



Portland metropolitan area

**2019 traffic fatalities  
and serious injuries  
annual performance report**

*February 2021*

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**Project web site:** [oregonmetro.gov/safety](http://oregonmetro.gov/safety)

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## INTRODUCTION

Signed into law in 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) focused on performance-based planning and programming. Fixing America's Surface Transportation (FAST Act) passed Congress in December 2015, replaced MAP-21, but did not make any major changes to the performance requirements of MAP-21 nor add any new performance measures.

MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices, including for safety. The objective of the new framework was to ensure states and MPOs invest federal resources in projects that collectively make progress toward the achievement of the national goals identified. As a result, the legislation established seven national performance goals for the federal-aid highway program and directed the US Department of Transportation (USDOT) to develop performance measures for each goal area. Safety is one of the goal areas. The goal for safety is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

## REGIONAL VISION ZERO TARGETS

Metro is the federally mandated metropolitan planning organization (MPO) designated by the governor to develop an overall transportation plan and to program federal funds. Metro's [2018 Regional Transportation Plan](#) includes a Vision Zero target of **zero traffic deaths and life-changing injuries by 2035, a sixteen percent reduction by 2020 and a fifty percent reduction by 2025**.

Metro developed annual targets to reach the 2035 Vision Zero target using the same methodology (S-curve) used by the Oregon Department of Transportation in the 2016 Oregon Transportation Safety Action Plan. The S-curve methodology assumes status-quo for a few years after targets are set and then a more rapid decline as reducing fatal and serious crashes is prioritized and polices, plans and programs are fully implemented.

The targets set by Metro in coordination the Oregon Department of Transportation and other stakeholders are reflected in Metro's 2018 Regional Transportation Safety Strategy adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro



See Metro's [Regional Transportation Safety Strategy](#) for more information about the region's efforts to reach zero traffic deaths and life-changing injuries.

Council in 2018.<sup>1</sup> These targets satisfy requirements established in the 2016 FHWA Final Rule on National Performance Management Measures that Metropolitan Planning Organizations (MPOS) establish and report on five federal safety performance measures.

**Table 1 Federal transportation safety performance measures**

<b>Fatalities</b>	Number of people, five year average
<b>Serious injuries (Injury A)</b>	Number of people, five year average
<b>Fatality rate</b>	Fatalities per 100 million vehicle miles traveled
<b>Serious injury rate</b>	Serious injuries per 100 million vehicle miles traveled
<b>Non-motorized fatalities and serious injuries</b>	Number, pedestrian and bicyclist fatalities and serious injuries combined, five year average

In addition to the federally required safety performance measures, Metro set targets for 20 additional measures. These measures track the number and rate per vehicle miles traveled and per capita fatalities and serious injuries for motor vehicle occupants, pedestrians and bicyclists separately. These measures are also reported out on using a five year rolling average.

**Table 2 Additional transportation safety measures tracked by Metro**

	<b>Number, five year average</b>	<b>Rate, per 100 million vehicle miles traveled</b>	<b>Rate, per 100 thousand people</b>
<b>Fatalities</b>			X
<b>Serious injuries</b>			X
<b>Motor vehicle occupant fatalities</b>	X	X	X
<b>Motor vehicle occupant serious injuries</b>	X	X	X
<b>Pedestrian fatalities</b>	X	X	X
<b>Pedestrian serious injuries</b>	X	X	X
<b>Bicyclist fatalities</b>	X	X	X
<b>Bicyclist serious injuries</b>	X	X	X

<sup>1</sup> JPACT is comprised of elected officials or representatives of transportation agencies across the region. JPACT recommends priorities and develops plans for the region. The Metro Council must adopt the recommendations before they become transportation policies.

## DATA AND METHODOLOGY

Metro analyzes crash data from the Oregon Department of Transportation (ODOT) to track progress on the safety performance measures. To report on the performance measures, Metro calculates the average number and rate of people killed and seriously injured from traffic crashes within the Metropolitan Planning Area (MPA) boundary using 2015-2019 data compared to the baseline that was set using 2011-2015 data. Additionally, Metro calculates the number of people killed and seriously injured from traffic crashes within Equity Focus Areas.

**Table 3 Data, geographies and methods used**

<b>Data and geographies</b>	<b>Methodology</b>
<b>Metropolitan Planning Area (MPA) boundary (Figure 1)</b>	The MPA is the geographic area used for MPO transportation planning activities. The boundary encompasses Metro’s jurisdictional area, which includes 24 cities and the urban areas of Clackamas, Multnomah and Washington County and lands within the urban growth boundary. The term ‘region’ used within the narrative of this report is referring to this area.
<b>Equity Focus Areas within the MPA (Figure 2)</b>	<p>Equity Focus Areas are Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, English language learners, and/or people with lower income. Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities. Equity Focus Areas are identified in the 2018 Regional Transportation Plan. The methodology to define the Equity Focus Areas is described in <a href="#">Appendix E</a> of the plan.</p> <p>In 2019, fifty-six percent of the region’s population lived within in Equity Focus Areas. Sixty-one percent of the region’s people of color population, and seventy-one percent of the Black population, live in people of color (POC) Equity Focus Areas; refer to Figure 2.</p> <p>To better understand if there is a disproportionate impact of fatal and serious crashes to people living within Equity Focus Areas, Metro compares the percent of the region’s population living within Equity Focus Areas to the percent of average annual fatal and serious crashes for all modes, and for pedestrian fatalities, occurring in those areas.</p>
<b>Preliminary, geo-coded 2019 fatal and serious injury (Injury)</b>	Data is provided by the Oregon of Department of Transportation, Transportation Data Section, Crash Analysis and Reporting Unit. Metro records crashes that occur within the boundaries of the Metropolitan Planning Area and the Equity Focus Areas, and enters the number of

