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Oregon Walks Pedestrian Crash Report: Causes, Effects, and Recommendations

Ashton Simpson
Oregon Walks

Scott Kocher
Oregon Walks

Brandon Summers
Forum Law Group

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FATAL PEDESTRIAN CRASH REPORT – PORTLAND, 2017-2019

CAUSES, EFFECTS & RECOMMENDATIONS

PSU TREC SEMINAR – APRIL 23, 2021



01.

Introduction

MAIN POINTS

Prioritizing East Portland, older adults, and expanding Leading Pedestrian Intervals (LPI's)

Responding to a Crash

- Reestablish Fatal Pedestrian Crash Rapid Response Task Force
- Release Vision Zero fatal pedestrian crash media briefs

Reporting

- Incorporate data for People Experiencing Homelessness into the existing PBOT Equity Matrix
- Words Matter: Accidents, Crashes, Trauma Impacted Communities and Traffic Violence

Planning

- Reestablishing Traffic Calming Division
- Follow existing laws to lower speeds on collectors, school zones, and narrow streets

TAKEAWAYS

- Most fatal pedestrian crashes in Portland cannot be attributed to traditional crash factors, such as intoxication or distraction
- Operation of streets as fast, wide, poorly-lit, multi-lane roads through neighborhoods predictably results in deaths of people walking and using mobility devices
- Fatal pedestrian crashes occur disproportionately in East Portland, and disproportionately kill Black Portlanders, older adults, people experiencing homelessness, and people with ADA disabilities, among others
- Media and police reports focus on which participant was at fault, and generally ignore the infrastructure and systemic failures that are common to many fatal pedestrian crashes in Portland

02. Background

PROJECT ORIGINS

Wanted to:

- Prove or disprove “distracted pedestrian” conclusion
- Understand crash causes
- Support solutions with evidence
- Provide information to neighborhoods

03.

What Did We Do?

POLICE REPORTS

- Requested and paid for via Portland Police Public Records Request Center
- Inherent bias noted – no police reports included victim account of events

Data included:

Vehicle Speed at time of crash

Witness accounts

Boxes checked mentioning light conditions, pedestrian clothing, driver excessive speed, walk signal conflict with driver's turn

Summary and Discussion

Portland Police Bureau				CASE NUMBER	
PUBLIC RECORD RELEASE				GO 42 2018-36149	
GENERAL OFFENSE					
REPORTED DATE/TIME 02/01/2018 0051		OCCURRED DATE/TIME 02/01/2018 0045 TO 02/01/2018 0050		REPORTING OFFICER/DEPUTY NAME & # MAYNARD, PHILLIP J (34675)	
LOCATION OF INCIDENT SE STARK ST / SE 148TH AVE, PORTLAND					PLACE
COUNTY MULTNOMAH	DISTRICT EA	BEAT 952	GRID 40610		
SEVERITY FELONY	FAMILY VIOLENCE No	GANG INVOLVEMENT	SPECIAL STUDY		
RELATED INCIDENT NUMBERS CP 42 2018-36149, GO 42 2018-30066, GO 42 2018-28998					
TOTAL LOSS		TOTAL RECOVERED		DAMAGED TOTAL	
INTERNAL STATUS INACTIVE / SUSPENDED - LACK OF TANGIBLE LEADS		APPROVED BY HOLBROOK, M JOHN (32026)		APPROVED ON 11/04/2019	
OFFENSES [1]					
OFFENSE HIT & RUN-INJURY		STATUTE 811.705 2B	PREMISE TYPE Street/Highway/Road/Alley/Sidewalk		
BIAS NONE (NO BIAS)					
PERSON - WITNESS #1					
NAME (LAST, FIRST MIDDLE) BOOTH, ROBERT LOREN		SEX MALE	RACE WHITE	DOB 05/11/1960	AGE 57
HOME ADDRESS - STREET, CITY ZIP 2350 SE 141ST AVE, PORTLAND OR 97233		HEIGHT 6'2	WEIGHT 202	HAIR COLOR GRAY OR PARTIALLY GRAY	EYES HAZEL
HOME PHONE (503) 496-9858	CELL PHONE (971) 706-4925	WORK PHONE		EMAIL ADDRESS	
DRIVERS LICENSE (STATE) REDACTED	SOCIAL SECURITY NUMBER REDACTED	POB Oregon		ETHNICITY UNKNOWN	
PERSON - WITNESS #2					
NAME (LAST, FIRST MIDDLE) CARTER, NATHANAL JAMES		SEX MALE	RACE WHITE	DOB 08/28/1982	AGE 35
HOME ADDRESS - STREET, CITY ZIP 1560 SE STARK ST, Apt. B14, PORTLAND OR 97214		HEIGHT 6'0	WEIGHT 155	HAIR COLOR	EYES
HOME PHONE	CELL PHONE (503) 328-4111	WORK PHONE		EMAIL ADDRESS	
DRIVERS LICENSE (STATE) REDACTED	SOCIAL SECURITY NUMBER	POB		ETHNICITY UNKNOWN	
PERSON - WITNESS #3					
NAME (LAST, FIRST MIDDLE) LENOX, TERRIL		SEX MALE	RACE BLACK	DOB 06/20/1986	AGE 31
HOME ADDRESS - STREET, CITY ZIP 2058 SE LINDEN PL, GRESHAM OR 97080		HEIGHT	WEIGHT	HAIR COLOR	EYES
HOME PHONE	CELL PHONE (971) 804-7923	WORK PHONE		EMAIL ADDRESS	
DRIVERS LICENSE (STATE)	SOCIAL SECURITY NUMBER	POB		ETHNICITY UNKNOWN	
PERSON - WITNESS #4					
NAME (LAST, FIRST MIDDLE) TAYLOR, JIMMY TERRILL		SEX MALE	RACE BLACK	DOB 08/16/1975	AGE 42
PRINTED ON: 08/04/2020 PRINTED BY: 58774 Page 1/47 VERSION: 181015 1					

GOOGLE MAPS

- Screenshots taken of Street View “Pedestrian” and “Driver” Perspectives as well as Overhead view

Assessment included:

Traffic Calming

Pedestrian “Goat Paths”

Sightline Obstructions

Street Light Placement

Parking Setback

Nearby businesses, residences, encampments of people experiencing homelessness, schools and bus stops

Crosswalk and painting conditions

Road and lane width

Number of lanes

Distance to nearest marked/signalized crossing

Distance from nearest traffic impediment to crash



TRAFFIC COUNT DATA

- Taken from Portland Maps – Open Data
<https://gis-pdx.opendata.arcgis.com/datasets>

Data included:

ADTV

% over posted

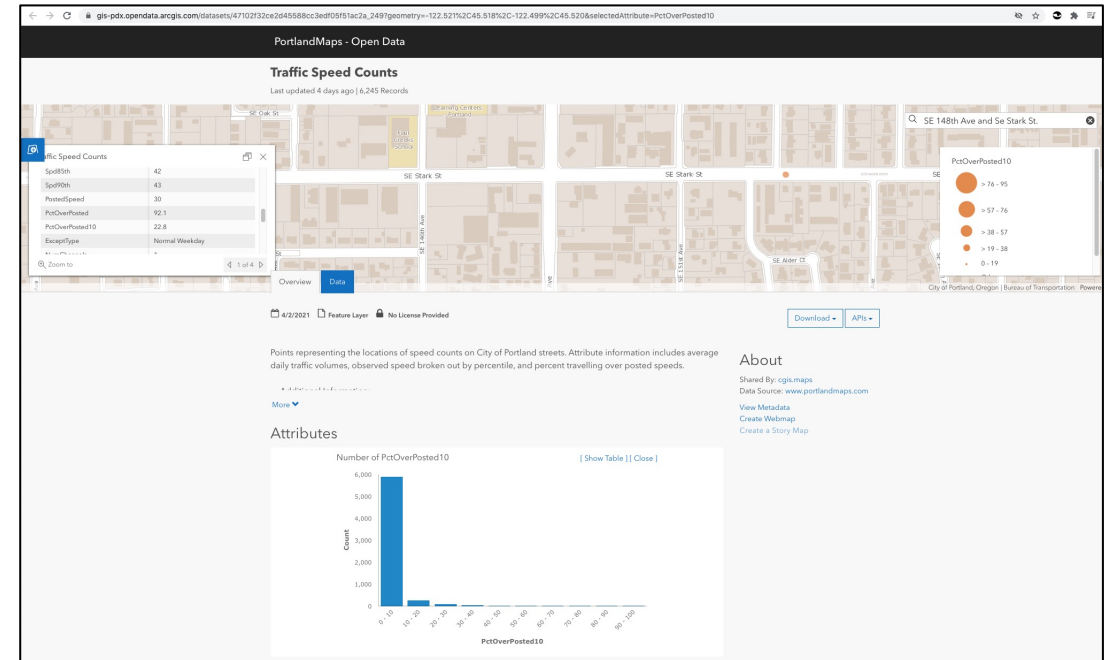
% over posted +10 mph

50th Percentile Speed

90th Percentile Speed

Speed Limit at Time of Crash

Current Speed Limit



ROADWAY INFORMATION

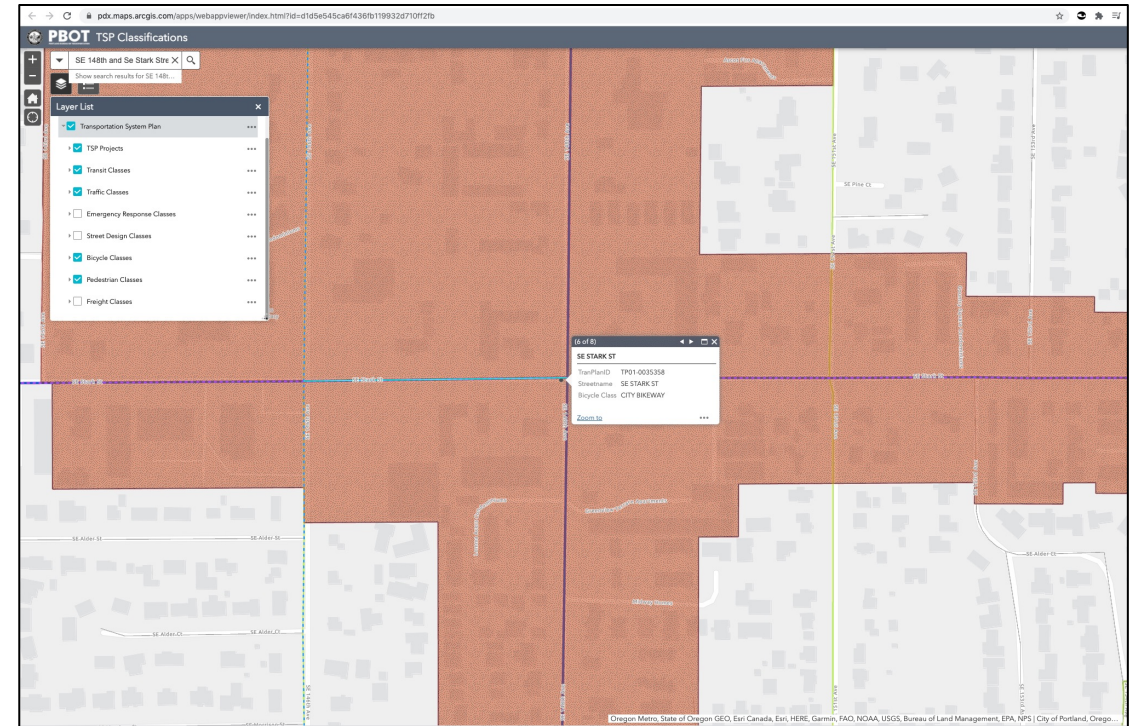
- Taken from PBOT TSP Classifications ArcGIS
<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=d1d5e545ca6f436fb119932d710ff2fb>

Data included:

TSP Projects

Bicycle Class

Pedestrian Class



STREET LIGHTING GUIDELINES

- Referenced PBOT Appendix K Lighting Level Guidelines

<https://www.portlandoregon.gov/transportation/article/714407>

Data Included:

Crash Location Average Maintained Foot-candles
Crash Location Uniformity Ratio

Assessment included:

Whether Lighting has been added since crash

Whether “Not Lighted” checked or darkness

mentioned as contributing factor to crash

Whether “No Contrast w/background” or “clothing

not visible” box checked for

Pedestrian description

Table 1: Minimum Recommended City of Portland Light Level Guidelines.

Street Functional Classification	Illuminance Method	
	Average Maintained (fc)	Uniformity Ratio E_{ave}/E_{min}^a
Major Traffic/Major Transit/Traffic Access	1.0	3
District Collector	0.7	4
Neighborhood Collector - Major Transit	0.7	4
Neighborhood Collector - Minor Transit	0.6	4
Local Service	0.2	6 ^b

Notes: (a) Uniformity Ratio values should be rounded to the nearest integer.
(b) "Recommended Procedure" aspirational goal. If uniformity ratio cannot be achieved, approval from the City of Portland is required.

Table 2: Roadway Parameter and Weighted Values.

Roadway Parameter	Options	Weighted Value
Posted Speed	≥ 35 mph	2
	30 mph	1
	≤ 25 mph	0
Traffic Volume (veh/day)	> 15,000	2
	5,000 - 15,000	1
	< 5,000	0
Bicycle Traffic	Major City Bikeways	2
	City Bikeways	1
	Local Service Bikeways	0
Pedestrian Traffic	Pedestrian-Transit Streets/ Major City Walkways	2
	City Walkways	1
	Neighborhood Walkways	0

Table 3: Overall Corridor Weighting and Adjusted Lighting Values.

Overall Weighting Value ^(a)	Adjusted Corridor Illuminance	
	Average Maintained (fc)	Uniformity E_{ave}/E_{min}^a
≥ 6	1.2	3
5	1.0	3
4	0.8	4
3	0.6	4
2	0.4	4
≤ 1	0.2	6

Notes: (a) Uniformity Ratio values should be rounded to the nearest integer.

Table 4: Overall Intersection Weighting and Adjusted Lighting Values. Intersections with local service streets should be illuminated to the corridor level at the intersecting street.

Overall Weighting Value ^(a)	Adjusted Intersection Illuminance	
	Average Maintained (fc)	Uniformity E_{ave}/E_{min}^a
≥ 6	1.8	3
5	1.5	3
4	1.2	4
3	0.9	4
2	0.6	4
≤ 1	0.3	6

Notes: (a) Uniformity Ratio values should be rounded to the nearest integer.

SPEED ZONE ORDERS

- Where applicable, taken from ODOT Website <https://ecmnet.odot.state.or.us/SpeedZone/Search/index>
- Review included determination if SZO sets speed above Statutory limit

Whereas, pursuant to ORS 810.180, the Oregon Department of Transportation has been requested to establish designated speed(s) for the below described section(s) of state, county, city or federal agency highway as defined by ORS 801.305; and

Whereas, the State Traffic-Roadway Engineer has been authorized to act on behalf of the Oregon Transportation Commission in matters regarding speed, and

Whereas, pursuant to ORS 810.180, an engineering and traffic investigation has been made; the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the State Traffic-Roadway Engineer at the Oregon Department of Transportation in Salem,

Whereas, based upon said engineering and traffic investigation, the Traffic-Roadway Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Speed Zone Order

Date	June 05, 2019	Order No	J9407
Jurisdiction(s)			
Multnomah Co.	Gresham		
Portland	Troutdale		

Name SE Stark Street

LOCATION OF TERMINI

From	To	Designated Speed (Miles/Hour)
<i>On SE Stark Street (One Way)</i>		
SE Thornburn Street	SE 76th Avenue	30
SE 82nd Avenue	I-205 southbound off & on ramps	30
<i>On SE Stark Street / East Portland Freeway (I-205) Stark and Washington Street Conn 2 (0064CE) (One Way)</i>		
I-205 southbound off & on ramps (MP 20.61)	100 feet west of SE 97th Avenue (MP 20.70)	30
<i>On SE Stark Street (One Way)</i>		
100 feet west of SE 97th Avenue	SE 109th Avenue	30
<i>On SE Stark Street (Resume Two Way)</i>		
SE 109th Avenue	200 feet west of SE 162nd Avenue	30
200 feet west of SE 162nd Avenue	100 feet west of SE 179th Avenue	35
100 feet west of SE 179th Avenue	100 feet west of SE 197th Avenue (north connection)	30
100 feet west of SE 197th Avenue (north connection)	SW 257th Avenue (north) / NE Kane Drive (south)	35
SW 257th Avenue (north) / NE Kane Drive (south)	250 feet southeast of SE 32nd Street	40
250 feet southeast of SE 32nd Street	Historic Columbia River Hwy	45

School speed zones may be posted within the limits of this order as determined to be appropriate by the Road Authority based on ORS 811.111 and an engineering investigation as per the provisions of ORS 810.200.

This rescinds Joint Order J9262 of 5/19/2018

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

VEHICLE INFORMATION

- Taken from Google search

Data included:

Make, model, year, color

Photograph of vehicle type

Curb Weight

Grille Height (when available)


SUV/Light Truck vs Passenger Car designation






Showing results for **2017 ford f150 curb weight**
 Search instead for **2017 ford f150 cutb weight**

2017 Ford F-150 / Curb weight

4,051 to 5,697 lbs



People also search for

 2018 Ford F-150 4,069 to 5,697 lbs	 2016 Ford F-150 4,049 to 5,236 lbs	 2015 Ford F-150 4,050 to 4,930 lbs
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Feedback

