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PORTLAND BUREAU OF TRANSPORTATION



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PORTLAND 2023 DEADLY TRAFFIC CRASH REPORT



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Cover image: Map of Portland noting where 2023 fatal crashes occurred and the first names of victims, where available.

Disclaimer

Achieving Vision Zero's goals are dependent upon available funding to implement the City of Portland's strategic policy choices, made in its judgment—in collaboration with its community partners—to best address the factors most often linked to causing traffic violence. Achieving optimal performance of each action under Vision Zero is dependent upon available funding from the City of Portland and other participating governmental agencies.

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Portland 2023 Deadly Traffic Crash Report

In 2023, 69 people were killed in traffic crashes in Portland, the highest death toll in at least three decades and surpassing 2021's record high (see **Figures 1** and **2**).

Those 69 people were part of this community (see **Figure 3**). Their lives were cut short and countless people feel the loss of someone dear in their lives. Those killed by traffic violence this year were children, siblings, parents, aunts and uncles, grandparents, neighbors, and friends. Our city mourns those lost. We can and must 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.

Finalized data from 2019–2021 was provided by the Oregon Department of Transportation (ODOT). Preliminary traffic death data for 2022–2023 comes from the Portland Police Bureau. No data is available yet on serious injuries from 2022–2023.

Definition of serious injury

ODOT defines a serious injury 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.”

Traffic deaths by mode of travel, 2019-2023

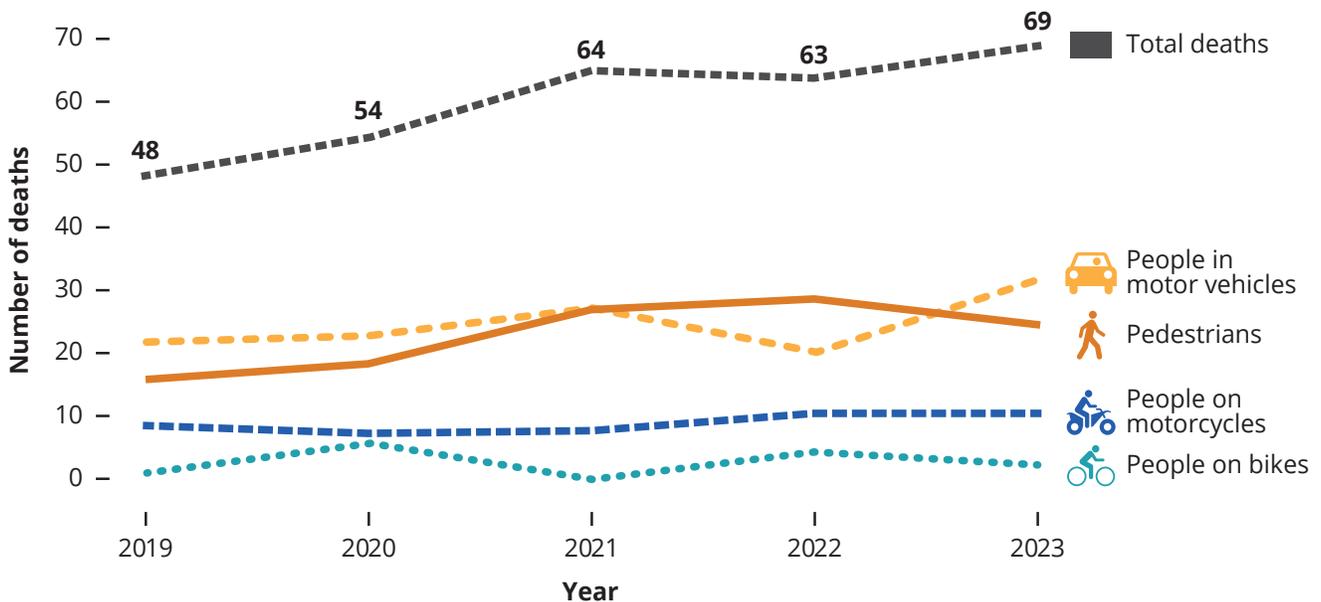


Figure 1. Traffic deaths by mode of travel, 2019-2023.
Data: ODOT (2019-2021), Portland Police Bureau (2022-2023).

Portland’s response

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

We know that 74% 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 Covid-19 pandemic. The social challenges that were exacerbated during the pandemic, such as an increase in social isolation, gun violence, mental health struggles, drug addiction, and people living unhoused, continue to play out on our streets. 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.

