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01. Methodology
This report summarizes data collected for fatal pedestrian crashes occurring on streets in Portland, Oregon from 2017-2019. Data for this report was collected from publicly available sources. Those sources and collected data include:

- Police Reports (typically PPB Major Crash Team)
- Police Press Release and Media Coverage (preliminary, frequently incomplete or inaccurate)
- Vehicle Characteristics
- Infrastructure Characteristics including:
  - Speed
  - Sight Distances
  - Lighting
  - Crossings
- Nearby Land Uses
- Oregon Revised Statutes (vehicle code)
- BikePortland.org reporting of crash details
- Vehicle Photos
- PBOT Safety Plan sections if applicable
- Speed Zone Orders (SZO)

This report is believed to be “complete” in that it includes all 48 non-suicide crashes that occurred on Portland streets or sidewalks (public right-of-way) during this three-year period. Three crashes were excluded because ODOT classified the crash as a suicide, or investigative notes strongly suggest a suicide. Finally, one crash was excluded that involved the vehicle-related death of a child at a boat ramp.

The authors welcome information that may assist in classifying, including or excluding a crash.

TERMINOLOGY
This report uses some terms that are commonly used by transportation officials in Portland, including “Communities of Concern.” “Concern” is a term that lacks urgency. The term “Trauma Impacted Communities” better communicates the multiple, additive traumas including racism, housing inequality, gun violence, lack of access to education and healthcare, economic instability, and governmental and corporate disinvestment that affect these communities.
02. Neighborhoods
By far the highest number of fatal pedestrian crashes occur in NE and SE Portland (together 41 of 48 crashes). N and SW Portland had fewer fatal pedestrian crashes with 4 and 3 respectively. There were no fatal pedestrian crashes in NW Portland during the three years 2017-2019. S Portland is not included as a separate neighborhood, as it will not be officially established until 2025.
West vs. East Portland (82nd Ave. Border)

A disproportionately large number of fatal pedestrian crashes occurred in East Portland, defined as the area of Portland east of 82nd Avenue (inclusive). According to the 2010 census and PBOT’s East Side in Motion plan, East Portland contains 28% of city population, yet was the location of 50% of pedestrian crash fatalities.

The death rate for pedestrian crashes is much higher east of 82nd Ave. There were 12.9 pedestrian fatalities per 100,000 in East Portland as compared to 5 per 100,000 in West Portland.

https://www.portlandoregon.gov/transportation/article/372607
https://worldpopulationreview.com/us-cities/portland-or-population
https://www.portlandonline.com/portlandplan/index.cfm?a=288104&c=52257
A large number of fatal pedestrian crashes occurred in East Portland, defined as the area of Portland east of the Willamette River. According to the Portland Plan website, roughly 80% of the city population is east of the Willamette, while 94% of fatal pedestrian crashes occurred there.

The death rate for pedestrian crashes is higher east of the Willamette River. There were 8.5 pedestrian fatalities per 100,000 east of the river as compared to 3 per 100,000 west of the river.

https://www.portlandoregon.gov/transportation/article/372607
https://worldpopulationreview.com/us-cities/portland-or-population
https://www.portlandonline.com/portlandplan/index.cfm?a=288104&c=52257
High Crash Corridors and Communities of Concern

The map to the right (by PBOT) shows the overlay of High Crash Corridors in orange and low-income communities and communities of color (“Communities of Concern”) in gray. According to PBOT, these corridors and areas receive priority for investments in safety under Vision Zero.

Source: https://www.portlandoregon.gov/transportation/54892
A large majority (83%) of fatal pedestrian crashes occurred on Portland’s High Crash Corridors and/or within Communities of Concern.

While High Crash Corridors constitute only 8% of Portland roads, they were the location of 69% of fatal pedestrian crashes.

Communities of Concern make up approximately 15% of Portland land area and contain about 24% of population, yet 62% of pedestrian crash fatalities occurred within Communities of Concern (including border streets).

https://www.portlandoregon.gov/transportation/54892
https://www.portlandoregon.gov/transportation/74236
https://www.arcgis.com/home/webmap/viewer.html?webmap=a411529283e34385a853f41dc8742e29
03.
Street Characteristics
Road Federal Functional Classification

A majority of fatal pedestrian crashes occurred on Arterials (67%).

