



## TRAFFIC-RELATED DEATHS per 100,000 people, 2014

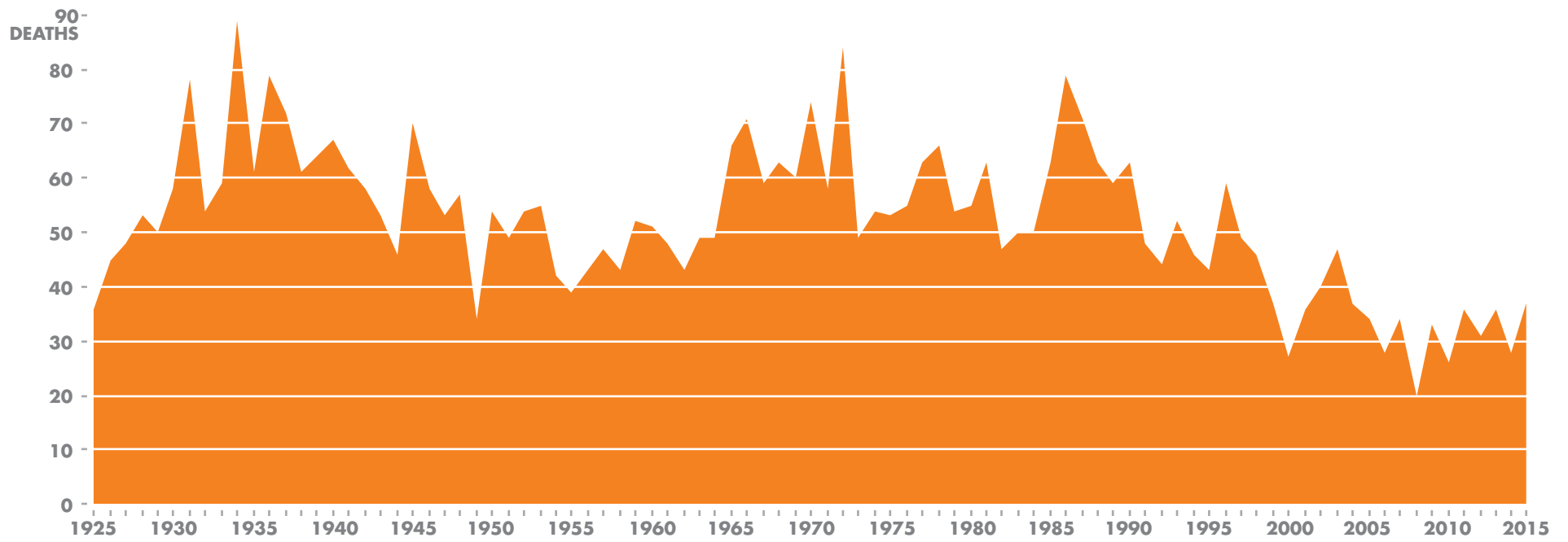
SOURCES: SEATTLE DEPARTMENT OF TRANSPORTATION, NEW YORK CITY VISION ZERO, VISION ZERO COALITION, PORTLAND POLICE BUREAU, ILLINOIS DEPARTMENT OF TRANSPORTATION, LOS ANGELES DEPARTMENT OF TRANSPORTATION, TEXAS DEPARTMENT OF TRANSPORTATION, FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES, NHTSA



