

Pedestrian Safety in Oregon

Joint Committee on Transportation | March 10, 2025
Sarah Iannarone, Executive Director

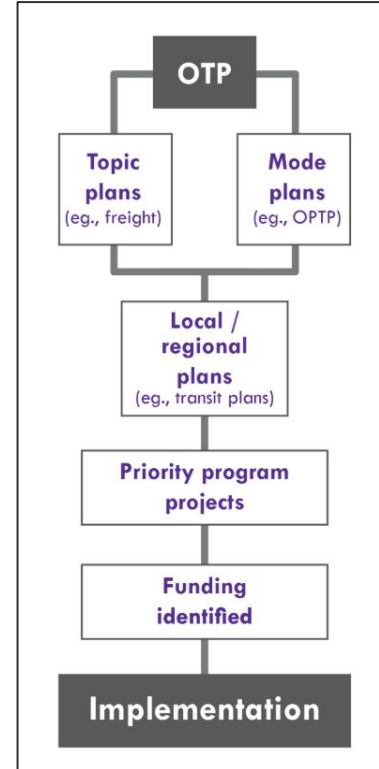
Today's Agenda

- Policy Framework: OTP (2023), ODOT SAP (2024), TSAP (2025)
- Conditions & Impacts of Oregon's Current System
- Benefits & Savings of Pedestrian Improvements
- Next Steps - Investment Priorities



2023 Oregon Transportation Plan Update

- Established in 1992, last updated in 2006 – the world has really changed since then!
- Umbrella plan - informs all other plans
- Adopted by OTC, scenarios guide investment priorities and strategies to reduce costs, increase resilience, reduce pollution and traffic deaths, down to local level
- Broad stakeholder approval (freight, auto, bike/ped, business, labor, tribal)
- ODOT would need to quadruple its funding to fully implement the OTP



2024-28 ODOT Strategic Action Plan

- Operationalizes 2023 OTP Update
- Addresses mobility needs of estimated 25-30% of Oregonians who can't or don't drive (age, income, ability)
- Focus on improving safety for people with disabilities and other vulnerable road users
- Performance metrics include ADA ramps, pedestrian network completeness, reducing injuries & fatalities on system

ODOT Mission Statement

“We provide a safe and reliable multimodal transportation system that connects people and helps Oregon’s communities and economy thrive.”



ODOT SAP (24-28)- Metrics by Year

7. Improve Access to Active and Public Transportation

Metrics:

By 2028, achieve mobility targets for public transportation, passenger rail ridership, and pedestrian and bicycle network connectivity completeness.

Annual

Continue to improve accessibility for people experiencing disabilities within the pedestrian network, fulfilling ADA commitments focused on curb ramps.

2025

Evaluate investments made and refine and streamline grants and programs to prioritize investments that advance climate, vehicle miles traveled reduction, equity and safety outcomes (focusing on vulnerable users).

2026

Enhance trip planning tools to better connect travelers from origin to destination using multiple modes and linking to appropriate payment platforms, with the intent of one day integrating payment platforms more seamlessly statewide.

2028

Define the multimodal network and establish priority corridors as part of the Oregon Highway Plan, to increase connectivity and access to key destinations, and integrate these corridors into investment decisions.



ODOT SAP (24-28)- Metrics by Year

2. Save Lives

Metric:

Reduce fatalities and serious injuries rates.

2024

Initiate a new Vulnerable User Crash Response program to implement proven bicycle and pedestrian safety countermeasures quickly where crashes are happening.

2025

Identify opportunities to utilize technology to enforce speeds in work zones and make overall conditions safer across the system.

2025

Engage partners and legislators in development of legislative and policy options to increase safety, focused on automated enforcement, alcohol and drug impairment laws, driver education, and motorcycle and micromobility safety.

2026

Continue to improve both the timeliness of crash data for all modes, including people walking, biking and rolling and the utilization of that data to inform safety actions.

2027

Identify corridors where strategic investments focusing on proven safety countermeasures and a Safe System approach can be implemented, maintained and most impactful.



ODOT Transportation Safety Action Plan (2025)

Starting this spring, the TSAP update will guide decisions and investments to reduce roadway crashes and eliminate traffic fatalities and serious injuries throughout Oregon.

The TSAP serves as Oregon's long-range safety topic plan and will implement the 2023 Oregon Transportation Plan, by refining the key safety direction.



Nov 14 is Ruby Bridges Walk to School Day, Oregon's was the largest in the U.S. in 2024



Crashes, not accidents.

Our roads are dangerous because they've been engineered for frictionless driving, not human health and safety. Crashes are a function of vehicle speed and volume.

