

# SAVING LIVES WITH SAFE STREETS

## Vision Zero Traffic Crash Report 2020



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

[visionzeroportland.com](http://visionzeroportland.com)

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# Portland Traffic Crash Report (2020)

In 2020, 54 people died in traffic crashes in Portland, the highest number of traffic deaths in any year since 1996. This year was unusual and tragic in many ways. Eliminating traffic deaths and serious injuries, while achievable, will require considerable continued effort by the City of Portland and community members, and the high death toll in 2020 is an important reminder of the urgent need for this work to continue.

Data on serious injuries is not yet available for 2019 or 2020, but traffic deaths by travel mode since 2018 are shown in Figure 1 below. Further analysis of trends among 2020 traffic deaths is detailed at the end of this report.

## Latest data at-a-glance

	Deaths			Serious injuries		
	2018	2019	2020	2018	2019	2020
Transit	0	0	0	0	n/a	n/a
Biking	2	2	5	15	n/a	n/a
Motorcycling	9	9	8	44	n/a	n/a
Pedestrian	15	16	18	32	n/a	n/a
Motor Vehicle	9	23	23	150	n/a	n/a
<b>Total</b>	<b>35</b>	<b>50</b>	<b>54</b>	<b>241</b>	<b>n/a</b>	<b>n/a</b>

### Notes:

A serious injury is defined by the Oregon Department of Transportation (ODOT) 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.”

Data on fatalities is preliminary for 2019 and 2020 and data on serious injuries is not yet available for these years.

Pedestrians include people using mobility devices. People in motor vehicles includes drivers and passengers.

Source: ODOT (2018); Portland Police Bureau (PPB) (2019 & 2020)

Figure 1. More traffic deaths occurred in 2020 than in any year since 1997 and there were more deaths among people on bikes and pedestrians than in recent years. .

