



Metro

Traffic deaths and serious injuries in the region and county

East Multnomah County
Transportation Committee
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Transportation safety discussion outline

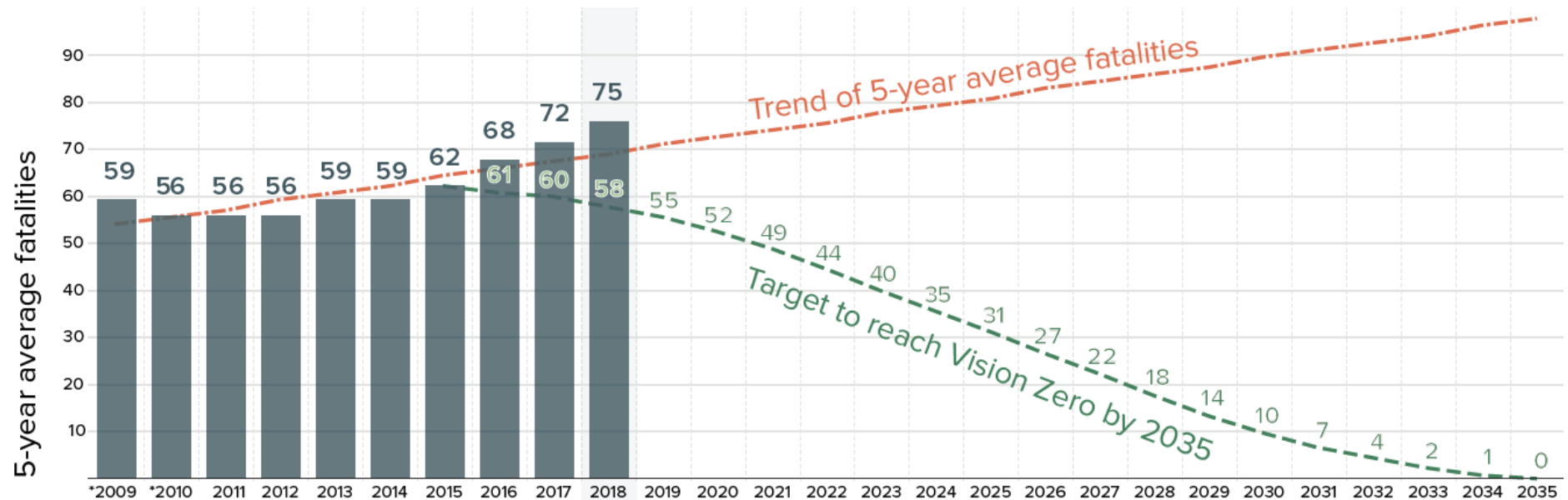
Desired Outcome
zero deaths and
severe injuries by
2035

Solutions
Prioritize safety
Implement safety
action plans

Challenge
not Vision Zero
meeting targets

We are not meeting regional fatality targets and we are not on track to zero fatalities

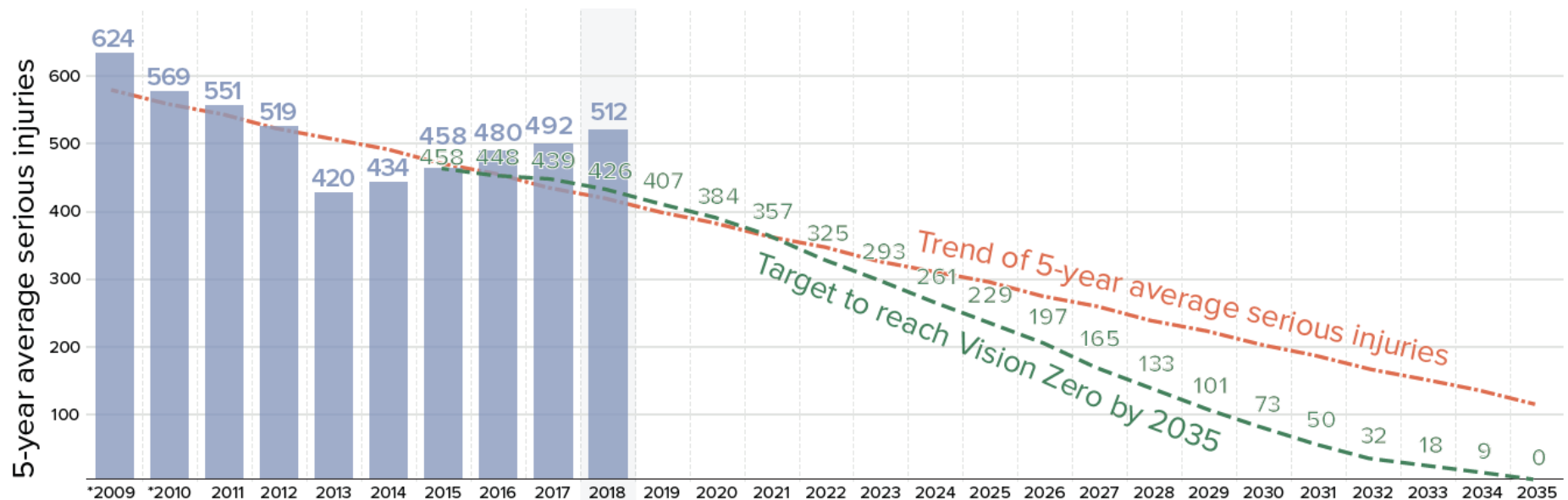
Annual motor vehicle involved fatalities
5-year rolling average, Metropolitan Planning Area