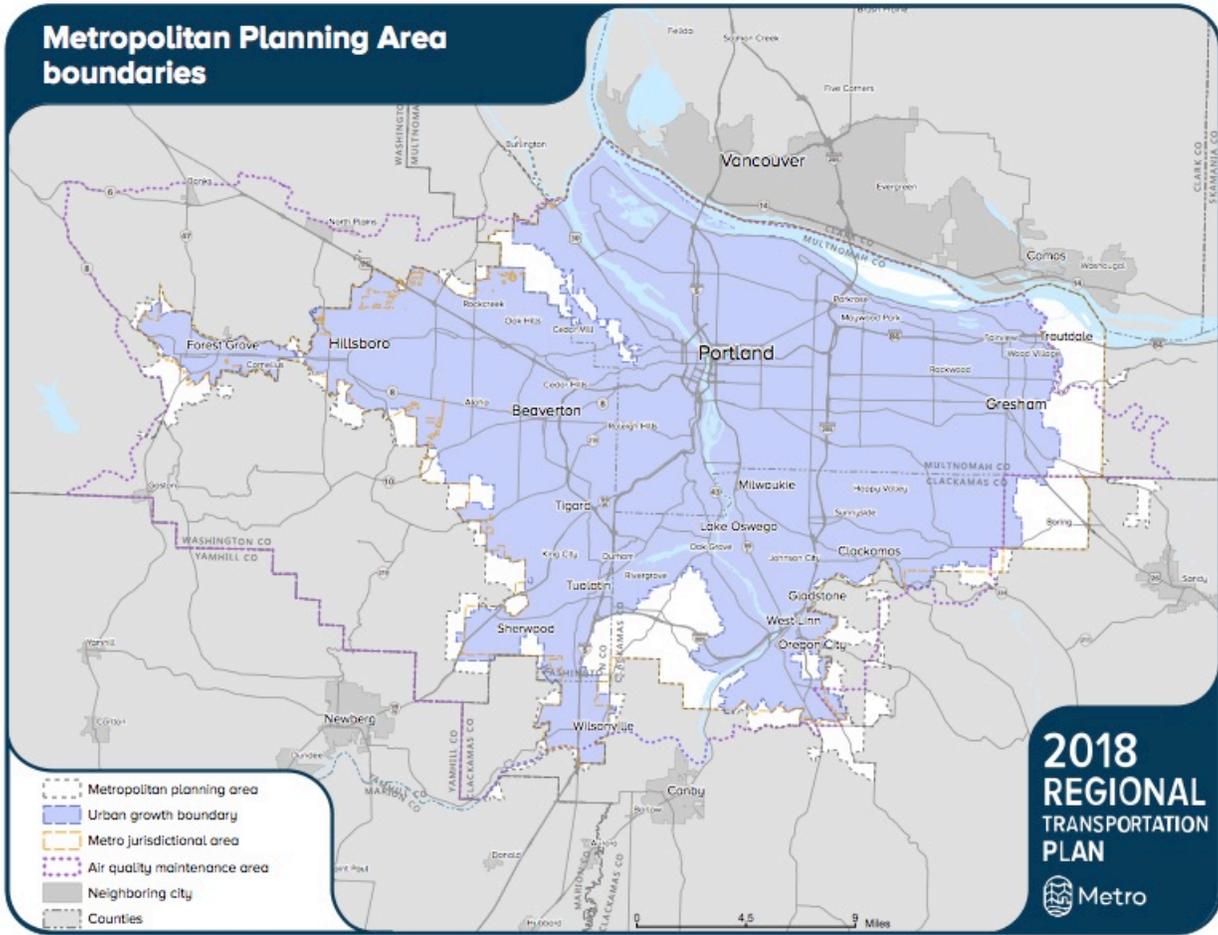
<p><b>A) crashes in Region 1</b></p>	<p>fatalities (people) and serious injuries (people) into a performance measures tracking spreadsheet for analysis. Metro identifies five-year rolling averages based on the number of fatalities and serious injuries in 2015, 2016, 2017, 2018 and 2019.</p> <p>When selecting crash locations for attribution into different zonal categories (e.g. Metropolitan Planning Area, Equity Focus Areas) consideration of its spatial relationship to the other boundaries becomes important and a search distance of 20 feet is applied to the ‘Select by Location’ process of intersecting crash locations with EFA zones. This search distance provides results that take into account the lack of topology between EFA zones (Census geometry) and crashes snapped to street centerlines.</p>
<p><b>2019 annual vehicle miles traveled (VMT) estimates</b></p>	<p>The estimates represent the sum of all VMT on roadway links within the MPA including trips starting or ending outside the MPA, intrazonal VMT and centroid connector VMT, in Metro’s travel forecast model. The intrazonal and centroid VMT are assumed to occur on local streets.<sup>2</sup></p>
<p><b>Fatal and serious injuries rates per VMT</b></p>	<p>The crash rate for VMT is derived by multiplying the average annual number of fatalities or serious injuries (based on five years of data) by 100,000,000 miles and dividing by the five year average VMT for the reporting year.</p> <p>The five-year average of VMT used to calculate rates are:</p> <ul style="list-style-type: none"> <li>• Base (2011-2015): 10.22 billion</li> <li>• 2019 (Target and Actual): 10.65 billion</li> <li>• 2035: 123.8 billion</li> </ul>
<p><b>2019 population estimates</b></p>	<p>Metro developed population estimates within the MPA using Esri’s Business Analyst. The MPA boundary is uploaded to ArcGIS Online to create a dasymetric estimate. Dasymetric estimates are based on a combination of Census block-level data and ancillary proprietary data provided by Esri.</p> <p>Using a GIS analysis Metro estimates the population living within the Equity Focus Areas to compare the number and rate of fatality and serious injuries within these areas compared to the region.</p>

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<sup>2</sup> Annual VMT this report is different from that cited in the RTP. The difference is explained by the different geographies used to calculate the VMT. This report uses the VMT calculated for the [2018 State of Safety Report](#), which includes VMT for internal (intra-MPA) trips beginning and ending in the MPA and external (interzonal) trips beginning OR ending in the MPA, while the RTP only counts intra-MPA trips as stipulated by the TPR. The VMT calculations used in this report does use the same growth assumed for the RTP to interpolate VMT for future years.