# CITIES UNDERTAKING VISION ZERO

SOURCE: VISION ZERO NETWORK

- = VISION ZERO CITY
- = CITY CONSIDERING VISION ZERO



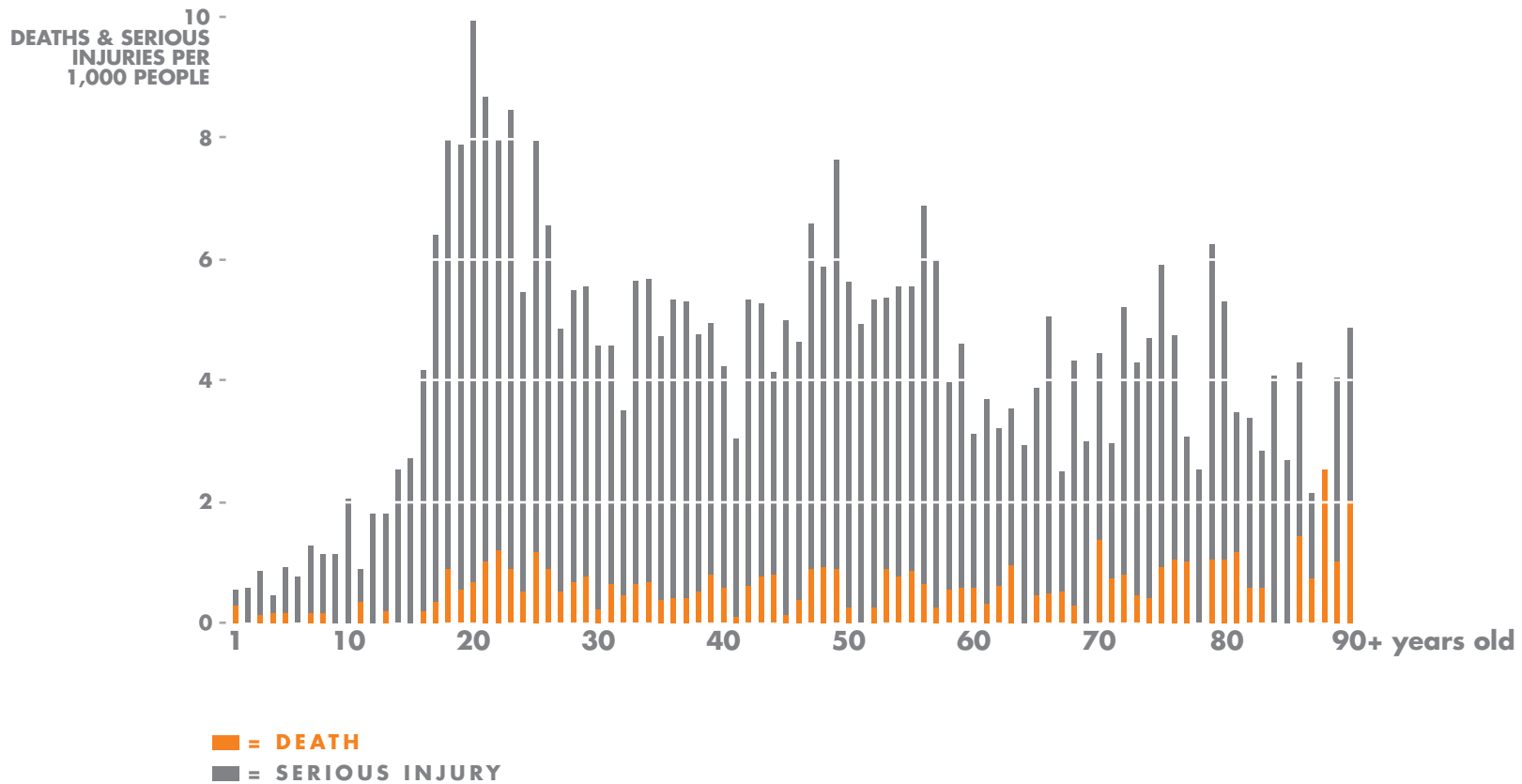
## PORTLAND TRAFFIC DEATHS, 1925-2015

SOURCE: PBOT



# PORTLAND DEATHS, 2015

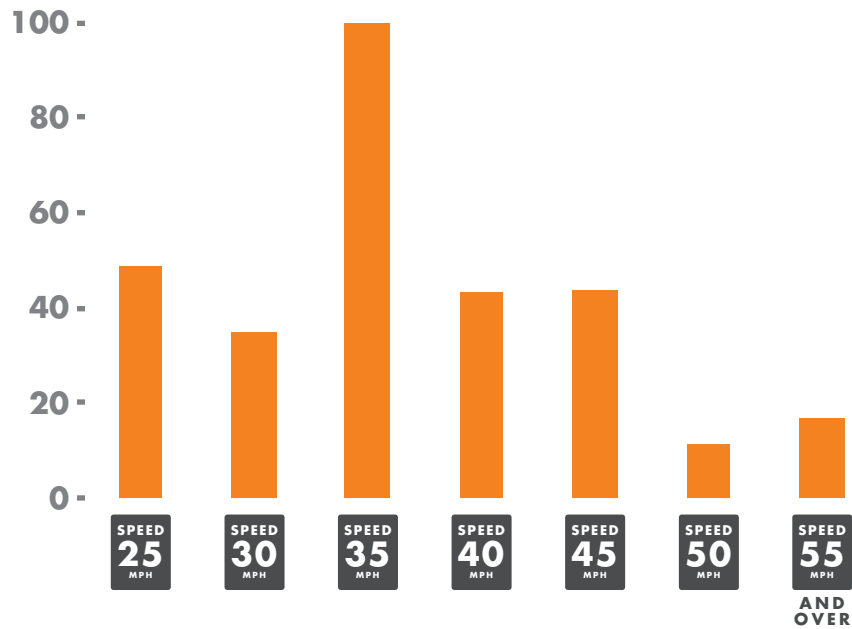
SOURCE: PORTLAND POLICE BUREAU



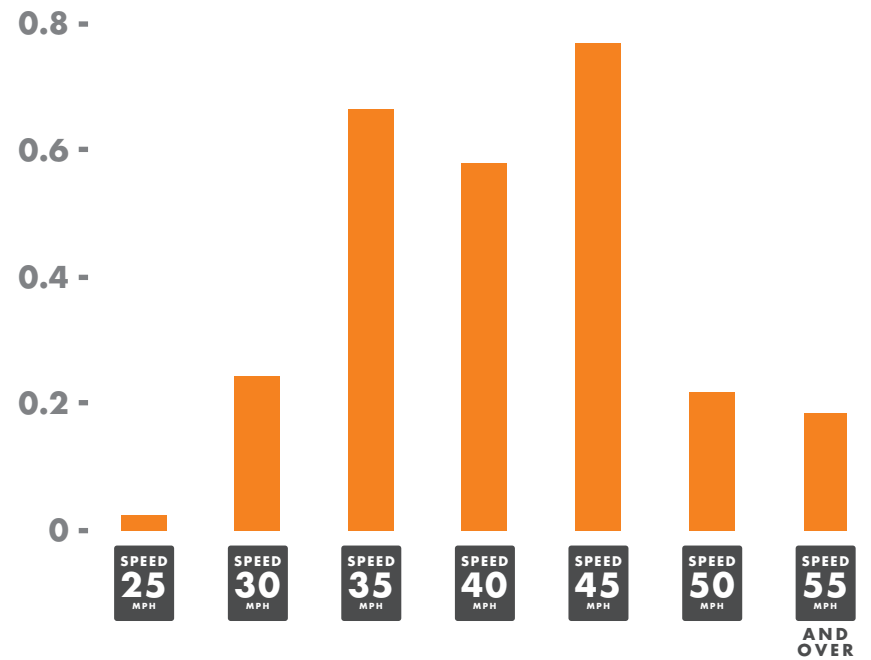
# CRASHES BY AGE

per 1,000 people

SOURCE: 2004-13 PORTLAND CRASH DATA: PARTICIPANT LEVEL; U.S. CENSUS BUREAU, 2010 CENSUS



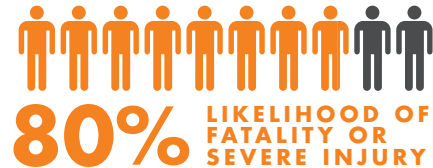
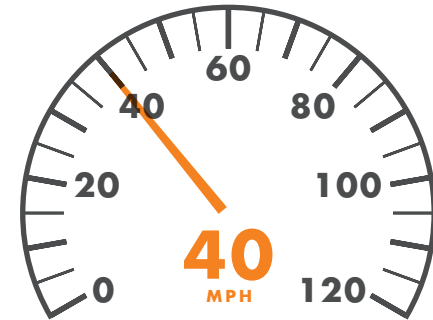
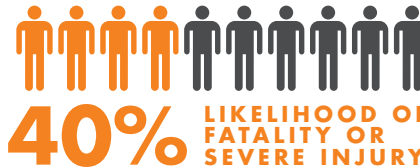
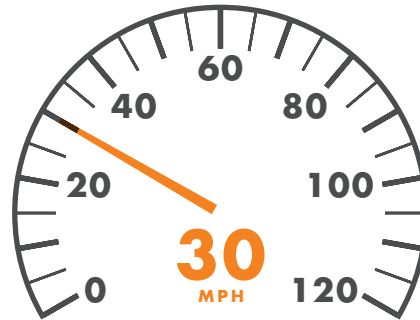
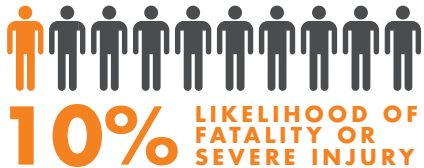
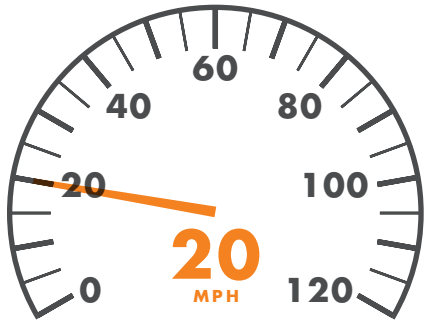