Traffic deaths and serious injuries by mode of travel, 2019-2023

Deaths

	2019	2020	2021	2022	2023
People in motor vehicles	22	23	28	20	32
People on motorcycles	9	8	9	11	11
Pedestrians*	16	18	27	28	24
People on bicycles	1	5	0	4	2
Total	48	54	64	63	69

Serious injuries

	2019	2020	2021	2022	2023
People in motor vehicles	182	131	266		
People on motorcycles	49	22	53		Information not yet available
Pedestrians*	35	45	34		
People on bicycles	8	8	9		
Total	274	206	362		

Figure 2. Traffic deaths and serious injuries by mode of travel, 2019-2023.

Data: ODOT (2018-2021), Portland Police Bureau (2022-2023).

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

First names of traffic death victims by approximate crash location, 2023



Figure 3. Map of Portland noting where 2023 fatal crashes occurred and the first names of victims, where available. If names are known and publicly released, the first name of traffic death victims are placed in the approximate crash locations on the map. If names are not known and/or publicly released, a white dot marks the approximate place where a traffic death occurred. The illustrated information is based on preliminary data and subject to change.

Source: Portland Police Bureau.

Deadly crash locations

High Crash Network

Three-quarters of deadly crashes occurred on the busiest streets in Portland, the High Crash Network, which comprises Portland's 30 deadliest streets and intersections (see **Figure 4**). While High Crash Network streets account for only 8% of Portland streets, they accounted for 74% of traffic deaths in 2023.

Wide streets

Deadly crashes are more likely to take place on wide streets. Many High Crash Network streets are wide, with multiple travel lanes. Nearly half (45%) of the High Crash Network streets have four or more travel lanes. These wide, multi-lane streets account for 4% of all non-interstate roadways in Portland. It is more common for people driving motor vehicles to speed on wide streets and they are typically harder to cross increasing the severity of crashes when they occur. City streets with four or more travel lanes account for 54% of traffic deaths in 2023. When including other wide roadways—interstates and county bridges—the figure rises to 72% of traffic deaths.

City, state, and county roadways

Of the year's 69 traffic deaths, 42 (61%) took place on city streets, 24 (35%) on state-owned streets, and three (4%) on Multnomah County bridges. Of the 24 traffic deaths that occurred on state-owned streets, 17 (25%) took place on surface streets such as SE Powell Boulevard (US-26) and N Lombard Street (US-30B), while seven (10%) took place on interstate highways.

East Portland

Many of the city's highest crash streets and intersections are in East Portland. This means that East Portland communities face greater exposure to traffic violence. In 2023, East Portland's traffic death rate per 100,000 was 15 compared to nine in the rest of the city.

Areas with higher PBOT Equity Matrix scores

The PBOT Equity Matrix uses data on race, ethnicity, and income to map Portland communities that have been systematically excluded from investments and institutionally oppressed from power and decision-making. Many High Crash Network streets and intersections are in areas with higher PBOT Equity Matrix scores. In 2023, people living in areas with high PBOT Equity Matrix scores experienced three times more traffic deaths per capita compared to the rest of Portland. More on the PBOT Equity Matrix can be found at [Guide to the PBOT Equity Matrix](#).