## Portland traffic deaths by travel option, 2016-2020

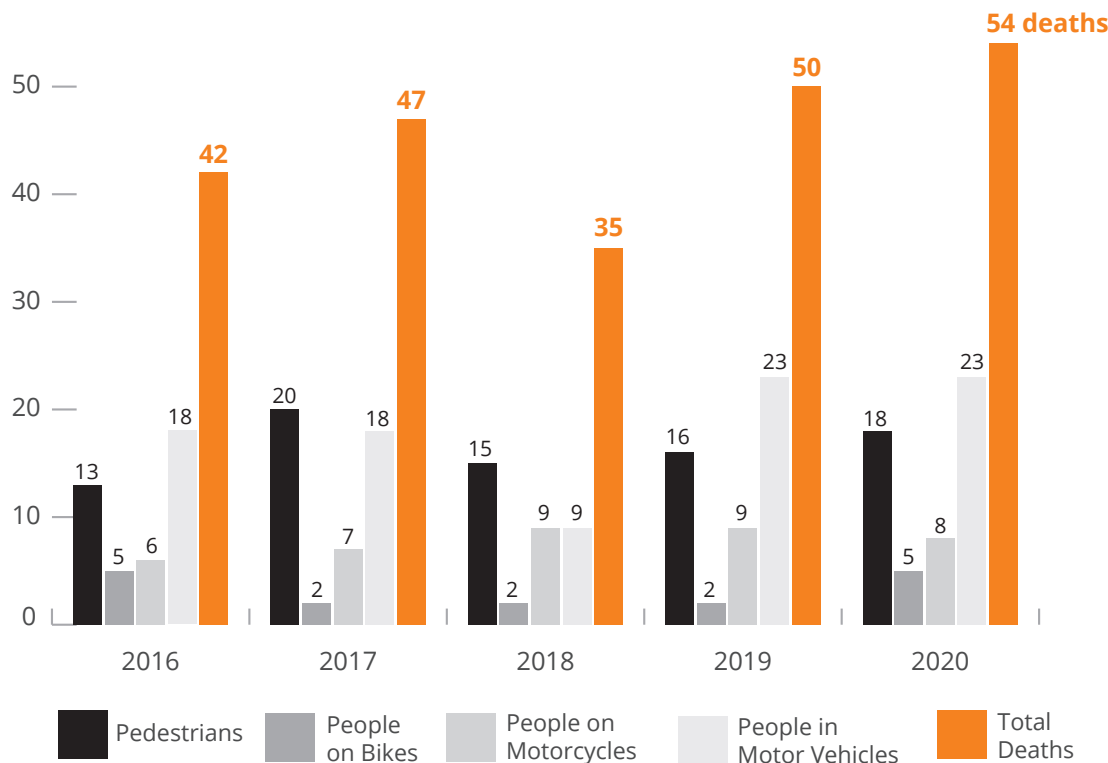


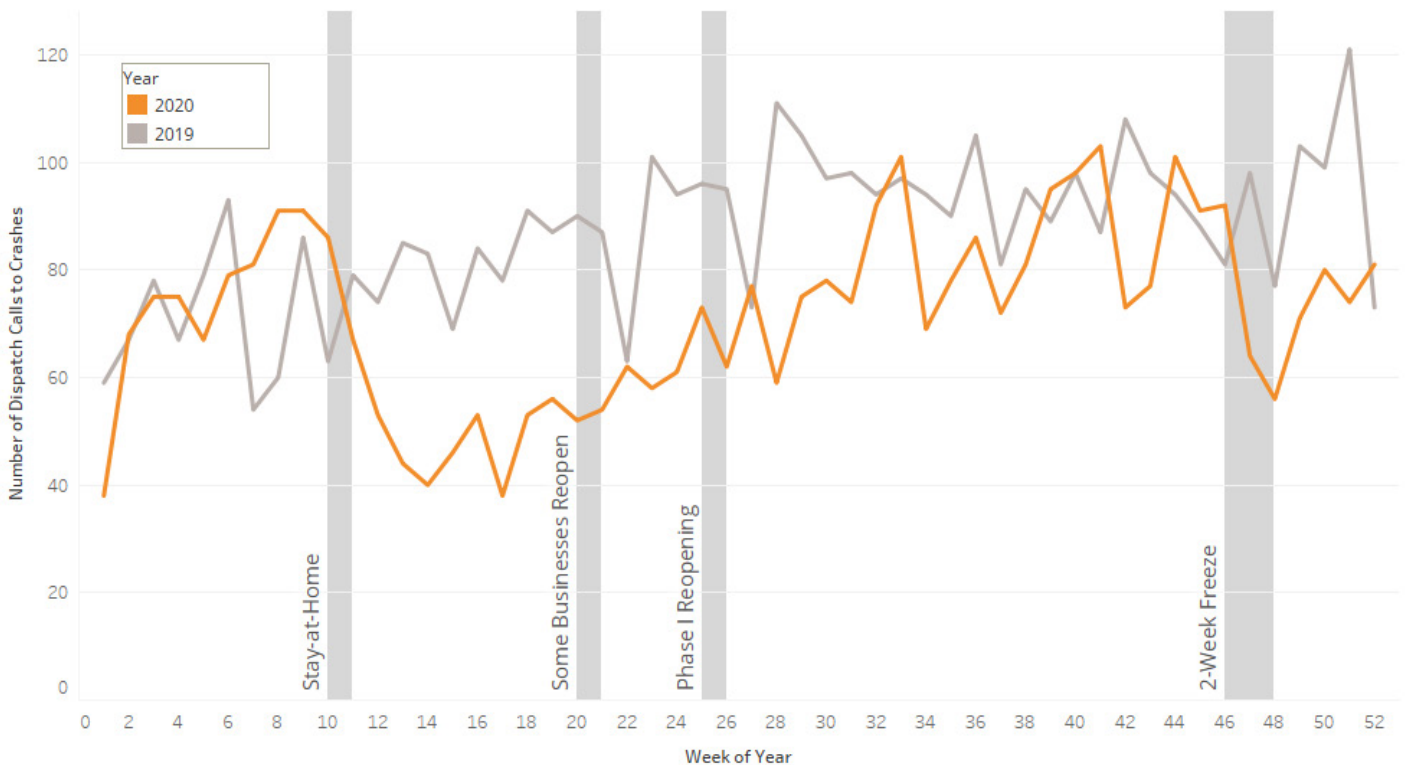
Figure 2. With 54 fatalities, 2020 had more traffic deaths than in recent years. Data: Portland Police Bureau (2019-2020), Oregon Department of Transportation (2016-2018)