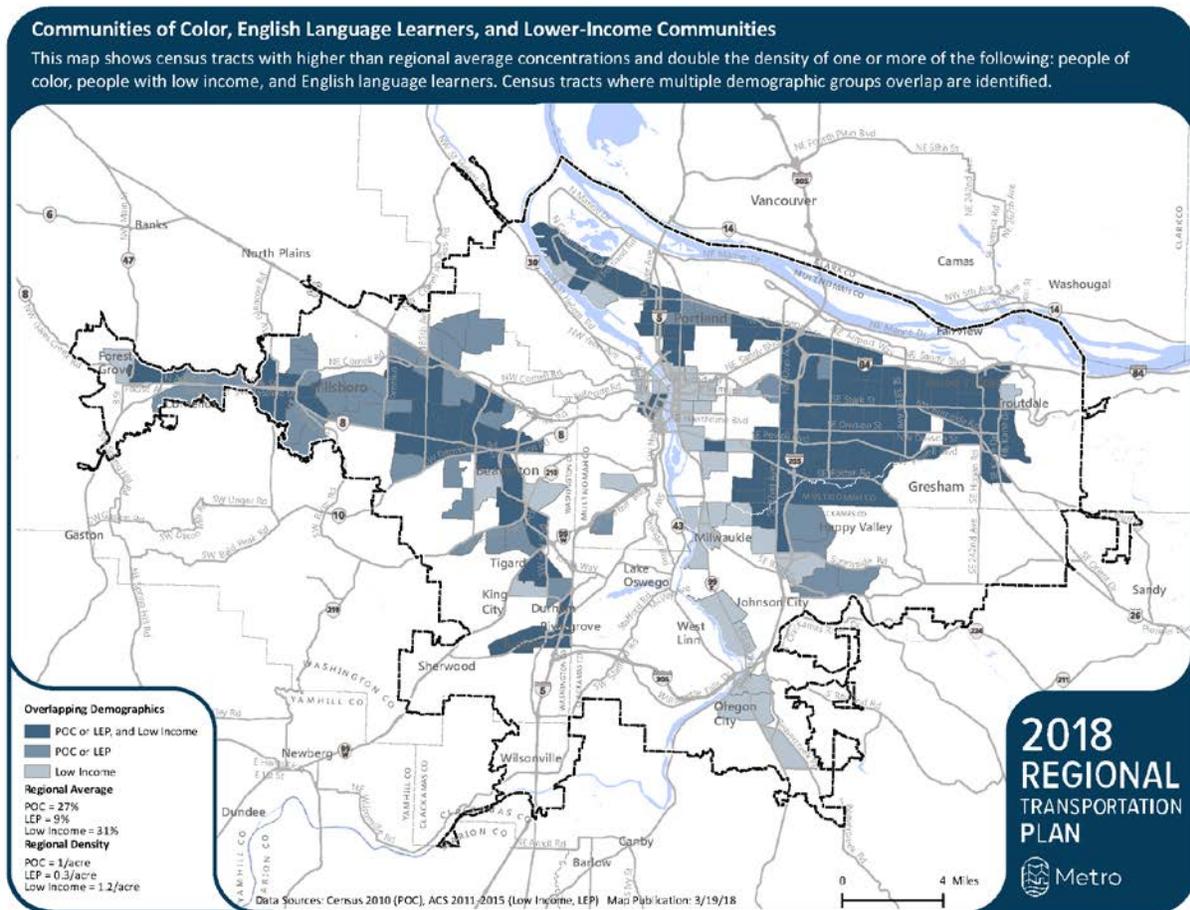
<p><b>Fatal and serious injury rates per capita</b></p>	<p>The crash rate for population is derived by multiplying the number of fatalities or serious injuries by 100,000 people and dividing by the five year average population for the reporting year.</p> <p>The five-year average of population used to calculate rates are:</p> <ul style="list-style-type: none"> <li>• Base (2011-2015): 1,553,000</li> <li>• 2015-2019 (Target and Actual): 1,635,000</li> <li>• 2031-2035 (Target): 2,021,000</li> </ul>
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Figure 1 Metropolitan Area Planning boundary map



Source: 2018 Regional Transportation Plan

Figure 2 Equity focus areas map



Source: 2018 Regional Transportation Plan

## PROGRESS TOWARDS SAFETY TARGETS

The region set ambitious safety targets in the 2018 Regional Transportation Plan: a sixteen percent reduction in fatalities and serious injuries by 2020, a fifty percent reduction by 2025 and zero fatalities and serious injuries by 2035. To be on track to meet these goals, fatalities and serious injuries **needed to decline 11 percent** from the base year (2015) to the target year (2019). However, **fatalities increased 34 percent**, and **serious injuries increased 17 percent**.<sup>3</sup>

As shown in Table 4, the greater Portland region did not meet the federal transportation performance measures for 2019 or improve over the baseline from 2015. The only safety targets the region met were for number of serious bicyclist injuries and serious bicyclist

<sup>3</sup> Average number of fatalities and serious injuries based on 2015-2019 ODOT crash data within the MPA boundary. Vehicle miles traveled and population are also averages based on five years of data. All figures in this report are annual averages, also known as 5-year rolling averages, unless otherwise noted.

injuries per 100 thousand people; these targets were also met in 2018. Based on the results of the performance measures, the region is not on track for achieving its Vision Zero goals.