2017 Ford F-150

Pickup truck

Towing capacity: 5,000 to 8,000 lbs

MPG: Up to 19 city / 26 highway

Curb weight: 4,051 to 5,697 lbs

Payload: 1,621 to 2,329 lbs

Fuel tank capacity: 23 to 36 gal

Warranty: 3 yr/36,000 mi basic, 5 yr/60,000 mi powertrain

Body styles

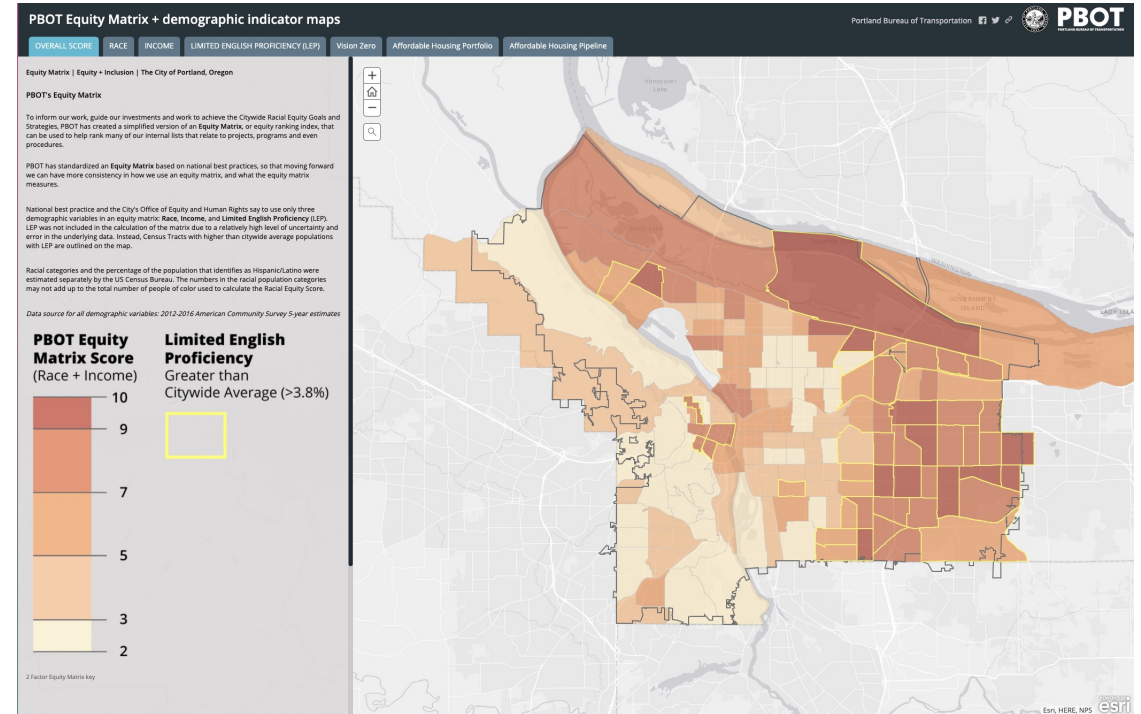
	MPG (city / hwy)
Regular Cab	Up to 19 / 26
Super Cab	Up to 19 / 26
SuperCrew Cab	Up to 19 / 26

EQUITY

- Referenced the PBOT Equity Matrix <https://www.portlandoregon.gov/transportation/74236>

Assessment included:

Race Data for Crash Location
Income Data for Crash Location
Overall Equity Matrix Score



LAWS AND ORDINANCES

Assessment included:

Portland Ordinance 188774 – Establishes designated speed that is five miles per hour lower than statutory speed on non-arterial streets under the jurisdiction of the City of Portland in a residence district.”

Oregon Revised Statutes (ORS) – Definition of “Business District”, “Residence District”, Vulnerable Road User”, parking setbacks, etc.

ORDINANCE No. 188774

*Reduce the speed limit to 20 miles per hour on residential streets in Portland to support safe travel (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

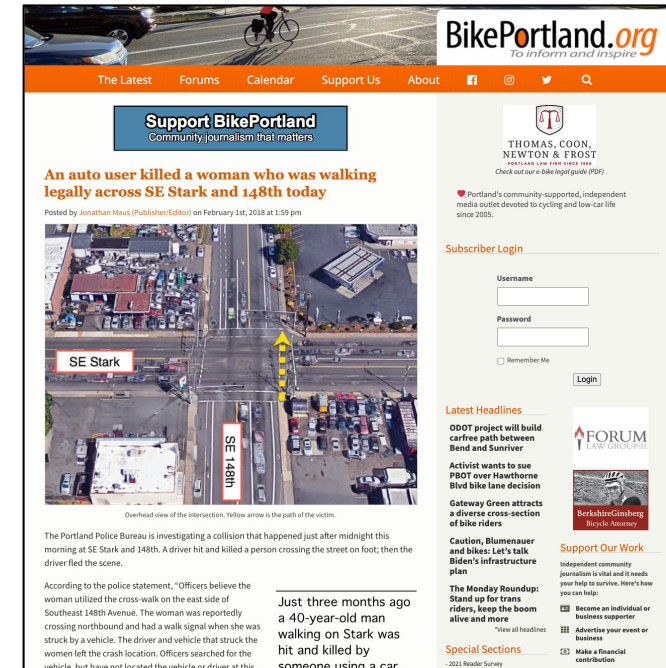
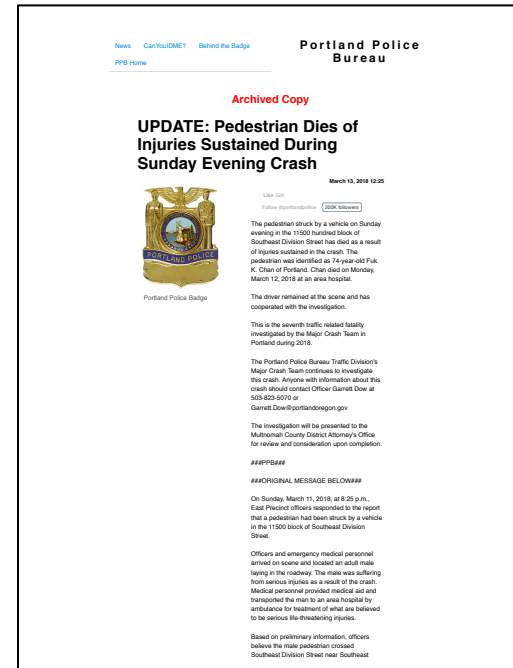
1. On June 17, 2015, City Council adopted Resolution 37130 with the goal of Vision Zero – that no loss of life is acceptable on our city streets.
2. On June 15, 2016, City Council adopted the 2035 Comprehensive Plan with the Vision Zero Goal 9.A, “The City achieves the standard of zero traffic-related fatalities and serious injuries.”
3. On December 1, 2016, City Council adopted by Ordinance 188122 the City of Portland’s Vision Zero Action Plan.
4. The Vision Zero Action Plan identifies 32 actions to eliminate traffic deaths and serious injuries by 2025.
5. Three of the 32 actions in the Vision Zero Action Plan specifically target speed management on Portland streets; 47% of traffic deaths in Portland (2004-2013) involve speed.
6. Vision Zero action Speed-2 aims to gain local authority for speed reduction on City of Portland streets, an authority that is currently held by the State.
7. The 2017 Oregon legislature passed HB 2682, amending ORS 810.180 to authorize the City of Portland to designate by ordinance a designated speed that is five miles per hour lower than statutory speed on non-arterial streets under the jurisdiction of the City of Portland in a residence district.
8. Non-arterial streets in residence districts make up about 70% of Portland’s transportation network. Many of these streets are primary routes for children walking and biking to school.
9. Portland residents identified “people driving too fast on residential streets” as one of the top barriers to walking in the 2017 PedPDX Citywide Pedestrian Plan “Walking Priorities” survey. Residents from almost every district of the city identified high speeds on residential streets as one of the top three problems that makes walking difficult in Portland.
10. Policy 9.6 of the 2035 Comprehensive Plan calls for prioritizing walking above all other travel modes when making transportation system decisions.

MEDIA SURVEY

- Saved copies of news articles, police press releases and public records
- Over 200 media articles catalogued

Assessment included:

- Language bias
- Systems Analysis in news reporting
- Number of media reports per crash



CRASH REVIEW

Includes:

Police Report Summary
Crash Factors and Ongoing Hazards
Discussion and Recommendations

REVIEW OF CRASHES THAT KILLED PEOPLE WALKING IN PORTLAND

Crash Date: 02/01/2018

Location: SE Stark St. and SE 148th Ave.

Road Functional Classification(s): SE Stark St. (Minor Arterial), SE 148th Ave (Minor Arterial)

POLICE REPORT SUMMARY

Driver: Hit and Run, Unidentified Suspect #1 race and sex unknown. Language: Somali? (Not clarified by report, no follow up).

Killed [REDACTED] Mobility Disability, used a walker.

Police Report: The crash occurred at approximately 12:33 am in dry, cloudy weather on a "dark-lighted way". Witness Booth called 911 and reported that a vehicle ran a red light, hit a pedestrian and kept driving. When officers arrived they found pedestrian [REDACTED] laying in the intersection and determined she was deceased.

Several additional witnesses recounted "the victim was walking in the crosswalk on the east side of the intersection and moving south to north when she was hit. The witnesses indicated that the victim was struck by a white sedan that was traveling west on SE Stark Street at a high rate of speed. The suspect vehicle fled the scene going west on SE Stark Street."

Officers found "a red four wheel walker" in the road near [REDACTED] which would suggest she had mobility impairment issues. Red paint flakes from this walker were found to the east of where the body lay in the crosswalk and white paint flakes (presumably from the suspect vehicle) were located in the #1 WB lane of SE Stark Street 18-24" from the red paint flakes.

Pedestrian [REDACTED] lived only 1/4 block from the crash location. She was on her way from the 7-11 on the NE side of the intersection toward her home.

The Investigating Officer searched stolen vehicle databases and found a 2016 Nissan Altima had been recently stolen. The vehicle was found to be in possession of [REDACTED] but when he was confronted he fled from Police in the vehicle and escaped. On Feb 14, 2018 the investigating officer found the vehicle parked on NE 8th and NE Simpson St but it had been recently spray painted black. The vehicle was seized as evidence when it was determined that driver side damage matched video evidence and two pieces of broken headlight recovered at the crash scene were found to fit like a puzzle into the driver side headlight.

The report ends here. [REDACTED] was arrested (see media article) on Feb 15, 2018 on 28 charges, one of which is hit-and-run. He is not listed as a "Suspect" or "Driver" in this report, but as "Person Mentioned - #2". The internal status on the report is listed as "Inactive/Suspended- Lack of Tangible Leads."