Principal Arterials accounted for 48% of crashes while Minor Arterials accounted for 19%.
Average Daily Traffic Volume (ADTV)

40% of crashes occurred on roads with an ADTV of greater than 10,000.

All corridors had an ADTV of less than 20,000 except for one. (Note: All TSP data was for ADTV in a single direction of travel.)

61% of crashes occurred on roads with an ADTV of greater than 9000.
Number of Lanes

The most crashes (40%) occurred on 5 lane roads.

Data suggests that as the number of lanes increases, the likelihood of a crash increases.
Of these 16 locations, 7 are specifically targeted for future pedestrian safety upgrades (marked crosswalks, traffic calming infrastructure, RRFB's, islands, curb extensions, etc.).

Looked at another way, of ALL fatal pedestrian crash sites, only 15% are scheduled for future PBOT safety upgrades.
04.
Intersections
Intersection vs. Non-Intersection

56% of fatal pedestrian crashes occurred at an intersection.

The latest NHTSA report data from 2018 found that only 26% of fatal pedestrian crashes nationwide occurred at intersections.

Intersection Type

44% of crashes occurred at 4-way intersections while 19% occurred at “T” intersections.
**Intersection Type By Functional Class**

Of crashes that occurred at intersections, a majority took place at the intersection of an Arterial and a lower functional classification.*

*Federal Classification
05. Crossings
Crossing Location Characteristics

An equal number of crashes (24) occurred within and outside of crosswalks.

Crashes that occurred during crossings at marked and signalized crosswalks (12 crashes) were nearly identical to those that occurred during crossings outside of a legal crossing location (13 crashes at mid-block locations, within 150’ away from a legal crosswalk).
Crossing Location Legal Status

Portland City Code 16.70.210 states that “no pedestrian may cross a street other than in a crosswalk if within 150 feet of a crosswalk”. Pedestrians may legally cross more than 150 feet away from a crosswalk but do not have the right of way (ROW) and must yield to vehicles.

Not accounting for ROW (see next slide) 19% of pedestrians killed were crossing at a “legal crossing” location greater than 150 feet from the nearest crosswalk. Added to the total killed within legal marked, unmarked, marked mid-block crosswalks, and sidewalks this means that 73% of pedestrians were killed at a legal crossing.

Looked at another way, 27% of pedestrians were killed while crossing outside of a legal crossing or area.

16.70.210 Must Use Crosswalks
Right of Way

Police officers writing crash reports wrote that drivers had the ROW in 52% of fatal pedestrian crashes. They wrote that pedestrians had the ROW in 42% of the crashes.

Drivers typically were interviewed, except in hit-and-run crashes. None of the pedestrians struck in this data set were interviewed.
### Curb-to-Curb Distance

Roads with a curb-to-curb crossing distance of greater than 50 feet accounted for 75% of fatal pedestrian crashes. Typical Portland residential streets are 36 feet curb to curb.

<table>
<thead>
<tr>
<th>Curb-to-Curb Distance</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 50 ft.</td>
<td>4%</td>
</tr>
<tr>
<td>Greater than 50 ft.</td>
<td>75%</td>
</tr>
</tbody>
</table>

![Bar Chart](chart.png)

![Pie Chart](pie_chart.png)
Distance to Nearest Safe Crossing

Of the crashes that occurred outside of marked or unmarked crosswalks (excluding Interstates and sidewalks), 71% took place more than 150 feet away from a marked or signalized crosswalk.
06. Speed
Police Reports – “Excessive Speed”

58% of police reports indicated excessive speed was NOT a crash factor.

Only 10% of police reports noted that the driver was “too fast for road conditions” or mentioned that excessive speed was a crash factor.
Vehicle Impact Speed

69% of pedestrian fatalities occurred at vehicle impact speeds of 30 mph or greater.

Research shows that the likelihood of pedestrian death rises sharply above vehicle impact speeds of 30 mph. The NHTSA states that while about 5% of pedestrians die at 20 mph impact, about 40% die at 30 mph impact.

Note: In the absence of computer data, police often use the Searle equation to reverse calculate vehicle impact speed from pedestrian throw distance. The middle of the determined Searle Equation speed range was used for this data set.

