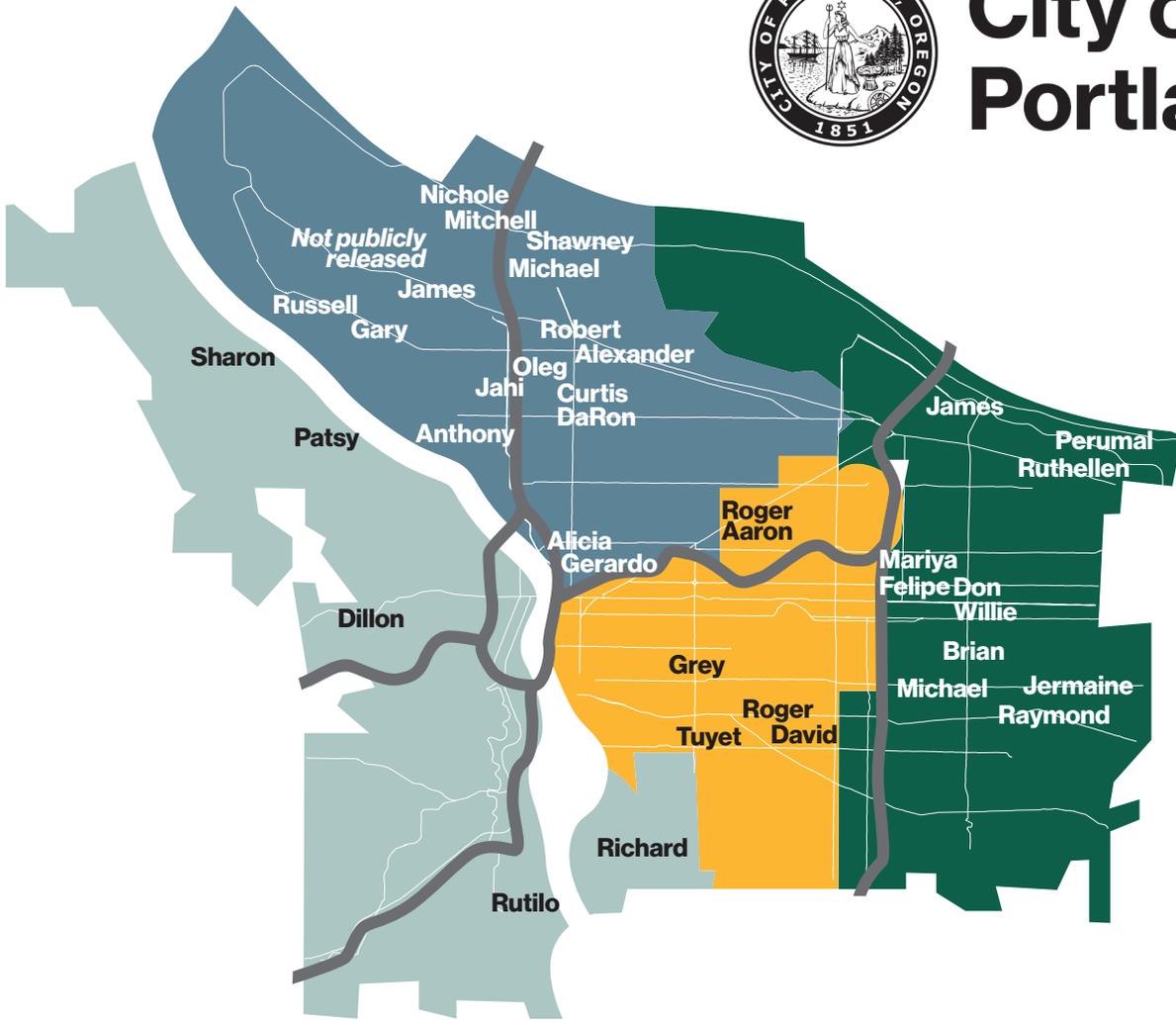




City of Portland



Portland 2025 Deadly Traffic Crash Report

March 2026 | visionzeroportland.com



Cover image: Map of Portland including the borders of council districts and noting the first names of victims in the approximate location of 2025 deadly crashes.

Disclaimer

We understand the factors that cause traffic violence. The City of Portland, in collaboration with community partners, sets concrete Vision Zero policies and strategies to address top contributing factors to traffic deaths and serious injuries. However, every step outlined in the city's Vision Zero Action Plan, developed by the Portland Bureau of Transportation (PBOT), requires commitment, funding, and collaboration. In addition, advancing Vision Zero requires broad-based commitment across the city, other agencies, and our partners.

Acknowledgments

This annual report involves collaboration from city staff across the organization, principally the Portland Bureau of Transportation (PBOT), the Portland Police Bureau (PPB), and the Public Works Service Area.

Accessibility

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Translation and Interpretation



Introduction

The City of Portland, through its Vision Zero program, aims 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.

Vision Zero staff at the Portland Bureau of Transportation (PBOT) continually review 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.

How crash data works

This report relies on data from multiple partners. The Oregon Department of Transportation (ODOT) provided finalized data from 2021–2023. ODOT compiles the official crash record for the state using self-reported information and traffic crash investigations (**Figure 1**). Data on serious injuries from 2024 and 2025 is not yet available from ODOT. The Portland Police Bureau (PPB) shared preliminary traffic death data for 2024 and 2025.

Vision Zero uses National Highway Traffic Safety Administration (NHTSA) reporting criteria which excludes people who die under the following circumstances:

- More than 30 days after a crash
- As a result of a suicide
- In an act of homicide, when a person intentionally crashes into another person
- In a crash not involving a motor vehicle, such as a MAX train and a pedestrian
- From a prior medical event, such as a heart attack or drug overdose
- In a crash on private property, such as a parking lot

Regardless of reporting criteria, the Vision Zero team uses all available data to determine priorities for safety improvements.

Definition of serious injury

The Oregon Department of Transportation (ODOT) defines a serious injury as "an incapacitating injury or any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred."

Crash data sources

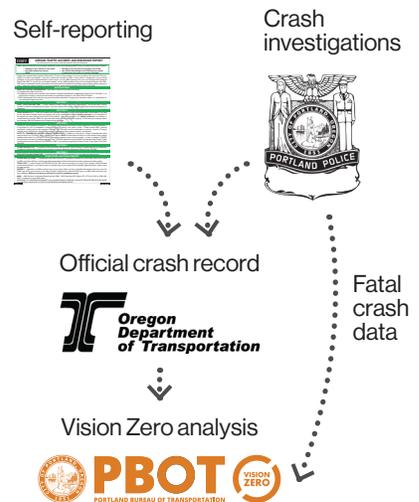


Figure 1. Vision Zero supplements the official crash record with police data to obtain the latest information.