CRASH FACTORS AND ONGOING HAZARDS

I. POLICE PRESS RELEASE/INITIAL MEDIA REPORTING

(Articles in Supporting Documents)

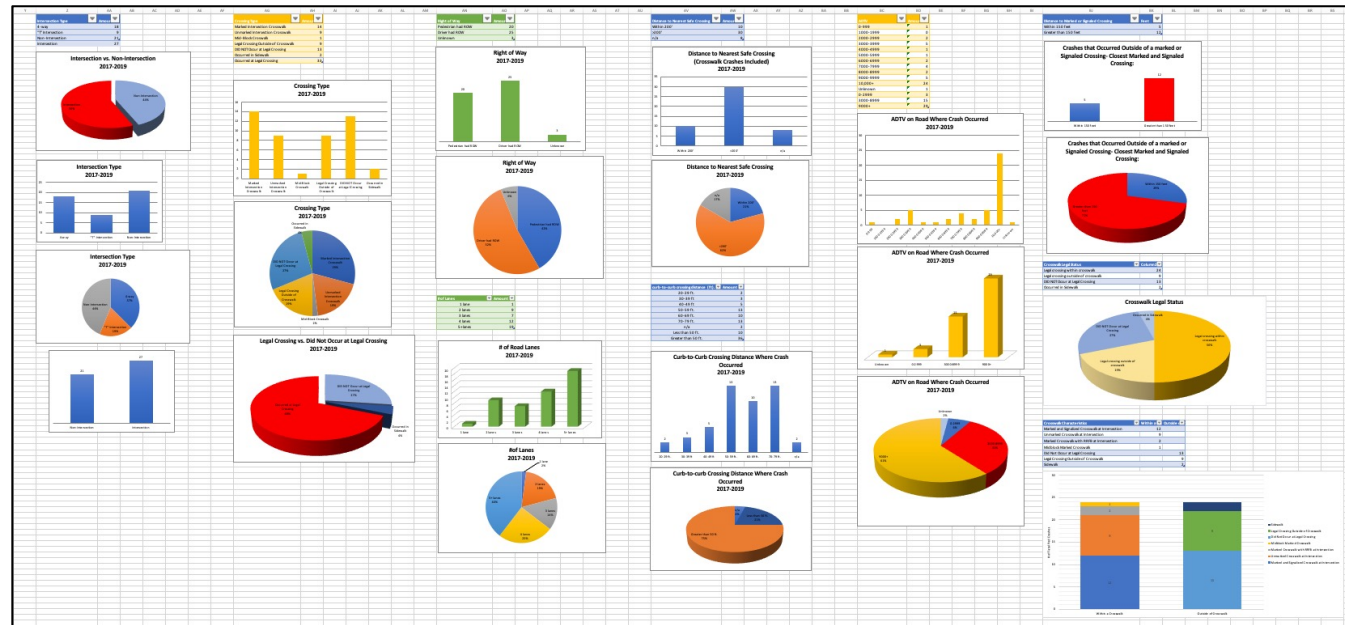
Discussion: The police media release was factual and without bias. There was no PPB or press follow up connecting the Feb 15 arrest of [REDACTED] with the hit-and-run case. There

EXCEL DATA SHEET

Includes sheets for:

- Crash Location
- Driver Characteristics
- Pedestrian Characteristics
- Road Functional Classification
- PBOT Equity Matrix
- Intersection + Crosswalk + ROW
- Speed
- Sightline
- Impairment
- PBOT Safety Plans
- Lighting
- Vehicle Data
- Intoxicants
- Distraction
- Driver Legal Consequences
- Police News Release and Media Survey

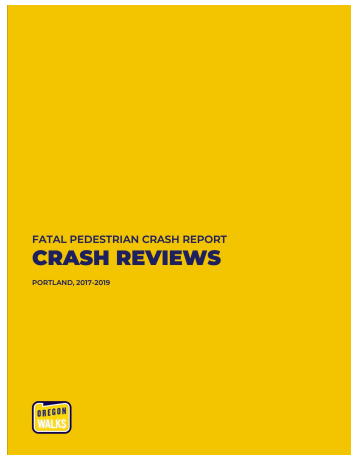
A screenshot of an Excel spreadsheet displaying a large dataset of crash information. The spreadsheet is organized into columns, likely representing various attributes such as crash ID, location, date, severity, and descriptive details. The data is presented in a standard grid format with alternating row colors for readability.



FULL REPORT

View and download the complete Oregon Walks Fatal Pedestrian Crash Report at www.oregonwalks.org/fatal-pedestrian-crash-report/

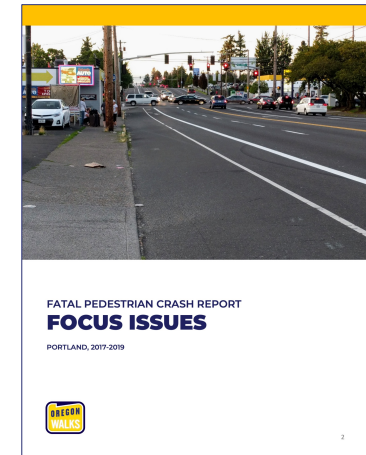
The full report contains three parts:



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



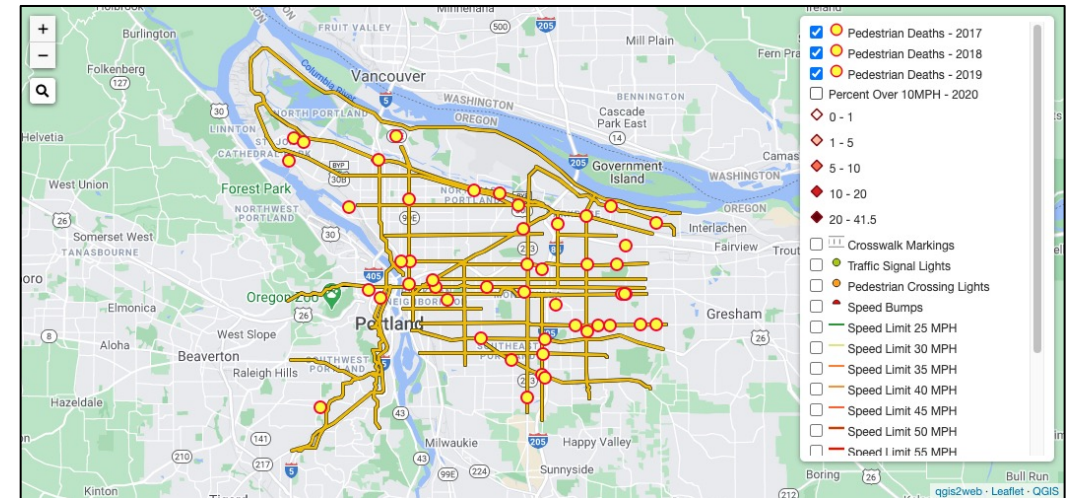
Facts and Figures presents a compilation of data from all 48 crashes, primarily in graphs and tables.



Focus Issues discusses in detail particular aspects of Portland's pedestrian fatality crashes that emerge from the crash reviews and data.

WEBSITE AND INTERACTIVE CRASH MAP

- Learn more and view the full report at: <https://oregonwalks.org/fatal-pedestrian-crash-report/>
- The Interactive Crash Map on the Oregon Walks website is a valuable tool for visualizing the relationship between fatal pedestrian crashes and infrastructure factors



04.

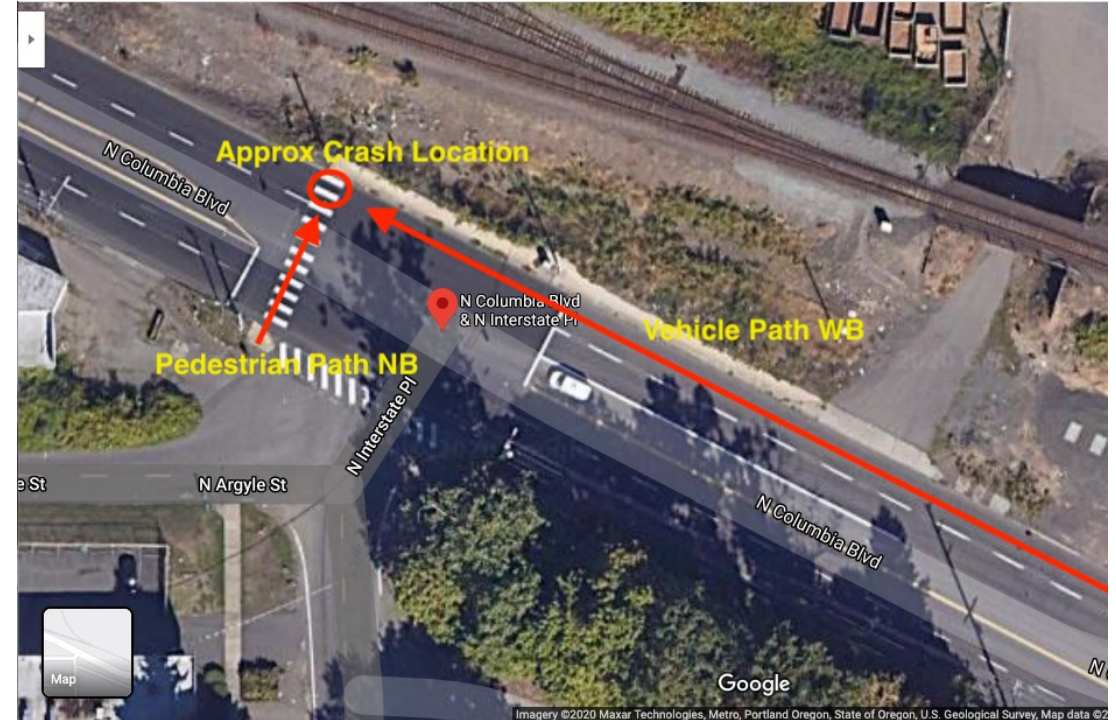
Crash Review Examples

N COLUMBIA BLVD AND N INTERSTATE PL 09/25/2017

The crash location is a T-intersection with marked/signalized crosswalks on the west and south sides. N Columbia Blvd. is a 5 lane (2 WB, 2 EB, center turn median) Principal Arterial with a speed limit of 40 mph. There are no sidewalks on either side of the road except for a short stretch on the north side leading to a business driveway to the east. One streetlight is located on the SE corner.