NHTSA Vehicle Speeds and Pedestrian Injury
Searle Equation
Speed Limit at Crash Location

The highest number of crashes (19 crashes or 40%) took place on roads where the speed limit was set at 30 mph at the time of the crash.

Roads with a speed limit set at or above 30 mph accounted for a large majority of fatal crashes. 81% of pedestrian fatalities occurred at locations where the speed limit was 30 mph or greater at the time of the crash.
Speed Modification

The speed limit has been lowered at eight crash locations (17%) since the fatal crash.

Note: These crash locations are still set above statutory speed.
Statutory Speed

Speed is currently set higher than the Oregon statutory standard at over half (58%) of the fatal crash locations.

There is an opportunity to lower speed limits at these locations.

https://www.oregon.gov/odot/Engineering/Pages/Speed-Zones.aspx
Crash Locations with Speeds Currently Set Above Statutory

10100 SE MAIN ST  
SE STARK ST AT SE 148th AVE  
SE 92ND AVE AND SE FOSTER RD  
NE KILLINGSWORTH ST AT NE 75TH AVE  
SE 82ND AVE NEAR SE FLAVEL ST  
SE 122ND AVE NEAR SE WOODWARD PL  
SE POWELL BLVD NEAR SE 50TH AVE  
NE MARTIN LUTHER KING JR BLVD AND NE SIMPSON ST  
SE BELMONT ST AT SE 30TH AVE  
NE COLUMBIA BLVD NEAR NE 63RD AVE  
SE FOSTER RD AND SE 71ST AVE  
NE SANDY BLVD AT NE 122ND AVE  
NE FESSENDEN ST AND N ALMA AVE

N BASIN AVE AND N EMERSON ST  
SE DIVISION ST AND SE 168TH AVE  
SE DIVISION ST AND SE 158TH AVE  
NE SANDY BLVD AND NE 20TH AVE  
E BURNSIDE ST AND SE 55TH AVE.  
NE AIRPORT WAY WEST OF NE 138TH AVE  
N WILLAMETTE AVE AND N BUCHANAN AVE  
SE HOLGATE BLVD AT SE 92ND AVE  
SW 45TH AVE AND SW CARSON ST.  
NE BROADWAY ST AND NE GRAND AVE  
NE COLUMBIA BLVD NEAR NE 63RD AVE  
E BURNSIDE AT SE 22ND AVE  
NE HALSEY ST EAST OF NE 122ND AVE  
NE FESSENDEN ST AND N POLK AVE
“Friction” - Distance Between Traffic Impediments

56% of crashes took place on roads with more than 1000 ft. of distance between features on the street that might slow speed, such as a stop sign, traffic signal, or enhanced crosswalk.

Lack of Traffic Calming

A subjective review of conditions as viewed on Google Maps and as described in police reports suggests that approximately 44% of crash locations lacked calming or other design features that could mediate driver speed. Generally, these crashes occurred on long, wide, fast straightaways.
Crash Locations Lacking Traffic Calming

NE KILLINGSWORTH ST NEAR NE 75TH AVE
NE MARTIN LUTHER KING JR BLVD AND N UNION CT
SE 82ND AVE NEAR SE MALDEN ST
SE 80TH AVE AND SE PINE ST
SE 122ND AVE AND SE WOODWARD PL
NE MARTIN LUTHER KING JR BLVD AND NE DAVIS ST
N COLUMBIA BLVD AND N INTERSTATE PLACE
N BASIN AVE AND N EMERSON ST
SE DIVISION ST AT SE 168TH AVE
SE STARK ST AT SE 146TH AVE

N WILLAMETTE AVE AND N BUCHANAN AVE
SW 45TH AVE AT SW CARSON ST
NE COLUMBIA BLVD NEAR NE 63RD AVE
NE HALSEY ST AT NE 141ST AVE
SE STARK ST AT SE 148TH AVE
SE DIVISION ST AT SE 138TH AVE
NE AIRPORT WAY AT NE 138TH AVE
NE AIRPORT WAY WEST OF NE MASON ST
NE PORTLAND HWY NEAR NE 45TH AVE
E BURNSIDE AT SE 22ND AVE
NE HALSEY ST AT NE 122ND AVE
07. Pedestrians
The following pages provide information about the people killed in crashes while walking or rolling in Portland, emphasizing areas where data showed trends or disparities.