Locations of high crash streets and intersections, 2023

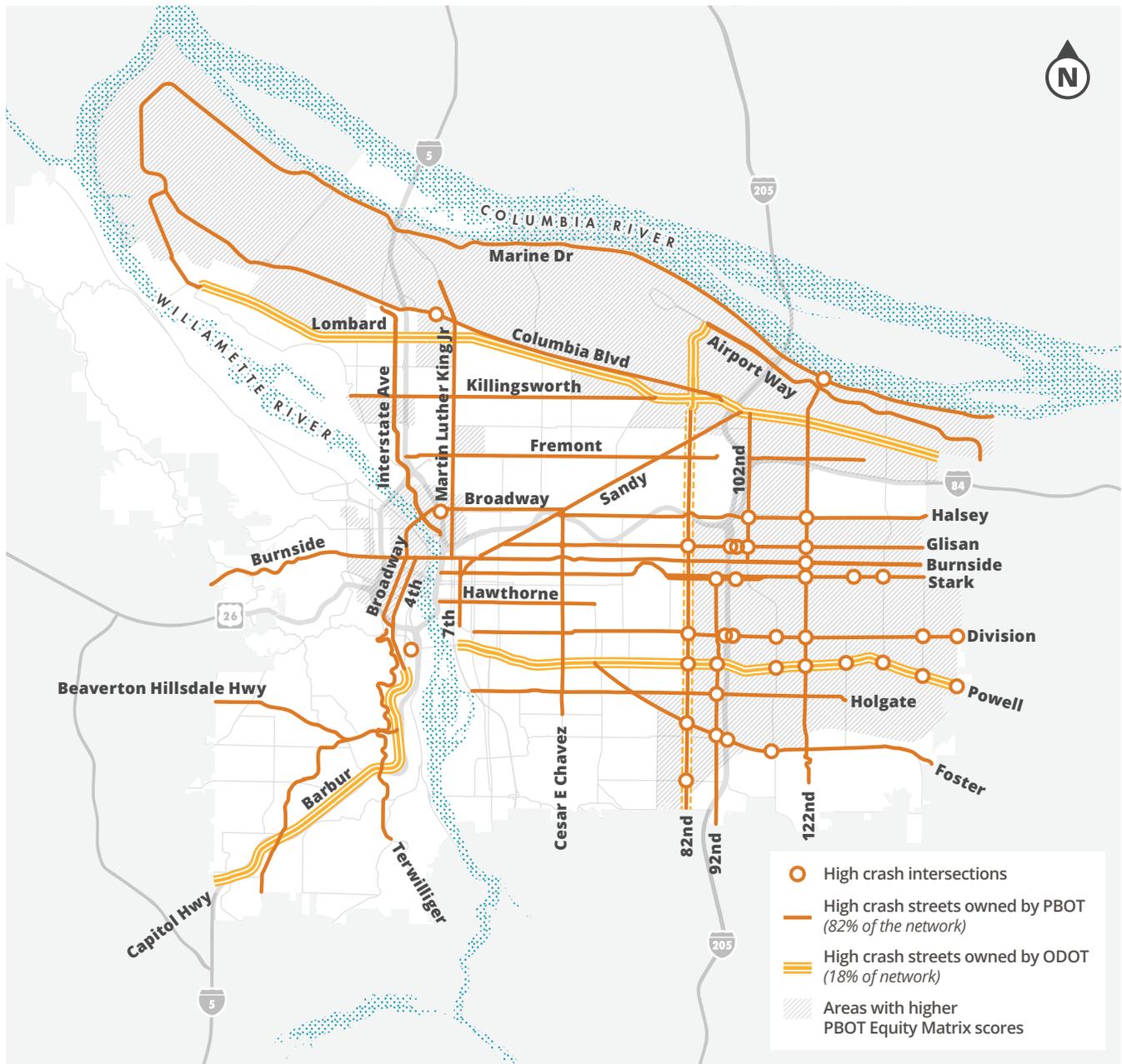


Figure 4. Map of Portland noting locations of high crash streets intersection, high crash streets owned by PBOT, high crash streets owned by ODOT, and areas with higher PBOT Equity Matrix scores.

An interactive map of this network and crashes is available at tinyurl.com/vision-zero-dashboard.

Demographics of crash victims

Age

The age of people who died in traffic crashes in 2023 ranged from 11 to 88 years old. The average age was 40.

Gender

Third parties such as the police, medical examiner, or victims' family members identified 51 of these traffic victims (74%) as male and 18 (26%) as female.

A note on demographic data

Some demographic data is based on subjective, third-party identification by police officers or medical examiners, which means some people's sex, gender, race, and/or ethnicity is presumed and may be misidentified.

Race and ethnicity

Race and ethnicity information is available for 68 of the 69 deadly traffic crash victims. PBOT compares traffic victims' race—identified by a third party—and Portland demographic data to identify when there is disproportionate exposure to traffic violence based on race or ethnicity. Race and ethnicity categories for the Portland population come from the U.S. Census Bureau, which includes self-identified race or ethnicity within specific categories and those who identify as two or more races.

- Black communities in Portland experienced traffic violence at a disproportionate rate when compared to other racial communities in the city. Eleven people killed in traffic crashes were identified as Black, making up 16% of the people killed this year, much higher than their share of Portland's population (5.6%).
- Forty-nine traffic crash victims were identified as white, accounting for 72% of people killed, slightly higher than their share of Portland's population (68%).
- Seven traffic crash victims were identified as Latino, accounting for 10% of people killed in traffic crashes, roughly similar to their share of Portland's population (10.3%).
- One traffic crash victim was identified as Asian, which accounts for 3% of the people killed in traffic crashes, less than their share of Portland's population (8.5%).
- One traffic crash victim's race was not identified.
- There were no people killed in crashes that were identified as Indigenous. Indigenous populations make up 0.9% of Portland.
- There were no people killed in crashes that were identified as Native Hawaiian or Pacific Islander, whose populations account for 0.5% of Portland.
- Given the nature of third-party identification and the use of single racial categories, no one killed in traffic violence was identified as being of two or more races, which comprises 8% of Portland's population.

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The table below (**Figure 5**) has information on the 69 people who died in traffic crashes in Portland in 2023.