Lives lost in traffic crashes

As detailed in this report, 39 people were killed in traffic crashes in Portland in 2025, lower than the record high of 69 deaths in 2023 and the lowest total since 2018 (**Figure 3** and **Table 1**). The 39 people in this report each led a life filled with unique attributes, cultures, relationships, ideas, and stories (**Figure 2**). Countless family, friends, loved ones, neighbors, and colleagues will continue to feel an indescribable loss and devastation that will remain long after this report is published. Our city mourns those whose lives were cut short by preventable traffic violence (**Figure 11**). We can and must do better.

First names of traffic death victims by approximate crash location, 2025

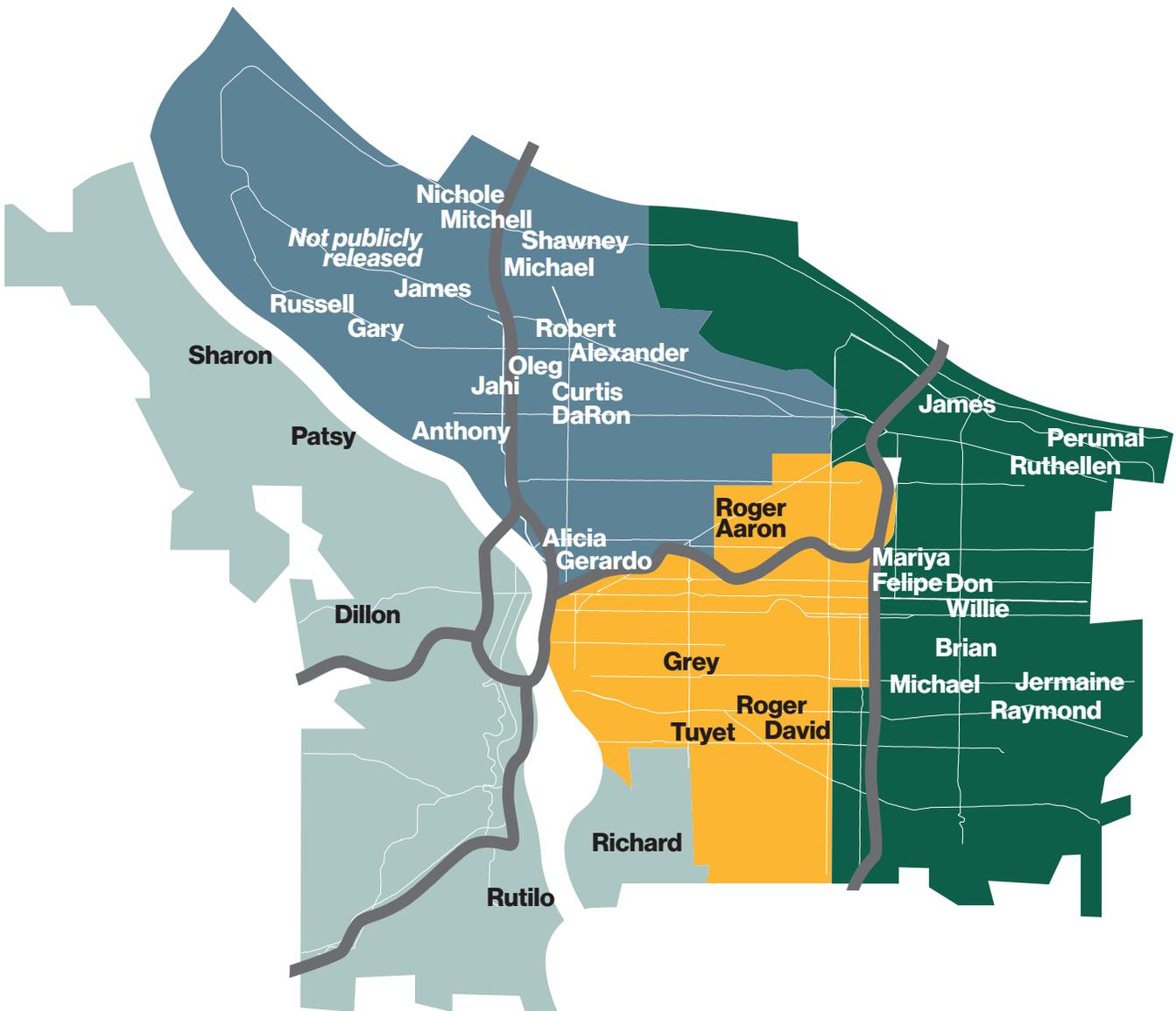


Figure 2. Map of Portland noting approximately where 2025 deadly crashes occurred. The first name of traffic death victims are placed in the approximate crash locations on the map. The illustrated information is based on preliminary data and is subject to change.

Traffic deaths by mode of travel, 2021-2025

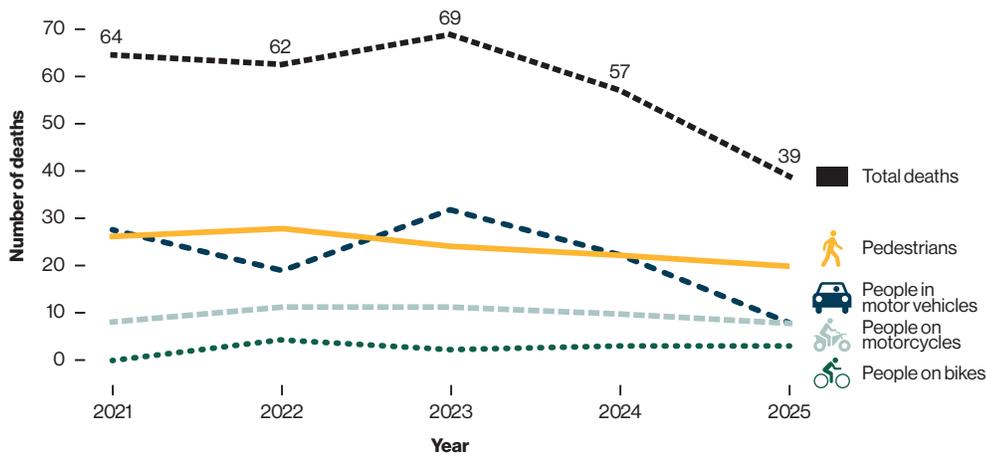


Figure 3. Traffic deaths by mode of travel, 2021-2025

Data: ODOT (2021-2023), PPB (2024-2025)

Traffic deaths and serious injuries by mode of travel, 2021-2025

Deaths

	2021	2022	2023	2024	2025
People in motor vehicles	28	19	32	22	8
People on motorcycles	9	11	11	10	8
Pedestrians*	27	28	24	22	20
People on bicycles	0	4	2	3	3
Total	64	62	69	57	39

Serious injuries

	2021	2022	2023	2024	2025
People in motor vehicles	266	291	332		
People on motorcycles	53	71	40		
Pedestrians*	34	49	36		
People on bicycles	9	16	18		
Total	362	427	426		

Information not yet available

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

Table 1. Traffic deaths and serious injuries by mode of travel, 2021-2025

Data: ODOT (2021-2023), PPB (2024-2025)

Portland's focused approach to addressing deadly crashes

The City of Portland's Vision Zero program takes a data-driven, Safe System approach to address deadly traffic crashes.