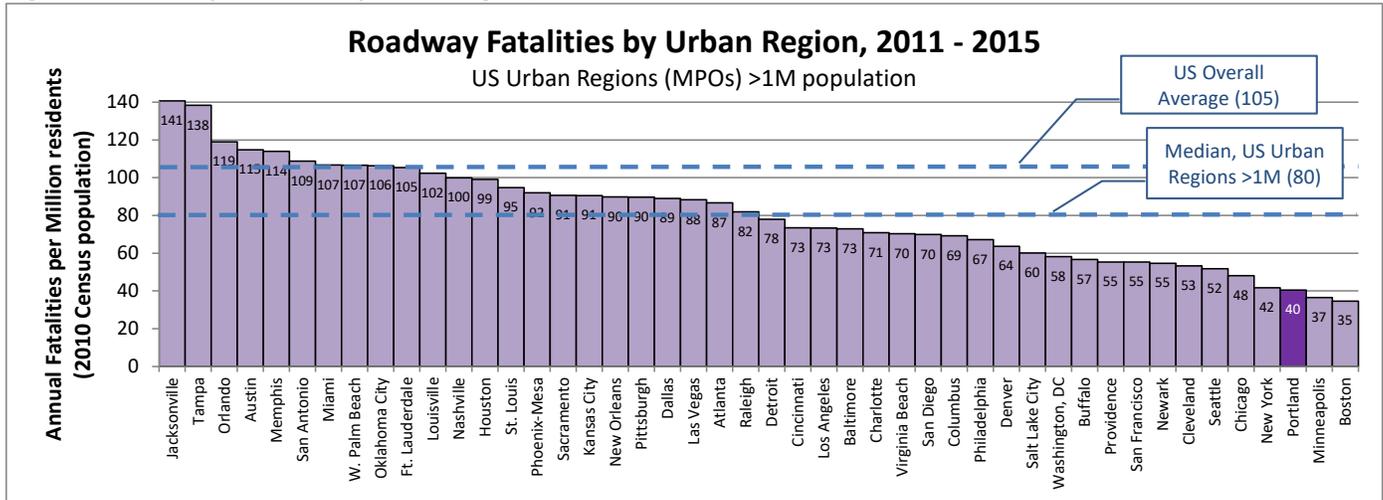
- The average annual number of fatalities increased from 62 in 2015 to 83 in 2019, an increase of 34 percent. Between 2018 and 2019, the average number of fatalities increased ten percent from 75 to 83.
- Pedestrian fatalities are increasing more than other fatal crashes. Forty percent of people killed were pedestrians, up from 35 percent in 2015 – an increase of 41 percent.
- A higher percentage of pedestrian and bicyclist fatalities and serious injuries occur in Equity Focus Areas. Seventy-six percent of pedestrian fatalities and serious injuries occur in Equity Focus Areas, while 56 percent of the population lives in those areas. Seventy-two percent of bicyclist fatalities and serious injuries occur in those areas, and 64 percent of all fatalities and serious injuries occur in Equity Focus Areas (see Table 6).
- Fatality rates per vehicle miles traveled also increased from 0.6 fatalities per 100 million vehicle miles traveled in 2015 to 0.8 in 2019, a 33 percent increase.
- The average annual number of serious injuries increased from 458 in 2015 to 536 in 2019, an increase of 17 percent.
- Serious injury rates per vehicle miles traveled also increased, though not as much as fatality rates, from 4.5 serious injuries per 100 million miles traveled in 2015 to 5 in 2019, an increase of 11 percent.
- The average annual number of non-motorized (pedestrians and bicyclists) fatalities and serious injuries increased from 113 in 2015 to 127 in 2019, an increase of 12 percent.
- In 2015, 22 percent of all fatalities and serious injuries were people walking or bicycling. In 2019, 21 percent of all fatalities and serious injuries were people walking or bicycling.
- The number and rate (per capita) of bicyclists seriously injured declined 9 and 14 percent respectively from 2015 to 2019.

There are many factors that influence traffic and roadway safety, and state, local and regional partners are taking actions to reduce traffic deaths and serious injuries, especially managing speed for safety. Some actions, such as large capital transportation safety projects may take several years to complete, while others, such as fixed speed cameras and speed campaigns can be implemented more quickly.

The current trend indicate that state, regional and local partners must continue to reduce the number of VMT, improve roadway safety, increase safe behaviors, and implement safety action plans to reduce the number of traffic related deaths and serious injuries in the greater Portland region.

The greater Portland region has one of the lowest fatality rates in the United States, compared to other urban regions with populations greater than 1 million, indicating the region’s approach to land use and transportation is beneficial to safety. <sup>4</sup>

Figure 3 Roadway fatalities by urban region, 2011-2015



<sup>4</sup> 2018 State of Safety Report, Metro

**Table 4 2019 safety targets and performance**

Performance Measure	5-year rolling average				Target achieved?	Better than baseline?	Trending to Vision Zero?
	BASELINE 2011-2015 (Average)	ACTUAL 2015-2019 (Average)	% Change	TARGET 2015-2019 (Average)			
Number of fatalities	62	83	34%	55	No	No	No
Fatalities per 100 million vehicle miles traveled	0.6	0.8	33%	0.5	No	No	No
Number of serious injuries	458	536	17%	407	No	No	No
Serious injuries per 100 million vehicle miles traveled	4.5	5	11%	3.8	No	No	No
Number of non-motorized fatalities and serious injuries	113	127	12%	101	No	No	No
Fatalities per 100 thousand people	4	5.1	28%	3.4	No	No	No
Serious injuries per 100 thousand people	29.5	32.8	11%	24.9	No	No	No
Number of motor vehicle only fatalities	38	45	18%	34	No	No	No
Motor vehicle only fatalities per 100 thousand people	2.4	2.8	17%	2.1	No	No	No
Motor vehicle only fatalities per 100 million vehicle miles traveled	0.4	0.4	0%	0.3	No	Same	No
Motor vehicle only serious injuries	369	446	21%	328	No	No	No
Motor vehicle only serious injuries per 100 thousand people	23.7	25.9	9%	13.5	No	No	No
Motor vehicle only serious injuries per 100 million vehicle miles traveled	3.6	4	11%	2.1	No	No	No
Number of pedestrian fatalities	22	31	41%	14	No	No	No
Pedestrian fatalities per 100 thousand people	1.4	1.9	36%	0.8	No	No	No
Pedestrian Fatalities per 100 million vehicle miles traveled	0.2	0.3	50%	0.1	No	No	No
Number of pedestrian serious injuries	56	65	16%	36	No	No	No
Pedestrian serious injuries per 100 thousand people	3.6	4	11%	2	No	No	No
Pedestrian serious injuries per 100 million vehicle miles traveled	0.5	0.6	20%	0.3	No	No	No
Number of bicyclist fatalities	2.2	3.4	55%	1.4	No	No	No
bicyclist fatalities per 100 thousand people	0.14	0.21	50%	0.08	No	No	No
Bicyclist fatalities per 100 million vehicle miles traveled	0.02	0.03	50%	0.01	No	No	No
Number of bicyclist serious injuries	33	30	-9%	21	No	Yes	Yes
Bicyclist serious injuries per 100 thousand people	2.1	1.8	-14%	1.2	No	Yes	Yes
Bicyclist serious injuries per 100 million vehicle miles traveled	0.3	0.3	0%	0.2	No	Same	No

Source for fatalities and serious injuries: Oregon Department of Transportation annual crash data  
 Source for population estimates: Esri 2019 and Metro 2020 Metropolitan Planning Area boundary  
 Source for vehicle miles traveled estimates: Metro, travel forecast model

Table 5 provides the actual number (as opposed to the five year rolling average) of people killed and seriously injured for the years 2011 to 2019, all within the MPA boundary.