Demographic information shows groups disproportionately affected by crashes. It does not indicate causes of crashes.
Pedestrian Age

54% of Portlanders killed as pedestrians were age 55+, whereas that age group is around 20% of the population.

31% of Portlanders killed as pedestrians were over age 65, whereas only 12.3% of Portland population are 65+.
Pedestrian Race

75% of Portlanders killed in pedestrian crashes were identified in reports as white, which is roughly proportional to census data identifying 77.1% of Portlanders as white. 17% of Portlanders killed in pedestrian crashes were identified as Black, which is disproportionate compared to census data identifying 5.8% of Portlanders as Black. The reports identify no Portlanders killed in pedestrian crashes as Hispanic or Latino, yet these groups make up 9.7% of Portland’s population.

https://www.census.gov/quickfacts/portlandcityoregon
Pedestrian Gender

60% of Portlanders killed in pedestrian crashes were described as males, whereas census data identifies 49.4% of the Portland population as male. The remaining percentage were described as female.
Pedestrian Homelessness/Houselessness

The exact percentage of Portland population who are experiencing homelessness/houselessness is difficult to determine as many definitions are used and data collection is incomplete. A 2019 PSU report found that 2% of people in the Portland metro area in 2017 experienced homelessness. The United States Interagency Council on Homelessness puts the Oregon homeless population at 2.81%.

21% of Portlanders killed as pedestrians were experiencing homelessness/houselessness. This is disproportionate to Portland’s homeless population percentage, indicating people experiencing homelessness/houselessness are at much higher risk of dying in a crash than other Portlanders.

https://www.usich.gov/homelessness-statistics/or/
Pedestrian Mobility Disability

According to the CDC, 10.9% of Oregon’s population have a Mobility Disability. Pedestrians killed in crashes are overrepresented, at 19%.

As definitions for “mobility disability” differ, it should be noted that this analysis took into account any police report indication by the investigating officers or witnesses that the pedestrian killed was walking “with a limp” or impairment, using walker or a cane (not including a “white cane”), or using a manual or electric wheelchair. (None of the pedestrians killed were using a manual or electric wheelchair.)

https://www.cdc.gov/ncbddd/disabilityandhealth/impacts/oregon.html
Pedestrian Vision

According to the CDC, 4.3% of Oregonians are “blind or have serious difficulty seeing, even when wearing glasses.”

4% of Portlanders killed as pedestrians were legally blind. An additional 2% of those killed had visual impairments (e.g., cataracts) that were noted, but they were not designated as legally blind.

Taken together, visual impairment of some form was a characteristic of the person killed in 6% of fatal pedestrian crashes.

https://www.cdc.gov/ncbddd/disabilityandhealth/impacts/oregon.html
Pedestrian Mental Illness

Data indicates that over 5% of Portlanders are living with or experiencing mental illness.

4% of Portlanders killed as pedestrians were noted to be experiencing or living with mental illness. These do not include suicides or suspected suicides. If data were adjusted to include the three crashes investigators believed were suicides as a result of mental illness, 9.6% of people killed were experiencing or living with mental illness.

https://lifelineconnections.org/portland-mentalhealth/
Drivers and Vehicles
Driver Age

Drivers between the ages of 25 and 34 years were involved in 33% of fatal pedestrian crashes.

There was only one teenage driver in this data set (19 years old) accounting for 2%, and 4 drivers aged 65+ accounting for 8%. For comparison: Recent data from the NHTSA shows that the #1 driver age group involved in fatal crashes (not only pedestrian) nationally is 20-24 yrs., followed by #2 25-30 yrs. and #3 30-34 yrs.

https://www.autoinsurance.org/age-groups-fatal-crashes/
Driver Age vs. Portland Population

Drivers age 25-34 and 55-64 were involved in a disproportionately high number of fatal pedestrian crashes.

Driver age 25-34 accounted for 40% of fatal pedestrian crashes where gender was identified but make up 19.6% of Portland population.

Drivers age 55-64 accounted for 22.5% of fatal pedestrian crashes but make up 11.9% of Portland population.