We follow a **data-driven, equity-first approach** to understand where traffic deaths most often occur and focus investments in areas with the greatest safety needs.

We make streets safer through a **Safe System approach**. That means 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 70% of traffic deaths in the last five years occurred on 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** contribute to traffic deaths. Social challenges — such as social isolation, gun violence, mental health struggles, drug addiction, and people living unhoused — are risk factors in traffic deaths. 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.

Figure 4. A recently improved crossing at SE 82nd Avenue and Ash Street where crews installed median islands, striping, flashing beacons, a marked crosswalk, and signage. PBOT added many features like this to 82nd Avenue, one of Portland's highest-crash streets, to reduce deadly and serious injury crashes.



Deadly crash locations

High Crash Network

In 2025, 74% of deadly crashes occurred on High Crash Network streets, which account for only 8% of Portland streets (**Figure 5**). In the prior four years (2021-2024), 69% of deadly crashes occurred on the High Crash Network.

Wide streets

Deadly crashes occur more often on wide streets, those with four or more travel lanes. 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 69% of traffic deaths in 2025. When including other wide roadways — interstates and county bridges — the figure rises to 77% of 2025 traffic deaths.

City, state, and county roadways

Of the year's 39 traffic deaths, 26 (67%) took place on city streets and 13 (33%) on state-owned roads and highways. There were no traffic deaths on Multnomah County bridges within Portland boundaries in 2025.

Of the 13 traffic deaths on state-owned roads and highways, 10 (77%) took place on surface streets — primarily SE Powell Boulevard, N Lombard Street, and U.S. Highway 30 in Northwest Portland. Three traffic deaths (23%) took place on Interstate 5.

East Portland

Many of the city's highest crash street segments and intersections are in East Portland. These communities face greater exposure to traffic violence. For the first time since 2018, East Portland recorded fewer than 20 traffic deaths — 11 in total. This is a 56% drop from an average of 25 deaths per year 2021–2024. East Portland saw a larger drop than the city as a whole, which had a 38% decrease.

In 2025, East Portland's traffic death rate was 6.4 per 100,000 residents compared to 6 per 100,000 in the rest of the city. This reflects a dramatic drop in traffic deaths for East Portland residents compared with prior year, when the rate was three times higher than the rest of the city.

Who owns and maintains the streets?

PBOT has authority to make safety improvements on streets it owns and maintains.

As of 2025, PBOT owns and maintains 4,881 lane miles, 91% of roads in the city — primarily residential streets, collectors, and major arterials.

PBOT does not own and must coordinate with other agencies to address safety on:

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

High Crash Network, 2025

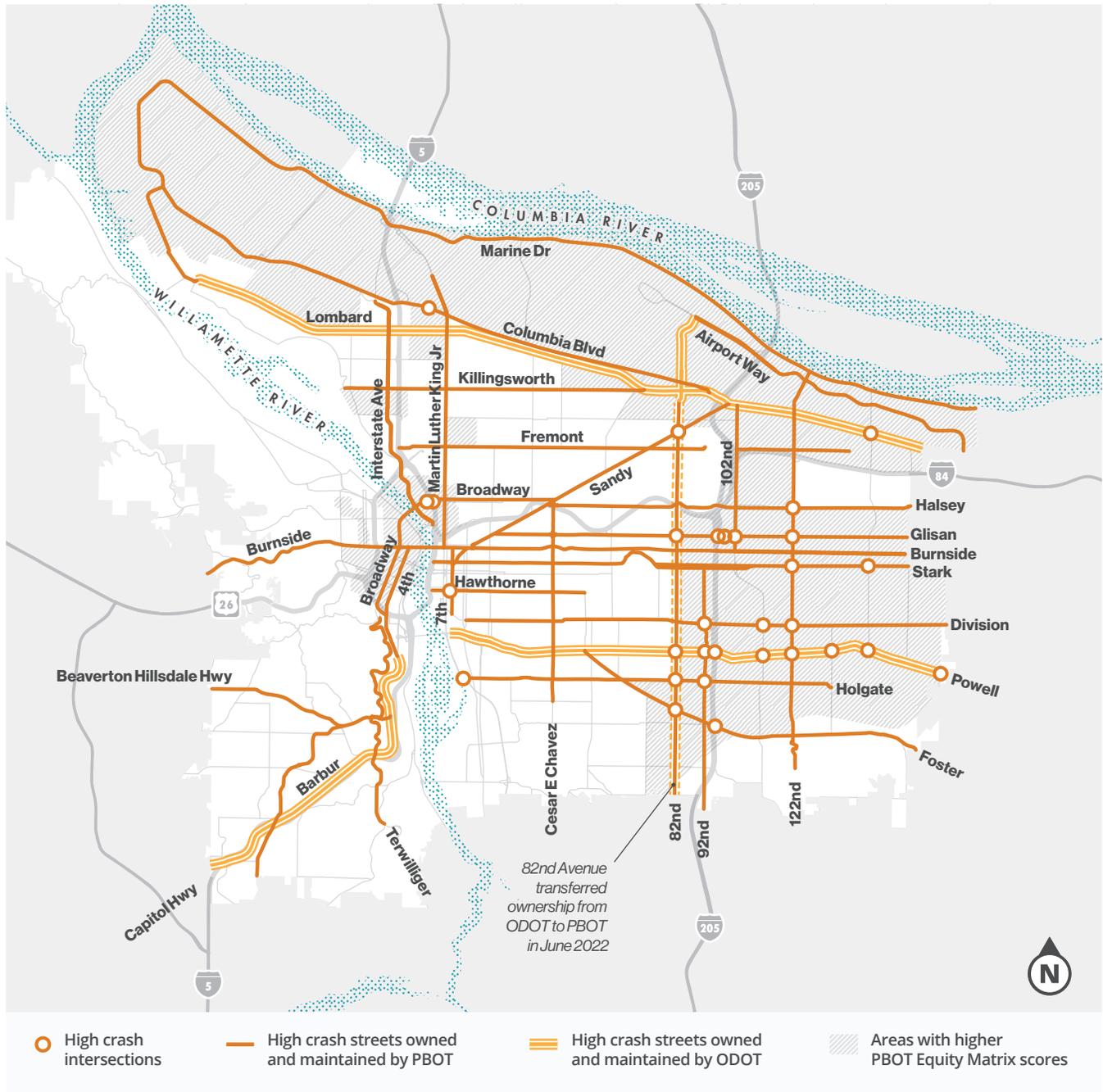


Figure 5. Map of Portland's High Crash Network — the 30 highest-crash streets and intersections — with different indications for roads owned by PBOT or ODOT, as well as areas with high PBOT Equity Matrix scores. An interactive map of this network and crashes is available at portland.gov/transportation/vision-zero/vision-zero-dashboard.