# Crash data from 2020 support a Safe Systems approach to Vision Zero

2020 was an unusual and unexpected year in many ways, including for traffic in Portland. After Governor Brown issued a stay-at-home order in March, traffic volumes and crashes declined drastically (Figure 3). As reopening efforts began in May and June, the number of traffic crashes increased and so did traffic fatalities, leading to the highest number of deaths since 1996. Many other Vision Zero partner cities around the nation also experienced high numbers of fatalities on their streets in 2020. PBOT recognizes that 2020 was a tragic year of loss and continues to stay committed to eliminating traffic fatalities.

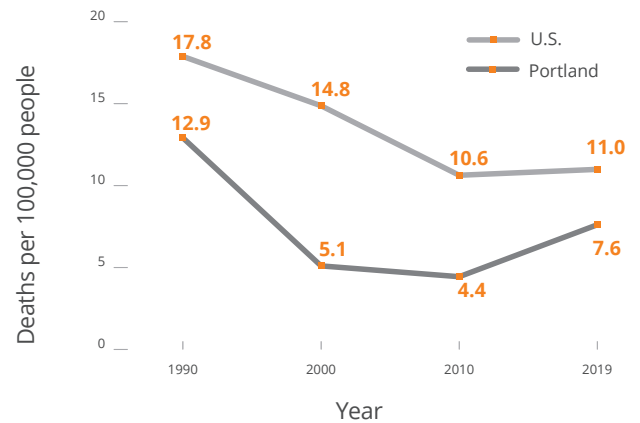
The increase in traffic deaths in Portland extends a trend that began locally and nationally after 2010 (see Figure 4). Street design continues to be a factor in many traffic deaths that occur in Portland. In 2020, 57% of traffic deaths occurred on the High Crash Network (see map below in Figure 5). This indicates that continued investment in this network is important in preventing traffic deaths and serious injuries. Recent crash data trends confirm that continued focus on speed, impairment, dangerous behaviors, and street design is critical in eliminating traffic deaths and serious injuries. Recent crash data trends confirm that continued focus on speed, impairment, dangerous behaviors, and street design is critical in eliminating traffic deaths and serious injuries.

## Weekly Portland Fire & Rescue Calls to Crashes, 2019 and 2020



**Figure 3.** Weekly crashes declined significantly in March and April after Governor Brown issued a stay-at-home order and again in November when she issued a 2-week freeze. Through the summer and into fall, traffic crashes climbed back up to nearly the same levels as in 2019. This data includes all injury and non-injury crashes that Portland Fire and Rescue was called out to. Data: Portland Fire and Rescue (2019-2020)