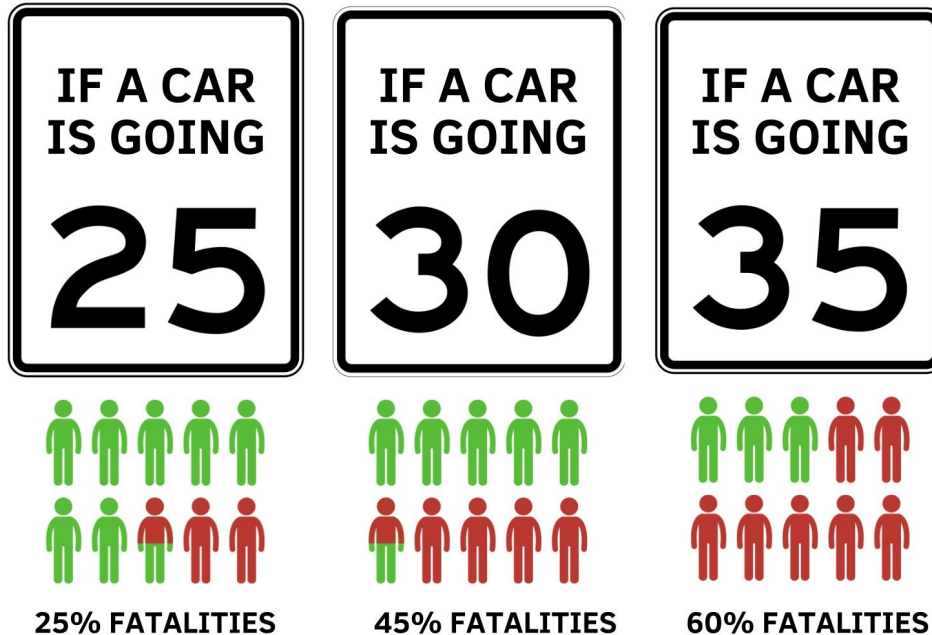


Protesters in Tigard, following death of Maria Negrete, who was killed in a hit-and-run on SW Hall Boulevard. She was a mother of five.

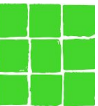


Reduce Speeds, Save Lives

RISK OF DEATH TO A PEDESTRIAN



Source: Vision Zero Action Plan, Honolulu, HI



NATIONAL

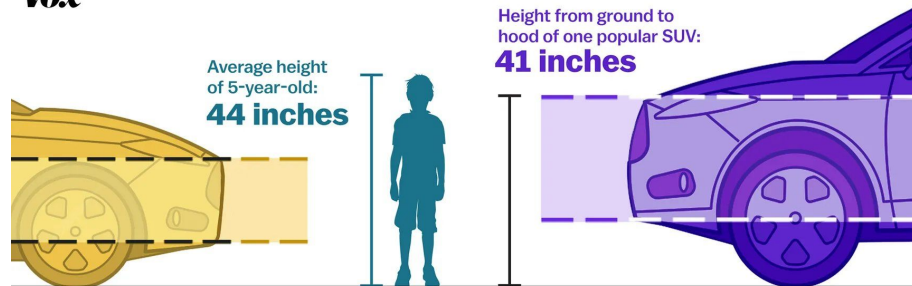
Taller cars and trucks are more dangerous for pedestrians, according to crash data

NOVEMBER 14, 2023 · 5:00 AM ET

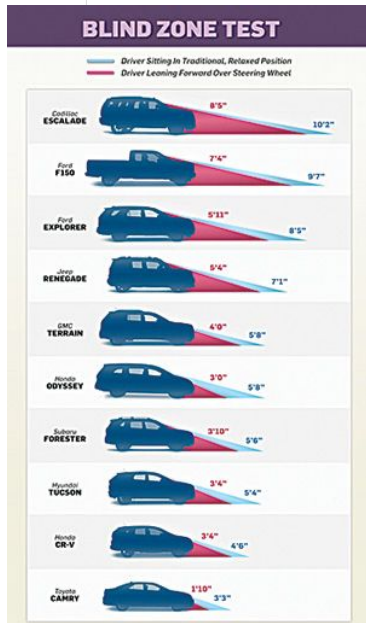
Joel Rose



GMC pickup trucks on a lot at a General Motors dealership in Austin, Texas. The average U.S. passenger vehicle has gotten about 8 inches taller in the last 30 years, according to the Insurance Institute for Highway Safety. *Brandon Bell/Getty Images*



Source: 2021 Department of Health and Human Services report



Behind every statistic is a valuable and loved individual.

An Exquisite Symphony of Flavors

Wine Pairing Dinners
Featuring Chef Sarah Pliner
& Fullerton Wines



Variable	Guideline
Adult VSL	\$13.0 million in 2023 dollars and 2023 real income level as of March 1, 2024. Based on HHS's VSL Guidance.
Child VSL	\$26.0 million in 2023 dollars and 2023 real income level as of March 1, 2024. Double the adult VSL. Doubling the VSL is based on findings from IEC's "Valuing Reductions in Fatal Risks to Children" and Robinson et al. (2019).



Pedestrian Safety - United States

- Over 46,000 people killed in traffic crashes annually; over 7500 people were killed while walking in 2022
- Leading cause of death for youth
- Modest declines per VMT post-pandemic, but persistent trends in the wrong direction for pedestrian safety over time
- Key factors: high speeds, DUII, distracted driving, increasing vehicle weight/profile, unsafe streets



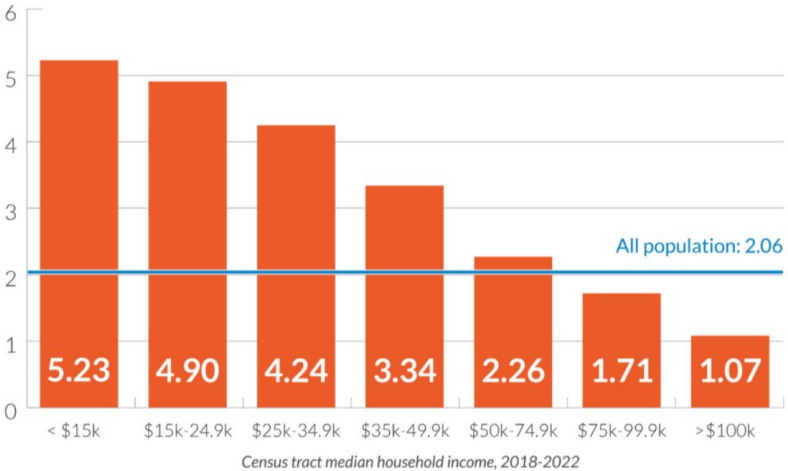
Smart Growth America
Improving lives by improving communities



