PBOT
PORTLAND BUREAU OF TRANSPORTATION

PORTLAND 2024 DEADLY TRAFFIC CRASH REPORT

VISION ZERO

MARCH 2025 | VISIONZEROPORTLAND.COM

Cover image: Map of Portland noting approximately where 2024 deadly crashes occurred and the first names of victims located within the four new council districts.

Disclaimers

We know the factors that cause traffic violence. The Portland Bureau of Transportation, in collaboration with community partners, sets concrete Vision Zero policy and strategy. However, every step outlined in our Vision Zero Action Plan requires commitment, funding, and collaboration across the city and with our partners.

Parts of this document were edited with the support of ChatGPT. The content was reviewed and fact-checked by city staff.

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PBOT
PORTLAND BUREAU OF TRANSPORTATION
VISION ZERO

Portland 2024 Deadly Traffic Crash Report

Introduction

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.

PBOT continually reviews deadly traffic crashes in Portland, analyzing trends and then building this report each winter to look back at the previous year. Understanding the circumstances and factors behind each loss of life from traffic violence is core to our work.

To create this report, we rely on data from our partners. The Oregon Department of Transportation (ODOT) provided finalized data from 2020–2022. The Portland Police Bureau (PPB) shared preliminary traffic death data for 2023–2024. Data on serious injuries from 2023–2024 is not yet available from ODOT.

As you will read in further detail in this report, 58 people were killed in traffic crashes in Portland in 2024, lower than the record high of 69 deaths in 2023 (see **Figures 1** and **2**). Those 58 individuals were part of our community (see **Figure 3**). Countless people feel the loss of someone dear in their lives—children, siblings, parents, aunts and uncles, grandparents, neighbors, friends, and loved ones. Our city mourns those whose lives were cut short by preventable traffic violence. We can and must do better.

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, 2020-2024

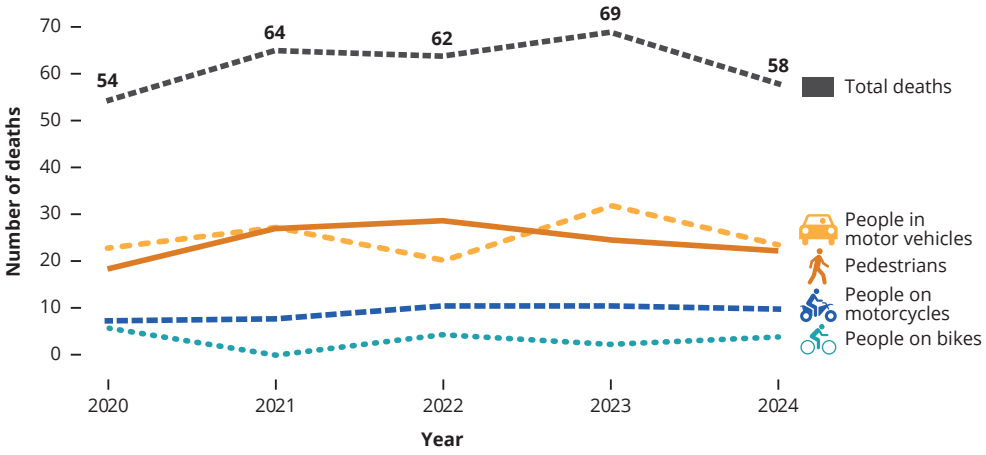


Figure 1. Traffic deaths by mode of travel, 2020-2024

Data: ODOT (2020-2022), PPB (2023-2024)

Traffic deaths and serious injuries by mode of travel, 2020-2024

Deaths

	2020	2021	2022	2023	2024
People in motor vehicles	23	28	19	32	23
People on motorcycles	8	9	11	11	10
Pedestrians*	18	27	28	24	22
People on bicycles	5	0	4	2	3
Total	**54**	**64**	**62**	**69**	**58**

Serious injuries

	2020	2021	2022	2023	2024
People in motor vehicles	131	266	291	*Information not yet available*	
People on motorcycles	22	53	71		
Pedestrians*	45	34	49		
People on bicycles	8	9	16		
Total	**206**	**362**	**427**		

** The term "pedestrians" here refers to people walking, using mobility devices, riding skateboards, or on e-scooters.*

Figure 2. Traffic deaths and serious injuries by mode of travel, 2020-2024

Data: ODOT (2020-2022), PPB (2023-2024)

Portland's focused approach to address deadly crashes

PBOT remains committed to making safety improvements and expanding 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 traffic, redesigning streets, fostering a culture of shared responsibility, and doing what we can to improve vehicle safety—all while engaging community in this work.

We know that 67% of traffic deaths in the last five years occurred on Portland's 30 deadliest streets and intersections known as the High Crash Network. We work with urgency to redesign these streets in a way that slows vehicles and protects pedestrians. To do this we evaluate each local project, best practices in peer cities, and national research.

We also understand there is no single solution. Complicated and persistent social factors 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.

To put our community and safety first, we must work collaboratively with partners across the Portland metro region to urgently invest in basic human needs.