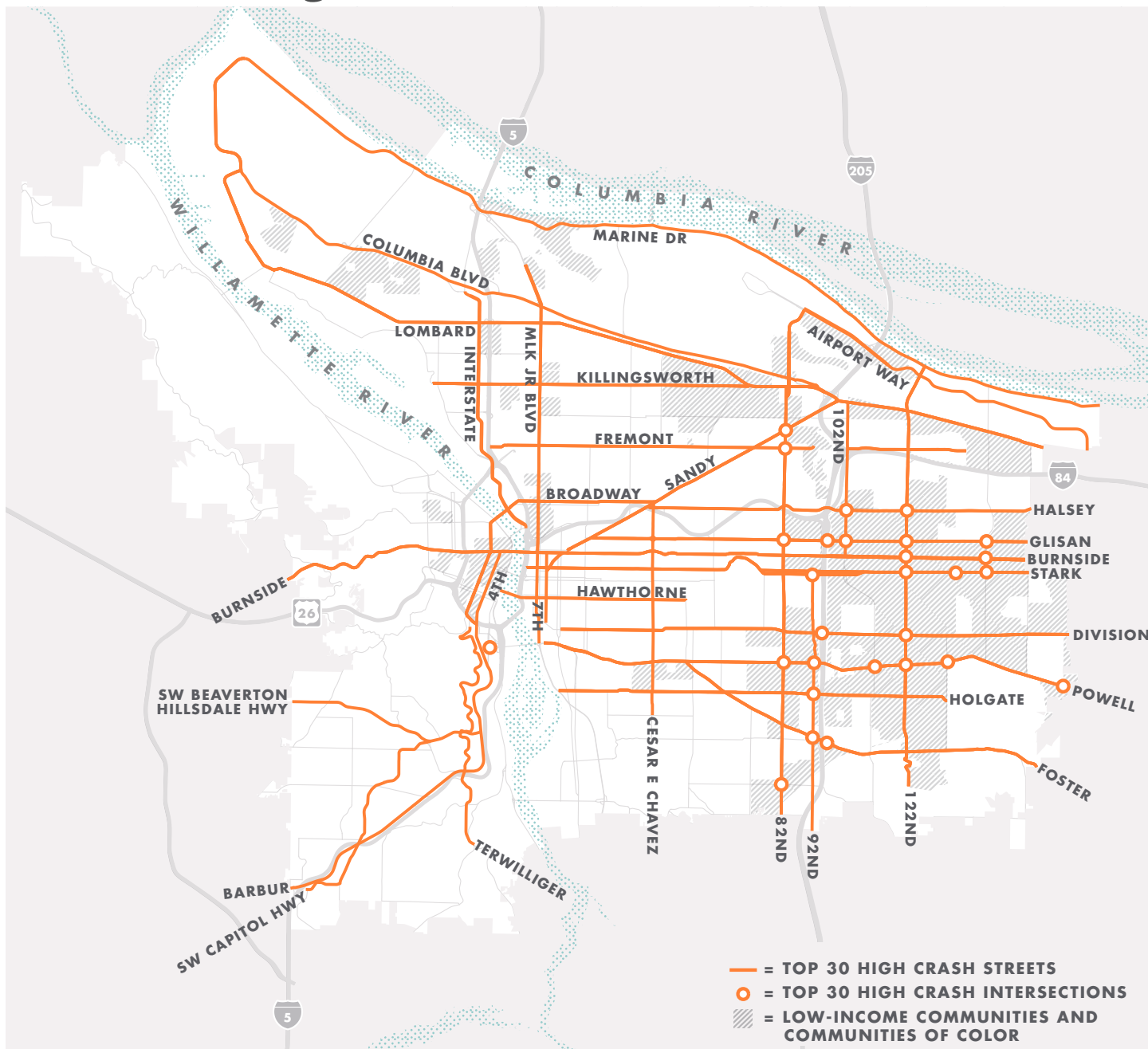
**TRAFFIC DEATHS PER 100,000 PEOPLE IN THE U.S. AND PORTLAND, OREGON, 1990-2019**



**Figure 4.** The rate of traffic deaths have increased nationwide and in Portland since 2010.

Source: U.S. Census population estimates for 2019; National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS) for 2019; Portland Police Bureau (2019).

# High Crash Network Street & Intersections Portland, Oregon



**Figure 5.** High Crash Network streets make up 8% of Portland's street network. An interactive citywide map of Portland crashes is available at [map.visionzeroportland.com](http://map.visionzeroportland.com).

The High Crash Network comprises the 30 deadliest streets and intersections in Portland, based on crash data. Low-income communities and communities of color refers to locations with PBOT Equity Matrix Scores higher than 7, which indicate locations with relatively high proportions of individuals with these characteristics based on 2012-2016 American Community Survey 5-year estimates.