Pedestrian Safety - United States

Lower-income areas have far higher rates of pedestrian deaths

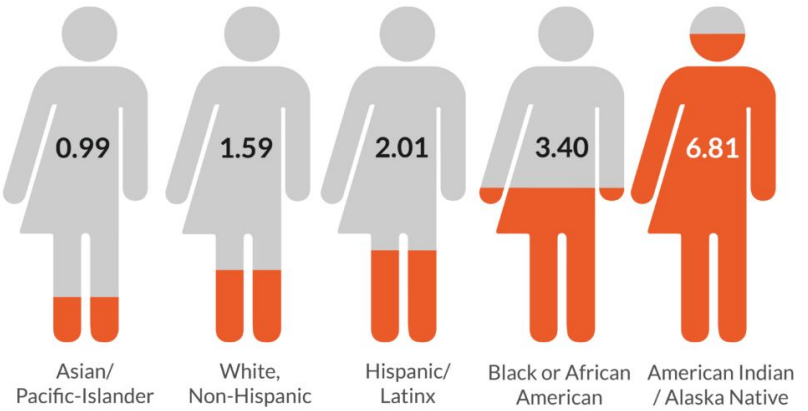
Pedestrian fatalities per 100,000 people by census tract income



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.



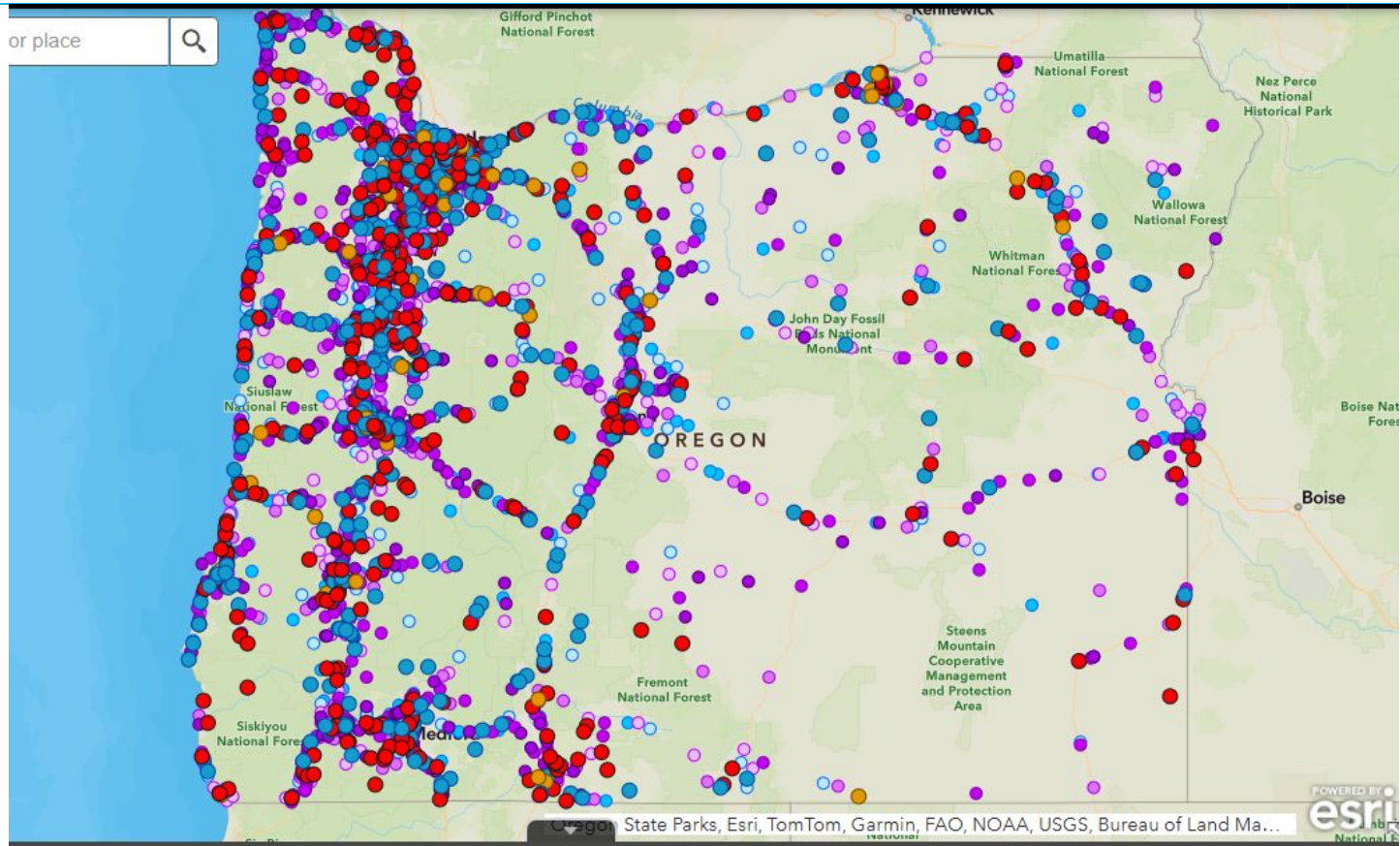
Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.