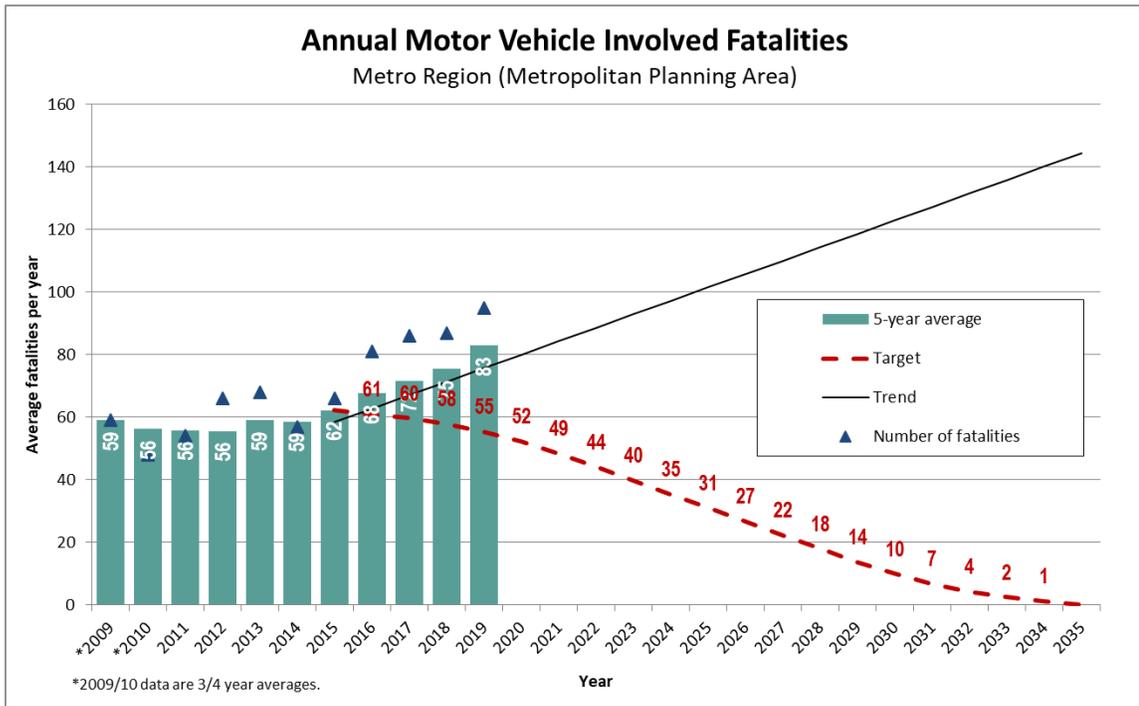
**Table 5 Observed number of fatalities and serious injuries, 2011-2019**

	All		Bicyclist		Pedestrian		Motor Vehicle Only	
	Total Fatalities (people)	Total Serious Injuries (people)	Total Fatalities (people)	Total Serious Injuries (people)	Total Fatalities (people)	Total Serious Injuries (people)	Total Fatalities (people)	Total Serious Injuries (people)
<b>2011</b>	54	482	4	28	14	49	36	405
<b>2012</b>	66	464	3	34	26	62	37	368
<b>2013</b>	68	396	1	34	21	49	46	313
<b>2014</b>	57	424	1	37	23	62	33	325
<b>2015</b>	66	520	2	33	26	56	38	431
<b>2016</b>	81	593	7	26	33	91	41	476
<b>2017</b>	86	526	4	25	38	67	44	434
<b>2018</b>	87	497	3	27	35	51	49	419
<b>2019</b>	95	545	4	15	36	58	55	472

Figures 4 through 9 illustrate the annual average fatalities and/or serious injuries for motor-vehicle occupants, people walking and people bicycling from 2009 to 2019, the safety targets, and the current trend.

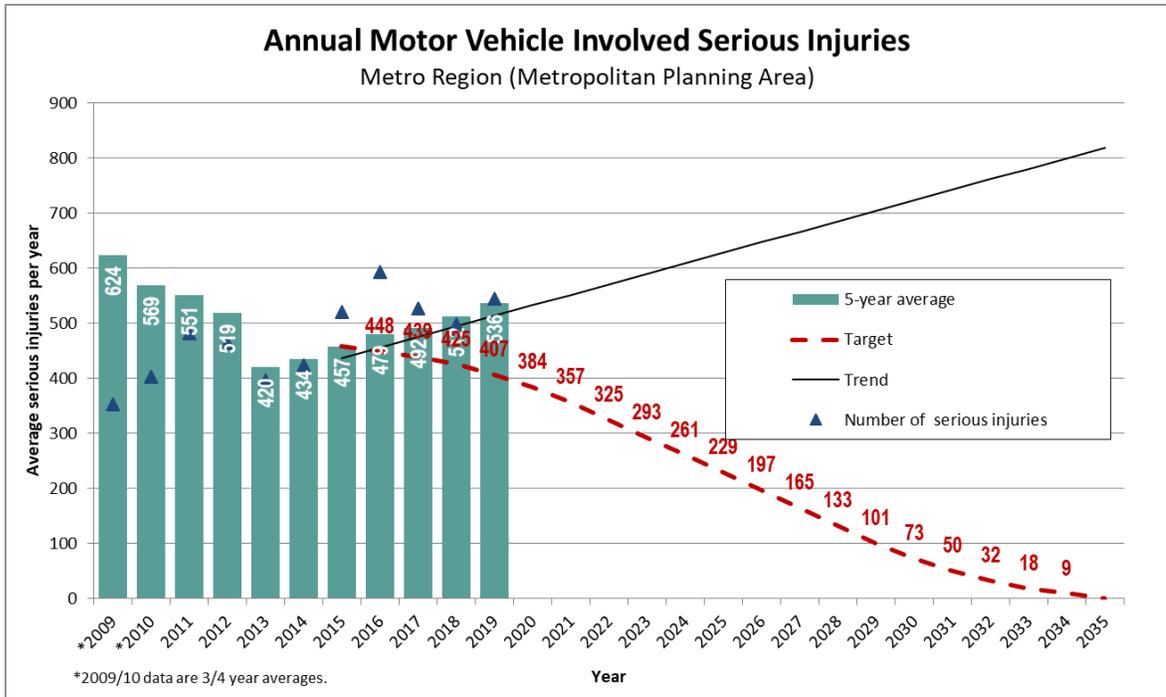
Trend lines are based on five years of annual average fatalities and/or serious injuries. The trend lines shown for fatalities and/or serious injuries for all modes show an increase. The trend for bicyclist serious injuries (not shown) is trending downward.