Traffic crash deaths by date (2023), name, age, mode of travel, and approximate crash location

Date	Name	Age	Travel mode	Approximate crash location
Jan. 1	Ronald Brown	35	Motor vehicle	2600 block of NE 125th Avenue
Jan. 6	Penny Griffith	68	Pedestrian	SE Division Street and 168th Avenue
Jan. 15	Tyler David	44	Motor vehicle	SE Powell Boulevard and 80th Avenue
Jan. 23	Mary Mark	64	Pedestrian	SE Holgate Boulevard west of 92nd Avenue
Jan. 24	John Czarobski	59	Pedestrian	SE Powell Boulevard and Foster Road
Feb. 14	Toby Raymond Fowler	54	Pedestrian	NE 99th Avenue and Pacific Street
Feb. 18	James Pinkerton	34	Motor vehicle	5600 block of NE Marine Drive
Feb. 24	Robert McIlwain	54	Motor vehicle	7500 block of NE Marine Drive
Feb. 26	Khang Hua	48	Pedestrian	SE 79th Avenue and Franklin Street
March 4	Jason Clark	46	Pedestrian	NE Sandy Boulevard and 162nd Avenue
March 11	Jacob Durighello	28	Motor vehicle	NE 20th Avenue and E Burnside Street
March 14	Nicole Worthington	29	Motor vehicle	17800 block of NE Marine Drive
April 14	Jonathan Gilkey	41	Motorcycle	NE Columbia Boulevard and 52nd Avenue
April 25	Katherine Lyda	40	Pedestrian	NE 122nd Avenue and Skidmore Street
April 28	Robert Ketchum	62	Pedestrian	NE 82nd Avenue and Glisan Street
April 30	Steven McQueen	54	Motorcycle	SE Foster Road and 65th Avenue
May 3	Brenda Mix-Britton	44	Motor vehicle	5915 N Marine Dr.
May 9	Joanna Sunseri	82	Pedestrian	NE 15th Avenue and Broadway Street
May 11	Daniel London	19	Motor vehicle	SE Duke Street and 72nd Avenue
May 16	Franco Duran	22	Motorcycle	Southbound I-5 ramp at Belmont Street
May 24	Lara Morrow	35	Pedestrian	12300 block of SE Division Street
May 28	Wesley Bell	45	Motorcycle	SE Stark Street and 139th Avenue
May 29	Curtis Gift	62	Motorcycle	NE Columbia Boulevard and Cully Boulevard
June 4	Adrian Gama	22	Motor vehicle	Morrison Bridge viaduct and SE Water Avenue
June 4	Larry Ayala-Valdez	22	Motor vehicle	Morrison Bridge viaduct and SE Water Avenue
June 6	Lorenzo Porter	58	Motor vehicle	N Williams Avenue and Fremont Street
June 6	Lorn Thompson	47	Pedestrian	NE Lombard Street and 33rd Avenue
June 22	Adrian Calvillo-Trujillo	26	Motorcycle	SE Stark Street and 135th Avenue

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Date	Name	Age	Travel mode	Approximate crash location
June 25	Jennifer Parise	40	Motor vehicle	NE Glisan Street and 147th Avenue
June 29	Travis Philmlee, Jr.	26	Pedestrian	NE 33rd Avenue and Elrod Drive
July 5	Kamareon Smith	13	Motor vehicle	Northbound I-205 ramp at SE Foster Road and 96th Avenue
July 5	Onesty Jones	16	Motor vehicle	Northbound I-205 ramp at SE Foster Road and 96th Avenue
July 8	Ryan Ambrose	11	Motor vehicle	SE 102nd Avenue and Washington Street
July 14	Samuel Kusaj	53	Motor vehicle	9500 block of SW Barbur Boulevard
July 15	Jean Diaz	44	Pedestrian	SE César E Chávez Boulevard and Taylor Street
July 15	Seth Roberts	21	Motorcycle	N Marine Drive and Bybee Lake Road
July 16	Samuel Kusaj	53	Pedestrian	Northbound I-5 at NE Weidler Street
July 20	Hannah Fetters	18	Motor vehicle	SE Powell Boulevard at 63rd Avenue
July 20	Grace Fetters	18	Motor vehicle	SE Powell Boulevard at 63rd Avenue
July 20	Julie Skeen	55	Motor vehicle	SE Powell Boulevard at 63rd Avenue
July 21	Seraphin Ibrahim	23	Motor vehicle	SW Barbur Boulevard at 22nd Avenue
July 24	Rex Bills	88	Motor vehicle	W Burnside Street and NW Hermosa Boulevard
July 28	Robert Jones	30	Motorcycle	NE Weidler Street and Halsey Street
July 30	Joshua Pierson	45	Pedestrian	NE 60th Avenue and Glisan Street
Sept. 1	Terrelle Tucker	39	Motor vehicle	NE Sandy Boulevard and 112th Avenue
Sept. 3	Daniel Perkins	37	Motorcycle	SE Powell Boulevard and 140th Avenue
Sept. 16	Morgan Helms	30	Pedestrian	SE 82nd Avenue and Crystal Springs Boulevard
Sept. 19	Jason Ruhmshottel	43	Bicycle	N Portland Road and Marine Drive
Oct. 5	Jeremy Clement	29	Motor vehicle	SE 52nd Avenue and Harney Drive
Oct. 14	Jose Ortiz-Mendez	18	Motor vehicle	S Hood Avenue and Gibbs Street
Oct. 18	Jose Garcia-Macedo	27	Motor vehicle	SE Holgate Boulevard and 135th Avenue
Oct. 20	Michael Pearcy	32	Pedestrian	N Whitaker Road and Hayden Meadows Drive
Oct. 21	Brandon Coleman	34	Pedestrian	SW Naito Parkway near Morrison Bridge on-ramp
Oct. 21	James Fenimore	66	Pedestrian	NE 82nd Avenue and E Burnside Street
Oct. 26	Mark Sinclair	68	Motor vehicle	Southbound I-5 near N Failing Street and I-405 interchange split
Oct. 28	Lisa Johnson	60	Motor vehicle	NE Lombard Street and 33rd Avenue
Oct. 28	James Johnson	64	Motor vehicle	NE Lombard Street and 33rd Avenue
Nov. 2	Sandra Lewcczuk	42	Pedestrian	SE Division Street and 135th Avenue