Traffic Fatalities in Oregon since HB 2017



99 People Killed while Walking in Oregon - 2024

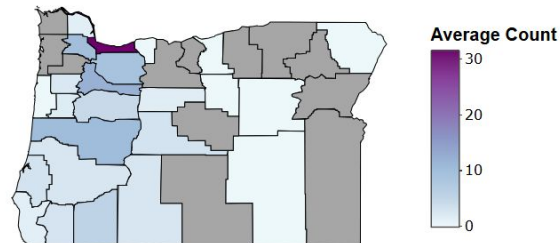
County	#
Benton	1
Clackamas	8
Columbia	1
Coos	1
Curry	1
Deschutes	1
Douglas	6
Hood River	2
Jackson	5

County	#
Josephine	1
Lane	15
Linn	3
Marion	11
Multnomah	27
Polk	2
Umatilla	2
Wasco	1
Washington	11

- 23 women, 76 men; ages 21-87
- 19 pedestrians have been killed in the first ten weeks of 2025, about the same as 2024.

Average Fatal Injury Count 2022-24, OHA

Injury Type: Pedestrian



Pedestrian Fatalities - Oregon (OHA Dashboard)

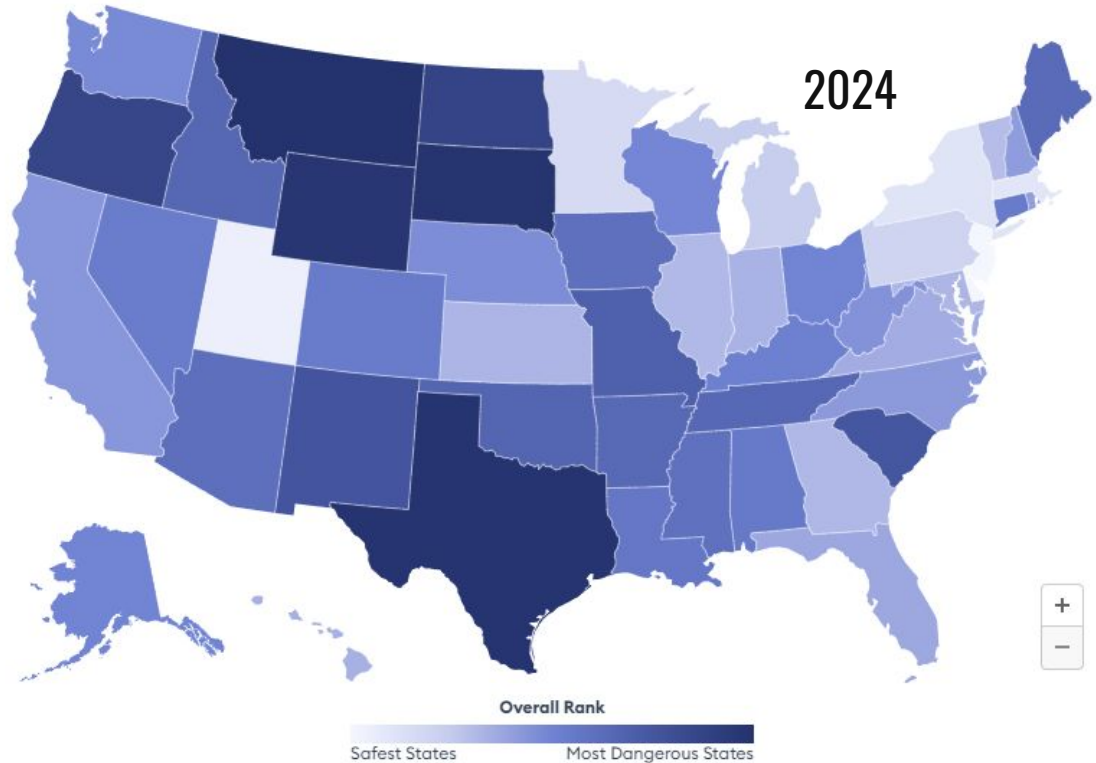


Safety - DUI OR

- 5th in US for traffic deaths caused by drivers with a blood alcohol concentration of 0.01 to 0.07 (7.85%)
- 9th for traffic deaths caused by drunk drivers (35.89%)
- 11th for drunk drivers under age 21 involved in fatal crashes
- Polysubstance effect

Worst States for Drunk Driving

State ranking is determined by six metrics that reflect drunk driving. To see the overall rank and two of the metrics considered, hover over each state.



Safety - Reckless Driving

- HB4105 (2022) - Civilian Review of Traffic Cam (ATE) Citations - Portland
- SB 615 (2023)- Increased penalties for street racing, including vehicle seizure
- Require ISA (speed limiters) for repeat offenders (DC), similar to ignition interlock devices in vehicles of drunk drivers
- Harden infrastructure -speed bumps, bike lanes, center lines

ON THE STREET

'Dramatic Increase' in Street Takeovers Overwhelming Ore. Police

New laws targeting participants in street takeovers are having little effect as Portland police struggle to crack down on the illegal events that can attract large crowds.

July 16, 2024



Safety - Homelessness

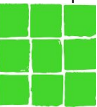
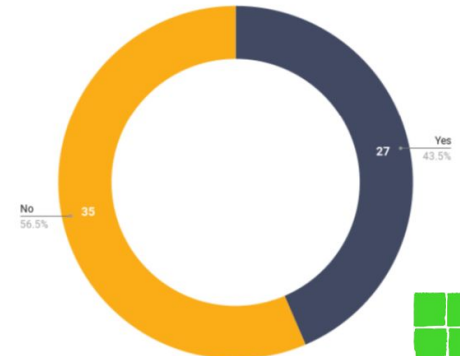
- Pedestrian & bicycle deaths more likely for people without housing
- % who died while walking in Portland: 50% unhoused (2023)
- Reside near-roads, constant exposure to vehicles; access to transit on high-crash streets.
- Misunderstanding of ADA lawsuits to clear sidewalks → people with disabilities 48% of houseless (U.S.)