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 systemically excluded from institutional investments, power, and decision-making. Many High Crash Network streets and intersections are in census tracts with higher PBOT Equity Matrix scores.

In 2025, census tracts with high PBOT Equity Matrix scores (8, 9, or 10) had nearly two times more traffic deaths per capita than the rest of Portland. In high-scoring census tracts, there were 8.6 deaths per 100,000 residents compared to 4.6 deaths in the rest of the city. While this disparity remains significant, it is much less than the previous year, when the per capita rate was six times higher. This change was largely driven by the reduction in traffic deaths in East Portland.

Billboard shares traffic safety messages on the High Crash Network



Figure 6. A billboard on SE Powell Boulevard reminds people driving that speed kills, urging them to slow down. In fall 2025, PBOT's Vision Zero team, with funds from ODOT, put up several new billboards on the High Crash Network to highlight important safety messages like these.

Council districts

In 2025, the most traffic deaths occurred in District 2 (44% or 17 of 39). District 1 followed with 28% of traffic deaths (11 of 39), then District 3 (18% or 7 of 39), then District 4 (10% or 4 of 39) (**Figure 7**).

Deadly crashes were more concentrated in Districts 1 and 2, aligning with their higher proportion of census tracts with high PBOT Equity Matrix scores. Traffic deaths disproportionately impact areas with high PBOT Equity Matrix scores.

In 2025, District 2 accounted for a larger share of citywide traffic deaths (44%) than in the previous four years (29%), with the number of deaths relatively even over the past five years (**Figure 8**). The higher proportion of traffic deaths occurring in District 2 in 2025 is due to a significant decline in traffic deaths in other districts, particularly District 1.

Traffic deaths by council district, 2025

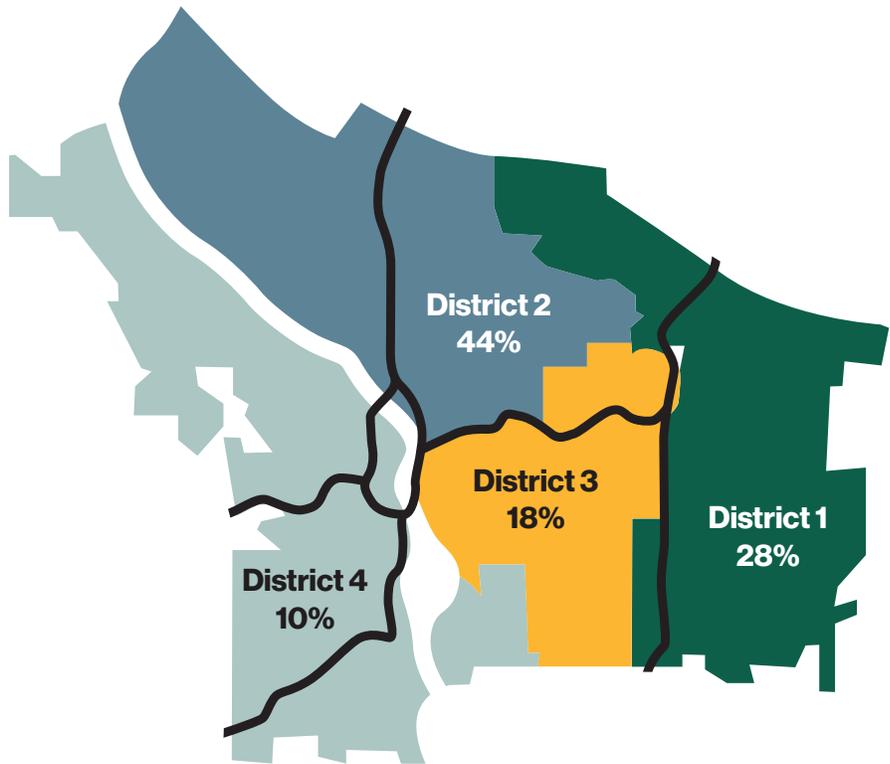


Figure 7. Traffic deaths by council district, 2025

Data: PPB

Council district population vs. infrastructure

While Portland's four geographic City Council Districts have equal population, they do not have equivalent transportation infrastructure. Portland's highest-crash street segments and intersections are disproportionately distributed across the four districts.

Traffic deaths by council district, 2021-2025

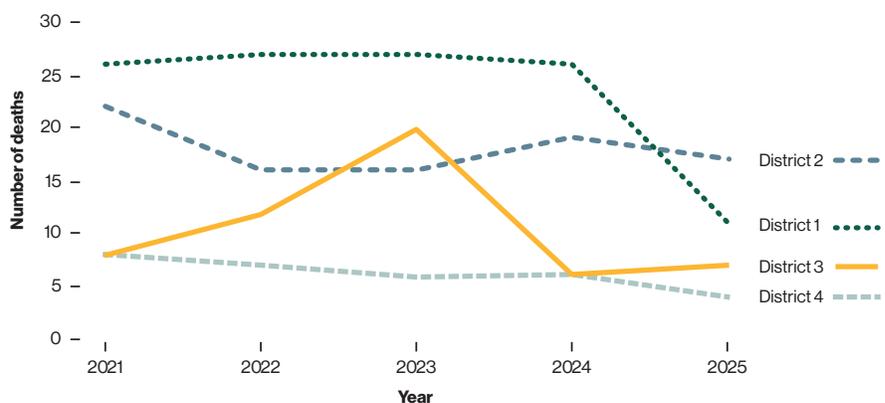


Figure 8. Traffic deaths by council district, 2021-2025

Data: PPB

Demographics of deadly crash victims

Age

In 2025, the people who died in traffic crashes ranged in age from 18 to 88, with an average age of 55. There was a higher percentage of older adults — 65 or older — who died in traffic crashes in 2025 than the previous year. There was also one traffic death of a youth — 18 or younger — a substantial shift from the previous four-year average of 13% of all traffic deaths.