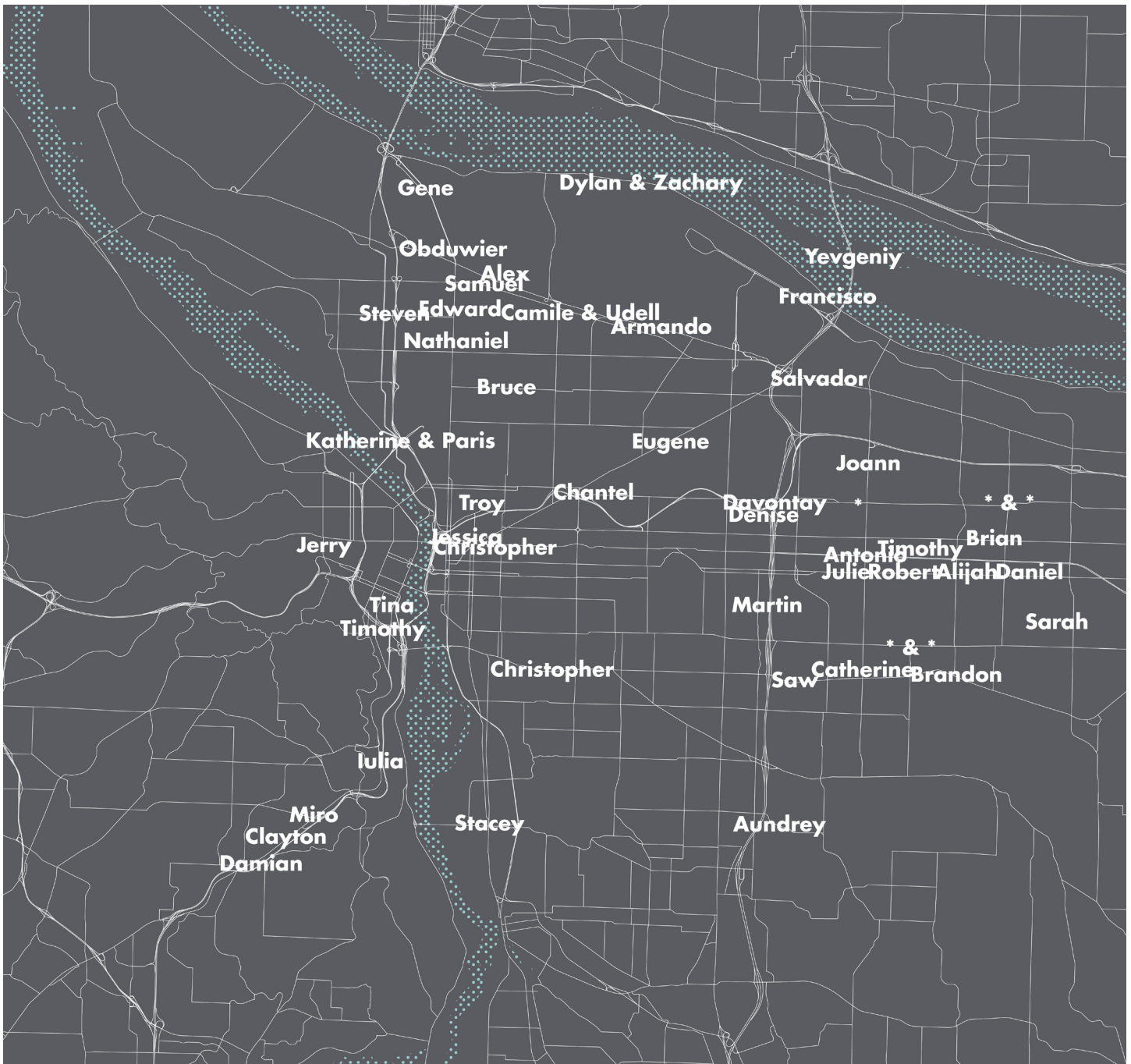
**56%**  
of traffic deaths occurred on  
**8%**  
of Portland's streets, the High  
Crash Network in 2020

**65%**  
of traffic deaths occurred in  
low-income communities and  
communities of color in 2020

# People who died in traffic crashes, Portland, Oregon, 2020

54 people died in 2020 based on national reporting criteria

(figure based on preliminary data; subject to change)



**Figure 6.** The first names and approximate location of Portland's 54 traffic death victims. In addition to the people on the map, four people died in traffic crashes that are excluded under national reporting criteria. See "How crash data works" below for details. Data: Portland Police Bureau

\*- Name is unknown

& - Two people died in a single crash

**The table below describes the crash date, name, age, travel type and approximate crash location of people who died in traffic crashes in Portland in 2020.**

In the year 2020:

- The median age of people who died was 36, with a range from age 1 to 81
- Of the people who died, 38 were male and 14 were female
- Twenty people died on state-owned roads, including 8 people on freeways