VISION ZERO

Living Without Refuge: How the Housing Crisis Fuels Traffic Violence



Evidence of Homelessness with Pedestrian Fatalities



High Speed Corridors

New protected intersections improve pedestrian safety

87%
of traffic
deaths occur
on 30+ mph
streets



Traffic deaths by mode of travel, 2000-2023

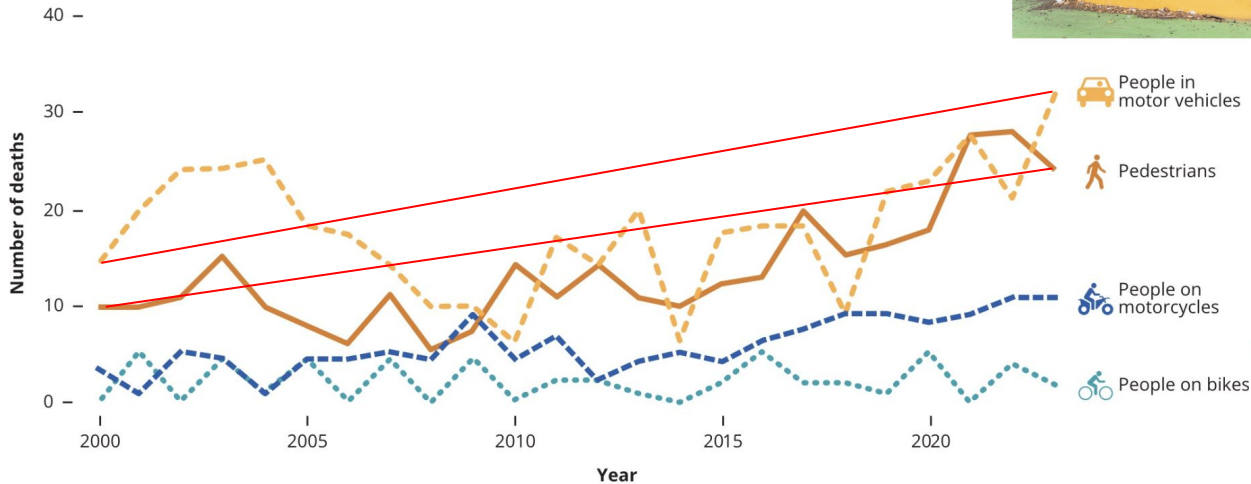
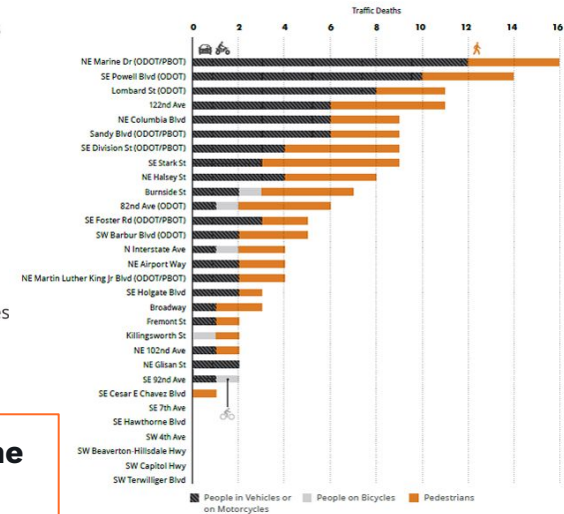


Figure 7. Traffic deaths by mode of travel, 2000-2023.

Data: ODOT (2000-2021), Portland Police Bureau (2022-2023).

30 streets and intersections with the most serious crashes are on 8% of Portland streets, yet account for 62% of traffic deaths from 2018 to 2022.



Pedestrian Safety - United States

Pedestrian Traffic Fatalities by State

2024 PRELIMINARY DATA

Just released last week, good news for Oregon!

Table 1
Pedestrian Fatalities by State, January-June, 2019-2024
Sources: State Highway Safety Offices and GHS data analysis

State	2019 Final	2020 Final	2021 Final	2022 Final	2023 Final	2024 Preliminary (Adjusted)	Change from 2023 to 2024	
							#	%
Alabama	52	43	51	52	67	68	1	1.5
Alaska	3	4	7	5	3	5	2	66.7
Arizona	110	103	117	148	130	132	2	1.5
Arkansas	30	29	32	33	30	31	1	3.3
California	460	463	506	564	504	439	-65	-12.9
Colorado	31	38	42	42	62	49	-13	-21.0
Connecticut	21	28	16	27	23	36	13	56.5
Delaware	14	11	8	15	10	13	3	30.0
Oregon	39	31	35	55	53	43	-10	-18.9