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Date	Name	Age	Travel mode	Approximate crash location
Nov. 14	Nicholas Depaolo	38	Pedestrian	SE McLoughlin Boulevard near Bush and Center streets
Nov. 18	Malik Austin	27	Motor vehicle	SE Powell Boulevard and 29th Avenue
Nov. 23	Brady Wehage	22	Motorcycle	Southbound I-5 Marquam Bridge
Dec. 4	James Jackman	39	Pedestrian	Southbound I-5 and I-84 ramp near Moda Center
Dec. 24	McKenzie Libro	18	Motor vehicle	N Columbia Boulevard and Oregonian Avenue
Dec. 25	David Wayne Becker	63	Bicycle	SE Stark Street and 106th Avenue
Dec. 25	Pernell Brown	40	Motor vehicle	SW Barbur Boulevard and Taylors Ferry Road
Dec. 25	Conner Wells	24	Pedestrian	SE 122nd Avenue and Ash Street
Dec. 25	Stewart Poitra	73	Motor vehicle	SE 122nd Avenue south of Powell Boulevard
Dec. 26	James Nagy	59	Pedestrian	SE 122nd Avenue at Madison Street
Dec. 31	Wiley Scott	56	Motorcycle	SE Stark Street and 122nd Avenue

Figure 5. List of traffic crash deaths by date (2023), name, age, mode of travel, and approximate crash location.

Data: Portland Police Bureau.

The table below (**Figure 6**) has information on seven people who died in traffic crashes in Portland in 2023 under circumstances excluded from National Highway Traffic Safety Administration (NHTSA) reporting criteria. The last section of this report, “How crash data works,” provides a comprehensive description of traffic death reporting criteria.

Traffic crash deaths excluded by reporting criteria by date (2023), name, age, mode of travel, and approximate crash location

Date	Name	Age	Travel mode	Approximate crash location
April 16	*	*	Motor vehicle	NE 47th Avenue and Columbia Boulevard
June 23	*	*	Motor vehicle	SE Stark Street and 135th Avenue
Oct. 6	*	*	Motor vehicle	SE 111th Avenue and Holgate Boulevard
Nov. 4	Kaleb Banzer	19	Motor vehicle	TriMet rail line parallel to I-84 near NE 28th Avenue
Nov. 4	Brayden Fear	19	Motor vehicle	TriMet rail line parallel to I-84 near NE 28th Avenue
Nov. 20	*	*	Motor vehicle	Southbound I-205 near N Lombard Street
Dec. 5	*	*	Pedestrian	NE 122nd Avenue and Glisan Street

Figure 6. List of traffic crash deaths excluded by reporting criteria by date (2023), name, age, mode of travel, and approximate crash location.

Data: Portland Police Bureau.

*Information unavailable.

Portland deadly crash patterns and trends

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

Persistent trends

What trends persisted in 2023? Most were related to fatalities on the High Crash Network, speeding, and crashes involving pedestrians. We continued to see traffic crash deaths in low-light conditions, and from vehicles running off the roads and impaired driving. There was also a steady fatality rate of people on bikes.

High Crash Network

In 2023, 74% of traffic deaths occurred on Portland's High Crash Network. The percent of traffic deaths on Portland's High Crash Network is consistently high. Between 2019 and 2023, the High Crash Network saw an average of 64% of deadly crashes.

Speeding

Speed continues to be a contributing factor in deadly crashes in Portland. More than half of the traffic deaths in Portland involve people driving well above posted speed limits.