The person walking was on his way to work on a dark morning crossing Columbia Blvd NB in the west crosswalk on a “walk” signal. He was legally blind and was wearing a reflective vest and had a white and red reflective cane. The spouse of the person struck had petitioned the City to install the marked/signalized north/south crossing as this was his daily route to work.

The person driving was on his way to work after making a right onto Columbia Blvd. at the I-5 offramp 1750’ east of the crash location. He was travelling WB at or near the speed limit when he ran a red light and struck and killed the person walking within the crosswalk in the #2 outside lane.



N COLUMBIA BLVD AND N INTERSTATE PL
09/25/2017



Driver Perspective



Pedestrian Perspective

N COLUMBIA BLVD AND N INTERSTATE PL 09/25/2017

Lack of Traffic Calming

1750' between signals and no other calming elements on corridor.

Wide Crossing

63' curb-to-curb. Recommend refuge island on the west side of the intersection at this location.

Possible Inadequate Lighting

There are no streetlights on north side of the crash intersection. A single streetlight is located at the intersection on SE corner (115' from the location in the west crosswalk where crash occurred). Nearest other streetlights on the north side of the road are 450' east and 120' to the west. PBOT Appendix K guidelines recommend 1.0 Average Maintained fc, 3 Uniformity Ratio.

Possible Signal Timing Issue

Examine signal timing and lengthen if necessary to accommodate those with slower rates of walking or rolling.

Other: Lack of Sidewalks

There are well-worn "goat paths" on the north and south sides of Columbia showing regular pedestrian use despite lack of sidewalks. Paved sidewalks are needed to safely accommodate pedestrian access to nearby employers, other businesses and transit.

Other: Lack of Available Crossing

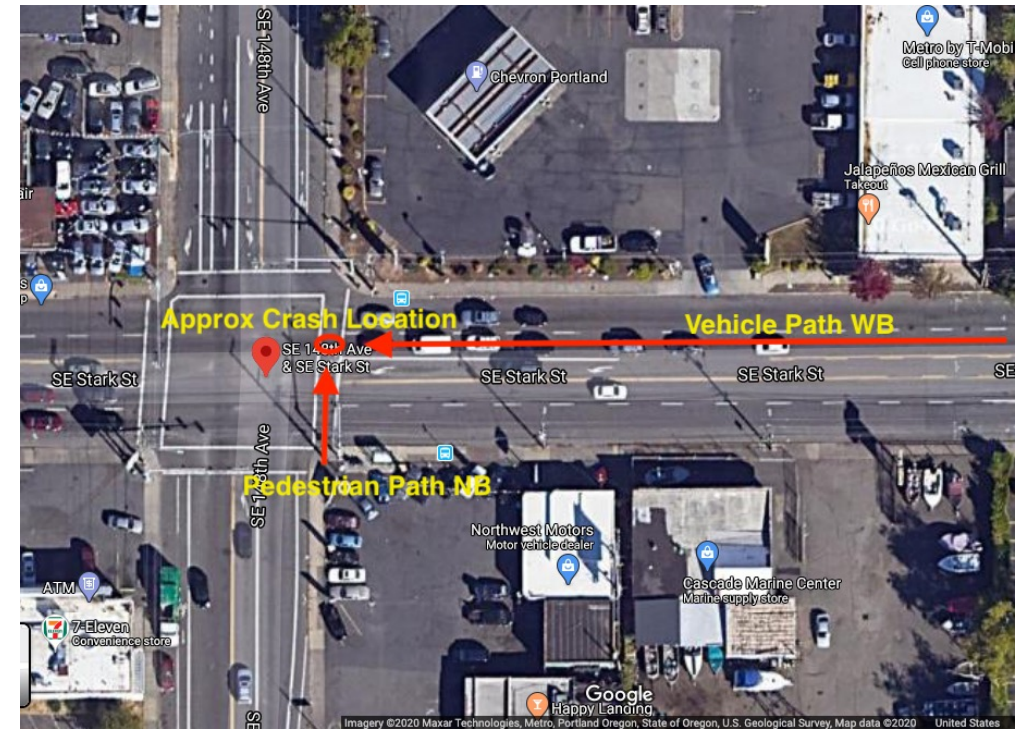
The nearest marked and signalized crosswalks are .7 miles east and .6 miles west of the crosswalk where the crash occurred.

SE STARK ST AND SE 148th AVE 02/01/2018

The crash location is a 4-way intersection with marked/signalized crosswalks on all sides. Stark St. is a Minor Arterial with 5 lanes (2 EB, 2 WB, center median) and a speed limit at the time of the crash of 35 mph which has since been lowered to 30 mph. This stretch of road is lined by strip malls and businesses. The crash occurred at night.

The person walking was on her way home just ½ block away after going to the 7-11 on the SW corner of the intersection. She first safely crossed EB in the south crosswalk, then proceeded on a “walk” signal heading NB in the east crosswalk. The person walking had a mobility disability and used a red 4-wheel walker.

This was a hit-and-run. The person driving (unidentified) was travelling in the #1 inside lane of SE Stark St. at 60-100 mph and hit and killed the person walking within the east crosswalk. The person driving then sped away heading WB. This crash occurred just 250’ from another fatal crash on 03/09/2017 that involved similar excessive driver speed.



SE STARK ST AND SE 148th AVE
02/01/2018



Driver Perspective



Pedestrian Perspective

SE STARK ST AND SE 148th AVE

02/01/2018

Lack of Traffic Calming

92.1% of drivers exceed the posted speed limit of 30 mph. 22.8% or 2791 drivers daily exceed 40 mph. Speeds are too high on this corridor. There are 3540' between the signals at 148th and 162nd Avenues with three marked crossings with refuge islands in between (one crossing has a RRFB). Though there are crossing options there is no traffic calming (speed bumps, signals, stop signs) to mediate driver speed on this long stretch. Recommend street design changes that are proven to save lives including centerline hardening, additional crosswalks, narrower travel lanes, and a potential "narrow road, wide node" street reconfiguration.

Speed Above Statutory Limit

This stretch of SE Stark St. is currently at 30 mph. The crash occurred near the divider between Business District and Residence District on an Arterial, but within Business District boundaries. The speed should be statutory 20 mph. Rescission of SZO recommended.

Other: Distance Too Far Between Safe Crossings

There are 640' between marked crosswalks on 148th Ave and 151st Ave. The next marked crosswalk is at SE 155th Ave approx. 1000' further east and 1300' further at 160th Ave. This area is lined by businesses and strip malls. The distance between marked crossings is too far. Lack of crossing options makes dangerous mid-block crossings more likely. More safe crossing options are needed on this corridor

Other: Lack of Bike Lanes

SE Stark St. is designated a Major City Bikeway (TSP classification) yet there are no bike lanes on either side of the road.

Forthcoming Safety Upgrades

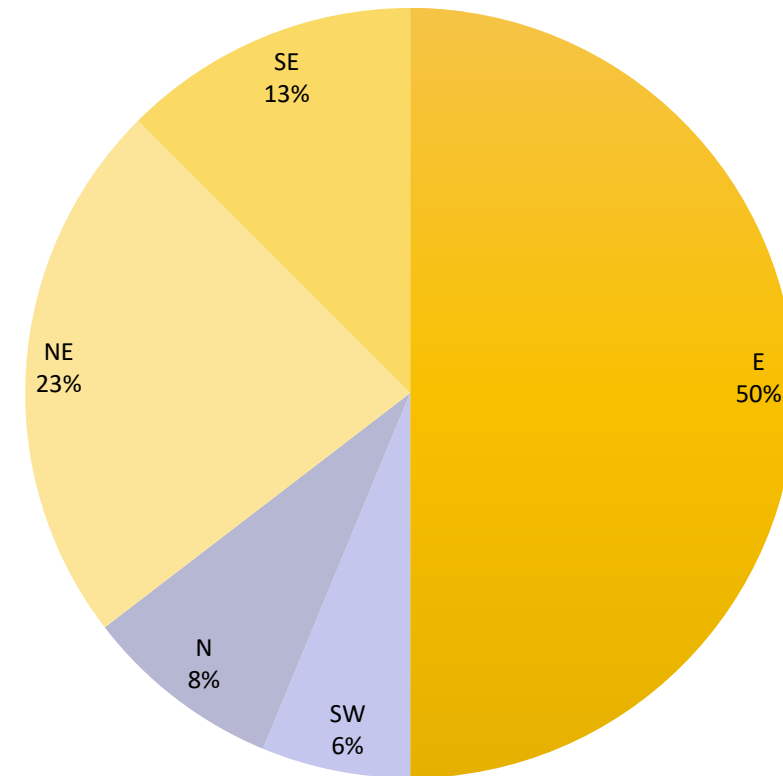
This corridor is part of PBOT Safer Outer Stark project with "access management project on east leg" scheduled for 2020.

05.