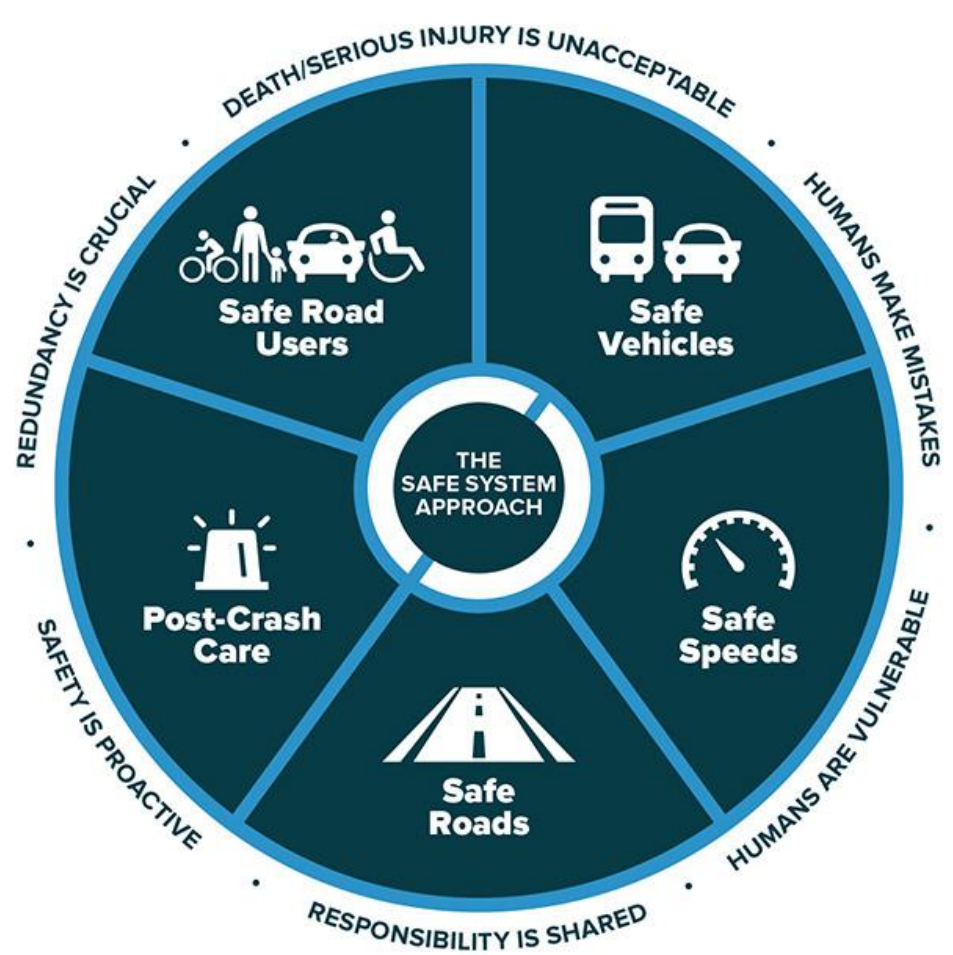


Making roads safer through a holistic, 'Safe System' approach

Oregon Department of Transportation
Safe Routes to School



ALTA · COMMUTE OPTIONS · CYCLE OREGON · THE STREET TRUST



Source: FHWA.

Source: U.S Department of Transportation (National Highway Traffic Safety Administration)

We can prosper by investing in safety.

Walking, biking and transit need to be:

- Safe
- Clean
- Close
- Fast
- Affordable
- Accessible
- Equitable



New research - economic benefits (2024)

COMPLETE STREETS RIPPLE EFFECTS

Researchers studied 26 complete streets in 16 places to understand their economic benefits.



44,000

NEW JOBS



\$2.6 billion

NEW WAGES



16,000

NEW HOUSEHOLDS,
including 2,000 owner and
14,000 renter households



\$6 billion

NEW DEVELOPMENT,
leveraged from
\$600 million invested

Source: "Complete Streets as a Redevelopment Strategy," published July 2024 in the U.S. Department of Housing and Urban Development's journal *Cityscape*



Case Study: Corridors Return on Investment



of the project locations saw measurable economic gains in the food or retail industries after implementation

See: 2. Build back better



Layering complementary investments has the potential to yield the greatest benefits

See: 3. The multiplier effect



The projects that did not see positive effects tended to have higher traffic volumes and/or speeds.