Figure 4 Motor vehicle involved fatalities, annual average and trend



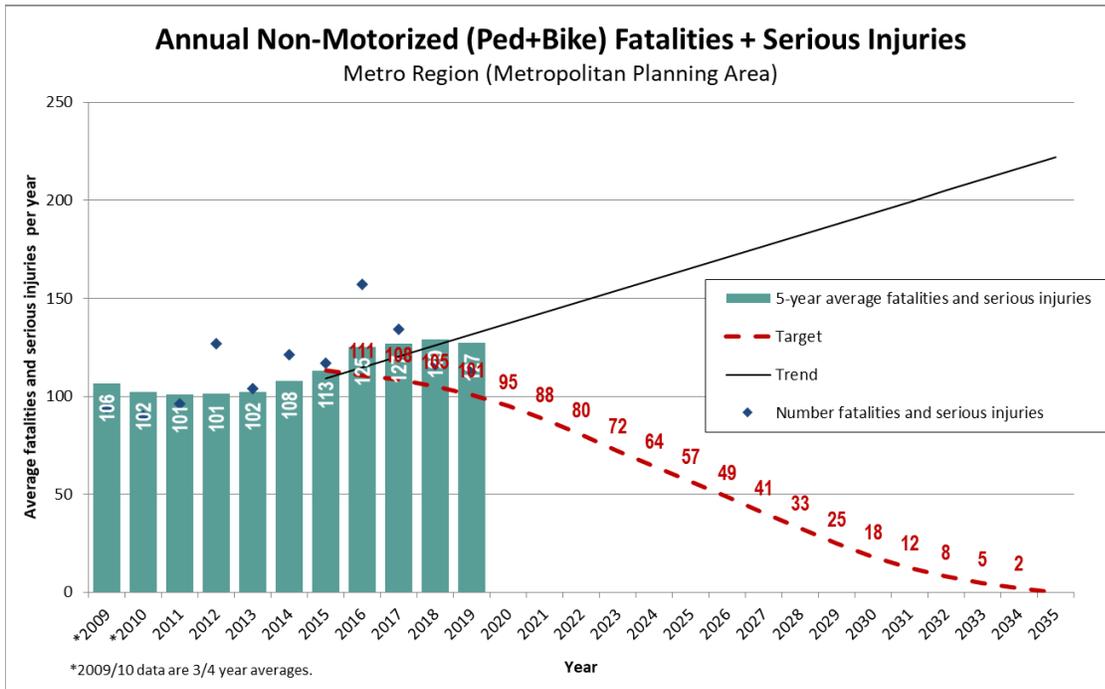
Source: Oregon Department of Transportation; Metro

Figure 5 Motor vehicle involved serious injuries, annual average and trend



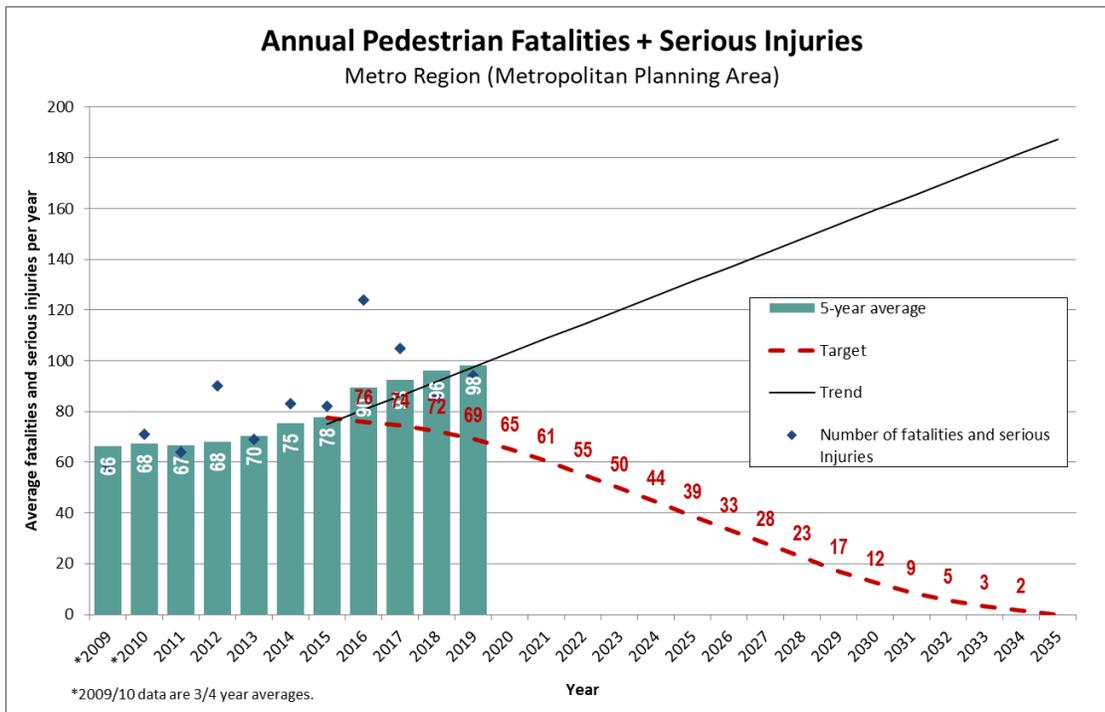
Source: Oregon Department of Transportation; Metro