*2009/10 data are 3/4 year averages.

The trend is better for serious injuries, but we are still not meeting targets to reach Vision Zero goals by 2035

Annual motor vehicle involved serious injuries
5-year rolling average, Metropolitan Planning Area



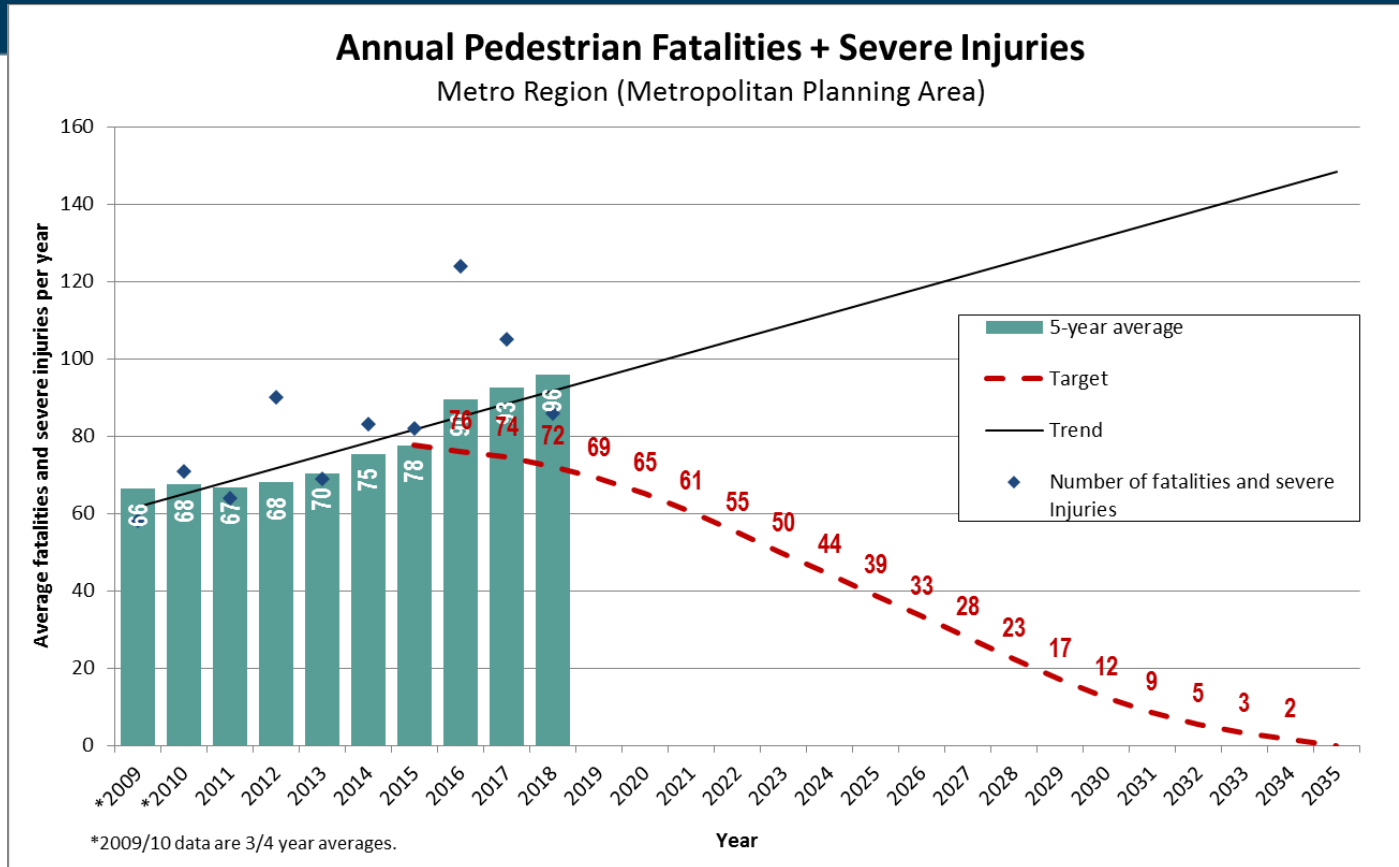
*2009/10 data are 3/4 year averages.