Data from 2010 Census: https://ondeck.pdx.edu/population-research/sites/g/files/znldhr3261/files/2020-07/2010%20SF1%20Cities%20M-P.pdf
Driver Gender

Male drivers were disproportionately involved in fatal pedestrian crashes. In crashes where driver gender was identified, male drivers accounted for 72.5%. Approximately 49% of the Portland population is identified as male.

https://censusreporter.org/profiles/16000US4159000-portland-or/

<table>
<thead>
<tr>
<th>Driver Gender</th>
<th>% of Crashes (Where Driver Gender was Identified)</th>
<th>Gender % of Portland Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>72.50%</td>
<td>49%</td>
</tr>
<tr>
<td>Female</td>
<td>25.0%</td>
<td>51%</td>
</tr>
<tr>
<td>Transgender</td>
<td>2.5%</td>
<td>Unspecified</td>
</tr>
</tbody>
</table>

Oregon Walks Fatal Pedestrian Crash Report - Facts and Figures
Vehicle Type

Passenger cars were involved in 44% of fatal pedestrian crashes.

Taken together, SUV’s and Trucks/Vans were involved in 54% of fatal pedestrian crashes.

By 2025, experts forecast that the “light truck” category (which includes SUVs, vans and pickups) will account for 78% of new car sales.

Vehicle Curb Weight

61% of vehicles involved in fatal pedestrian crashes were above the threshold for the “heavy” category as rated by the NHTSA.

Note: Where manufacturer specs give a range for curb weight, the midpoint was used for this data set.

https://www.nhtsa.gov/ratings
09.
Sightline Impairment
Driver Sightline Impairment

Fixed objects causing sightline impairment (walls, signs, trees, etc.) was identified as a factor in only 4% of crashes.

“A-pillar” view obstruction was noted as a factor (or driver excuse) in 12% of crashes.

Conditions limiting visibility (glare, vehicles, high contrast lighting, etc.) were a factor in 15% of crashes.
Pedestrian Sightline Impairment

Infrastructure related sightline impairment (walls, signs, trees, etc.) was a factor in only 2% of crashes.

Conditions limiting visibility (sun, vehicles, etc.) were a factor in 6% of crashes.
Infrastructure Sightline Impairment

The only notable infrastructural sightline impairment besides roadside high contrast light glare/clutter (from storefronts and signs) was at NE 82nd Ave. and NE Jonesmore Street.

At this location there is dividing wall in the middle of the road separating NB and SB traffic on 82nd Ave. This wall obstructs driver view at the south side crosswalk of pedestrian traffic crossing EB. Likewise, the pedestrian view of NB traffic at this intersection is blocked until they reach the middle of the lane. The police report determined that there may not be ample driver reaction and stopping time at this intersection at the posted speed limit should a pedestrian come into view walking into the lane from the other side of the dividing wall.

This is widely known to be a dangerous intersection and a safety plan upgrade is scheduled for 2021.

BikePortland Intersection Article
10. Lighting
Darkness

A majority of crashes (79%) occurred when it was dark. The police report box for “dark-not lighted” crash location description was checked for only 3 crashes (6%).

The Governors Highway Safety Association (GHSA) found that “between 2008 and 2017 nighttime pedestrian fatalities increased by 45%, compared to a much smaller 11% increase in daytime pedestrian fatalities.”

Pedestrian Visibility

Of the crashes that occurred in darkness, police reports checked the “no contrast w/background” box or “clothing not visible” for 58% of pedestrians.
Lighting Issues

Taking into account a Google Maps analysis of streetlight location, separation distance, and type (HPS vs. LED) as well as PBOT lighting guidelines for recommended foot-candle measurements (Appendix K) at the 38 locations where crashes occurred in darkness, inadequate, obstructed or inoperative lighting was determined to be a possible crash factor at 58% of crash locations. (Subject to on-site measurement verification).

Lighting has been upgraded at 2 sites since the crash occurred. One of these sites was determined to have had inadequate lighting prior to the crash, the other did not have noted lighting issues.