**TOTAL DEATHS BY POSTED SPEED LIMIT**



**TOTAL DEATHS PER ROADWAY MILE OF POSTED SPEED LIMIT**

## DEATHS AT EACH SPEED LIMIT

2003-12 PORTLAND CRASH DATA  
 \*ROADWAY MILES MEASURED BY CENTERLINE OF ROADS



## DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES. MARCH 2000.  
[HTTP://WWW.NHTSA.GOV/ABOUT+NHTSA/TRAFFIC+TECHS/CURRENT/LITERATURE+REVIEWED+ON+VEHICLE+TRAVEL+SPEEDS+AND+PEDESTRIAN+INJURIES](http://www.nhtsa.gov/about/nhtsa/traffic+techs/current/literature+reviewed+on+vehicle+travel+speeds+and+pedestrian+injuries)



40-  
DEATHS

35-

30-

25-

20-

15-

10-

5-

0-

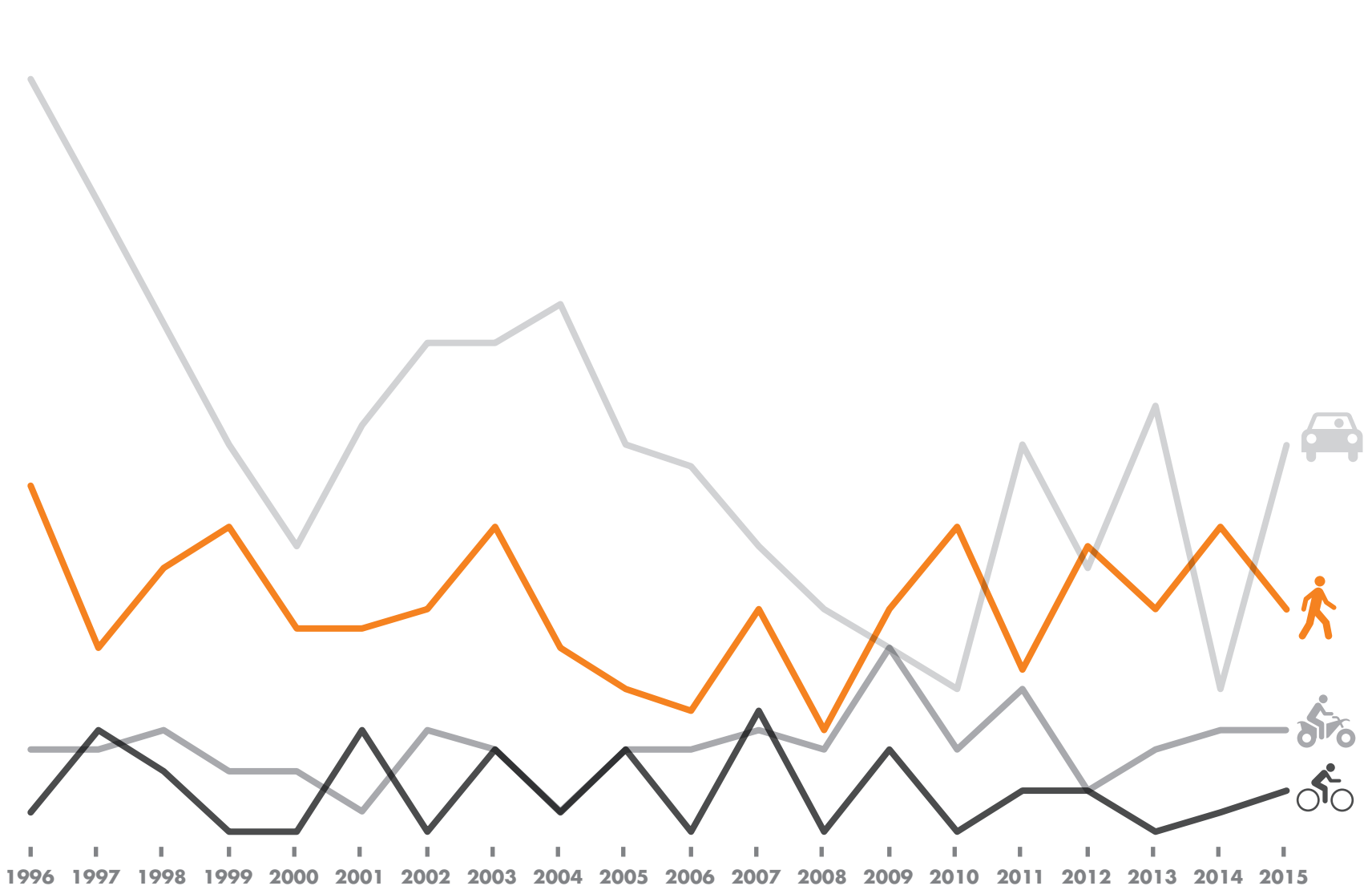
1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015