<b>Date</b>	<b>First name</b>	<b>Last name</b>	<b>Age</b>	<b>Travel type</b>	<b>Approximate crash location</b>
1/9	Denise	Sanchez	**	Pedestrian	Ramp from EB I-84 to SB I-205
1/18	Eugene	Waldrupe	50	Motorcycle	NE Sandy Blvd & NE 65th Ave
1/25	Salvador	Cruz Garcia	52	Motor Vehicle	NE Sandy Blvd & NE 105th Ave
1/28	Samuel	Baskow	22	Pedestrian	NE Lombard St & NE 11th Ave
2/8	Yevgeniy	Kovalenko	25	Motor Vehicle	SB I-205 Glenn Jackson Bridge
2/14	Stacey	Eaton	42	Pedestrian	SE 17th Ave & SE Tacoma St
2/17	Jerry	Stites III	37	Bicycle	SW Vista Ave & SW Park Pl
2/29	Christopher	Long	39	Motorcycle	SE Powell Blvd & SE 34th Ave
2/29	Chantel	Downs	36	Pedestrian	NE Halsey St & NE 42nd Ave
3/4	Tina	Brewer-Uhlenhopp	52	Motor Vehicle	SW Naito Pkwy & SW Harrison St
3/16	Iulia	Hanczarek	39	Pedestrian	SW Barbur Blvd & SW Parkhill Dr
4/14	Brandon	Reid	32	Motorcycle	SE Powell Blvd & SE 148th Ave
5/15	Alex	Steckly	33	Motor Vehicle	1900 block NE Columbia Blvd
5/17	Francisco	Vasquez	26	Motor Vehicle	NE Marin Dr, west of I-205 bridge
6/4	Bruce	Morgan	49	Motor Vehicle	NE Prescott St & NE 24th Ave
6/4	Miro	Brankovic	51	Pedestrian	SW Barbur Blvd & SW Capitol Hill Dr
6/7	Aundrey	Granville	22	Motor Vehicle	SE Mt Scott Blvd near SE Knapp St
6/22	Troy	Calvin	37	Bicycle	NE 16th Ave & NE Multnomah St
7/6	Saw	Poe Tu	36	Motor Vehicle	SE Powell Blvd & SE 102nd Ave
7/11	Brian	Johnston	57	Motor Vehicle	NE Glisan St & NE 158th Ave
7/18	Camile	Bailey	34	Motor Vehicle	3700 block NE Lombard St
7/18	Udell	Peterson	13	Motor Vehicle	3700 bloc NE Lombard St
7/19	Joann	Mardis	58	Motor Vehicle	NE 122nd Ave & NE Russell St
7/22	Julie	Dunlap	45	Motor Vehicle	SE Stark St & SE 122nd Ave
7/30	Sarah	Bulbuk	1	Pedestrian	17200 block SE Mill Ct
8/28	Dylan	Ford	27	Motorcycle	6100 block N Marine Dr
8/28	Zachary	Crist	28	Pedestrian	6100 block N Marine Dr
8/30	Edward	Tiffany	68	Pedestrian	NE Dekum St & NE Grand Ave
9/1	Alijah	Myers	25	Motor Vehicle	SE Stark St & SE 153rd Ave
9/3	Martin	Weiner	81	Bicycle	I-205 Multi-use path at SE Market St
9/4	Jessica	Laprall	46	Pedestrian	NE Couch St & NE 9th Ave
9/11	Christopher	Copeland	36	Pedestrian	E Burnside St & 18th Ave
9/22	Damian	Alexander	45	Motor Vehicle	I-5 NB north of 99W Interchange
9/24	Timothy	Ames	52	Pedestrian	200 block NE 139th Ave
9/28	Nathaniel	Entriiken	35	Motorcycle	NE Ainsworth St & NE Grand Ave