Equity and Infrastructure

Portland Neighborhood Regions (N, NE, E, SE, SW, NW)

Taken together, the highest number of fatal pedestrian crashes occurred in NE, SE and East Portland (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)

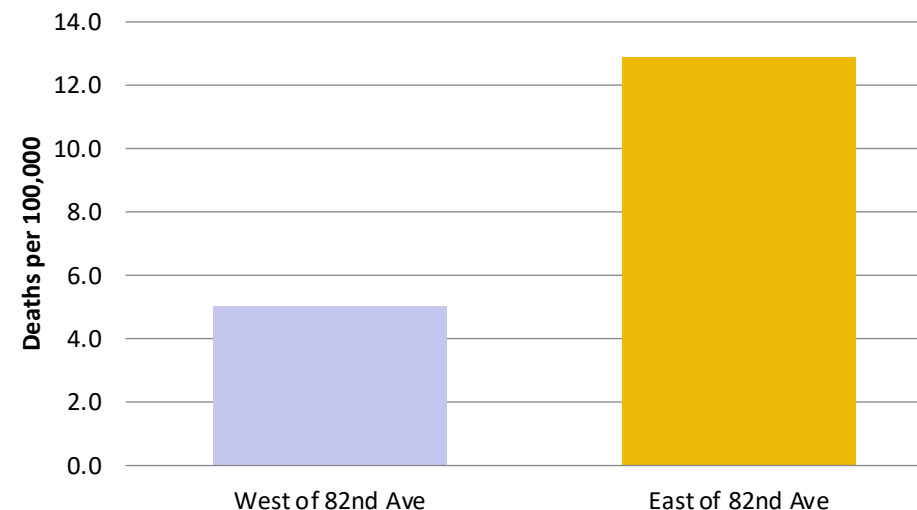
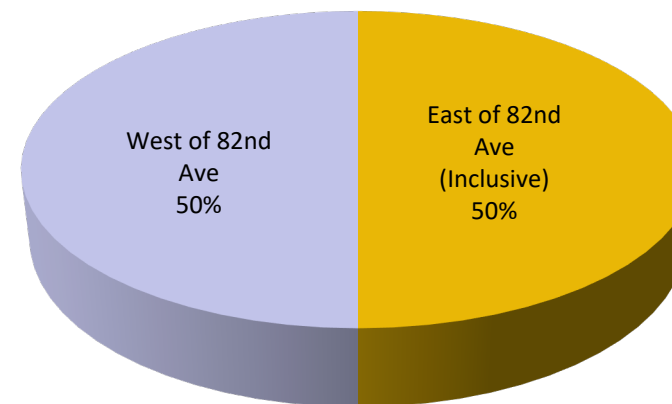
A disproportionately large number of fatal pedestrian crashes occurred in East Portland, defined as the area of Portland east of 82nd Avenue (inclusive). According to the 2010 census and PBOT's East Side in Motion plan, East Portland contains 28% of city population, yet was the location of 50% of pedestrian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

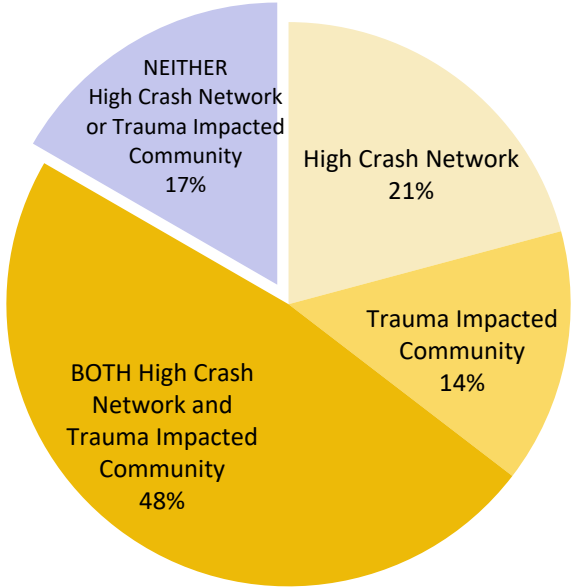
<https://www.portlandoregon.gov/transportation/article/372607>

<https://worldpopulationreview.com/us-cities/portland-or-population>

<https://www.portlandonline.com/portlandplan/index.cfm?a=288104&c=52257>

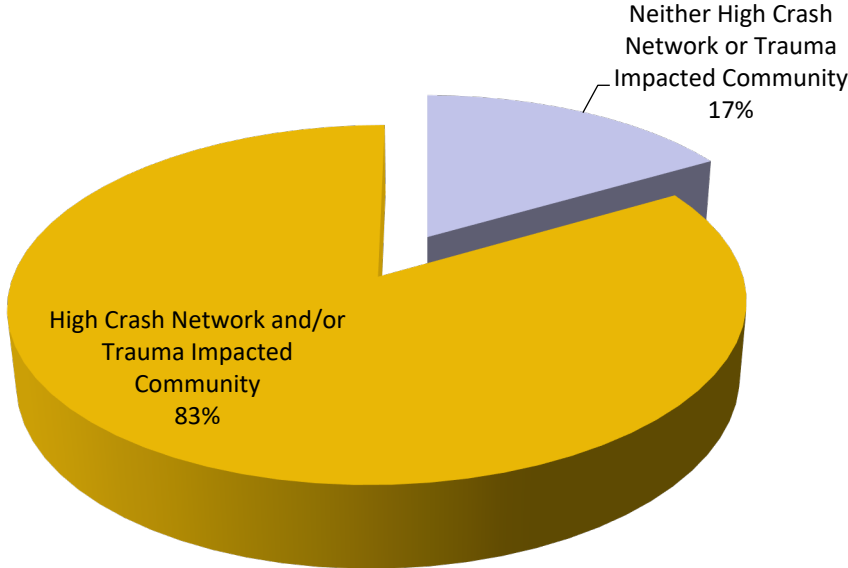


Fatal Pedestrian Crashes on High Crash Corridors and within Trauma Impacted Communities



While PBOT designated High Crash Corridors constitute only 8% of Portland roads, they were the location of 69% of fatal pedestrian crashes from 2017-2019.

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



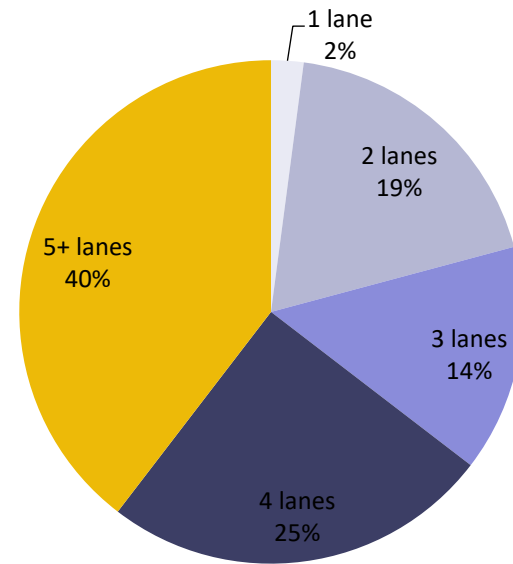
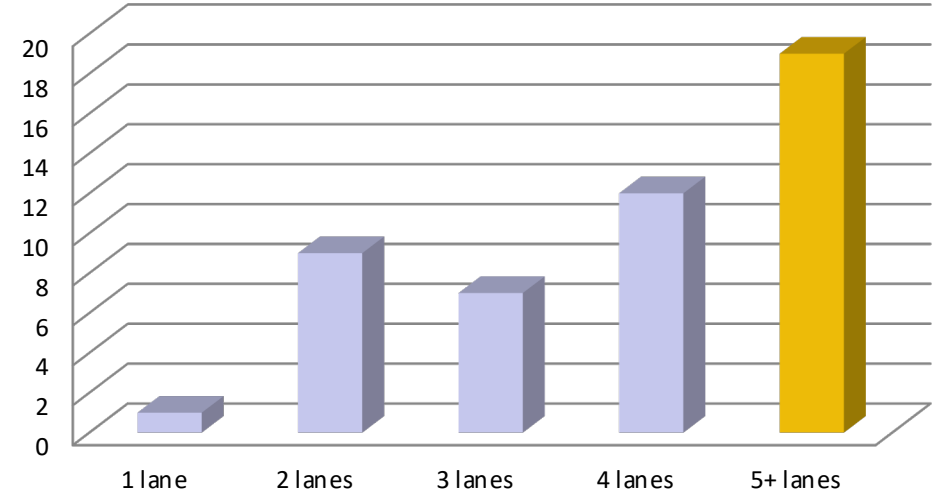
A large majority (83%) of fatal pedestrian crashes occurred on Portland’s High Crash Corridors and/or within Trauma Impacted Communities.

* PBOT has done excellent work mapping race, income, and areas where Portland has neglected basic pedestrian infrastructure. Oregon Walks supports PBOT’s work to understand “Communities of Concern,” but suggests instead the term Trauma Impacted Communities. A “concern” is typically a back-burner issue, not a priority. The term Trauma Impacted Communities shifts the narrative in two ways. First, it acknowledges that the effects of traffic violence on individuals and communities is additive. It piles on top of traumas which include economic instability, housing exclusion, a current unprecedented increase in gun violence, limited access to education and healthcare, and others. Second, the policy response to trauma is healing, not “us-vs-them.” Ending pedestrian fatalities is preventing and healing traumas.