In 2023, 40 out of 69 traffic deaths involved speeding or excessive speeds, as noted by crash investigators. Crash investigations often cite speeding as a contributing factor in crashes for people driving more than 10 mph above the posted speed limit. Excessive speeding includes people driving at extreme speeds for the conditions and dangerous driving behavior on city streets.

In crashes where excessive speeds were a factor, 27 deaths occurred on the High Crash Network.

Twenty crashes lack information about travel speeds.

Eighty-seven percent of traffic deaths occur on streets with posted speeds of 30 mph and higher. While only 8% of our streets have speed limits higher than 30 mph, 54% of traffic deaths in the last three years have occurred on them.



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%. This is why they recommend that urban speed limits should not exceed 30 mph.

PBOT's speed limit setting directive states that "most posted speed limits in Portland should be 20 to 25 miles per hour," a goal the city is working toward. Still, about 8% of streets in Portland have speed limits above 30 mph, both on and off the High Crash Network. This year, 30 people (43%) died in crashes on roadways where speed limits were above 30 mph. PBOT continues to prioritize lowering speed limits and changing street design (see **Figure 8**) to slow drivers down.

New protected intersections improve pedestrian safety

87%
of traffic
deaths occur
on 30+ mph
streets



Figure 8. A new protected intersection in Southeast Portland designed to shorten the crossing distance and improve safety for people walking, biking, and rolling.

Pedestrians

Since 2020, there has been a dramatic increase in the number of pedestrians who died compared to the three years prior. An average of 16 pedestrians were killed annually between 2018 and 2020, compared to an average of 26 pedestrians in the past three years (2021–2023). But 2023 is the first year that pedestrian deaths are lower. In 2023, pedestrians made up 35% of traffic deaths with 24 pedestrians killed in crashes. In 2021 and 2022, more than 40% of traffic deaths were pedestrians. In 2021, 27 pedestrians died in crashes and 28 died in 2022 (see **Figure 7**).

Low-light conditions

In 2023, 77% percent of traffic deaths occurred in low-light conditions—during dusk, nighttime, and dawn—with a three-year average of 74%. Of all pedestrian deaths, 83% occurred in low-light conditions, with a three-year average of 85%.

Vehicles running off the road

Deaths from vehicles running off the road remain persistently high. In the past five years, 20% of all traffic deaths are due to these crashes. Traffic deaths from single-vehicle crashes are rising, from an average of 12 deaths between 2019 and 2022 to 16 deaths in 2023. Speeding and impairment are typical factors in this type of crash, which involves both people in motor vehicles and on motorcycles.

Impaired driving

Impaired drivers under the influence of alcohol and/or drugs remains a constant factor in deadly crashes. There is a significant delay in this data as police and medical examiner investigations are ongoing. For crashes in which it is known that the driver was intoxicated, 47% were fatal (18 of 38 crashes). Eighteen people died in these crashes. The driver's intoxication is unknown for 26 of the deadly crashes. Thirty people died in these crashes.

Bicycling

In 2023, two people died bicycling in Portland. From 2018–2022, there were an average of two bicyclist deaths per year, within a range of zero (in 2021) to five (in 2020).