First names of traffic death victims by approximate crash location, 2024

Figure 3. Map of Portland noting approximately where 2024 deadly crashes occurred and the first names of victims

The first name of traffic death victims are placed in the approximate crash locations on the map. The illustrated information is based on preliminary data and subject to change.

Source: PPB

Deadly crash locations

High Crash Network

In 2024, 71% of deadly crashes occurred on High Crash Network streets, which account for only 8% of Portland streets (see **Figure 5**).

Wide streets

Deadly crashes occur more often on wide streets. People driving motor vehicles are more likely to speed on wide streets, which increases the severity of crashes when they occur. Nearly half (45%) of the High Crash Network streets have four or more travel lanes. City streets with four or more travel lanes make up 4% of all non-interstate roadways in Portland and yet accounted for 55% of traffic deaths in 2024. When including other wide roadways—interstates and county bridges—the figure rises to 67% of traffic deaths.

City, state, and county roadways

Of the year's 58 traffic deaths, 43 (74%) took place on city streets and 15 (26%) on state-owned roads and highways. There were no traffic deaths on Multnomah County bridges in 2024.

Of the 15 traffic deaths on state-owned roads and highways, eight (14%) took place on surface streets (primarily N Lombard Street, US-30B) and six (10%) happened on interstate highway ramps and interchanges where speeds are intended to be slower as traffic interfaces with city streets. One took place on I-84.

East Portland

Many of the city's highest crash streets and intersections are in East Portland. These communities face greater exposure to traffic violence. In 2024, East Portland's traffic death rate was 15 per 100,000 compared to six per 100,000 in the rest of the city. Furthermore, East Portland's death rate remained the same as in 2023, while the rest of the city saw a decline.

Who owns and maintains the streets?

PBOT only has authority to make improvements—such as slowing speeds or installing traffic calming—on streets we own and maintain.

As of 2024, PBOT owns and maintains 4,878 lane miles in the city. This means most residential streets and major arterials.

PBOT does **not** own or maintain:

- State-owned roads, highways, and the interstate freeways maintained by ODOT
- Privately owned streets
- Major bridges over the Willamette River which are owned and maintained by Multnomah County, ODOT, TriMet, or Union Pacific

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 2024, areas with high PBOT Equity Matrix scores (8, 9, or 10) had six times more traffic deaths per capita than the rest of Portland. This rate doubled from the previous year when it was three times higher. More information on the PBOT Equity Matrix can be found on the Guide to the PBOT Equity Matrix webpage.

Council districts

The distribution of deadly crashes in the City of Portland's new council districts reflects the distribution of high PBOT Equity Matrix score areas. In 2024, a plurality of traffic deaths (47% or 27 of 58) occurred in District 1, which includes East Portland. District 2 followed with 33% (19 of 58) of traffic deaths. Districts 3 and 4 each had 10% (6 of 58) of traffic deaths (see **Figure 4**).

Traffic deaths by city council district, 2024

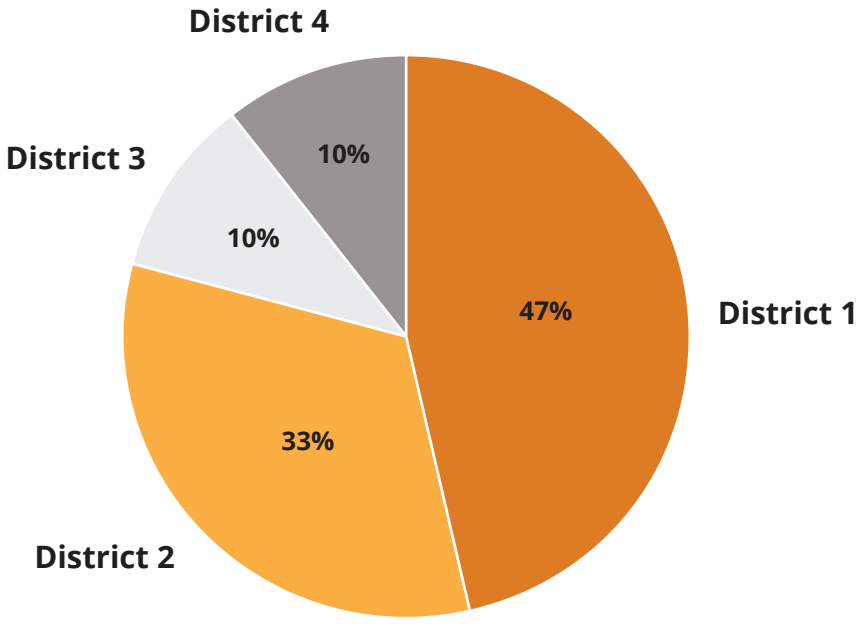


Figure 4. Traffic deaths by city council district, 2024

Data: PPB

Portland's new districts

District 1 is the most eastern district.

District 2 is the most northern district.

District 3 is the inner-Southeast district.

District 4 is the western most district.

