 | Motor vehicle | 5300 block of NE Cornfoot Rd |
| 8/14 | Ruth K. Ott | 41 | Motorcycle | 11400 block of SE Foster Rd |
| 8/27 | Ashlee Diane McGill | 26 | Pedestrian | SE Stark St and 131st Ave |
| 8/30 | Jason Delay | 50 | Motorcycle | N Expo Rd south of Expo Transit Station |
| 8/30 | Christian L. Lint | 72 | Pedestrian | N Martin Luther King Jr Blvd and Marine Dr |
| 9/14 | Brian Lemasters | 50 | Pedestrian | 2230 W Burnside St |
| 9/24 | Jerry Ledbetter | 29 | Motor vehicle | NE 33rd Ave and Siskiyou St |
| 9/29 | Ian Stegall | 22 | Pedestrian | 4000 block of NE 122nd Ave |
| 9/30 | Kelly Jo Severson | 49 | Pedestrian | NE Lombard St and 55th Ave |
| 10/4 | Sarah Pliner | 50 | Bicycle | SE Powell Blvd and 26th Ave |
| 10/5 | Keon Alexander Zarrabi | 34 | Motorcycle | SE Sixth Ave and Morrison St |
| 10/17 | Asher Drain | 21 | Pedestrian | SE Stark St and 146th Ave |
| 10/20 | Dennis Piskovoy | 24 | Motor vehicle | 8800 block of NE Marine Dr |
| 10/26 | Mekko Jackson | 19 | Pedestrian | N Interstate Ave and Graham St |
| 10/28 | Mary Beth Vanlanen | 47 | Bicycle | SE Division St and 92nd Ave |
| 11/8 | Ku Nay Htoo | 55 | Pedestrian | NE 162nd Ave and Fargo St |
| 11/21 | Lance Brannan | 45 | Pedestrian | SE Powell Blvd and 138th Ave |
| 11/26 | Deborah Johnson | 66 | Pedestrian | NE 103rd Ave and Halsey St |
| 12/1 | Curtiss Healon | 45 | Motorcycle | SE 92nd Ave and Duke St |
| 12/5 | Dequondre James | 34 | Motor vehicle | NE Prescott St and 11th Ave |
| 12/7 | Sasha Elliott | 41 | Motor vehicle | NE Columbia Blvd, west of 33rd Ave |
| 12/9 | David Lamb | 39 | Motor vehicle | SE 117th Ave and Division St |
| 12/12 | Christopher Heil | 31 | Motorcycle | SE Division St and 153rd Ave |
| 12/14 | Crystal Litscher | 38 | Pedestrian | NE Martin Luther King Jr Blvd and Halleck St |
| 12/17 | Christopher Rios | 18 | Motor vehicle | SE 148th Ave and Main St |
| 12/18 | David Northcutt | 50 | Pedestrian | N Columbia Blvd and Interstate Pl |
| 12/19 | David Belen | 48 | Pedestrian | Northbound I-5 on Marquam Bridge, near I-84 ramp |
| 12/19 | Aaron Krache | 53 | Pedestrian | 14100 block of NE Sandy Blvd |
| 12/22 | Joseph Capone | 36 | Pedestrian | W Burnside St and 22nd Ave |

| Date | Name | Age | Travel type | Approximate crash location |
|-------|---------------------|-----|---------------|--|
| 2/3* | ** | ** | Motor vehicle | Northbound I-405, next to N Kerby Ave exit |
| 3/25* | ** | 34 | Pedestrian | NE Marine Dr and 148th Ave |
| 5/3* | Ronald McMaster | 65 | Motor vehicle | 4100 block of SW 6th Ave |
| 5/13* | Phillip Ellis Allen | 43 | Pedestrian | E Burnside St and 160th Ave |
| 6/5* | Christiansen Nils | ** | Pedestrian | I-84 and NE Sandy Blvd |
| 6/6* | Vincent Timothy | 42 | Pedestrian | SE 82nd Ave and Center St |
| 8/7* | ** | ** | Pedestrian | Eastbound I-84, west of NE 82nd Ave |

*Deaths that are excluded from Portland Vision Zero annual reporting. Factors that exclude these include: deaths that occurred in a parking lot, deaths that occurred due to a medical event, crashes that did not include a motor vehicle, or acts of suicide or homicide. The last section of this report, “How crash data works,” provides a comprehensive description of traffic death reporting criteria.

**Information unavailable.

Portland traffic deaths by travel mode, 2000-2022



Figure 5. Portland traffic deaths by travel mode, 2000-2022.

Data: ODOT (2000-2020), Portland Police Bureau (2021-2022).

Portland deadly crash patterns and trends

The City of Portland adopted Vision Zero in 2015 and the PBOT began implementing the city's Vision Zero Action Plan in 2017. Since then, some trends have endured while others are more recent.