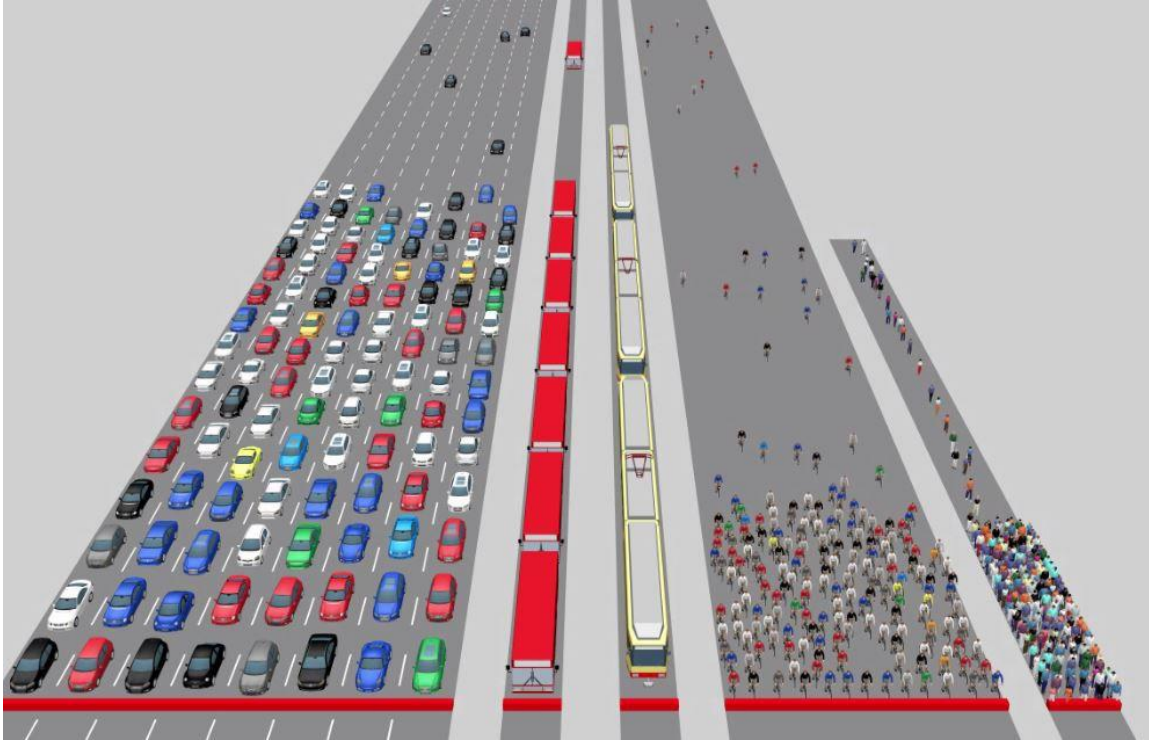
See: 4. Setting projects up for success



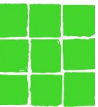
Benefit - Reduced Healthcare Costs



Benefit - Reduced Infrastructure Spending



A multimodal system leads to increased productivity, reduced fatalities and injuries, and lower overall maintenance costs of transportation infrastructure.



Benefits - Economic Development

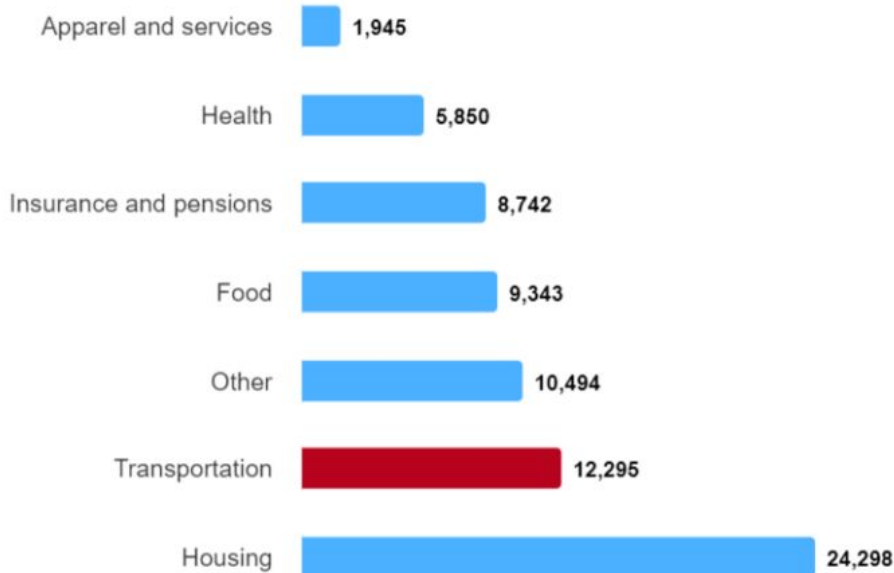
Active transportation investments and strong economy go hand in hand.

- ↑ Local biz spending
- ↑ Access to higher wage jobs
- ↑ Higher skilled workforce
- ↑ Property values
- ↑ Tourism
- ↓ Commute times
- ↓ Healthcare costs
- ↓ Lost wages due to injury
- ↓ Monthly household costs



Benefit - Household Cost Savings

Average Household Expenditures, 2022



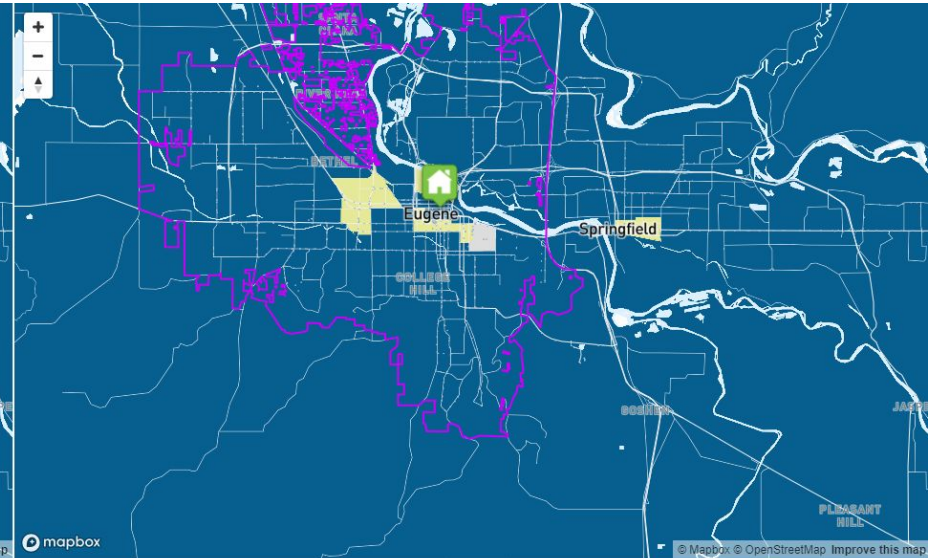
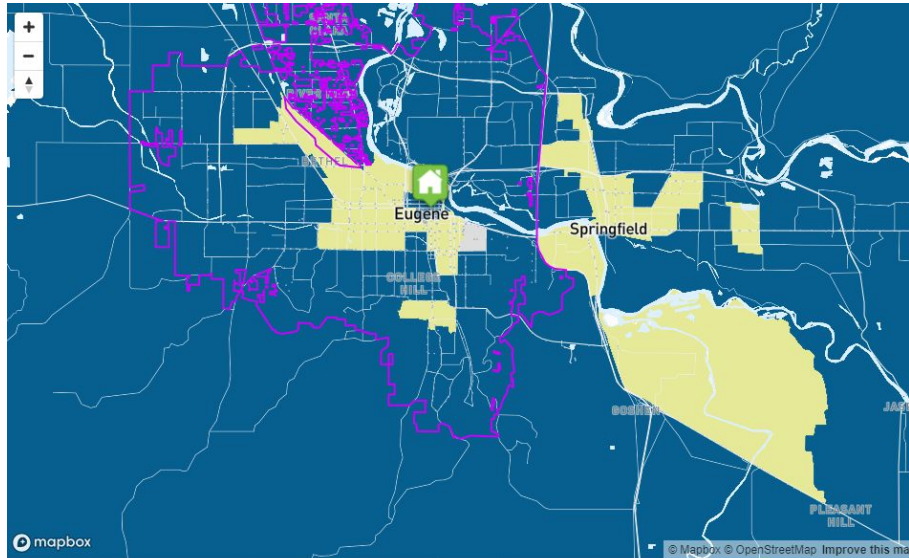
Average Ownership Costs Per Mile