High crash streets and intersections, 2024

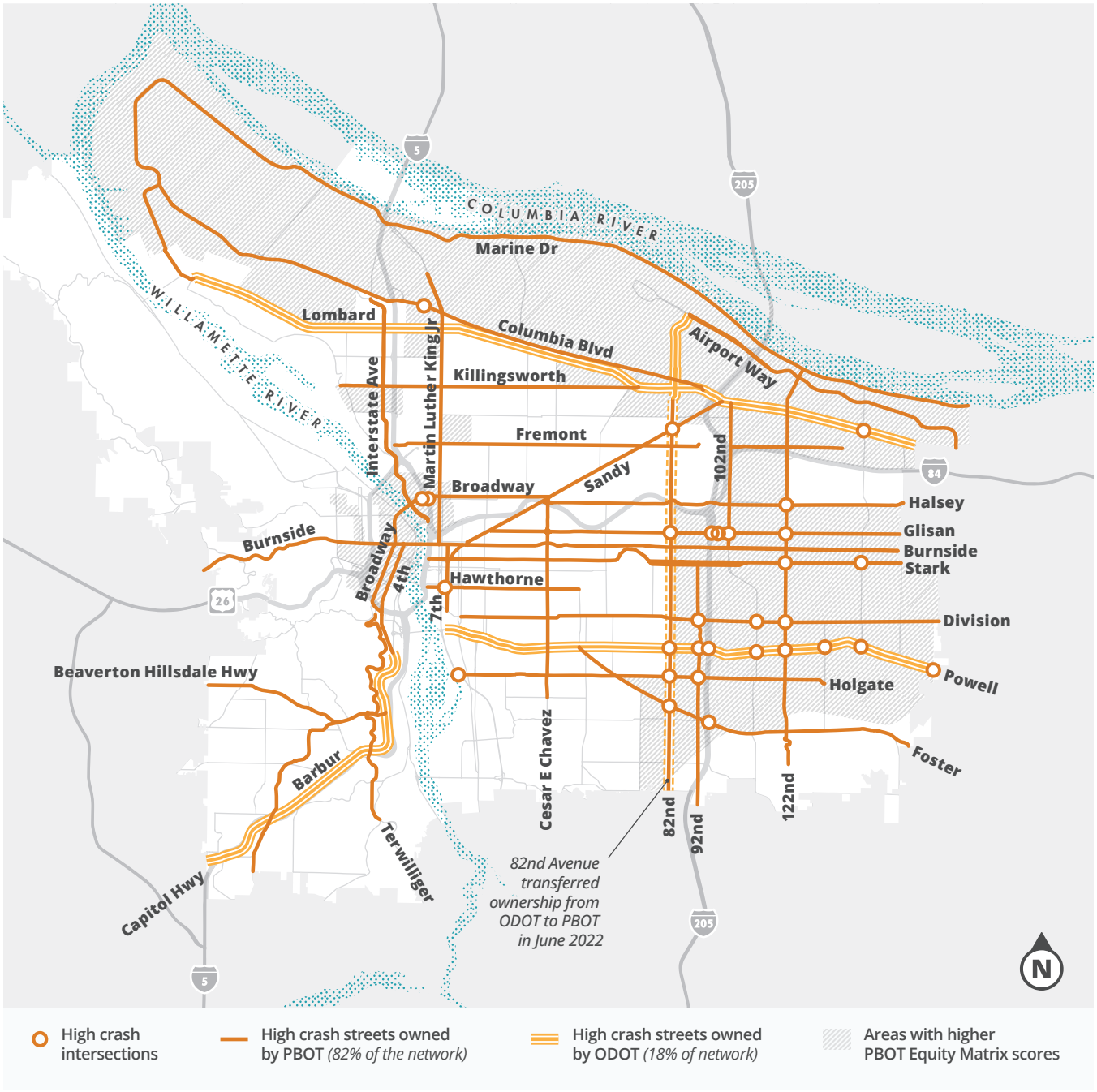


Figure 5. Map of Portland noting high crash streets and intersections, with different indications for roads owned by PBOT or ODOT, as well as areas with high PBOT Equity Matrix scores.

An interactive map of this network and crashes is available at portland.gov/transportation/vision-zero/vision-zero-dashboard.

Demographics of crash victims

Age

In 2024, the people who died in traffic crashes ranged in age from 4 to 84, with an average age of 40. In 2024, 12% of traffic deaths were of youth (ages 18 and under).

Sex

Third parties—including the police, medical examiner, and victims' families—identified 43 (74%) traffic victims as male and 15 (26%) as female.

A note on demographic data

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

Race and ethnicity

Race and ethnicity information is available for 57 of the 58 traffic crash victims. PBOT compares the race and ethnicity of traffic victims, as identified by third parties, with Portland demographic data. This is so we might determine if any groups are disproportionately killed in traffic violence. Race and ethnicity categories for our area 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.