33%

of traffic death victims in 2025 were older adults

Gender

Third parties — including the police, medical examiner, and victims' families — identified 30 traffic victims as male (77%) and 9 as female (23%). No one who identified with a non-specified gender marker died in traffic crashes involving motor vehicles in 2025. U.S. Census Bureau population estimates of sex, as defined by binary male and female populations, estimates 49.7% of Portland's population is male compared to 50.3% female. Based on census estimates, people identified as male are disproportionately at risk of dying in traffic crashes. This is a widespread, persistent trend.¹

77%

of traffic death victims in 2025 were identified as male

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.

¹ Insurance Institute for Highway Safety, "Fatality Facts 2023: Males and females," Insurance Institute for Highway Safety, July 2025, [iihs.org/research-areas/fatality-statistics/detail/males-and-females](https://www.iihs.org/research-areas/fatality-statistics/detail/males-and-females).

Race and ethnicity

Race and ethnicity information is available for 37 of the 39 traffic crash victims. Vision Zero staff compare the race and ethnicity of traffic victims, as identified by third parties, with Portland demographic data.² This is to understand 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. Five traffic crash victims (13%) were identified as Black, more than double their share of Portland's population (5.6%). Averaging the prior four years, 9% of people killed in traffic crashes were identified as Black.
- 24 traffic crash victims (61%) were identified as white, lower than their share of Portland's population (68%). Averaging the prior four years, 73% of people killed in traffic crashes were identified as white.
- Six traffic crash victims (15%) were identified as Latino, higher than their share of Portland's population (10.3%). Averaging the prior four years, 10% of people killed in traffic crashes were identified as Latino.
- Two traffic crash victims (5%) were identified as Asian, slightly lower than their share of Portland's population (8.5%). Averaging the prior four years, 5% of people killed in traffic crashes were identified as Asian.
- No traffic crash victims were identified as Indigenous. This population makes up 0.9% of Portland. Averaging the prior four years, 1.2% of people killed in traffic crashes were identified as Indigenous.
- No traffic crash victims were identified as Native Hawaiian or Pacific Islander. This population accounts for 0.5% of Portland. In the prior four years, no one killed in traffic crashes were identified by third parties as Native Hawaiian or Pacific Islander.
- The race or ethnicity of two traffic crash victims were not identified. Averaging the prior four years, 2% of people killed in traffic crashes had no race or ethnicity identified.
- No traffic crash victims were identified as being of two or more races, which makes up 8% of Portland's population. In the prior four years, no traffic crash victims have been identified by third parties as two or more races. Given the nature of third-party identification and the use of single racial categories, we assume this number is inaccurate and could impact the analysis.

² Given the statistically small number of people killed in traffic crashes, further dividing the total into eight demographic groupings creates percentages that can be highly variable on an annual basis. To contextualize the traffic deaths in 2025 to past data, the prior four-year average is provided for each demographic group.

Table 2 provides information on the 39 people who died in traffic crashes in Portland in 2025.

Traffic crash deaths by crash date in 2025, name, age, travel mode, and approximate crash location

Crash date	Name	Age	Travel mode	Approximate crash location
Jan. 4	Russell Piltz	60	Motor vehicle	N Willamette Boulevard and Burr Avenue
Jan. 15	Gary Boyd	80	Pedestrian	N Lombard Street and McKenna Avenue
Jan. 26	Tuyet Nguyen	71	Pedestrian	SE César E Chávez Boulevard and Cora Street
Feb. 9	Richard Headley	36	Motorcycle	SE McLoughlin Boulevard and Tacoma Street
Feb. 27	Mitchell Ferebee	54	Pedestrian	Interstate 5 (southbound) and NE Marine Drive
March 9	Roger Lee	86	Pedestrian	SE 67th Avenue and Powell Boulevard
March 13	Michael Boyd Sr.	65	Motor vehicle	N Martin Luther King Jr Boulevard and Union Court
April 21	Anthony Nez Jr.	25	Pedestrian	3100 block of N Going Street
May 13	David Dahlen	55	Motorcycle	SE Powell Boulevard and 80th Avenue
May 27	Aaron Marin	53	Motorcycle	NE 57th Avenue and Tillamook Street
June 9	Sharon Farnsworth	77	Motor vehicle	U.S. Highway 30 and NW Bridge Avenue
June 12	Oleg Polishchuk	18	Motorcycle	Interstate 5 (southbound) and N Ainsworth Street
June 14	Michael Payne	82	Motor vehicle	SE Division Street and 117th Avenue
June 23	Not publicly released		Motorcycle	N Columbia Boulevard and Fiske Avenue
July 13	Raymond Myers	85	Bicycle	SE Powell Boulevard and 145th Avenue
Aug. 3	Willie Talimao Jr.	50	Pedestrian	SE 122nd Avenue and Ash Street
Aug. 3	Patsy Miller	60	Pedestrian	NW Yeon Avenue and 44th Avenue
Aug. 7	DaRon Craig	49	Pedestrian	NE Martin Luther King Jr Boulevard and Jarrett Street
Aug. 7	Curtis Palmer	60	Motor vehicle	NE Martin Luther King Jr Boulevard and Jarrett Street
Aug. 17	Gerardo Ortiz Henriquez	24	Pedestrian	NE Martin Luther King Jr Boulevard and Holladay Street
Aug. 20	Perumal Koshy	50	Motorcycle	NE Marine Drive and 158th Avenue
Aug. 22	Ruthellen Tromsness	85	Motor vehicle	14900 block of NE Airport Way
Aug. 29	Robert Rodriguez Jr.	45	Pedestrian	500 block NE Columbia Boulevard
Sept. 2	Alexander James	26	Motorcycle	NE Lombard Street and 15th Avenue
Sept. 6	Jahi Moody	51	Pedestrian	Interstate 5 and N Rosa Parks Way
Sept. 24	Shawney Mann	34	Pedestrian	900 block of N Marine Drive
Oct. 22	Alicia Long	41	Pedestrian	N Weidler Street and Vancouver Avenue
Oct. 23	Nichole Schuster	39	Pedestrian	N Marine Drive and Force Avenue