There are currently 21 total fatal pedestrian crash locations with unresolved possible lighting deficiencies or issues.

https://www.portlandoregon.gov/transportation/article/714407
On-site Lighting Assessment Recommended

10100 SE MAIN ST
SE 92ND AVE AT SE FOSTER RD
NE KILLINGSWORTH ST AT NE 75TH AVE
SE 82ND AVE NEAR SE MALDEN ST
SE POWELL BLVD JUST EAST OF SE 50TH AVE
SB I205 FWY SO AT SE WOODSTOCK BLVD
N COLUMBIA BLVD AT N INTERSTATE PLACE
NE 102ND AVE AT NE SKIDMORE ST
SE DIVISION ST JUST EAST OF SE 113TH AVE
SE DIVISION ST AT SE 158TH AVE
SE POWELL BLVD UNDER I205 MAX OVERPASS

NE SANDY BLVD JUST EAST OF NE 122ND AVE
SE DIVISION ST JUST EAST OF SE 169TH AVE
NE SANDY BLVD JUST EAST OF NE 20TH AVE
SE DIVISION ST JUST WEST OF SE 139TH AVE
SE STARK ST AT SE 146TH AVE
SE DIVISION ST AT SE 130TH AVE
NE HALSEY ST AT NE 142ND AVE
NE HALSEY ST JUST EAST OF NE 122ND AVE
N FESSENDEN AND N POLK AVE
NE PORTLAND HWY AND NE 45TH AVE
11. Intoxicants
Pedestrian Intoxication

Only 5 pedestrians (11%) were legally intoxicated at the time of the crash. However, in a majority of cases (58%) pedestrian toxicology tests were not conducted or assessments were not included in police reports.

Of the 28 undetermined cases, in 6 cases it was found that intoxicants may have been a factor (less than .07 BAC, intoxicants found on person, witness account of intoxicant use). If these were counted in the overall total for determining intoxication, pedestrian intoxication would be a factor in 23% of crashes.
Driver Intoxication

4 drivers (9%) were found to be legally intoxicated. Driver assessment and/or testing was done in every police report with the exception of hit-and-runs.

Toxicology reports indicated 2 drivers had a BAC under .08 and the presence of THC, but were determined by police not to be intoxicated. If these cases was counted in the total for determining intoxication, driver intoxication would be a factor in 13% of crashes.
12. Distraction
Distraction

Major Crash Team investigators attempt to determine whether electronic distraction was involved for the driver or pedestrian in most crashes.

Cell phones or other electronic distraction of driver or pedestrian were determined not to be a factor in any of the 26 fatal crashes in which police had evidence from which to make a determination (e.g., review of phone data, witness interview, location of phone recovered at scene, etc).

In the case of 14 drivers (29% of those available), there is no note in the police report confirming that officers checked cell phone data or made an assessment of distraction.
13. List of Crashes
Fatal Pedestrian Crashes 2017-2019

In reviewing crash data, it is appropriate to return to the reminder that each crash involved an individual human life or lives. The graphic to the right represents individuals killed in pedestrian crashes for each year 2017-2019. The following pages include a per year list of crashes with date, location and the first name and last initial of the person killed.

19 people were killed in 2017:

16 people were killed in 2018:

17 people were killed in 2019:
### Fatal Pedestrian Crashes 2017

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 04 2017</td>
<td>10100 SE MAIN ST</td>
<td>Jessica M.</td>
</tr>
<tr>
<td>03 09 2017</td>
<td>SE STARK STREET AND SE 148th AVE</td>
<td>Corry S.</td>
</tr>
<tr>
<td>04 26 2017</td>
<td>SE 92nd AVE AND SE FOSTER RD</td>
<td>Bruce M.</td>
</tr>
<tr>
<td>04 30 2017</td>
<td>NE KILLINGSWORTH ST AND NE 75TH AVE</td>
<td>Eve D.</td>
</tr>
<tr>
<td>05 05 2017</td>
<td>SE 82nd AVE NEAR SE FLAVE ST</td>
<td>Theodore J.</td>
</tr>
<tr>
<td>05 12 2017</td>
<td>NE MARTIN LUTHER KING JR BLVD AND N UNION CT</td>
<td>Toby H.</td>
</tr>
<tr>
<td>06 22 2017</td>
<td>SE 80th AVE AND SE PINE ST</td>
<td>Erin B.</td>
</tr>
<tr>
<td>07 03 2017</td>
<td>SE 122nd AVE AND SE WOODWARD PL</td>
<td>Patrick A.</td>
</tr>
<tr>
<td>07 14 2017</td>
<td>SE POWELL BLVD AND SE 50th AVE</td>
<td>Patrick M.</td>
</tr>
<tr>
<td>07 24 2017</td>
<td>SB I205 FWY SB AT SE WOODSTOCK BLVD</td>
<td>Wesley A.</td>
</tr>
<tr>
<td>09 23 2017</td>
<td>NE MARTIN LUTHER KING JR BLVD AND NE DAVIS ST</td>
<td>Lawrence C.</td>
</tr>
<tr>
<td>09 25 2017</td>
<td>N COLUMBIA BLVD AND N INTERSTATE PL</td>
<td>Frank A.</td>
</tr>
<tr>
<td>10 07 2017</td>
<td>NE 82nd AVE AND NE JONESMORE ST</td>
<td>Charles B.</td>
</tr>
<tr>
<td>10 27 2017</td>
<td>NE MARTIN LUTHER KING JR BLVD AND NE SIMPSON ST</td>
<td>William R.</td>
</tr>
<tr>
<td>11 26 2017</td>
<td>N FESSENDEN ST AND N ALMA AVE</td>
<td>Daniel R.</td>
</tr>
<tr>
<td>11 30 2017</td>
<td>NE 102nd AVE AND NE SKIDMORE ST</td>
<td>Kim N.</td>
</tr>
<tr>
<td>12 20 2017</td>
<td>NE SANDY BLVD AND NE 79th AVE</td>
<td>Elizabeth M</td>
</tr>
</tbody>
</table>
Fatal Pedestrian Crashes 2018