Here are some takeaways:

- Black communities in Portland experienced disproportionate traffic violence. Six traffic crash victims (11%) were identified as Black, **nearly double their share of Portland's population** (5.6%).
- 39 traffic crash victims (70%) were identified as white, slightly higher than their share of Portland's population (68%).
- 8 traffic crash victims (14%) were identified as Latino, higher than their share of Portland's population (10.3%).
- 4 traffic crash victims (7%) were identified as Asian, slightly less than their share of Portland's population (8.5%).
- 1 traffic crash victim's race was not identified.
- No traffic crash victims were identified as Indigenous. This population makes up 0.9% of Portland.
- No traffic crash victims were identified as Native Hawaiian or Pacific Islander. This population accounts for 0.5% of Portland.
- No traffic crash victims were identified as being of two or more races, which makes up 8% of Portland's population. Given the nature of third-party identification and the use of single racial categories, we assume that this number is inaccurate. This discrepancy may impact the analysis.

The table below (**Figure 6**) has information on the 58 people who died in traffic crashes in Portland in 2024.

Traffic crash deaths by date (2024), name, age, travel mode, and approximate crash location

Date	Name	Age	Travel mode	Approximate crash location
Jan. 1	Jesse Loyer	32	Motorcycle	SE 82nd Avenue and Woodstock Boulevard
Jan. 23	Shui Yuan	84	Pedestrian	NE Sandy Boulevard and 65th Avenue
Jan. 26	Charles Preisch	71	Motor vehicle	NE Lombard Street and Bryant Street
Jan. 27	Floyd William Jr. Charlan	60	Pedestrian	SW Beaverton-Hillsdale Highway and 56th Avenue
Feb. 4	Thomas Amato	71	Pedestrian	SE Woodstock Boulevard and 97th Avenue
Feb. 5	Edward Hanson	44	Pedestrian	SE 82nd Avenue and Flavel Street
Feb. 5	Ronald Gaul	62	Pedestrian	NE Martin Luther King Jr. Boulevard and Gertz Road
Feb. 7	Peter Pellegrin	74	Motorcycle	SW Boones Ferry Road and 19th Avenue
Feb. 10	Gabriel Sanchez Becerril	16	Motor vehicle	N Marine Drive and Leadbetter Road
Feb. 10	Wael Zahram	23	Motor vehicle	SW Naito Parkway and Columbia Street
Feb. 10	Cristian Perez Hernandez	18	Motor vehicle	N Marine Drive and Leadbetter Road
Feb. 14	Jeremy Bankston	38	Motorcycle	NE 111th Avenue and Eugene Street
Feb. 23	Bonny Heyn	75	Motor vehicle	7000 block of NE Marine Drive
March 12	Johnathan Henderson	41	Bicycle	SW Third Avenue and Alder Street
March 20	Kingston Coston	4	Motor vehicle	N Fessenden Street and Mohawk Avenue
April 1	Cameron Giles	31	Pedestrian	N Interstate Avenue and Emerson Street
April 2	Rachael Schaefer	55	Pedestrian	Southbound I-5 ramp at N Broadway
May 4	Federico Pascual	52	Pedestrian	9100 block of NE Halsey Street
May 29	Tamara Gastineau	54	Motor vehicle	3400 block of NE Columbia Boulevard
June 3	Ryan Leaston	34	Pedestrian	NE Sandy Boulevard and 96th Avenue
June 5	Phillip Taylor	22	Motorcycle	SE 112th Avenue and Flavel Street
June 13	Angelica Camacho	25	Motorcycle	Northbound I-5 ramp at Morrison Bridge
June 13	Nicholas Munt-Herrera	30	Motorcycle	Northbound I-5 ramp at Morrison Bridge
June 14	Devin Ratliff	41	Motorcycle	SE 82nd Avenue and Mitchell Street
June 14	Tony Stephenson	53	Pedestrian	Eastbound I-84 Exit 6 (I-205 S)
June 25	Dylan Brasky	16	Motor vehicle	SE 139th Avenue and Division Street
June 25	Jayden Rolon-Ekis	16	Motor vehicle	SE 139th Avenue and Division Street