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Crash date	Name	Age	Travel mode	Approximate crash location
Oct. 29	Felipe Barajas-Nolazco	55	Bicycle	11200 block of NE Glisan Street
Oct. 29	Don Alan Edney	59	Pedestrian	500 block of NE 122nd Avenue
Oct. 29	Mariya Stanko	78	Pedestrian	NE 102nd Avenue and Holladay Street
Nov. 7	Jermaine Young-Boyd	35	Motor vehicle	SE Division Street and 148th Avenue
Nov. 11	Rutilo Moreno Jorge	68	Bicycle	9900 block of SW Macadam Avenue (Oregon Route 43)
Nov. 24	Dillon Walker	26	Motor vehicle	4400 block of W Burnside Road
Nov. 26	Grey Wolfe	87	Pedestrian	SE César E Chávez Boulevard and Harrison Street
Dec. 5	James Hatton	65	Pedestrian	N Columbia Boulevard and Hurst Avenue
Dec. 11	James Goldsmith	52	Motorcycle	NE Airport Way and Interstate 205 ramp
Dec. 12	Roger Margolis	80	Pedestrian	NE Sandy Boulevard and Sandycrest Terrace
Dec. 20	Brian Stone	63	Pedestrian	1400 block of SE 122nd Avenue

Table 2. List of traffic deaths by crash date in 2025, name, age, travel mode, and approximate crash location.

Data: PPB

Table 3 provides information on 10 people who died in crashes in Portland in 2025 under circumstances excluded from NHTSA reporting criteria.

Traffic deaths excluded by reporting criteria by crash date in 2025, name, age, travel mode, and approximate crash location

Crash date	Name	Age	Travel mode	Approximate crash location
Feb. 19	Mario Van Huffel	34	Pedestrian	Delta Park/Vanport MAX Station near N Expo Road
June 18	Michael O'Callaghan	81	Bicycle	SE Division Street and MAX Orange Line near Eighth Avenue
Aug. 2	Guillermo Soto Briceno	43	Motor vehicle	NE 122nd Avenue and Marine Drive
Aug. 18	Randy Phelps	45	Pedestrian	SE 52nd Avenue and Mitchell Street
Aug. 31	Brian Hesse	46	Bicycle	SW Sacajawea Boulevard and Lewis and Clark Circle
Sept. 19	Scott Tierney	74	Pedestrian	SE Sandy Boulevard and 16th Avenue
Nov. 7	Wayne Houff	58	Pedestrian	SE Clinton Street and 11th Avenue
Nov. 28	Joshua Spicer	36	Pedestrian	Interstate 405 (northbound) at Interstate 5
Dec. 3	Jerry Spears	67	Pedestrian	NE Martin Luther King Jr Boulevard and Bryant Street
Dec. 12	Anthony Boyd	63	Pedestrian	8700 block of NE Prescott Street

Table 3. List of traffic deaths excluded by reporting criteria by crash date in 2025, name, age, mode of travel, and approximate crash location.

Data: PPB, TriMet

Local 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 2025 were related to the High Crash Network, speeding, and pedestrians. The year saw continuing trends of deadly crashes at night, and impaired driving. The number of people killed who were biking remained steady.

High Crash Network

In 2025, 74% of traffic deaths occurred on Portland's High Crash Network. This has remained consistently high over the years. Averaging the prior four years, 69% of deadly crashes took place on the High Crash Network.

Speed

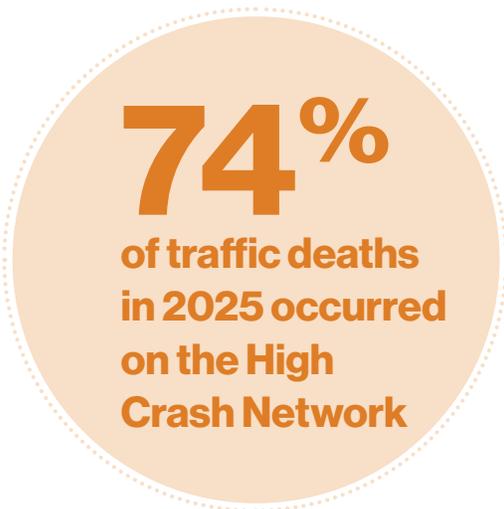
Speed continues to be a top contributing factor in deadly crashes in Portland. In 2025, at least 41% (16) of traffic deaths involved speeding or excessive speeds, as determined by crash investigators.³ Excessive speeding means people driving at extreme speeds for the conditions as well as dangerous driving behavior.

Excluding the seven deaths that occurred on freeways, 41% of traffic deaths in 2025 occurred on the 8% of city streets with posted speeds above 30 mph. In the prior four years, these streets accounted for 42% of traffic deaths.

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



PBOT's [directive on speed limit setting](#) states "most posted speed limits in Portland should be 20 to 25 miles per hour," a goal the city is actively pursuing. While local agencies, such as PBOT, may request lower speed limits, ODOT ultimately makes final speed limit determinations based on roadway characteristics, surrounding land use, and existing travel speeds. PBOT continues to prioritize lowering speed limits, redesigning streets, deploying speed safety cameras, and sharing traffic safety messaging to slow down people driving (**Figures 4 and 6**).



³The role that speed plays in deadly crashes is often undercounted. This is because the speed of the person driving the motor vehicle at the time of the crash is often unknown. Driving faster than the speed limit is common and therefore only reported if speeding was way above the speed limit.

⁴World Health Organization, Road Traffic Injuries (fact sheet, Dec. 13, 2023), [who.int/news-room/fact-sheets/detail/road-traffic-injuries](https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries) (noting that "every 1% increase in mean speed produces a 4% increase in the fatal crash risk").

Pedestrians

In 2025, pedestrians accounted for more than half of traffic crash deaths (51%), with 20 pedestrians killed.

Pedestrian deaths have risen significantly since 2021, averaging 24 deaths per year from 2021 to 2025, compared to 16 per year between 2016 and 2020. This trend has been observed nationally as well.⁵ However, 2025 marks the third consecutive year with fewer pedestrian deaths since the peak of 28 in 2022 (**Figure 9**).

Nighttime conditions

In 2025, 72% percent of traffic deaths occurred in nighttime conditions — during dusk, night, and dawn. This is consistent with the average over the prior four years of 75%.

Of all pedestrian deaths in 2025, 95% occurred in nighttime conditions. This is higher than the average over the prior four years of 86%.

Impaired driving

People driving impaired under the influence of alcohol and/or drugs is a contributing factor to deadly crashes in Portland. Ongoing investigations by police and medical examiners delay the availability of complete data.

Impairment of drivers in every deadly crash is not known, and this data is often incomplete. For instance, some crashes involve a hit-and-run or where the driver's impairment cannot be tested or evaluated by law enforcement at the scene. Four people were killed in traffic crashes where the driver was impaired, about 10% of traffic deaths in 2025.