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>02 01 2018</td>
<td>SE STARK ST NEAR SE 148TH AVE</td>
<td>Yelena L.</td>
</tr>
<tr>
<td>02 07 2018</td>
<td>SW YAMHILL ST AND SW 17TH AVE</td>
<td>Ted J.</td>
</tr>
<tr>
<td>03 09 2018</td>
<td>SE BELMONT ST AND SE 30TH AVE</td>
<td>Wes H.</td>
</tr>
<tr>
<td>03 11 2018</td>
<td>SE DIVISION ST AND SE 115TH AVE</td>
<td>Fuk C.</td>
</tr>
<tr>
<td>03 21 2018</td>
<td>NE SANDY BLVD AND NE 122nd AVE</td>
<td>Logan D.</td>
</tr>
<tr>
<td>03 23 2018</td>
<td>N BASIN AVE AND N EMERSON ST</td>
<td>Dennis F.</td>
</tr>
<tr>
<td>05 08 2018</td>
<td>SE DIVISION ST AND SE 169TH AVE</td>
<td>Dorothy A.</td>
</tr>
<tr>
<td>07 23 2018</td>
<td>SE DIVISION ST AND SE 158th AVE</td>
<td>James D.</td>
</tr>
<tr>
<td>08 25 2018</td>
<td>NE SANDY BLVD AND NE 20th AVE</td>
<td>Njuguna G.</td>
</tr>
<tr>
<td>10 10 2018</td>
<td>SE DIVISION ST AT SE 138th AVE</td>
<td>Loan D.</td>
</tr>
<tr>
<td>10 11 2018</td>
<td>E BURNSIDE ST AND SE 55th AVE</td>
<td>Charles M.</td>
</tr>
<tr>
<td>10 26 2018</td>
<td>SE STARK ST AND SE 146th AVE</td>
<td>Darnell J.</td>
</tr>
<tr>
<td>11 13 2018</td>
<td>NE AIRPORT WAY NEAR NE 138th AVE</td>
<td>Cassidy M.</td>
</tr>
<tr>
<td>11 15 2018</td>
<td>N WILLAMETTE AVE AND N BUCHANAN AVE</td>
<td>Jason B.</td>
</tr>
<tr>
<td>12 19 2018</td>
<td>I-84 WEST of 148th AVE EXIT</td>
<td>Dayozjah B.</td>
</tr>
</tbody>
</table>
## Fatal Pedestrian Crashes 2019