Figure 6 Non-motorized fatalities and serious injuries, annual average and trend



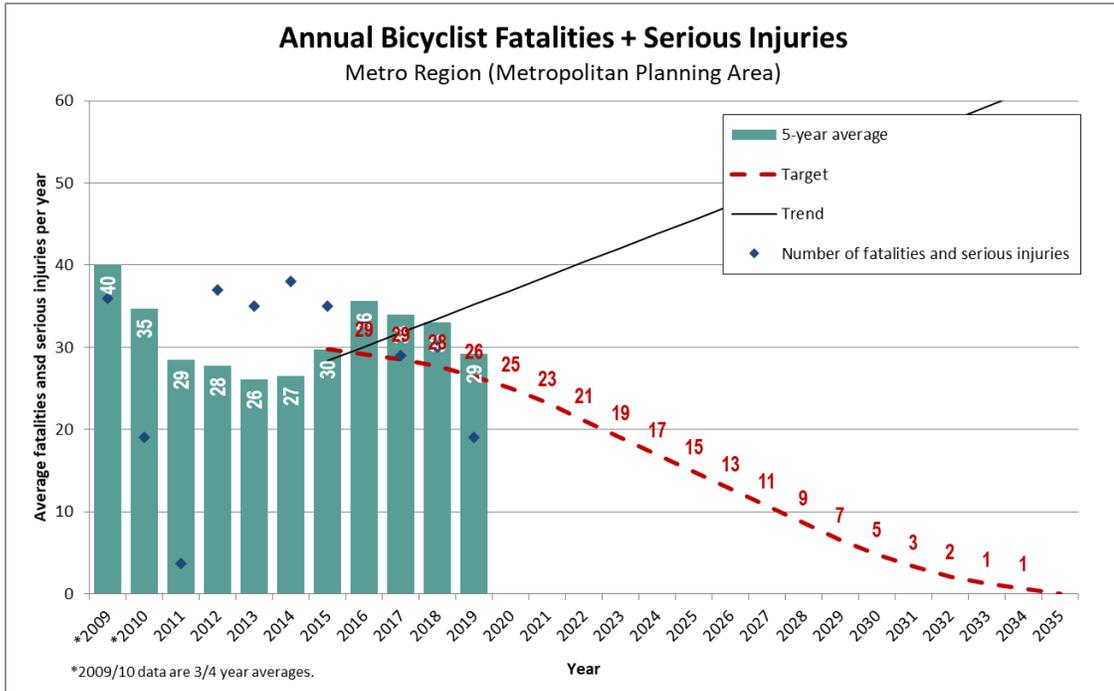
Source: Oregon Department of Transportation; Metro

Figure 7 Pedestrian fatalities and serious injuries, annual average and trend



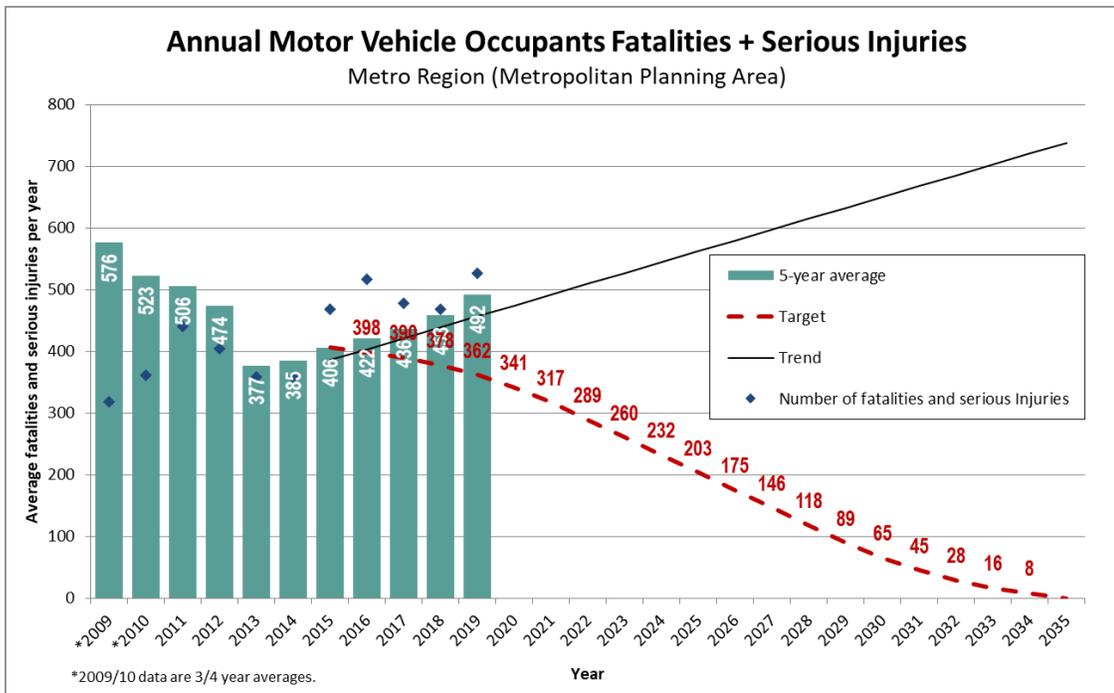
Source: Oregon Department of Transportation; Metro

Figure 8 Bicyclist fatalities and serious injuries, annual average and trend



Source: Oregon Department of Transportation; Metro

Figure 9 Motor vehicle occupant fatalities and serious injuries, annual average and trend



Source: Oregon Department of Transportation; Metro

## Fatal and serious crashes in Equity Focus Areas

In addition to setting and tracking overall regional performance measure targets, Metro tracks the percent of fatal and serious crashes in Equity Focus Areas identified within the Metropolitan Planning Area (MPA).<sup>5</sup> Crash data available to Metro does not include the race or ethnicity of victims of traffic crash victims. Therefore, Metro analyzes crash data by Equity Focus Areas defined in the 2018 RTP. Equity Focus Areas have higher than regional average concentrations and double the density of one or more of the following: people of color, English language learners, and/or people with lower income.

Based on the data, people living in Equity Focus Areas appear to suffer from a higher number of fatalities and serious injury crashes, especially pedestrian fatalities and serious injuries. While 56 percent of the population lives within the Equity Focus Areas, 76 percent of pedestrian fatalities and serious injuries occur in these areas..

**Table 6 Fatal and serious injury crashes in Equity Focus Areas compared to region**

Annual Average, 2011-2015					
Geographic Area	2019 population	Fatalities and Serious Injuries	Pedestrian Fatalities and Serious Injuries	Bicyclist Fatalities and Serious Injuries	Motor Vehicle Occupant Fatalities and Serious Injuries
Region (MPA)	1,635,000	619	98	29	492
Equity Focus Areas	924, 000 (56% of the region's population)	397 (64%)	74 (76%)	21 (72%)	303 (62%)

Source for population estimates: Esri 2019 and Metro 2020 Metropolitan Planning Area boundary  
 Source for Equity Focus Areas: 2010 Census (for people of color); ACS 2011-15 (for low-income and limited English proficiency)  
 Source for fatalities and serious injuries: Oregon Department of Transportation

<sup>5</sup> Equity Focus Areas are identified in the 2018 Regional Transportation Plan. The methodology to define the Equity Focus Areas is described in Appendix E of the plan.