Bicycling

In 2025, three people were killed bicycling in Portland. From 2021–2024, there were an average of two deaths per year of people biking, ranging from zero in 2021 to four in 2022.

Traffic deaths by mode of travel, 2000-2025

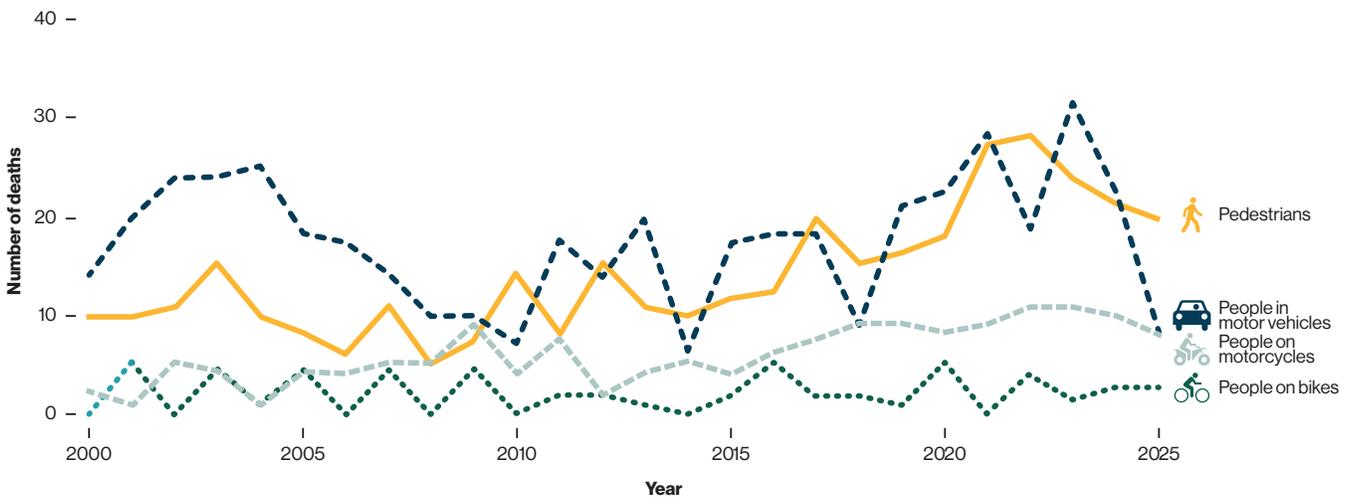


Figure 9. Traffic deaths by mode of travel, 2000-2025

Data: ODOT (2000-2023), PPB (2024-2025)

⁵Mark Schieldrop, "U.S. Pedestrian Deaths on the Decline, but Still Above Pre-Pandemic Levels," AAA Northeast Magazine, Oct. 10, 2025, magazine.northeast.aaa.com/daily/newsroom/u-s-pedestrian-deaths-on-the-decline-but-still-above-pre-pandemic-levels. Accessed Jan. 29, 2026.

Other trends

Five additional trends are notable in recent traffic deaths: a rise then drop in crashes involving youth, a growing number of older adults, a continued but reduced overrepresentation of people experiencing homelessness, a drop in hit-and-run crashes to pre-pandemic levels, and crashes involving a single vehicle. In addition, for the second time, this year's report includes data on larger vehicles involved in pedestrian and bicycle deadly crashes.

Shifting age demographics

In recent years, the number of youth (18 or younger) killed in traffic crashes rose sharply. In 2025, only one youth was killed, dropping back to trends before 2023. From 2015–2022, between one and three youth were killed in traffic crashes each year. In both 2023 and 2024, however, seven youth were killed in traffic crashes in each of those years. These crashes often involved young people driving motor vehicles who were speeding, racing, and/or participating in unlawful street takeover events.⁶

More older adults (65 or older) were killed in traffic crashes in 2025 than in prior years (**Table 4**). In 2025, the number of older adults killed in traffic crashes increased to 13 (33%) compared to an average of eight (10–14%) between 2021 and 2024. Six of those killed (50%) were pedestrians, four were in motor vehicles, and two were riding a bicycle.

People experiencing homelessness

Community members experiencing homelessness are disproportionately impacted by traffic violence. This group makes up an estimated 1.3% of Multnomah County's population but 10% of Portland traffic deaths in 2025.⁷

Since 2021, the earliest year Portland Police started tracking this data, on average 20% of annual traffic deaths have been community members experiencing homelessness.

In 2025, the proportion of traffic deaths involving community members experiencing homelessness dropped to four people — all pedestrians at the time of their death.

Four of the 20 pedestrians killed in 2025 (20%) were experiencing homelessness — lower than in the prior four years when this rate ranged from 36–74%.

Older adults killed in traffic crashes, 2016-2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Number of deaths	6	7	8	8	4	8	8	7	8	13
Percent of traffic deaths	14%	15%	23%	17%	7%	13%	13%	10%	14%	33%

Table 4. Number of older adults killed in traffic crashes and percent of total traffic crashes, 2016-2025

Data: ODOT (2016-2023); PPB (2024-2025)

⁶ Also known as “sideshows,” street takeovers are defined as unpermitted, preplanned events that involve demonstrating, exhibiting, or comparing the maneuverability or power of one or more motor vehicles. Often participants block intersections as people driving perform dangerous stunts in front of spectators.

⁷ Joint Office of Homeless Services' Point-in-Time Count, Jan. 22, 2025. There were 10,526 people experiencing homelessness in Multnomah County out of the estimated population of 795,897, per the U.S. Census Bureau.

Hit-and-run crashes

Deaths from hit-and-run crashes dropped substantially from recent peaks. In 2025, four people died in hit-and-run crashes, the lowest figure since before the Covid-19 pandemic, compared with 14 and 17 deaths in 2021 and 2022 respectively. The 67% decrease in deaths from hit-and-run crashes is greater than the decrease in deaths overall in the prior four years (38%).

Single vehicle crashes

In the past five years, 11% of all traffic deaths were from single-vehicle crashes. This is where someone driving a motor vehicle or riding a motorcycle crashes into a fixed object or leaves the road. For the second year in a row, this type of traffic death dropped in 2025, to its lowest figure since 2018. In 2025, five people were killed in single-vehicle crashes. Between 2021 and 2024, an average of 12 people were killed each year in single-vehicle crashes. Speeding and impairment are typical factors in these crashes.

Large vehicles

In 2025, 12 of 23 deaths of pedestrians or people bicycling (52%) involved a collision with a large vehicle, such as a van, pickup truck, sport utility vehicle (SUV), semi-truck, or bus. Of these deaths, one was from a collision with a semi-truck. The vehicle type was unknown in one hit-and-run crash. The other ten crashes were with a van, pickup truck, or SUV.