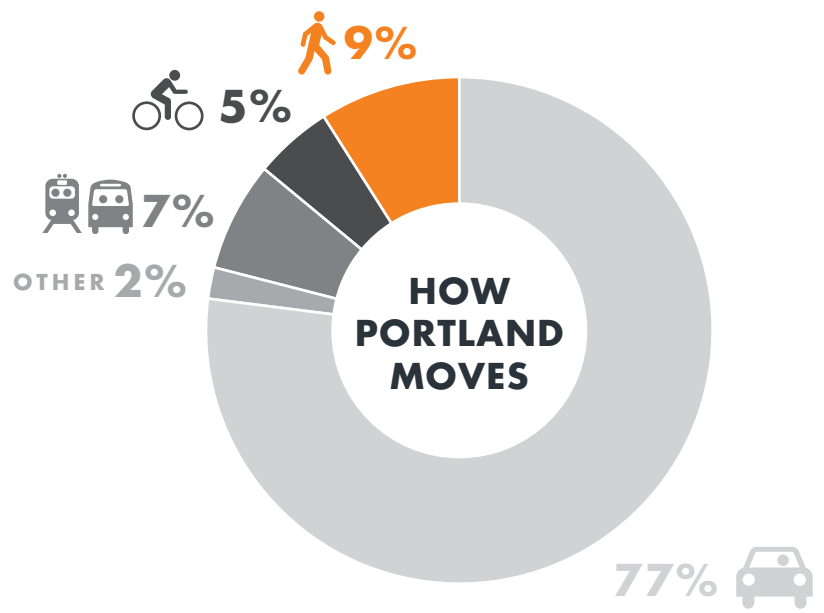
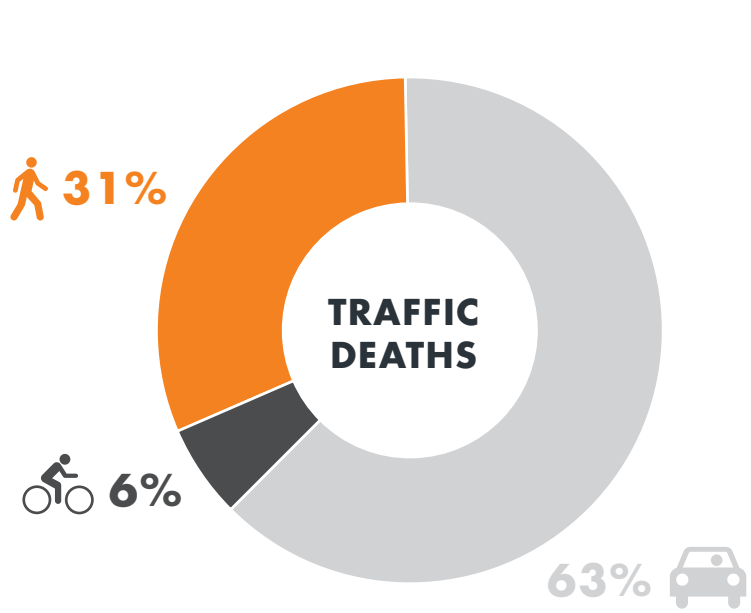


# PORTLAND TRAFFIC DEATHS

1996-2015

2014 PORTLAND TRAFFIC SAFETY REPORT, PBOT

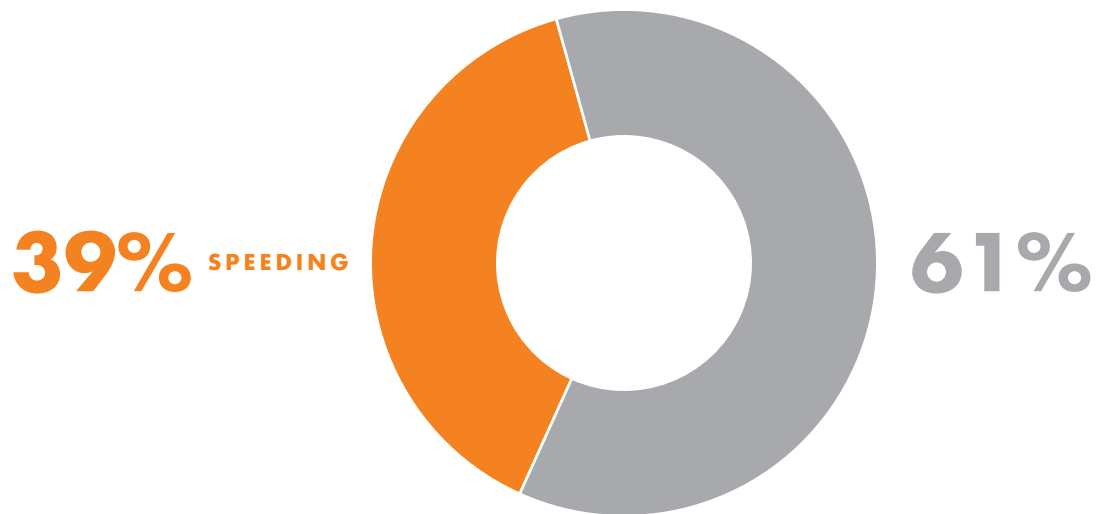




# PEOPLE WALKING ARE ESPECIALLY VULNERABLE

## TRAFFIC-RELATED DEATHS VS. TRAVEL MODE

SOURCE: 2004-13 PORTLAND CRASH DATA: PARTICIPANT TYPE; 2015 CITY OF PORTLAND COMMUNITY SURVEY



# SPEEDING

DEADLY CRASHES

SOURCE: 2004-13 PORTLAND CRASH DATA

BEN ALSO PROVIDED HIS OWN NUMBERS SHOWING 44%/56% AND SAYS HE HAS AN EMAIL INTO ODOT.