In 2018, traffic deaths increased and serious injuries decreased from 2017

	People walking		People biking		People in motor vehicles		Totals
	Serious injuries	Fatalities	Serious injuries	Fatalities	Serious injuries	Fatalities	
2014	60	23	37	1	327	33	481
2015	56	26	33	2	433	38	588
2016	91	33	26	7	476	41	674
2017	67	38	25	4	434	44	612
2018	51	35	27	3	419	49	584

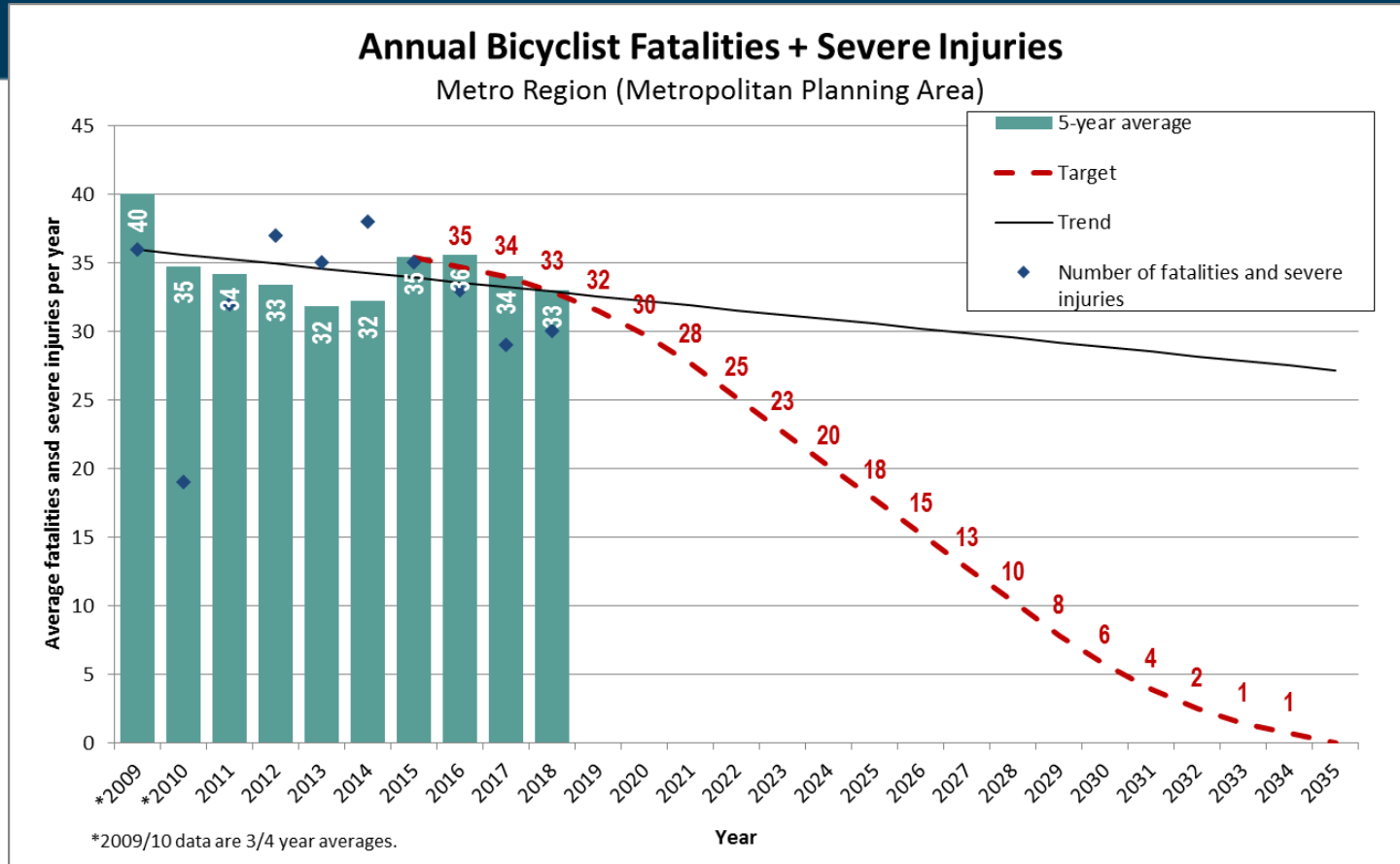
Within the Metropolitan Planning Area, 87 people died in traffic crashes and 491 suffered life changing injuries. In 2016, there were 81 deaths and in 2017, 86 people died. In 2016, 593 people suffered life changing injuries and in 2017, 526 people.