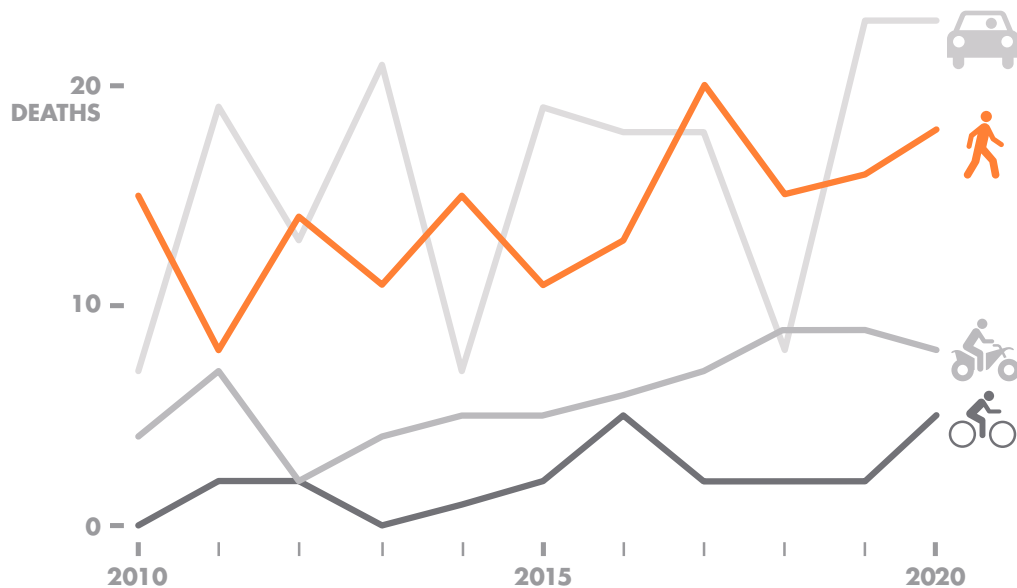
Date	First name	Last name	Age	Travel type	Approximate crash location
10/9	Timothy	Boyette	41	Motorcycle	SW 1st Ave & SW Arthur St
10/9	Brian	Stafford	24	Motorcycle	NB I-5 near North Columbia Blvd
10/10	Katherine	Chavez	37	Pedestrian	SB I-5 near I-405 Interchange
10/10	Paris	Green	32	Pedestrian	SB I-5 near I-405 Interchange
10/22	Davontay	Rhodes	37	Motor Vehicle	EB I-84 under I205 ramps
10/22	Steven	Nollette	47	Motorcycle	SB I-5 at Rosa Parks Way exit
11/6	Armando	Lopez	27	Motor Vehicle	NE Columbia Blvd & NE 60th Ave
11/12	Antonio	Rodriguez	27	Bicycle	E Burnside St & 122nd Ave
11/17	Daniel	Lopez-Herrera	27	Pedestrian	SE Stark St & SE 160th Ave
11/19	Obduwier	Romero-Moreno	18	Motor Vehicle	NE MLK Blvd & N Vancouver Way
11/23	**	**	26	Motor Vehicle	SE Division St & SE 136th Ave
11/23	**	**	20	Motor Vehicle	SE Division St & SE 136th Ave
11/24	Robert	Weaver	69	Motor Vehicle	SE Stark St & SE 127th Ave
12/4	Gene	Courtney	64	Bicycle	NE MLK Blvd & N Union Ct
12/12	**	**	**	Motor Vehicle	NE Halsey St & NE 162nd Ave
12/27	Donald	McQueen	60	Motor Vehicle	300 block N Lombard St
12/12	**	**	**	Motor Vehicle	NE Halsey St & NE 162nd Ave
12/16	Clayton	Chamberlain	66	Pedestrian	SW Barbur Blvd & SW 30th Ave
12/23	**	**	**	Pedestrian	NE Halsey St & NE 119th Ave
12/31	Catherine	Rudolph	51	Pedestrian	SE 122nd Ave & SE Tibbetts St

#### Deaths excluded by national reporting criteria

1/25*	Trecell	Stinson	47	Pedestrian	2700 block SE 92nd Ave
6/20*	Addison	Loda	22	Pedestrian	1700 SW Yamhill St MAX Station
9/11*	Blas	Naya-Valdez	35	Motor Vehicle	SB I-5 Interstate Bridge
10/10*	Quinton	Lauderdale	49	Motor Vehicle	NE Sandy Blvd near I-205 overpass

\*Death excluded from Portland Vision Zero annual reporting due to death occurring in a parking lot, non-traffic collisions, or as an act of suicide. See the next section on "How crash data works" for a full description of traffic fatality reporting criteria.