## **IMPAIRMENT**

**DEADLY CRASHES**

SOURCE: 2004-13 PORTLAND CRASH DATA

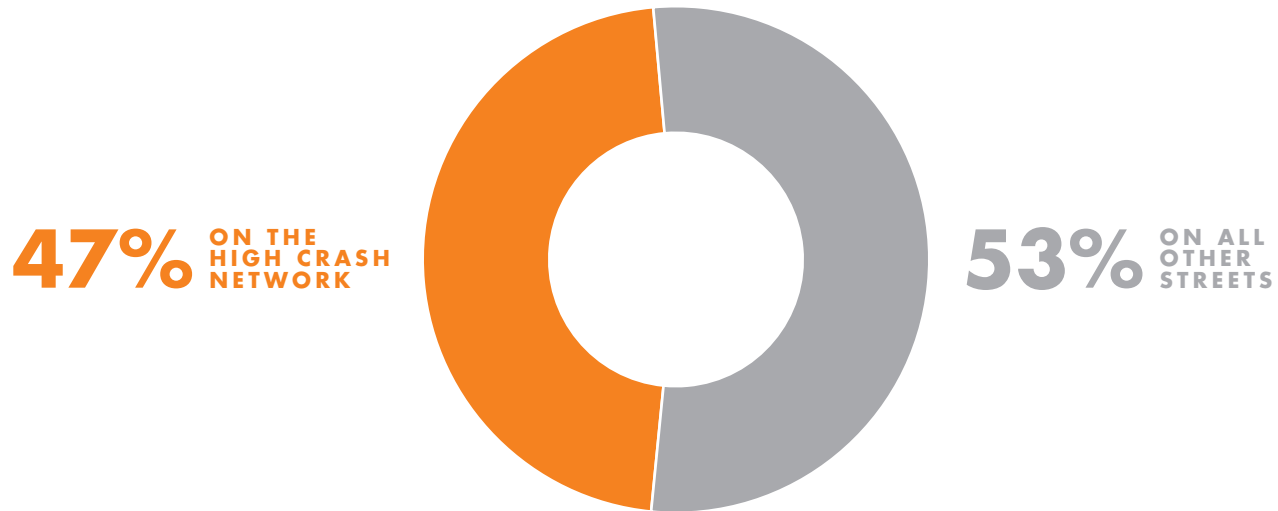


## DISOBEYING TRAFFIC LAWS<sup>1</sup>

### DEADLY CRASHES

SOURCE: 2004-13 PORTLAND CRASH DATA

<sup>1</sup>: Did not yield right-of-way, Passed stop sign or red flasher, Disregarded traffic signal, Drove left of center on two-way road, straddling the center line, Improper change of traffic lanes, Disregarded other traffic control device, Wrong way on one-way roadway, Improper overtaking, Made improper turn