Continued on next page

Date	Name	Age	Travel mode	Approximate crash location
June 25	Cole Johnson	18	Motor vehicle	SE 139th Avenue and Division Street
June 29	John Boyd	44	Motor vehicle	Westbound I-84 at NE 162nd Avenue
July 11	Jamie Smith	25	Pedestrian	N Columbia Boulevard and Argyle Way
July 14	Marquita Martin	38	Pedestrian	5800 block of NE Lombard Street
July 18	Thomas Keough	37	Motor vehicle	Northbound I-5 Exit 308 (Hayden Island/Jantzen Beach)
Aug. 2	Malcolm Braman	22	Motor vehicle	NE 122nd Avenue and Marx Street
Aug. 2	Nicholas McGuire	36	Motor vehicle	NE 122nd Avenue and Marx Street
Aug. 7	Nathan Vinson	56	Motorcycle	N Marine Drive and Portland Road
Aug. 8	Jeremy Young	48	Pedestrian	Southbound I-205 ramp at westbound I-84
Aug. 15	Kurt Jensen	59	Pedestrian	N Commercial Avenue at Columbia Boulevard
Sept. 6	Jaime Juarez Neblina	41	Pedestrian	SE 158th Avenue and Division Street
Sept. 18	Victoria Jacob Springer	28	Pedestrian	NE 84th Avenue and Fremont Street
Sept. 20	Kat Lakey	44	Motorcycle	SE 55th Avenue and E Burnside Street
Sept. 27	Cameron Barton	37	Pedestrian	E Burnside Street and NE 113th Avenue
Oct. 18	Travis Responts	36	Motor vehicle	NE Columbia Boulevard and Lombard Court
Oct. 21	Sergio Hunt	38	Bicycle	NE 105th Avenue and Marx Street
Oct. 21	Damon Cousins	32	Bicycle	SE 128th Avenue and Glisan Street
Oct. 24	Christy Lafferty	42	Pedestrian	9900 block of SE Stark Street
Oct. 28	Zachary Fine	51	Motor vehicle	NE Halsey Street and 118th Avenue
Nov. 1	Sean Kehr	43	Motorcycle	SE 72nd Avenue and Ogden Street
Nov. 6	Andres Mendez	30	Pedestrian	N Columbia Boulevard and Kerby Avenue
Nov. 13	Miriam Morales-Luna	42	Motor vehicle	NE Airport Way and Mason Street
Nov. 20	Cedric Willis	42	Motor vehicle	13800 block of NE Airport Way
Nov. 27	Evan C. Hadlock	31	Motor vehicle	SW Barbur and Terwilliger boulevards
Nov. 27	David C. Hadlock	32	Motor vehicle	SW Barbur and Terwilliger boulevards
Nov. 28	Andrea Doering	46	Motor vehicle	NE Lombard Street and 13th Avenue
Nov. 28	Patricia Esler	75	Motor vehicle	NE Lombard Street and 13th Avenue
Nov. 30	Cameron Lively	17	Motor vehicle	N Marine Drive and Leadbetter Road
Dec. 4	Hong Huynh	75	Pedestrian	SE 109th Avenue and Division Street
Dec. 15	Muoi Te Hua	81	Pedestrian	SE 82nd Avenue and Powell Boulevard
Dec. 20	Melinda Erickson	38	Pedestrian	NE Broadway and 15th Avenue

Figure 6. List of traffic crash deaths by date (2024), name, age, mode of travel, and approximate crash location.
Data: PPB

The table below (**Figure 7**) has information on eight people who died in traffic crashes in Portland in 2024 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 (2024), name, age, travel mode, and approximate crash location

Date	Name	Age	Travel mode	Approximate crash location
Jan. 24	Pedro Sanchez-Machic	41	Motor vehicle	N Rosa Parks Way and Denver Avenue
Feb. 25	David R. Bentley	48	Pedestrian	SE Martin Luther King Jr. Boulevard and Belmont Street
July 25	*Information unavailable*		Pedestrian	NW Sherlock Avenue and Nicolai Street
Aug. 5	*Information unavailable*		Motorcycle	NE Grand Avenue and Multnomah Street
Aug. 16	*Information unavailable*		Pedestrian	SW First Avenue and Ankeny Street
Sept. 4	*Information unavailable*		Pedestrian	NE Lombard Street at 42nd Avenue
Nov. 1	Dustin Pfenning	45	Pedestrian	5500 block of N Interstate Avenue
Nov. 12	*Information unavailable*		Pedestrian	14100 block of E Burnside Street

Figure 7. List of traffic crash deaths excluded by reporting criteria by date (2024), name, age, mode of travel, and approximate crash location.

Data: PPB

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

Persistent trends in 2024 were related to the High Crash Network, speeding, and pedestrians. The year saw deadly crashes at night, crashes that involved a single vehicle, and impaired driving. The number of people killed who were biking remained steady.

High Crash Network

In 2024, 71% of traffic deaths occurred on Portland's High Crash Network. This remains consistently high over the years. Between 2020 and 2024, an average of 67% of deadly crashes took place on the High Crash Network.

71%
of traffic deaths in 2024 occurred on the High Crash Network

Speed

Speed continues to be a top contributing factor in deadly crashes in Portland. In 2024, at least 48% (28) of traffic deaths involved speeding or excessive speeds, as noted by crash investigators. Excessive speeding means people driving at extreme speeds for the conditions as well as dangerous driving behavior.

Excluding the seven deaths that occurred on freeways, 38% of traffic deaths in 2024 occurred on the 8% of city streets with posted speeds above 30 mph. In the past five years, these streets have accounted for 41% of traffic deaths.

The World Health Organization reports that a 1% increase in average speed raises the risk of deadly crashes by 4%. For this reason, they recommend urban speed limits not to exceed 30 mph.

PBOT's directive to set speed limits states "most posted speed limits in Portland should be 20 to 25 miles per hour," a goal the city is actively pursuing. PBOT continues to prioritize lowering speed limits and redesigning streets (see **Figure 8**) to slow drivers down.