Traffic deaths by mode of travel, 2000-2023

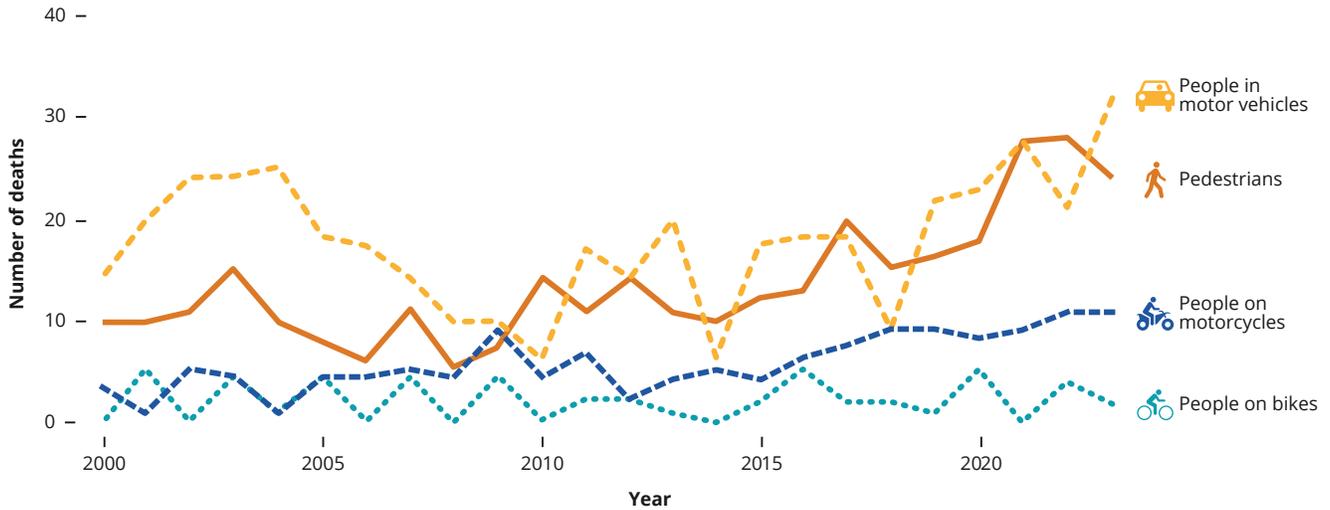


Figure 7. Traffic deaths by mode of travel, 2000-2023.
Data: ODOT (2000-2021), Portland Police Bureau (2022-2023).

Other trends

Three additional trends are notable: the record death toll, an over-representation of people experiencing houselessness in traffic fatalities, and a drop in hit-and-run crashes to pre-pandemic rates.

Record death toll

The 2023 death toll on Portland streets surpassed 2021's three-decade high, rising from 63 to 69. The average over 2018–2021 was 50 traffic deaths per year, ranging from 35 in 2018 to 63 in 2021.

Community members experiencing houselessness

Community members experiencing houselessness are disproportionately impacted by traffic violence. This community comprises an estimated 0.6% of Multnomah County's population, yet made up 19% of traffic deaths within the City of Portland.¹ In fact, half of the pedestrians who died in 2023 were experiencing houselessness (12 of 24). These statistics speak to the extreme risks of persistent exposure to traffic, often on high-speed streets.

In 2021, the Portland Police Bureau started tracking traffic deaths involving community members experiencing houselessness.

Hit-and-run crashes

Deaths from hit-and-run crashes are dropping back down to pre-pandemic levels. In 2023, eight people died in hit-and-run crashes, fewer than the prior two years (17 in 2022 and 14 in 2021).

47%
of deadly crashes involve impaired driving

¹ Joint Office of Homeless Services' Point-in-Time Count, January 26, 2022. U.S. Census Population estimate for Multnomah County.

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

Portland is not alone. Sustained levels of traffic deaths have persisted in the state and across the U.S. 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 (see **Figure 9**).

Nationally, traffic fatalities are remaining relatively consistent between 2021 and 2022, with a negligible decrease of 0.3% based on NHTSA estimates for 2022. Full-year 2023 figures are not available yet, but nationally there was a small decline in traffic fatalities (-3%) during the first half of 2023

compared to the first half of 2022. Since the second quarter of 2022, national traffic death tolls are trending incrementally downward.

In Oregon, traffic deaths remained virtually unchanged from 2021 to 2022. The estimate for 2022 is 601 traffic deaths, the highest number since 1989. The increases seen since the Covid-19 pandemic have eased somewhat. There was a 6% decrease in traffic deaths in 2023, with an estimated 567 people dying in traffic crashes in Oregon. Statewide traffic deaths per capita remain higher than national and local rates. In 2021 and 2022, 14 people died

in traffic per 100,000 residents, the highest figures since 2003. Early estimates for 2023 show a slight decrease to 13.4 traffic deaths per 100,000 residents.

In Portland, following the onset of the Covid-19 pandemic, traffic deaths declined in the first half of 2020, then increased steadily through April 2021. Since then, the number of traffic deaths stayed relatively stable until a spike in deadly crashes in the months of July and December 2023. The per capita rate of traffic deaths in Portland is now 10.6 deaths per 100,000 residents. This is the highest since 1996 when the rate was 11.8 traffic deaths per 100,000 residents.

Traffic death rates per 100,000 people in the U.S., Oregon, and Portland, 1990-2023