Miles per Year	10k	15k	20k
Average Cost	\$1.05	81¢	69¢

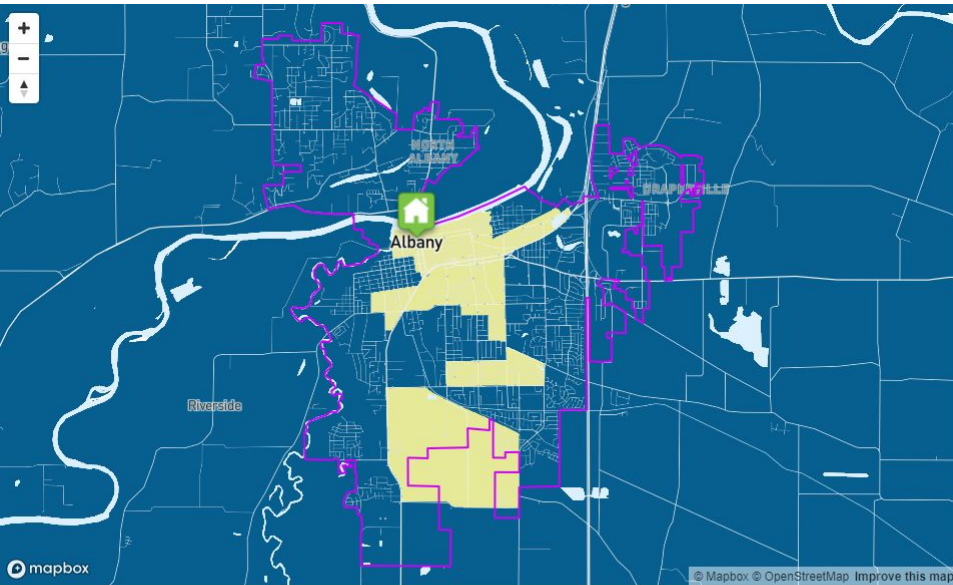
Annual new car owning
& operating
cost for US 2023:

\$12,182

(H+T) Housing Affordability: Eugene



(H+T) Housing Affordable: Albany

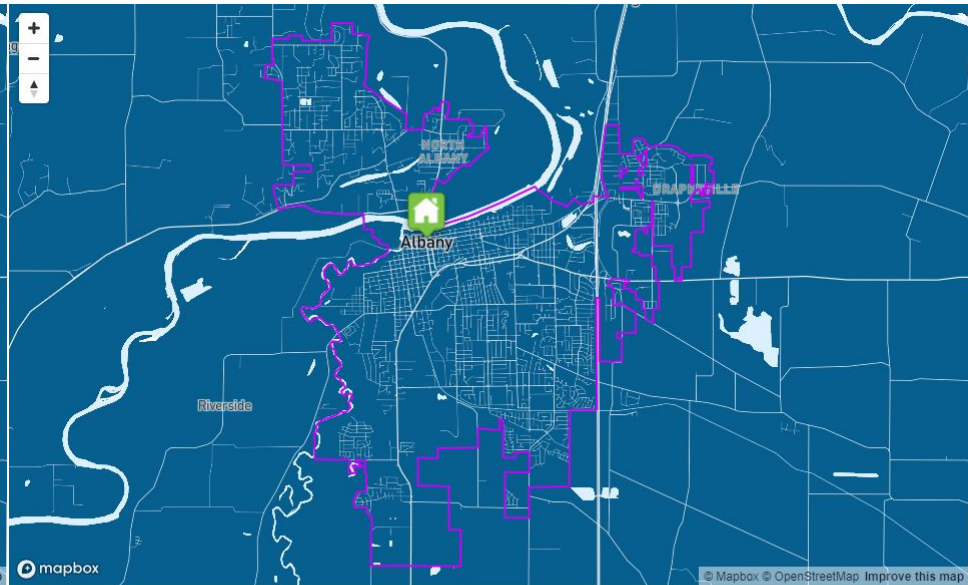


Housing Costs % Income 33%

Range: 23 - 52

■ < 30% ■ 30%+

[Fact Sheet](#)



Housing + Transportation Costs % Income 61%

Range: 46 - 90

■ < 45% ■ 45%+

[Fact Sheet](#)

Safety Investments for Oregonians

- Safe Routes to School
- Great Streets
- All Roads Transportation Safety Program (ARTS)
- Vulnerable User Crash Response Program (VUCR)
- Speed Limit Reductions/ATE
- Complete On-Road Bicycle and Pedestrian Network
- Oregon Community Paths...



U.S. 20 Philomath Downtown Safety and Streetscape