48%
of traffic deaths in 2024 involved speeding

Pedestrians

In 2024, pedestrians accounts for 36% of traffic crash deaths, with 21 pedestrians killed in crashes.

Pedestrian fatalities have risen significantly since 2020, averaging 24 deaths per year from 2020 to 2024, compared to 15 per year between 2015 and 2019. However, 2024 marks the second consecutive year with fewer pedestrian deaths since the peak of 28 in 2022. In both 2021 and 2022, pedestrians made up over 40% of traffic deaths, with 27 deaths in 2021 and 28 in 2022 (see **Figure 9**).

Nighttime conditions

In 2024, 83% percent of traffic deaths occurred in nighttime conditions—during dusk, night, and dawn—with a five-year average of 74%.

Of all pedestrian deaths, 86% occurred in nighttime conditions, with a five-year average of 87%.

Single vehicle crashes

In the past five years, 19% of all traffic deaths were from single-vehicle crashes. This is where someone driving or riding a motorcycle crashes into a fixed object or leaves the road. This type of traffic death dropped slightly in 2024, the first time there's been a drop since 2018.

Between 2019 and 2023, an average of 12 people were killed in single vehicle crashes. In 2024, nine were killed in single-vehicle crashes. Speeding and impairment are typical factors in these crashes.

Impaired driving

Impaired drivers under the influence of alcohol and/or drugs remains a top contributing factor to deadly crashes in Portland. With police and medical examiner investigations ongoing, it takes significantly longer to get this data.

We currently have impairment data for 35 of 52 deadly crashes in 2024. For crashes with known toxicology information, 31% involved an impaired driver (11 of 35 crashes). Thirteen people were killed in these crashes.

Bicycling

In 2024, three people were killed bicycling in Portland. From 2019–2023, there were an average of two deaths per year of people biking, ranging from no such deaths in 2021 to five in 2020.

Improved intersection enhances traffic safety

Figure 8. An improved intersection in Northeast Portland designed to shorten the crossing distance, slow driving speeds, and enhance safety for pedestrians and people biking.

Traffic deaths by mode of travel, 2000-2024

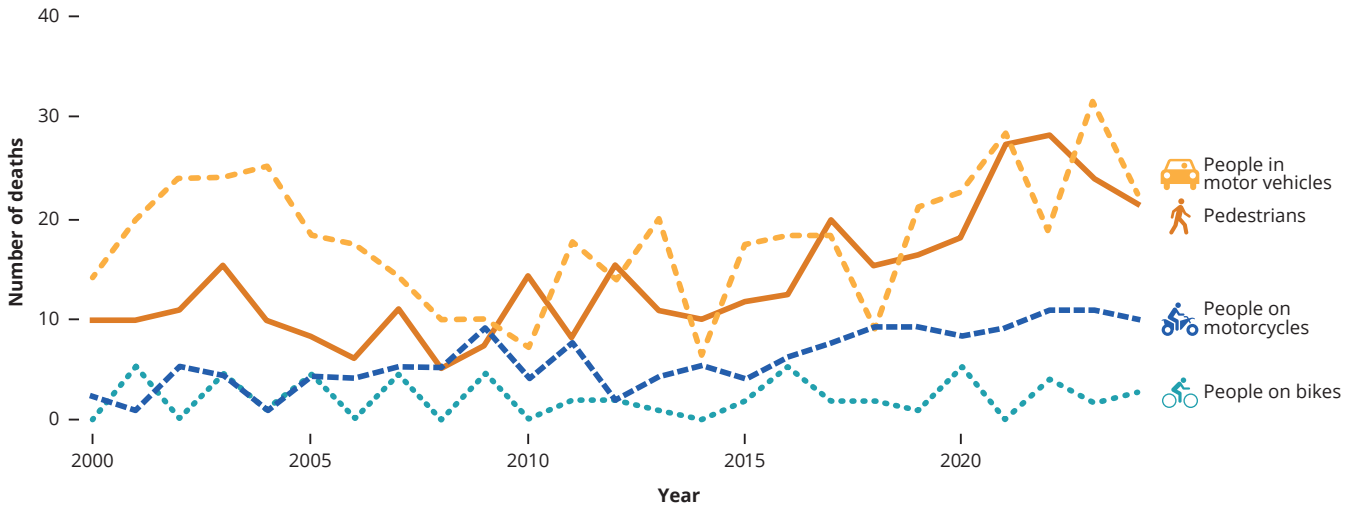


Figure 9. Traffic deaths by mode of travel, 2000-2024
Data: ODOT (2000-2022), PPB (2023-2024)

Other trends

Three additional trends are notable in recent traffic fatalities: a rise in crashes involving youth, a continued overrepresentation of people experiencing houselessness, and the drop in hit-and-run crashes to pre-pandemic level.

Of note, this year's report is the first to include data on larger vehicles involved in pedestrian and bicycle deadly crashes.