Number of Lanes

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

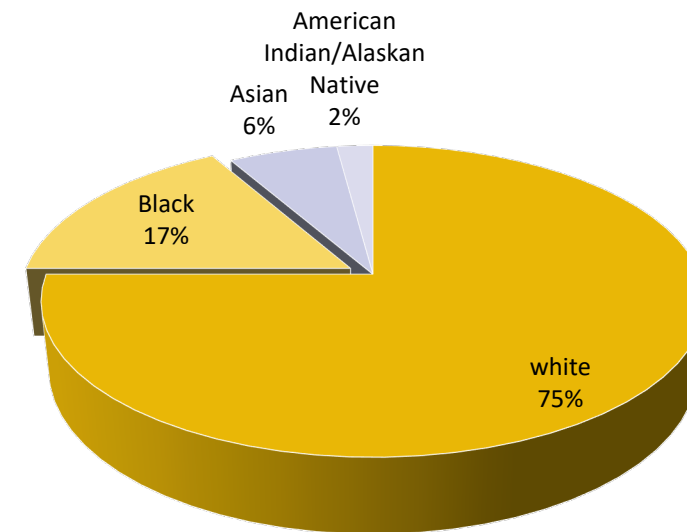
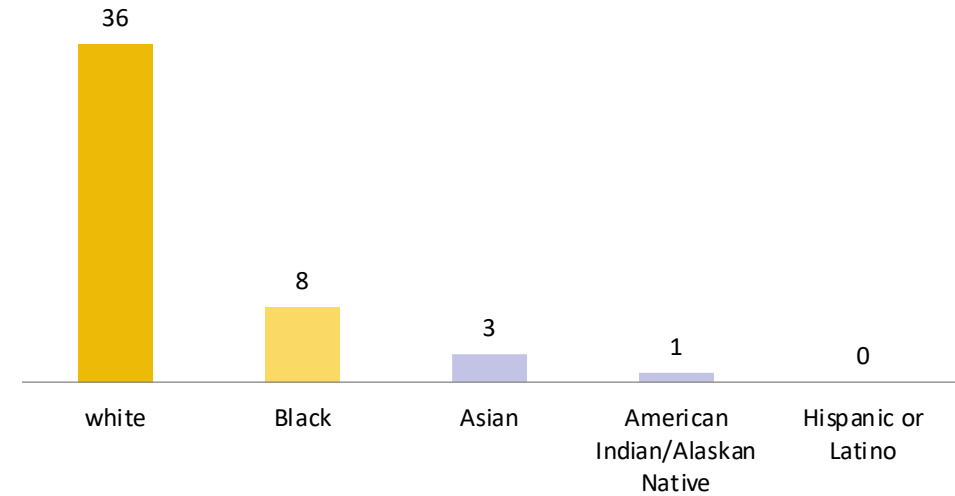
Data suggests that as the number of lanes increases, the likelihood of a crash increases.



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.

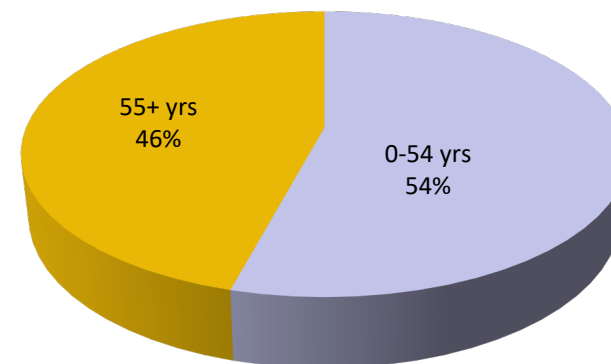
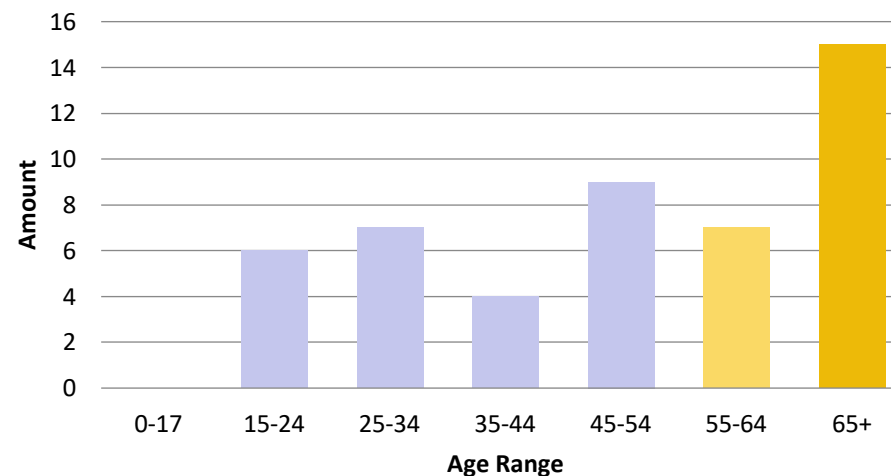
<https://www.census.gov/quickfacts/portlandcityoregon>



Pedestrian Age

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

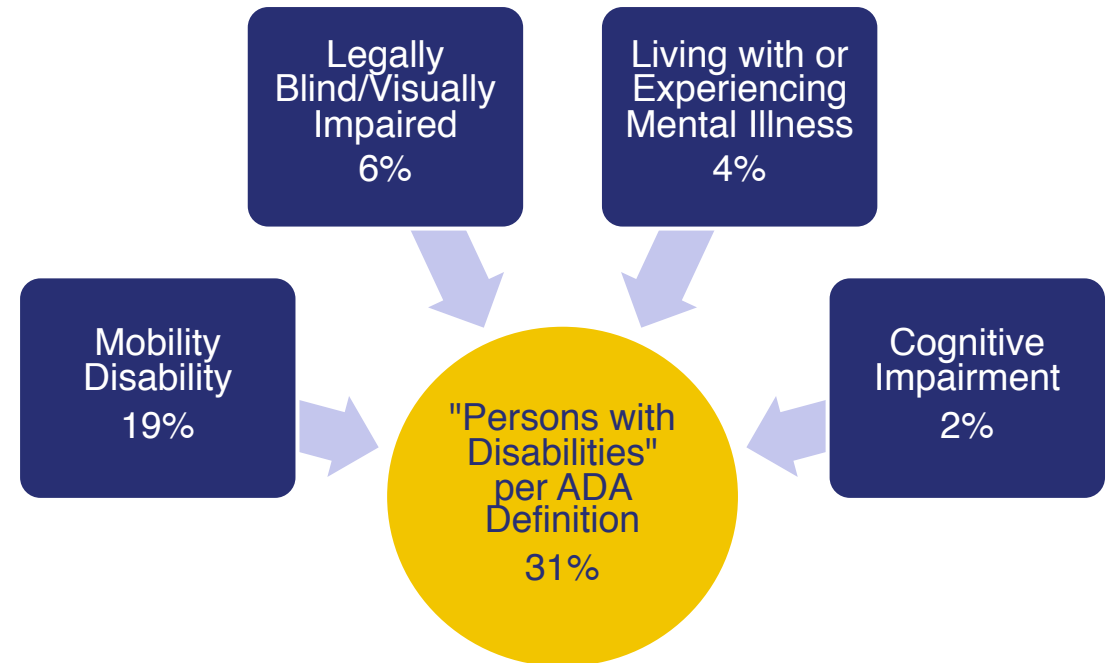
31% of Portlanders killed as pedestrians were over age 65, whereas only 12.3% of Portland population are 65+.



Persons with Disabilities

Recent US Census estimate data puts the total number of persons with disabilities in Portland at around 12%. The Census Bureau's American Community Survey defines a disability as those who have difficulty with hearing, vision, cognition, walking or climbing stairs as well as difficulty with self-care and independent living. The FHWA uses the similar ADA definition for a person with a disability: "one who has a physical or mental impairment that substantially limits one or more major life activities of such individual, a record of such an impairment, or being regarded as having such an impairment."

A disproportionately high 31% of pedestrians killed in crashes fall under the Census Bureau and ADA definitions of "disabled" and thus FHWA inclusion in traditionally underserved groups.

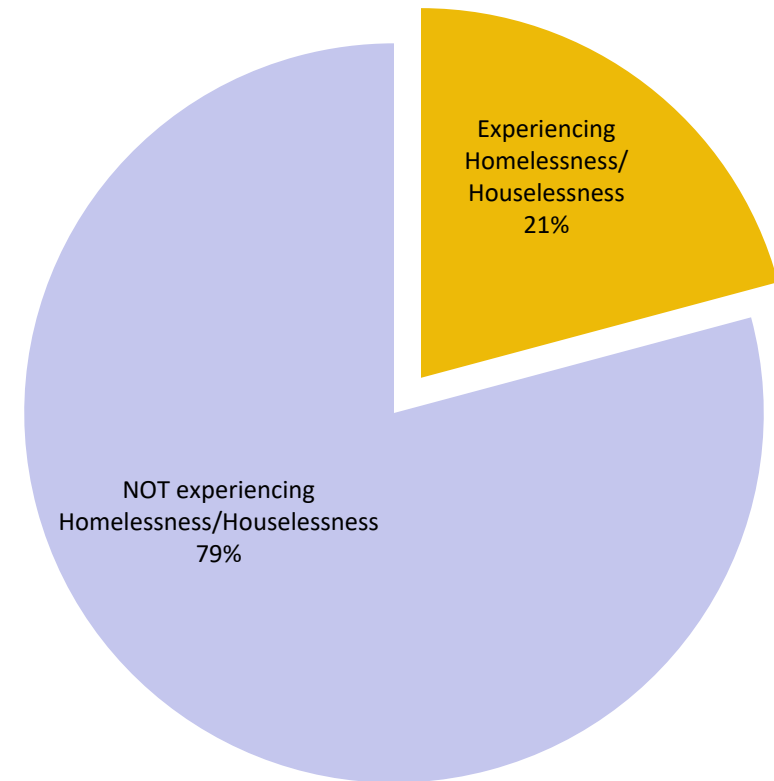


Pedestrian Homelessness/Houselessness

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.