## Appendix 1 Rolling Averages Baseline, Observed Data and Targets

Reporting Year (based on a 5- year rolling average)	FHWA Performance Measures							Motor Vehicle Only						Pedestrians						Bicyclists					
	Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Non- Motorized Fatalities and Serious Injuries (People)	Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate		Fatalities (People)	Fatality Rate		Serious Injuries (People)	Serious Injury Rate	
		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)			Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)		Per VMT (People/ 100 MVT)	Per capita (People/ 100k pop)
2011 - 2015 (Baseline)	62	0.6	4.0	457	4.5	29.4	113	38	0.4	2.4	368	3.6	23.7	22	0.2	1.4	56	0.5	3.6	2.2	0.02	0.14	33	0.3	2.1
2012 - 2016 (Observed)	68	0.7	4.3	479	4.6	30.5	125	39	0.4	2.5	383	3.7	24.4	26	0.2	1.6	64	0.6	4.1	2.8	0.03	0.18	33	0.3	2.1
2013 - 2017 (Observed)	72	0.7	4.5	492	4.7	31.0	127	40	0.4	2.5	396	3.8	24.9	28	0.3	1.8	64	0.6	4.1	3.0	0.03	0.19	31	0.3	2.0
2014 - 2018 (Observed)	75	0.7	4.7	512	4.9	31.8	129	41	0.4	2.5	417	4.0	25.9	31	0.3	1.9	65	0.6	4.0	3.4	0.03	0.21	30	0.3	1.8
2015-2019 (Observed)	83	0.8	5.1	536	5.0	32.8	127	45	0.4	2.8	446	4.2	27.3	34	0.3	2.1	65	0.6	4.0	4.0	0.04	0.24	25	0.2	1.5
2015 - 2019 (Target)	55	0.5	3.4	407	3.8	24.9	101	34	0.3	2.1	328	3.1	20.1	20	0.2	1.2	49	0.5	3.0	2.0	0.02	0.12	30	0.3	1.8
2016 - 2020 (Target)	52	0.5	3.1	384	3.6	23.1	95	32	0.3	1.9	309	2.9	18.6	18	0.2	1.1	47	0.4	2.8	1.8	0.02	0.11	28	0.3	1.7
2017 - 2021 (Target)	49	0.4	2.9	357	3.3	21.1	88	30	0.3	1.8	287	2.6	17.0	17	0.2	1.0	43	0.4	2.6	1.7	0.02	0.10	26	0.2	1.5
2018 - 2022 (Target)	44	0.4	2.6	325	3.0	18.9	80	27	0.2	1.6	262	2.4	15.2	16	0.1	0.9	39	0.4	2.3	1.6	0.01	0.09	24	0.2	1.4
2019 - 2023 (Target)	40	0.4	2.3	293	2.6	16.8	72	24	0.2	1.4	236	2.1	13.5	14	0.1	0.8	36	0.3	2.0	1.4	0.01	0.08	21	0.2	1.2
2020 - 2024 (Target)	35	0.3	2.0	261	2.3	14.8	64	22	0.2	1.2	210	1.9	11.9	13	0.1	0.7	32	0.3	1.8	1.3	0.01	0.07	19	0.2	1.1
2021 - 2025 (Target)	31	0.3	1.7	229	2.0	12.8	57	19	0.2	1.1	184	1.6	10.3	11	0.1	0.6	28	0.2	1.6	1.1	0.01	0.06	17	0.1	0.9
2022 - 2026 (Target)	27	0.2	1.5	197	1.7	10.9	49	16	0.1	0.9	158	1.4	8.7	9	0.1	0.5	24	0.2	1.3	0.9	0.01	0.05	14	0.1	0.8
2023 - 2027 (Target)	22	0.2	1.2	165	1.4	9.0	41	14	0.1	0.7	133	1.2	7.2	8	0.1	0.4	20	0.2	1.1	0.8	0.01	0.04	12	0.1	0.7
2024 - 2028 (Target)	18	0.2	1.0	133	1.1	7.1	33	11	0.1	0.6	107	0.9	5.7	6	0.1	0.3	16	0.1	0.9	0.6	0.01	0.03	10	0.1	0.5
2025 - 2029 (Target)	14	0.1	0.7	101	0.9	5.3	25	8	0.1	0.4	81	0.7	4.3	5	0.0	0.3	12	0.1	0.7	0.5	0.00	0.03	7	0.1	0.4
2026 - 2030 (Target)	10	0.1	0.5	73	0.6	3.8	18	6	0.1	0.3	59	0.5	3.1	4	0.0	0.2	9	0.1	0.5	0.4	0.00	0.02	5	0.0	0.3
2027 - 2031 (Target)	7	0.1	0.4	50	0.4	2.6	12	4	0.0	0.2	41	0.3	2.1	2	0.0	0.1	6	0.1	0.3	0.2	0.00	0.01	4	0.0	0.2
2028 - 2032 (Target)	4	0.0	0.2	32	0.3	1.6	8	3	0.0	0.1	26	0.2	1.3	2	0.0	0.1	4	0.0	0.2	0.2	0.00	0.01	2	0.0	0.1
2029 - 2033 (Target)	2	0.0	0.1	18	0.2	0.9	5	2	0.0	0.1	15	0.1	0.7	1	0.0	0.0	2	0.0	0.1	0.1	0.00	0.00	1	0.0	0.1
2030 - 2034 (Target)	1	0.0	0.1	9	0.1	0.5	2	1	0.0	0.0	7	0.1	0.4	0	0.0	0.0	1	0.0	0.1	0.0	0.00	0.00	1	0.0	0.0
2031 - 2035 (Target)	0	0.0	0.0	0	0.0	0.0	0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.00	0.00	0	0.0	0.0

Source: Crash Data: Oregon Department of Transportation 2011-2015

Note: Due to rounding, addition of numbers across modes may result in minor variation from totals.

These measures reflect people killed or seriously injured rather than fatal or serious injury crashes.

Serious injuries do not include fatalities.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

**So, hello. We’re Metro – nice to meet you.**

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