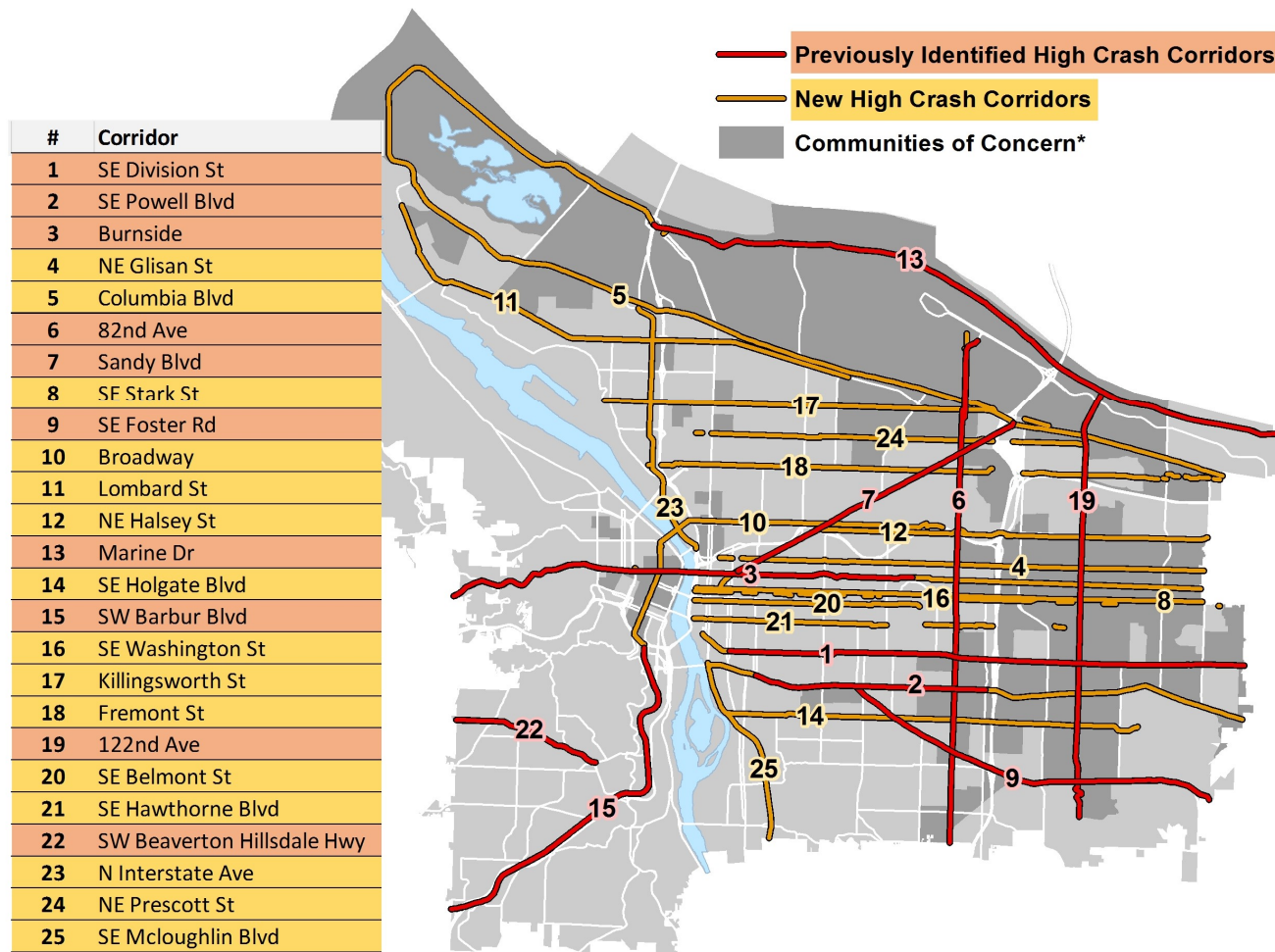
## HIGH CRASH NETWORK

DEADLY CRASHES

SOURCE: 2004-13 PORTLAND CRASH DATA

# All Modes High Crash Network

Top 25 corridors by total frequency of all fatal and injury A crashes.  
 ODOT crash data, 2004 – 2013

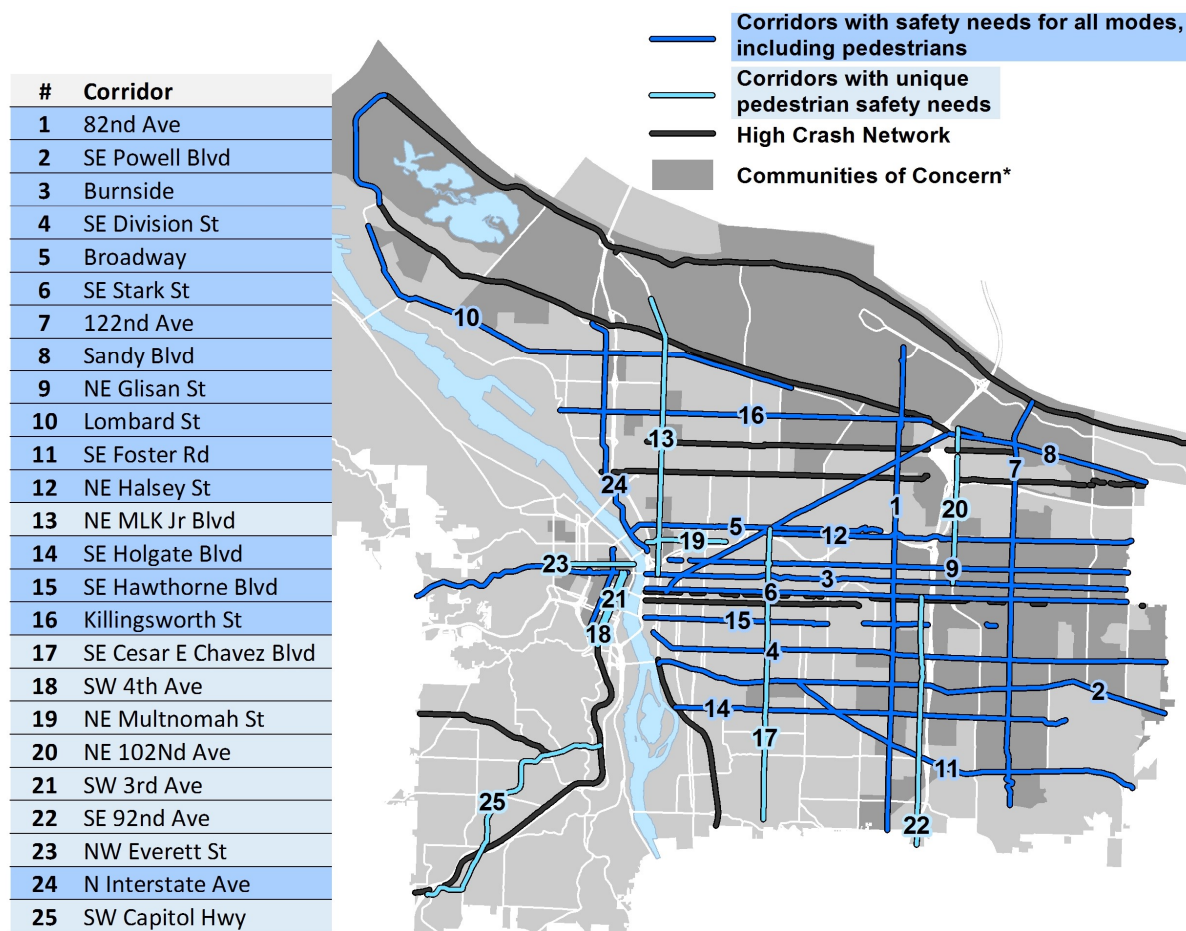


\* Communities of Concern data from TriMet's Transit Equity Index. Considers census blockgroups with high percentage of minority populations, low-income households, low vehicle access, limited english proficiency, people with disabilities, older adults and youth. Also incorporates access to jobs, housing, and services.



# Pedestrian High Crash Network

Top 25 corridors by total frequency of pedestrian crashes of all severities.  
Ties broken by percent Fatal or Injury A. ODOT crash data, 2004 – 2013