What were **persistent trends** we saw in 2022? Most were related to fatalities on the High Crash Network, high speeds, and crashes involving pedestrians:

- In 2022, 70% of traffic deaths occurred on Portland's **High Crash Network**, the 8% of Portland streets that account for most deadly crashes (see **Figure 3** above). The percent of traffic deaths on Portland's High Crash Network is consistently high. The years 2018-2021 saw an average 59% of deadly crashes occur on the High Crash Network, with a range of 56-61%.
- Portland has aggressively reduced **speed limits** the last five years. While only 8% of our streets remain posted at 35 mph or higher. 46% of traffic deaths occurred on these streets in 2022. In the last three years, 46-75% of fatal crashes have occurred on these higher-speed streets. The high number of traffic deaths on these streets emphasizes the need to both improve engineering and reduce posted speeds.
- In 2022, **pedestrians** made up 44% of traffic deaths, which was above the average of 38% for 2018-2021. In the last two years, there has been a dramatic increase in the number of pedestrians who died compared to the three years prior. There was an average of 16 pedestrians who died each year in 2018-2020, compared to 27 pedestrian deaths in 2021 and 28 pedestrian deaths in 2022.
- In 2022, four people died **bicycling** in Portland. From 2018-2021 there were an average of two bicyclist deaths per year, within a range of zero in 2021 to five in 2020.
- **Speed and impairment** continue to be dangerous contributing factors in deadly crashes in Portland. (More information is provided below.)

In addition to the tragic number of traffic deaths in 2022, what **other trends** have we seen more recently? For one, we saw more pedestrians killed in darker conditions. We also saw a persistent over-representation of deaths involving people experiencing houselessness. Finally, we saw more deaths from hit-and-run crashes and from vehicles running off the road:

- In 2022, 63 people died in traffic crashes in Portland, matching the number of deaths in 2021, which is the **highest traffic death toll** in at least thirty years. The average over 2018-2021 was 50 traffic deaths per year, ranging from 35 in 2018 to 63 in 2021.
- Seventy-four percent of traffic deaths occurred in **darker conditions**, which includes dusk, nighttime, and dawn, with a three-year average of 72%. Of pedestrian deaths, 93% occurred in darker conditions, with a three-year average of 89%.
- **Houseless community members** made up 19% of traffic deaths in 2022, and yet make up an estimated 0.7% of the population in Multnomah County, per the [2022 Point-in-Time Report](#). Of the 28 pedestrians who died in 2022, 10 of them (36%) were experiencing houselessness, meaning that Portlanders experiencing houselessness were over 50 times more likely to die as a pedestrian in a traffic crash than the population overall. PBOT first started tracking traffic deaths involving houseless community members in 2021 when we found that 33% of all traffic deaths and 70% of pedestrian traffic deaths were people experiencing houselessness. The staggeringly disproportionate impact of traffic violence on this population speaks to the extreme risks of persistent exposure to traffic, often on high-speed streets.
- Deaths from **vehicles running off the road** increased from an average of 20% in 2018-2021 to 24% in 2022. This type of crash can be associated with speed and impairment as contributing factors.
- Deaths from **hit-and-run** crashes jumped from 22% in 2021 to 27% in 2022. Seventeen people died in hit-and-run crashes in 2022, compared to 14 in 2021 and seven in 2020. Driving impaired is often a reason for hit-and-runs.



Figure 6. A new protected intersection on SE Division Street at 148th Avenue is designed to shorten the crossing distance and improve safety for people walking, bicycling, rolling and using mobility devices.

Speed and impairment continue to be contributing factors in deadly crashes in Portland. However, data is limited here because of the high number of hit-and-runs as well as some fatal crashes still under investigation.

According to the World Health Organization, when average speeds increase 1%, the risk of deadly crashes goes up by 4% and the risk of serious crashes rises by 3%. For this reason, they recommend that urban speed limits should not exceed about 30 mph (50 km/h).

PBOT's [speed limit setting directive](#) states that "most posted speed limits in Portland should be 20 to 25 miles per hour," a goal Portland is working toward. Still, about 15% of streets in Portland have speed limits 30 mph and higher, and about 8% of streets in Portland have speed limits 35 mph and higher, both on and off the High Crash Network. PBOT continues to prioritize lowering speed limits and changing street design to support slower speeds.

Race and ethnicity information is identified for all 63 people who died in traffic crashes in 2022. This data is based on subjective identification by police officers, which means some people's race or ethnicity may be misidentified. This year, nine fatalities were identified as Black, Indigenous, or people of color. This accounts for 14% of traffic deaths, lower than city demographics, where approximately 31.2% of residents identify as any race other than white alone or as Hispanic/Latinx ([2021: American Community Survey 5-Year Estimates](#)).