Pedestrians killed in traffic crashes made up 40% of all traffic fatalities in 2018



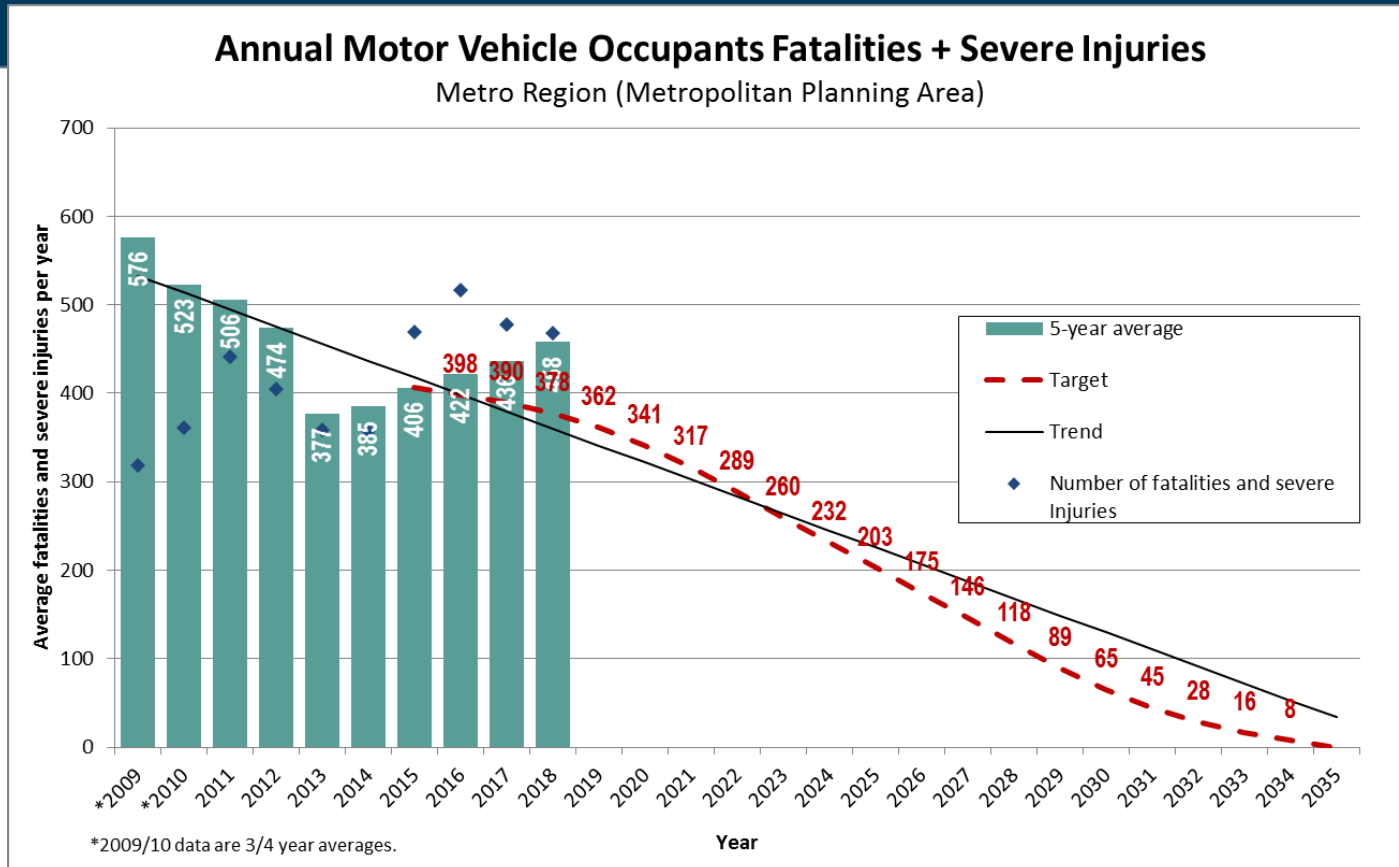
In 2018, there were 35 pedestrian deaths and 51 pedestrians were seriously injured in traffic crashes. There were fewer pedestrian deaths and serious injuries in 2018 compared to 2017, but the average annual pedestrian fatalities and serious injuries, based on a five-year rolling average, has increased each year since 2010.