\*\*Information unavailable.



## Portland traffic deaths 2010-2020

### How crash data works

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

PBOT uses national traffic crash reporting criteria that exclude people who die:

- 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 four deaths from crash reporting in 2019 as a result of these criteria (see bottom of table above). Deaths are also excluded if a medical examiner determines that a person died of causes not directly attributable to a traffic crash, such as suffering a heart attack while driving. Regardless of reporting criteria, PBOT uses all available data to inform potential safety improvements.

#### CRASH DATA SOURCES

##### SELF-REPORTING



##### CRASH INVESTIGATIONS



#### OFFICIAL CRASH RECORD



#### VISION ZERO ANALYSIS



FATAL CRASH DATA

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



## Patterns and trends in 2020 deaths

2020 was an unusual year in many ways, including the unexpected increase in traffic deaths. In 2020, 23 people driving or riding in motor vehicles died on Portland streets and highways, the same number of deaths among motor vehicle occupants as in 2019. This is a significant increase from nine in 2018, which was the lowest number of vehicle occupant deaths since 2014. Motor vehicle occupant fatalities increased from 21% of annual traffic fatalities in Portland in 2018 to 42% of fatalities in 2020.

Even though 2020 was unusual for overall travel behavior, there were many similar trends in traffic deaths compared to 2019. In both 2019 and 2020, many motor vehicle occupant and motorcyclist deaths were in single vehicle crashes that did not involve other road users. Of the 31 individuals who died while traveling in a motor vehicle or on a motorcycle this year, 11 died after leaving the roadway and crashing into a fixed object, such as a pole or tree, or rolling their vehicle over. Single-vehicle crashes resulted in 20% of traffic deaths in 2020.

The number of people killed in crashes while walking, riding in vehicles, and riding motorcycles was relatively stable from 2019 to 2020. However, the number of deaths among people on bikes was much higher in 2020 than the average over the past 5 years. Since 2015, the average number of deaths among people on bikes was 2.6. In 2020, 5 people died while biking. Pedestrian deaths have also been consistently high, over 15 deaths each year starting in 2017. This year, 18 pedestrians died in Portland. Deaths of vulnerable road users (pedestrians, people on bikes, and people riding motorcycles) accounted for over half of fatalities this year, 31 out of 54 total deaths.

Speed and impairment continue to be contributing factors in deadly crashes in Portland. The World Health Organization (WHO) lists speed as one of the five top risk factors for traffic injuries because



Single vehicle roadway departure crash in NW Portland. February 2021.

it directly influences the risk of a crash, its severity, and its potential for death. In 2020, speed was an even more prevalent contributor in traffic fatalities. Forty-three percent of fatal crashes in Portland in 2020 were speed-related, compared to thirty percent in 2019. Additionally, at least 11 deadly crashes involved a driver impaired by drugs and/or alcohol. In eight out of those eleven deadly crashes, speed was also a contributing factor. This means it is more likely an impaired driver was also speeding.

In 2020, 18 people who died in traffic crashes on Portland streets were identified as Black, Indigenous, or People of Color (BIPOC). Race and ethnicity information in Portland traffic deaths is emerging and some data is unavailable or unknown. Race or ethnicity is known for 51 of the 54 traffic deaths in 2020. With 18 out of those 51 deaths having been BIPOC victims, that means 35% of deaths in 2020 were BIPOC individuals. This is disproportionate to citywide population demographics, where approximately 29.4% of residents identified as any race other than white alone, non-Hispanic/Latinx ([2019 Census ACS Estimates](#)). This disproportionality is especially present among the Black community in Portland. The citywide Black population is approximately 6%, and ten people who died on Portland streets were Black, accounting for 18.5% of traffic deaths, 3 times the share of population.

*It is the policy of the City of Portland that no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination in any city program, service, or activity on the grounds of race, color, national origin, disability, or other protected class status. Adhering to Civil Rights Title VI and ADA Title II civil rights laws, the City of Portland ensures meaningful access to city programs, services, and activities by reasonably providing: translation and interpretation, modifications, accommodations, alternative formats, and auxiliary aids and services. To request these services, contact 503-823-4998, City TTY 503-823-6868, Relay Service: 711.*