Of the nine community members who died, four were identified as Latinx, accounting for 6% of traffic deaths, compared with the Latinx population of Portland which is currently 10.3%. Two people killed in traffic crashes were Black, making up 3% of traffic deaths compared to 5.6% of Portland's population. Two other community members were Asian, accounting for another 3% of traffic deaths compared to 8.5% of Portland's population. One person was Native American, making up 1.5% of traffic deaths compared to 0.9% of Portland's population.

A majority of traffic deaths (67%) occurred in areas of Portland with high [Equity Matrix](#) scores of eight, nine, or 10 (the areas with highest scores on the Equity Matrix are shown in the map in **Figure 3**). These scores indicate locations with relatively high proportions of people who are low income and people of color.

Fatal crash trends in the U.S., Oregon, and Portland

Portland is not alone in experiencing sustained levels of traffic deaths persisting since the onset of the Covid-19 pandemic in 2020. Traffic deaths overall, as well as traffic death rates per 100,000, have increased nationwide, in Oregon, and in Portland since 2014.

Traffic death rates in the U.S., Oregon, and Portland, 1990-2022



Figure 7. Traffic deaths per 100,000 people in the U.S., Oregon, and Portland, 1990-2022.

Data: U.S. Census population estimates for 2021; National Highway Traffic Safety Administration and National Safety Council; Portland Police Bureau (2021-2022).

Nationally, traffic fatalities increased 10.5% from 2020 to 2021. Full-year 2022 figures are not available yet, but nationally there was a slight increase in traffic fatalities—0.5%— during the first half of 2022 compared to the first half of 2021. The thin silver lining is that the second quarter of 2022 saw the first national decline in fatalities since July 2020, after seven consecutive quarters of increases.

In Oregon, traffic deaths increased 15% from 2020 to 2021 reaching the highest number (an estimated 599) since 1989. Fortunately, that rapid increase has eased somewhat. There was a 4% decrease in traffic deaths in 2022, with an estimated 575.

In Portland, traffic deaths declined in the first half of 2020, then increased for about a full year through April 2021. Since then, the number of traffic deaths has stayed stable, but at an annual rate far higher than Portland has seen in decades.

Portland's response

PBOT remains committed to installing safety improvements and expanding our partnerships to address complex, new deadly traffic crash patterns. We follow a data-driven, evidence-based, equity-first approach. We make streets safer by protecting pedestrians, slowing speeds, redesigning streets, all while engaging community in this work.

We know that 62% of traffic deaths in the last five years occurred on streets in the High Crash Network. We continue to work with urgency to redesign these streets in a way that slows vehicles and protects pedestrians, following best practices from peer cities and national research.

We also understand there is no single solution. There are complex, persistent social factors that have contributed to the spike in traffic deaths since the onset of the pandemic, including lack of shelter and social services for Portland's most vulnerable community members. We recognize the need to work collaboratively with partners across the Portland metro region to urgently invest in basic human needs, which will help our community and put safety first.

Crash data sources

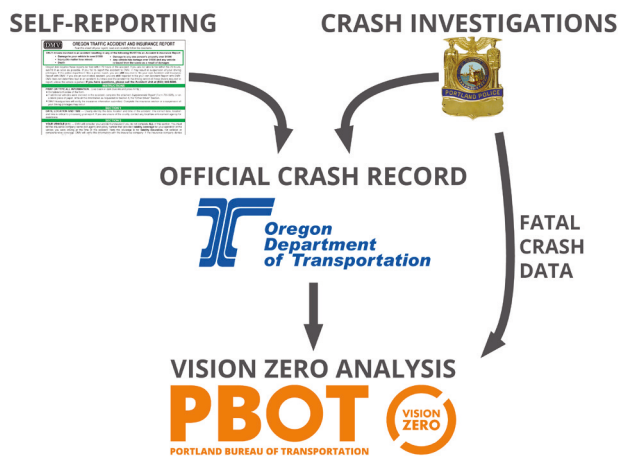


Figure 8. PBOT supplements the official crash record with Portland Police Bureau data to obtain the latest information.

How crash data works

ODOT compiles the official crash record for the state 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 which excludes people who die under the following circumstances:

- More than 30 days after a crash,
- Intentionally (suicide),
- In an act of homicide (a person intentionally crashes into another person),
- In a crash not involving a motor vehicle,
- From a prior medical event (e.g., a heart attack or drug overdose), or
- In a crash in a parking lot.

PBOT excluded at least seven deaths from crash reporting in 2022 and nine deaths in 2021 because of these criteria (see bottom of table above).

Regardless of reporting criteria, PBOT uses all available data to determine our priorities for where we make safety improvements.

If you have questions about the data in this report, or how traffic deaths are tracked and reported, please contact our Vision Zero team at visionzero@portlandoregon.gov.

For media inquiries, contact Dylan Rivera, Public Information Officer, at 503-823-3723 (office), 503-577-7534 (cell), or dylan.rivera@portlandoregon.gov.

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