PBOT and PPB began tracking vehicle type data for deadly crashes involving pedestrians and people on bicycles in 2024. National data from 2021 shows that large vehicles make up 75% of all motor vehicles in the country.⁸

Large vehicles increase risk to pedestrians

Research shows how larger, heavier vehicles with higher hoods — vans, pickups, SUVs, semi-trucks, etc. — increase the severity of crashes.

Compared to sedans, people driving vehicles with taller hoods are disproportionately more likely to injure and kill pedestrians. Such vehicles make it harder for those driving them to see pedestrians. In a crash, these vehicles hit pedestrians in more critical areas like the head and torso, instead of the legs. They can also strike a pedestrian away from or under the vehicle, rather than absorbing the impact slightly from a pedestrian rolling into a crumple zone on the hood.⁹ Such differences greatly increase the severity of injuries, becoming even starker at speeds above 20 mph.

Another factor playing a crucial role in traffic safety is kinetic energy which contributes to the risk of collisions and the severity of injuries. Heavier vehicles traveling the same speed as smaller, lighter vehicles transfer more kinetic energy and do more damage in a crash. Since 1975, the average weight of passenger vehicles has increased 6%, while the weight of pickup trucks has increased 30%.¹⁰

⁸ U.S. Department of Transportation, Vehicle Inventory and Use Survey (VIUS) 2021 dataset, U.S. Department of Transportation, Bureau of Transportation Statistics, and U.S. Department of Commerce, U.S. Census Bureau, December 2023, census.gov/data/datasets/2021/econ/vius/2021-vius-puf.html.

⁹ Insurance Institute for Highway Safety, "Vehicles with higher, more vertical front ends pose greater risk to pedestrians," Nov. 14, 2023, Insurance Institute for Highway Safety (iihs.org), [iihs.org/news/detail/vehicles-with-higher-more-vertical-front-ends-pose-greater-risk-to-pedestrians](https://www.iihs.org/news/detail/vehicles-with-higher-more-vertical-front-ends-pose-greater-risk-to-pedestrians).

¹⁰ Roll, Josh. (2024). Vehicle Design and Speed: Factors Associated with Pedestrian Injury Severity in the Pacific Northwest.

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

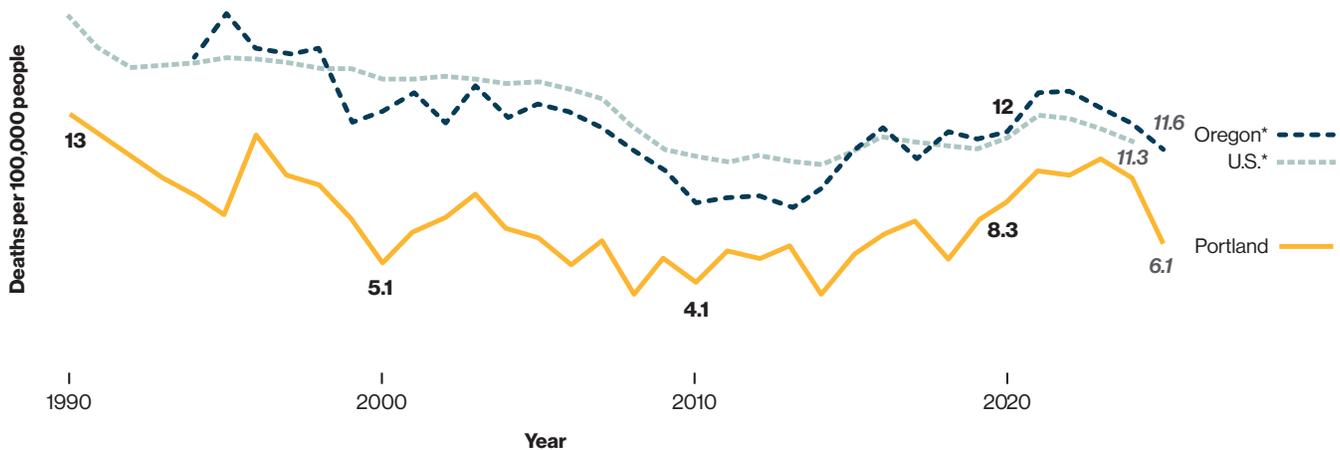
Over the last few decades, traffic deaths overall, as well as traffic death rates per 100,000, hit a low in 2014 and have generally increased since then in the U.S., Oregon, and Portland (**Figure 10**). From the onset of the Covid-19 pandemic in 2020 through 2023, traffic death levels reached highs not seen since the early 2000s. Traffic deaths began to decline nationally in 2022 and locally in 2024.

Nationally, traffic deaths remained relatively consistent between 2023 and 2024, with a decrease of 3.5% based on 2024 estimates by the National Highway Traffic Safety Administration (NHTSA). Full-year 2025 figures are not available yet. However, there was a small but promising decline in traffic deaths nationally (-6%) during the first nine months of 2025 compared to the first nine months of 2024. Since the second quarter of 2022, national traffic deaths have been trending incrementally downward.

In Oregon, the rise in statewide traffic deaths during the early years of the pandemic has eased somewhat. Traffic deaths began declining in 2023, and that downward trend continued in 2025, with a 10% drop from 2024. In 2025, there were an estimated 485 people killed in traffic crashes statewide. The rate of traffic deaths per 100,000 residents remains higher statewide (11.3) than locally in Portland (6.1).

Portland's traffic death rate per person fell from 9.2 in 2024 to 6.1 in 2025 — a 32% decrease, faster than the statewide decline.

Traffic death rates per 100,000 people in the U.S., Oregon, and Portland, 1990-2025



*Information for Oregon unavailable for 1990-1993; information for U.S. not yet available for 2025.

Figure 10. Traffic death rates per 100,000 people in the U.S., Oregon, and Portland, 1990-2025

Data: U.S. Census population estimates (1990-2024), Portland State University Population estimates (2025), NHTSA and the National Safety Council (1990-2024), ODOT (1994-2025), and PPB (2023-2025)



Welcome —
You are invited to light a candle,
in memory of your loved one,
in support of safe streets,
in community.

If you have questions about the data in this report, or how traffic deaths are tracked and reported, please contact the 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.

Figure 11. A memorial of people who have been killed in traffic crashes at a 2025 World Day of Remembrance for Road Traffic Victims event at Luuwit View Park. This is an annual, international event to remember those killed and seriously injured in crashes and to demand action for safer streets.



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