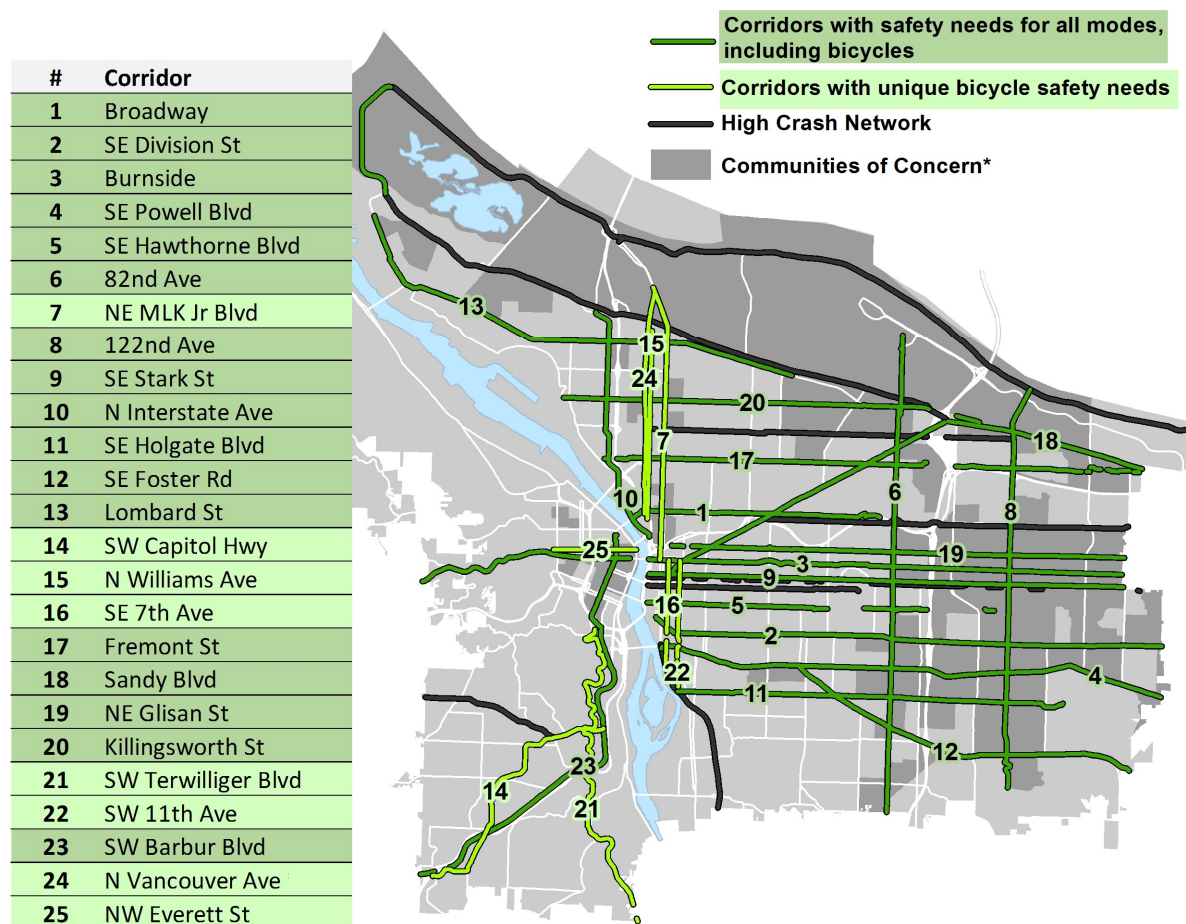
\* Communities of Concern data from TriMet's Transit Equity Index. Considers census blockgroups with high percentage of minority populations, low-income households, low vehicle access, limited english proficiency, people with disabilities, older adults and youth. Also incorporates access to jobs, housing, and services.





# Bicycle High Crash Network

Top 25 corridors by total frequency of bicycle crashes of all severities.  
Ties broken by percent Fatal or Injury A. ODOT crash data, 2004 – 2013

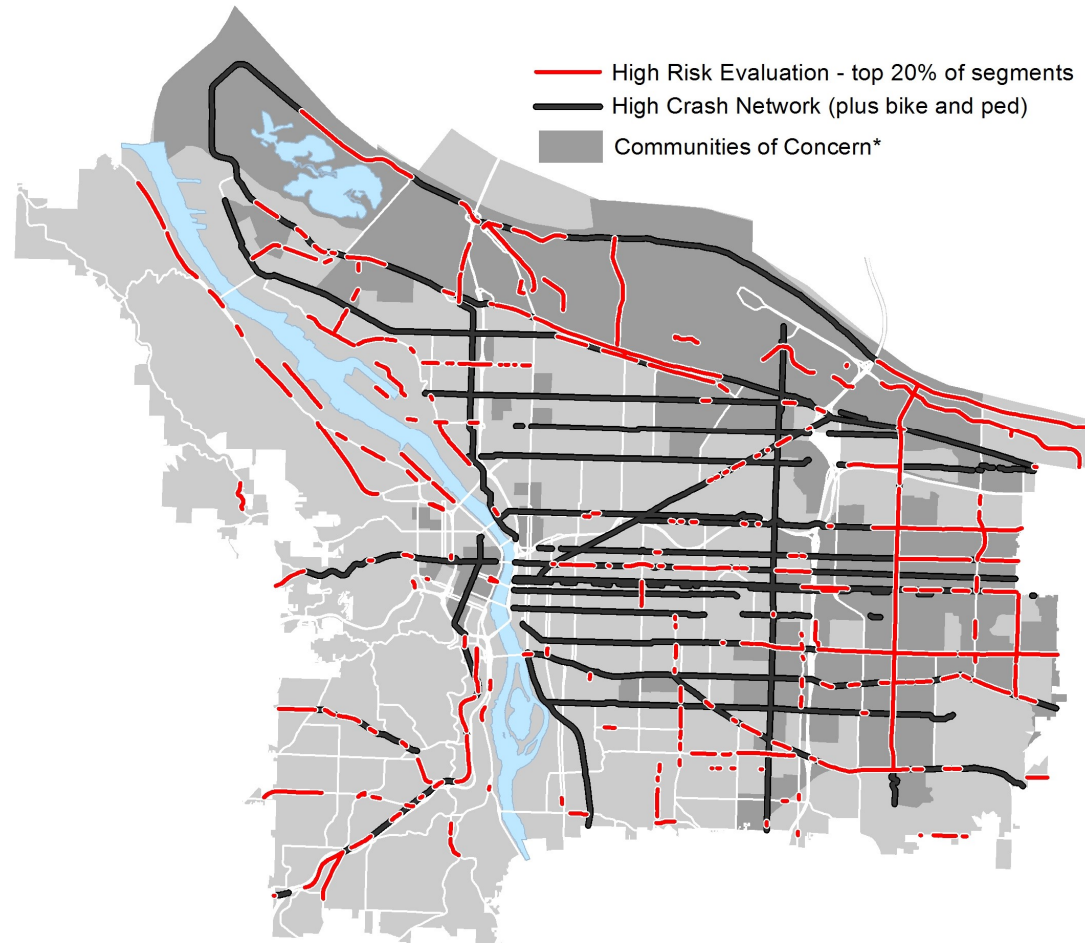


\* Communities of Concern data from TriMet's Transit Equity Index. Considers census blockgroups with high percentage of minority populations, low-income households, low vehicle access, limited english proficiency, people with disabilities, older adults and youth. Also incorporates access to jobs, housing, and services.