In 2018, 3.4% of all traffic fatalities were people bicycling



In 2018, there were 3 bicyclist deaths and 27 people bicycling were seriously injured. Average annual bicyclist fatalities, based on a five-year rolling average, have slightly increased each year since 2010. Serious injuries have slightly

In 2018, 56.3% of all traffic fatalities were people in motor vehicles



In 2018, 49 people died while traveling in a motor vehicle and 419 people were seriously injured. While the trend is in the right direction, average annual fatalities and serious injuries, based on a five-year rolling average, have been increasing since 2013.

There are many contributing factors to crashes

Two common causes of fatal and serious injury crashes in 2018

Alcohol & other drugs

58.6% of total **fatalities** resulted from crashes in which alcohol, marijuana, or other drugs were determined to be a contributing factor.

17.3% of total **serious injuries** resulted from crashes in which alcohol, marijuana, or other drugs were determined to be a contributing factor.

↑ 0.4% from 2017

Speed

31.0% of total **fatalities** resulted from crashes in which speed was determined to be a contributing factor.

16.5% of total **serious injuries** resulted from crashes in which speed was determined to be a contributing factor.

↑ 0.6% from 2017

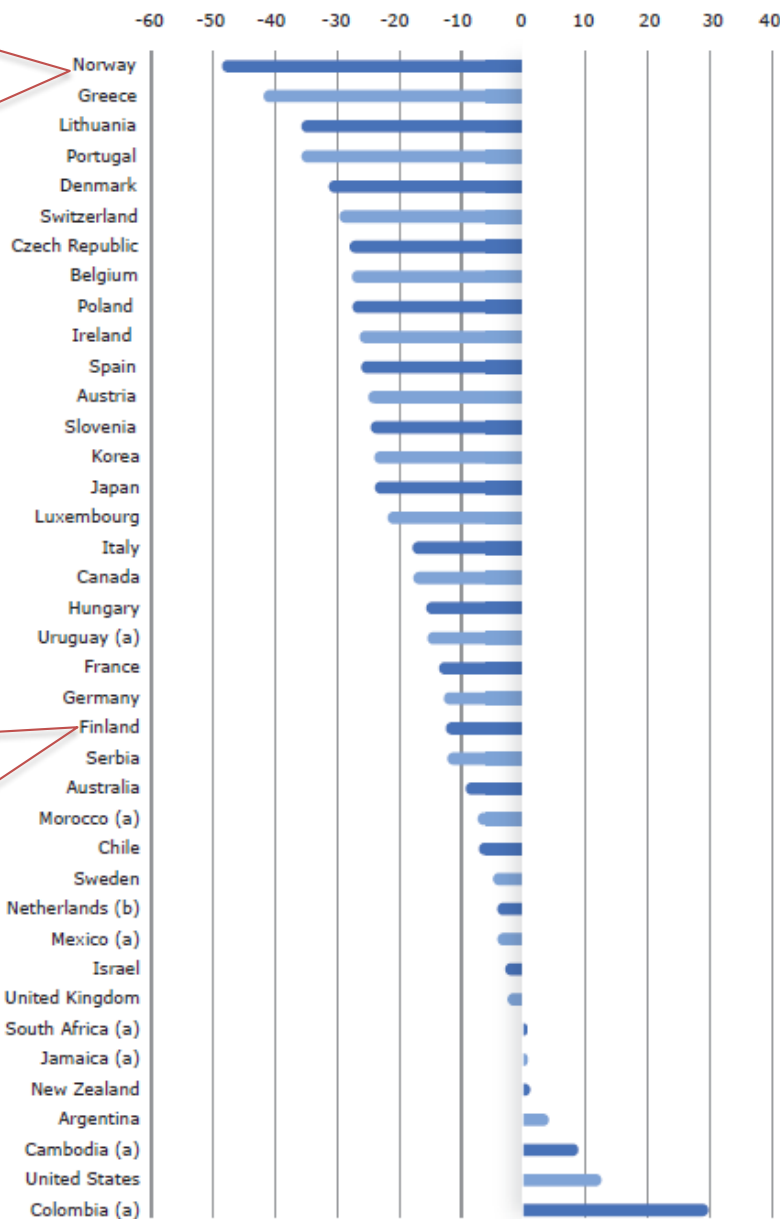
Impairment and speed continue to be some of the most common contributing factors to fatal and serious crashes. Aggressive behavior and failure to yield are also common causes. Other factors not included in crash data, such as economic factors, roadway design, vehicle size and education also influence the number and severity of crashes.