<table>
<thead>
<tr>
<th>Date</th>
<th>Location Details</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 04 2019</td>
<td>SW SALMON ST AND SW PARK AVE</td>
<td>Lowell G.</td>
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<tr>
<td>01 05 2019</td>
<td>NE AIRPORT WAY AND NE MASON ST</td>
<td>Rachelle D.</td>
</tr>
<tr>
<td>02 02 2019</td>
<td>SE DIVISION ST AND SE 130th AVE</td>
<td>James M.</td>
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<tr>
<td>03 01 2019</td>
<td>SE HOLGATE BLVD AND SE 92nd AVE</td>
<td>Laurie P.</td>
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<tr>
<td>03 19 2019</td>
<td>SW 45th AVE AND SW CARSON ST</td>
<td>Ortrud V.</td>
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<tr>
<td>04 07 2019</td>
<td>SE POWELL BLVD AT I-205</td>
<td>Shawn S.</td>
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<tr>
<td>04 08 2019</td>
<td>I-84 EB RAMP TO I-205</td>
<td>Kelsey P.</td>
</tr>
<tr>
<td>04 10 2019</td>
<td>N FESSENDEN ST AND N POLK AVE</td>
<td>Sandy B.</td>
</tr>
<tr>
<td>04 19 2019</td>
<td>NE BROADWAY ST AND NE GRAND AVE</td>
<td>Lori W.</td>
</tr>
<tr>
<td>04 25 2019</td>
<td>NE COLUMBIA BLVD NEAR NE 63RD AVE</td>
<td>Larry D.</td>
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<tr>
<td>06 13 2019</td>
<td>SE FOSTER RD AND SE 71st AVE</td>
<td>Louanna B.</td>
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<tr>
<td>07 20 2019</td>
<td>WILLAMETTE PARK BOAT RAMP</td>
<td>Preston V.</td>
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<td>07 24 2019</td>
<td>NE HALSEY ST AND NE 142nd AVE</td>
<td>Jamie S.</td>
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<tr>
<td>09 15 2019</td>
<td>NE PORTLAND HWY NEAR NE 45th AVE</td>
<td>Cristian L.</td>
</tr>
<tr>
<td>10 03 2019</td>
<td>I-5 SB AT BROADWAY ST</td>
<td>Eric T.</td>
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<tr>
<td>11 18 2019</td>
<td>E BURNSIDE ST AND SE 22nd AVE</td>
<td>Kristine R.</td>
</tr>
<tr>
<td>12 27 2019</td>
<td>NE HALSEY ST AND NE 122nd AVE</td>
<td>Terry R.</td>
</tr>
</tbody>
</table>
14. Learn More
Read the Full Report

View and download the complete Oregon Walks Fatal Pedestrian Crash Report at www.oregonwalks.org/fatal-pedestrian-crash-report/
The full report contains three parts:

Crash Reviews provides information relating to each of the 48 fatal pedestrian crashes in Portland, Oregon from 2017-2019.

Facts and Figures presents a compilation of data from all 48 crashes, primarily in graphs and tables.

Focus Issues discusses in detail particular aspects of Portland’s pedestrian fatality crashes that emerge from the crash reviews and data.
Visit [www.oregonwalks.org/fatal-pedestrian-crash-report/](http://www.oregonwalks.org/fatal-pedestrian-crash-report/) to view the interactive crash map. The map is a valuable tool for visualizing the relationship between fatal pedestrian crashes and infrastructure factors:

- Click on each yellow circle to view the location and information for each of the 48 reviewed fatal pedestrian crashes in Portland from 2017-2019. Information includes: nearest intersection to crash location, whether the location is part of the PBOT High Crash Network, curb-to-curb crossing distance, number of lanes, speed limit at the time of the crash, estimated vehicle speed at the time of the crash, whether the crash location speed limit is set above the statutory limit, a Google Maps Street View link and a link to the respective Oregon Walks crash review.

- Click on the drop-down menu in the upper right to view data overlays of infrastructure characteristics (e.g. speed limits, street lighting, traffic signals, pedestrian crossing signals, crosswalks, speed bumps, driver speed studies), as well as an overlay of the Portland Bureau of Transportation High Crash Corridor Network.

- Click on the +/- icons on the left to zoom in and out, and use the magnifying glass icon to type in addresses or landmarks to review location infrastructure and proximity to fatal pedestrian crashes.
Dedication

This report is dedicated to the families and communities affected by traffic violence, and the individuals, in every capacity, trying to make a difference including Families for Safe Streets of Oregon & SW Washington.

Acknowledgements

This report would not be possible without:

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Cara McKinney (GIS)
Brian Davis, Studio Davis (engineering feedback, selected issues)
The Board, community volunteers & staff of Oregon Walks
The attorneys & staff of Forum Law Group LLC
Thank You