# High Risk Evaluation – Top 20% of Segments



High Risk Corridors*
NW ST HELENS RD
SE 162ND AVE
N ROSA PARKS WAY
N WILLAMETTE BLVD
SE WOODSTOCK BLVD
SE 52ND AVE
NE AIRPORT WAY
N FESSENDEN ST
NE 148TH AVE
NE 33RD DR
NE ALDERWOOD RD
N ST LOUIS AVE
SE 45TH AVE
NW FRONT AVE
N PORTSMOUTH AVE
NE PORTLAND HWY
NE VANCOUVER WAY
SW MULTNOMAH BLVD
SW MACADAM AVE
SE CLATSOP ST



\* Communities of Concern data from TriMet's Transit Equity Index. Considers census blockgroups with high percentage of minority populations, low-income households, low vehicle access, limited english proficiency, people with disabilities, older adults and youth. Also incorporates access to jobs, housing, and services.

\* list includes only corridors not present on the high crash networks

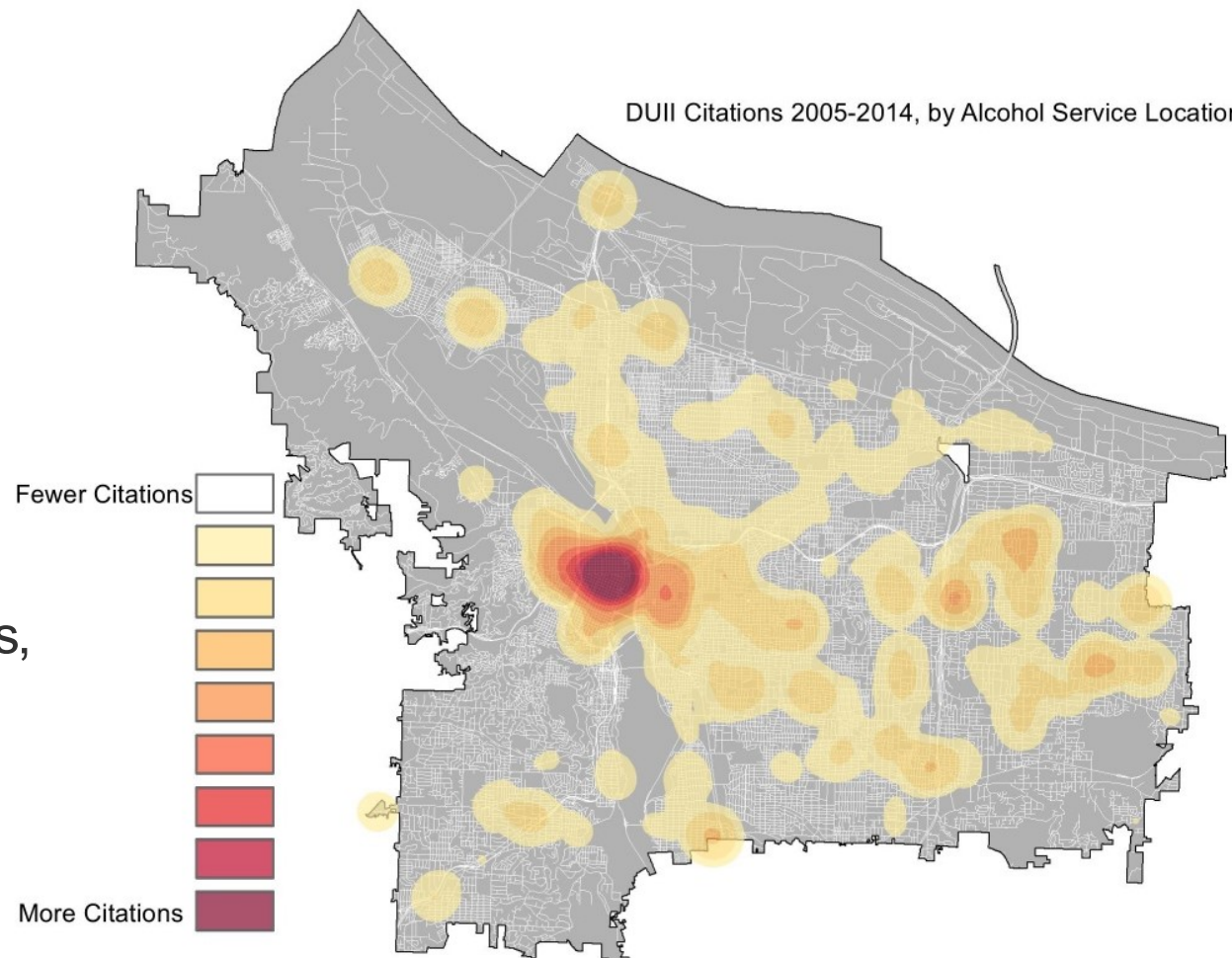
# OLCC DUI Sources



Oregon Liquor Control Commission.

Based on self-reported drinking establishment during DUI stops or intoxicated crashes.

DUI Citations 2005-2014, by Alcohol Service Location



Of the 975 establishments, the **top 25** account for **22%** of all 6,352 citations.

# Next Steps, 2016



2016 Dates	Actions
April – June	Public Outreach on Draft Action Plan
May 9	Executive Committee Meeting & Listening Session 5:15 – 6:30pm, Legacy Emanuel Hospital's Lorenzen Conference Center
May 12	Task Force Meeting #4 <i>Performance Measures &amp; Public Outreach</i>
September 8	Task Force Meeting #5 <i>Draft Plan review &amp; final comments</i>
October	Vision Zero Action Plan to City Council for adoption