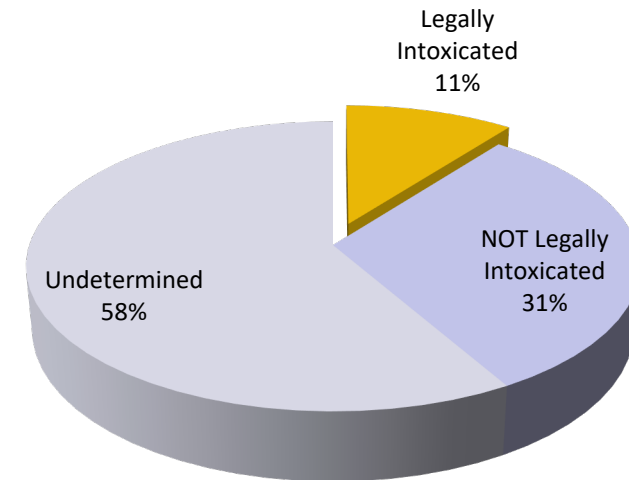
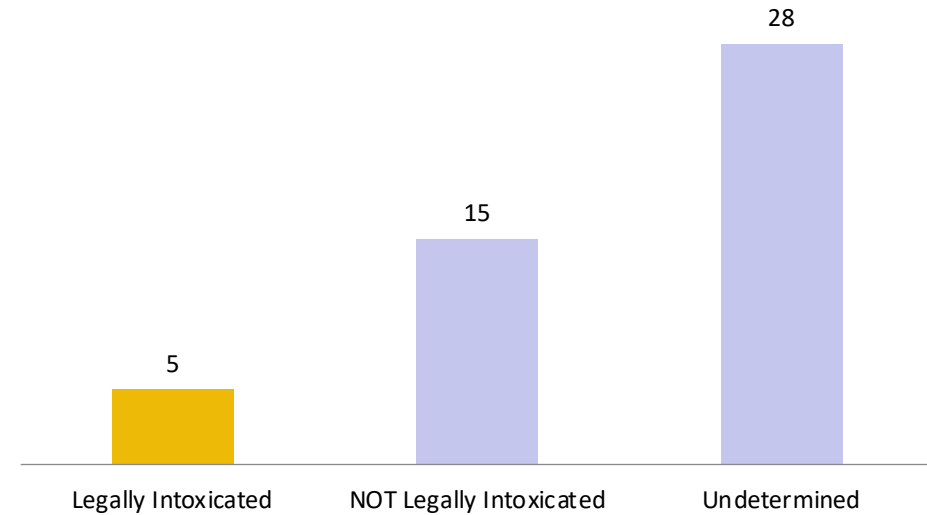
<https://www.opb.org/news/article/portland-state-university-metro-homeless-report-2017/>
<https://www.usich.gov/homelessness-statistics/or/>
<https://www.pdxmonthly.com/news-and-city-life/2019/04/the-numbers-behind-oregons-homelessness-crisis>



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.

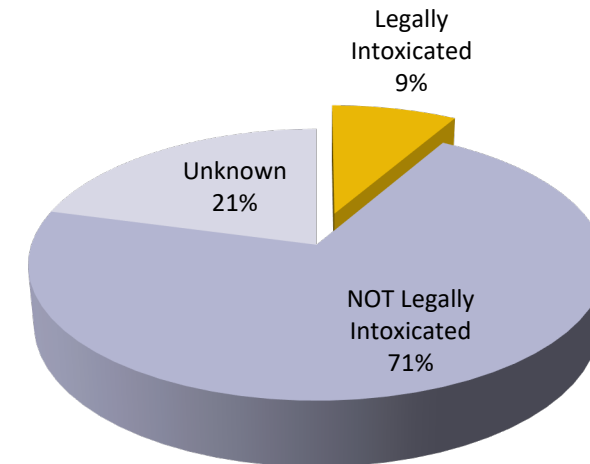
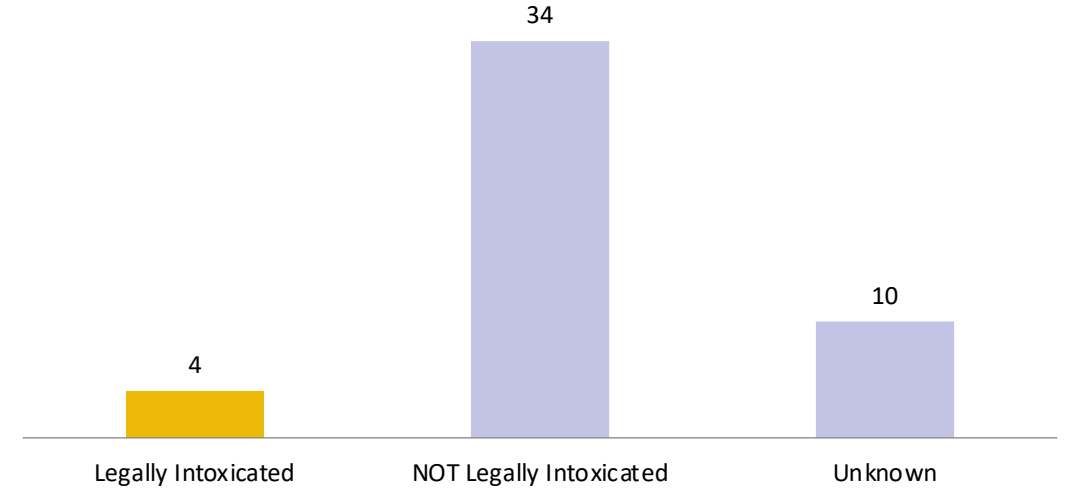
Of the 28 undetermined cases, in 6 cases it was found that intoxicants may have been a factor (less than .07 BAC, intoxicants found on person, witness account of intoxicant use). If these were counted in the overall total for determining intoxication, pedestrian intoxication would be a factor in 23% 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 were counted in the total for determining intoxication, driver intoxication would be a factor in 13% of crashes.

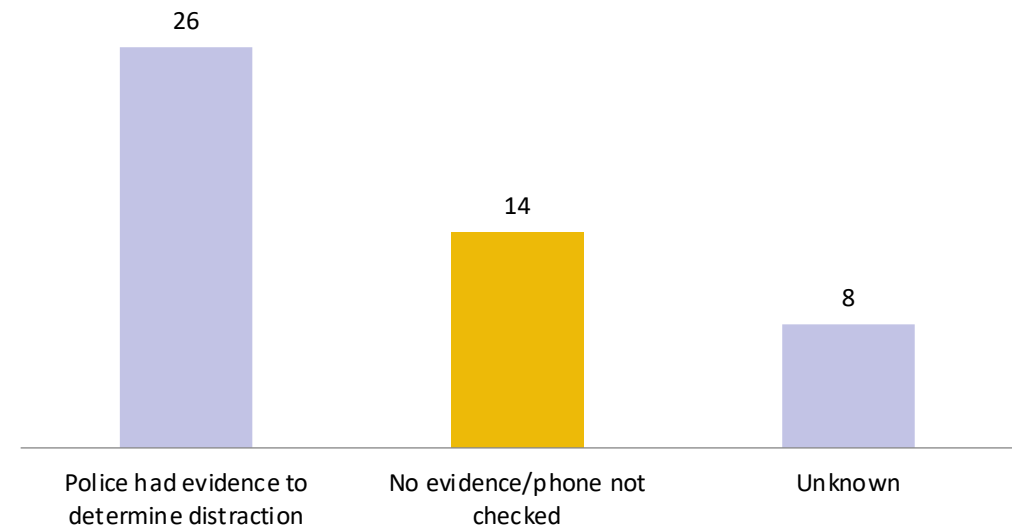


Distraction

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.



06.

Access to Information

ACCESS TO INFORMATION

- Portland Police Bureau Public Information Office (@PPBPIO) release and Oregon Department of Transportation (@OREGONDOT) big data don't help neighborhoods
- More information is very difficult to get - (OW experience: expense, personal connections.)
- Police reports describe user behaviors in detail, don't address infrastructure factors
- Engineering input needed

07.

Recommendations

RECOMMENDATIONS - LOCAL

Prioritizing

- East Portland - Streetlight upgrades and installation/ funding allocation and priority
- Older Adults - Reviewing of causes of previous crashes, identifying actionable steps and funding
- Expand Leading Pedestrian Interval (LPI) and protected left turn installation

Responding to a Crash

- Reestablish Fatal Pedestrian Crash Rapid Response Task Force
- Release Vision Zero fatal pedestrian crash media briefs

Reporting

- Incorporate data for People Experiencing Homelessness into the existing Equity Matrix
- Words Matter: Accidents, Crashes and Traffic Violence

Planning

- Reestablishing Traffic Calming Division
- Follow existing laws to lower speeds on collectors, school zones, and narrow streets

RECOMMENDATIONS - ODOT

Ownership

- Transfer ownership of Arterials in Portland to PBOT

Planning

- Revise new speed zoning guidelines with an equity lens
- Reorganize, Restructure and Refocus

Funding

- Stop expanding freeways

RECOMMENDATIONS – LOCAL AND STATE ELECTED OFFICIALS

Bureau Lead Compliance

- Reassign primary response for non-felony crashes to PBOT
- Change after-hours parking enforcement from police to PBOT
- Create a strong framework to shift from officer enforcement to speed cameras

Policy

- Establish an income based fine system for traffic offenses
- Get rid of petty pedestrian offenses
- Change “Accident” to Crash in ORS and Agency Documents

Funding

- Fund Basic Infrastructure
- Increase Driver Education

TAKE ACTION

Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive throughout Oregon.

Learn more at:

<https://oregonwalks.org/>

Donate and become a member:

<https://donatenow.networkforgood.org/1435882>

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PROTECTING YOUR RIGHT TO ROAM
Walk with us!

By joining a growing network of people, businesses and community organizations who support Oregon Walks, you are helping to improve safe, walkable communities in the Portland region and throughout Oregon. Thank you for becoming a catalyst for better transportation choices that are accessible to everyone.

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