Youth

In recent years, the number of youth (18 or younger) killed in traffic crashes rose sharply (see **Figure 10**). Between 2015-2022, somewhere between one and three youth were killed in traffic crashes every year. Often they were vehicle passengers or pedestrians—rarely the one driving.

In both 2023 and 2024, however, seven youth were killed in traffic crashes in each of those years. This often involved young drivers who were speeding, racing, and/or participating in street takeovers, also known as sideshows, which are informal and often illegal gatherings of cars where drivers block intersections and perform dangerous automotive stunts in front of spectators. In 2024, all seven youth killed in traffic crashes involved speeding or other dangerous driving.

3x
more youth were killed in traffic crashes in 2024 and 2023 than in the five years prior

Youth killed in traffic crashes, 2015-2024

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Number of deaths	1	3	2	1	1	3	1	2	7	7
Percent of traffic deaths	3%	7%	4%	3%	2%	6%	2%	3%	10%	12%

Figure 10. Number of youth killed in traffic crashes and percent of total traffic crashes, 2015-2024
Data: ODOT (2015-2022); PPB (2023-2024)

People experiencing houselessness

Community members experiencing houselessness are disproportionately impacted by traffic violence. This group comprised an estimated 0.7% of Multnomah County's population yet made up 21% of Portland traffic deaths in 2024.[1]

Since 2022, about 20% of traffic deaths each year have been community members experiencing houselessness. These statistics speak to the extreme risks of persistent exposure to traffic, often on high-speed streets.

In 2024, 12 people were unhoused when they were killed in a traffic crash. Of those 12, eight were pedestrians and four were driving a motor vehicle or on a bicycle.

More than a third of all pedestrians killed in 2024 (8 of 22) were experiencing houselessness.

PPB started tracking traffic deaths involving community members experiencing houselessness in 2021.

Hit-and-run crashes

Deaths from hit-and-run crashes continue to be lower than recent peaks: 14 deaths in 2021 and 17 deaths in 2022. In 2024, 10 people died in hit-and-run crashes, slightly higher than the eight killed in 2023.

Large vehicles

In 2024, 14 of 25 deaths of pedestrians or people bicycling (56%) involved a collision with a large vehicle, such as a van, pick-up truck, sport utility vehicle (SUV), semi-truck, or bus. Two were collisions with box trucks, semi-trucks, or buses. The vehicle types are unknown in four crashes, which include hit-and-run crashes. PBOT and PPB began tracking vehicle type data for deadly crashes involving pedestrians and people on bicycles in 2024.

Large vehicles increase risk to pedestrians

Research shows how larger, heavier vehicles with higher hood heights—vans, pick-ups, SUVs, semis, etc.—increase the severity of crashes. Compared to sedans, vehicles with taller hood heights are disproportionately more likely to injure and kill pedestrians. These vehicles' taller hood heights make it harder for drivers to see pedestrians. In the event of a crash, these types of vehicles hit pedestrians higher on their body (e.g., the torso instead of the legs) which greatly increases the severity of injury. These differences and the severity of injuries become even starker at speeds greater than 20 mph.

[1] Joint Office of Homeless Services' Point-in-Time Count, Jan. 25-31, 2023. There were 6,300 people experiencing homelessness in Multnomah County out of the estimated population, per the U.S. Census Bureau, of 789,698.

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

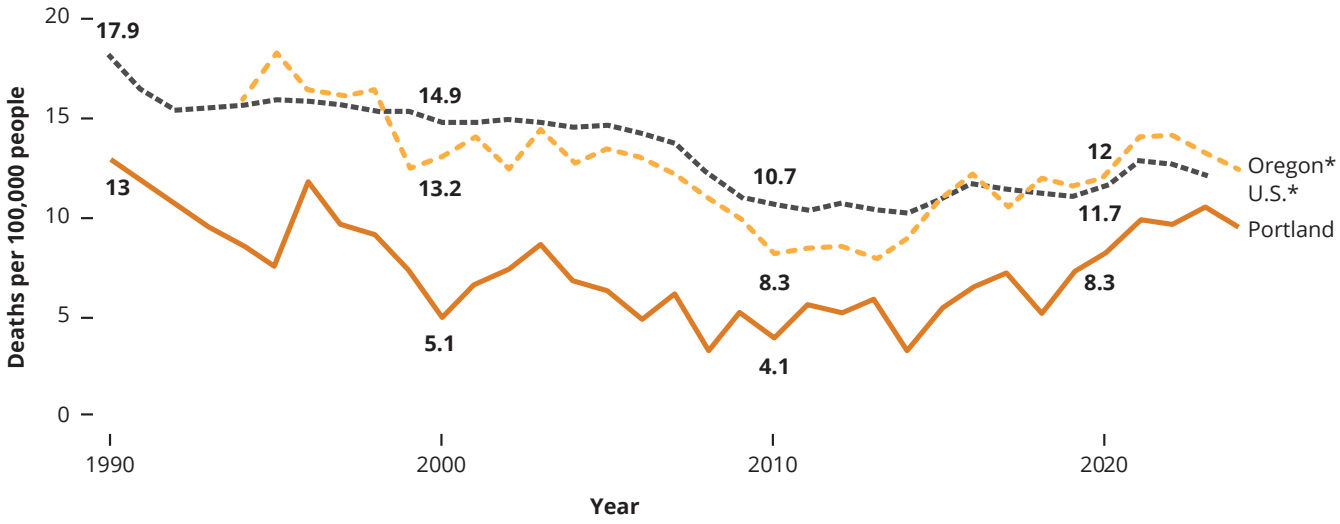
Over the last few decades, traffic deaths overall, as well as traffic death rates per 100,000, hit a low in 2014 and have generally increased since then in the U.S., Oregon, and Portland (see **Figure 11**). Since the onset of the Covid-19 pandemic in 2020, traffic death levels have remained stubbornly high.