Fatalities in East Multnomah County*

	East Multnomah County (excludes Portland)	3-counties	Oregon
2020 (as of 8/30)	7	66	278
2019	16	136	506
2018	18	117	510
2017	11	110	445
2016	11	129	503

Fatal crashes in Multnomah County and responded to by Gresham Police Department, Multnomah County Sheriff Department, Oregon State Police

Figure 2. Percentage change in the number of road deaths, 2010-17



Oslo – only one fatality in 2018 and zero pedestrian and bicycle deaths

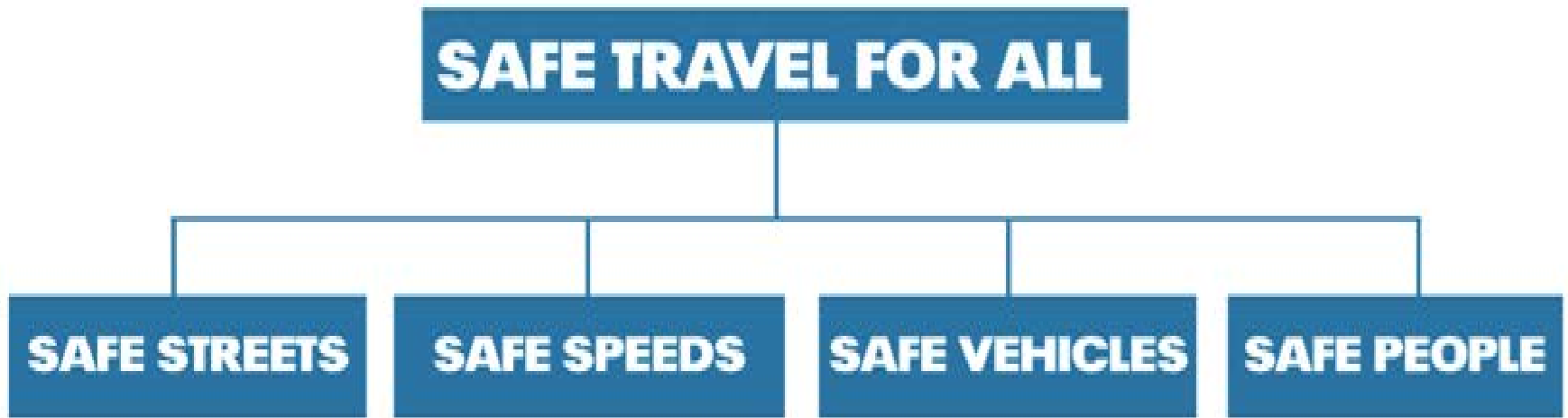
Helsinki – zero pedestrian deaths, 2019

We are not on track for Vision Zero, but it can be done!

Many cities and countries around the world are making progress

Data for Iceland are not shown because the observations are too low to have meaningful percentage changes.
 (a) Data as provided by the countries and not validated by IRTAD.
 (b) Real data (actual numbers instead of reported numbers by the police).

What reduces traffic fatalities and severe injuries?



2018 Regional Transportation Safety Strategies



1 - Protect vulnerable users and reduce disparities



2 - Design roadways for safety



3- Reduce speeds and speeding



4 - Address aggressive and distracted driving



5 - Address impaired driving



6 -Ongoing engagement and coordination

Examples of regional efforts to support reducing serious crashes

- Added 683 safety projects to the 2018 Regional Transportation Plan (22 submitted by East Multnomah County, 14 of which are on high injury corridor)
- Adopted the 2018 RTSS
- Prioritizing safety in regional funding allocations
- Building regional Safe Routes to School programs and policy committee
- Supporting new speed setting methods at ODOT, safer speeds on community streets
- Aligning Metro equity actions to safety actions
- Tracking progress and keeping safety at the forefront
- Making crash data more easily available
- Convening city, county, state and non-governmental partners to collaborate and coordinate efforts

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