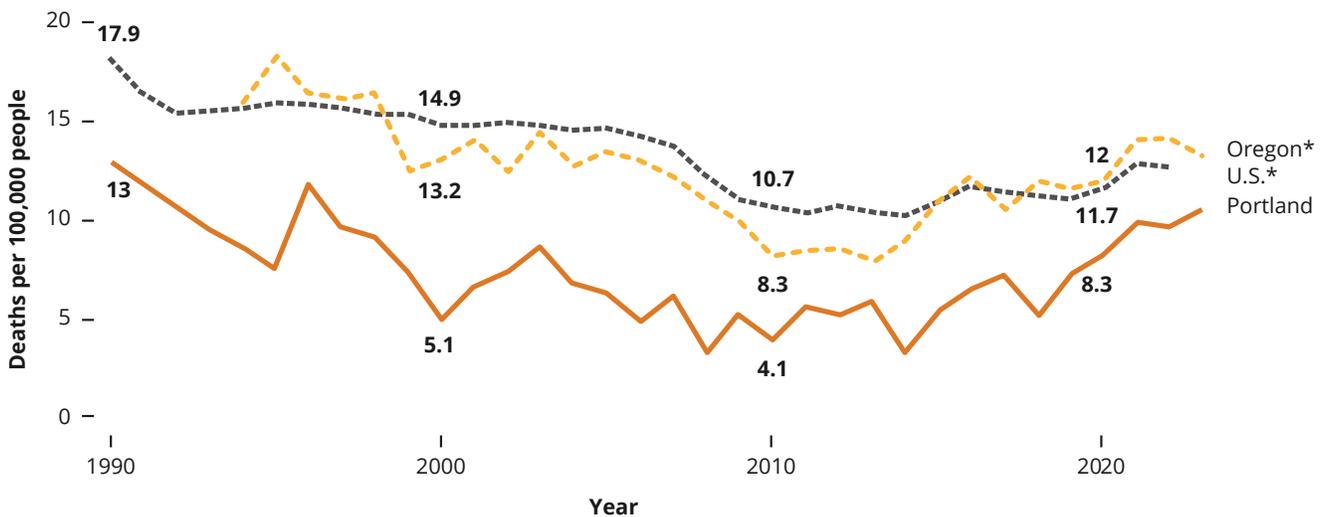


Figure 9. Traffic death rates per 100,000 people in the U.S., Oregon, and Portland, 1990-2023.

Data: U.S. Census population estimates (1990-2023); NHTSA and the National Safety Council (1990-2021); ODOT (1994-2023); Portland Police Bureau (2022-2023).

*Information for Oregon unavailable for 1990-1993; information for U.S. not yet available for 2023.

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 **Figure 10**).

PBOT uses NHTSA 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)
- In a crash in a parking lot

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 determine our priorities for where we make safety improvements.

Crash data sources

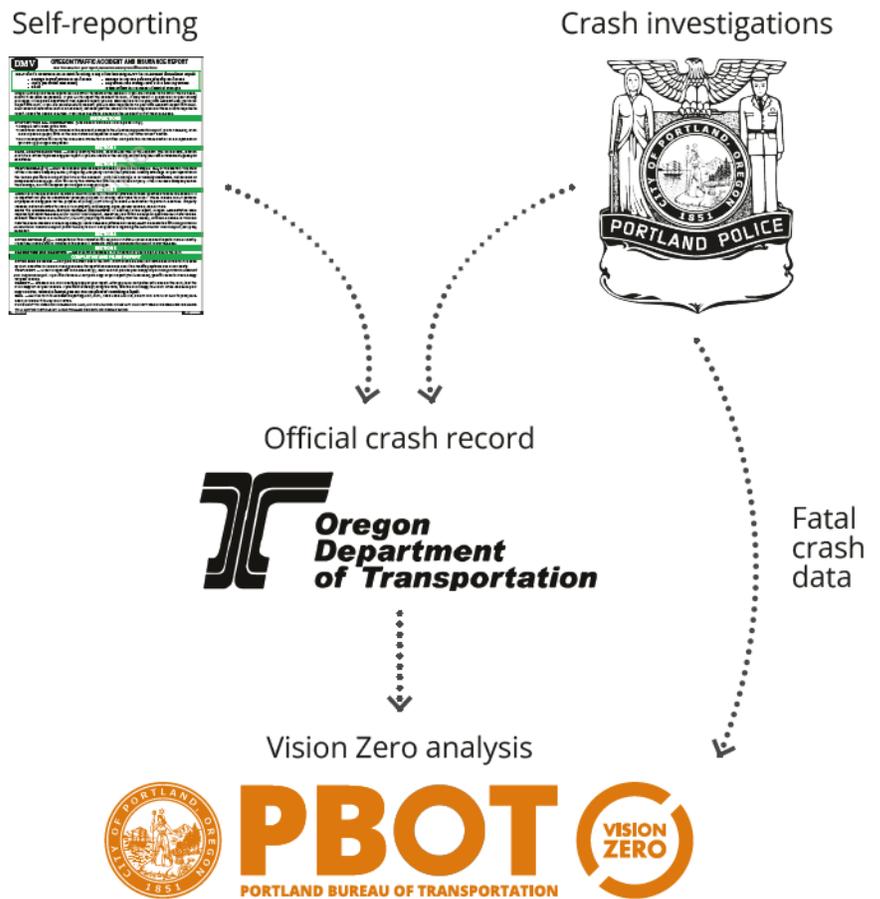


Figure 10. PBOT supplements the official crash record with police data to obtain the latest information.

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

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



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