Nationally, traffic fatalities remained relatively consistent between 2021 and 2022, with a decrease of 4.2% based on 2023 NHTSA estimates. Full-year 2024 figures are not available yet, but nationally there was a small but promising decline in traffic fatalities (-4%) during the first nine months of 2024 compared to the first nine months of 2023. Since the second quarter of 2022, national traffic death tolls are trending incrementally downward.

In Oregon, the increases in traffic deaths since the Covid-19 pandemic have eased somewhat. In 2023, there was a decrease in traffic deaths that continued into 2024 with a decrease of 7%. An estimated 567 people died in traffic crashes in Oregon in 2024. Statewide traffic deaths per capita (12.4) remain higher than local (9.2) rates.

In Portland, the per capita rate of traffic deaths is down slightly compared to the most recent peak last year: 9.2 per 100,000 in 2024 compared to 10.6 per 100,000 in 2023.

Traffic death rates per 100,000 people in the U.S., Oregon, and Portland, 1990-2024



**Information for Oregon unavailable for 1990-1993; information for U.S. not yet available for 2024.*

Figure 11. Traffic death rates per 100,000 people in the U.S., Oregon, and Portland, 1990-2024

Data: U.S. Census population estimates (1990-2024), NHTSA and the National Safety Council (1990-2023), ODOT (1994-2024), and PPB (2023-2024)

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 PPB (see **Figure 12**).

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 (e.g., a MAX train and a pedestrian)
- From a prior medical event (e.g., a heart attack or drug overdose)
- In a crash on private property (e.g., in a parking lot)

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

Crash data sources

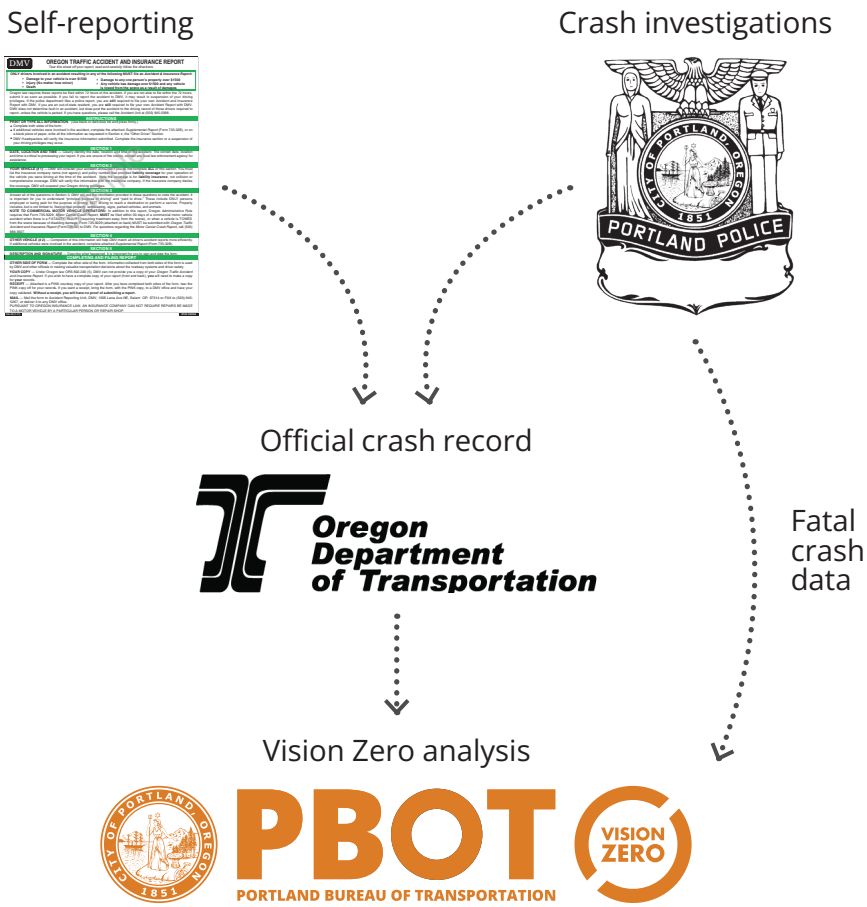


Figure 12. PBOT supplements the official crash record with police data to obtain the latest information.

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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