

DANGEROUS BY DESIGN

Oregon State Report

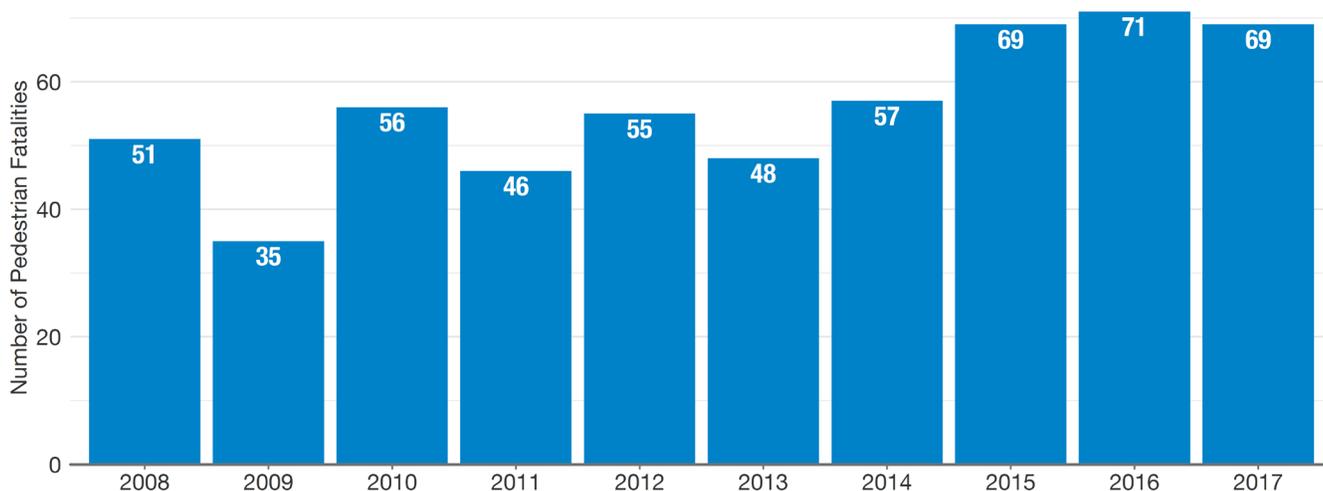
When we design streets to move cars as quickly as possible instead of prioritizing the safety of all people, the consequences can be deadly, especially for people walking. **Between 2008 and 2017, drivers struck and killed 557 people walking in Oregon.** Over the past decade, the number of people struck and killed by drivers while walking increased by 35.4 percent nationwide, and in Oregon, pedestrian deaths increased by 35.3 percent during this time period. Figure 1 shows pedestrian fatalities over the past decade in the state.



28th
Most Dangerous
State by the
Pedestrian Danger
Index (PDI)

The PDI calculates how deadly it is for people to walk in a state based on the number of people struck and killed by drivers while walking, controlled for the number of people that walk to work.

Figure 1. Pedestrian Fatalities in Oregon, 2008-2017



In *Dangerous by Design 2019*, Smart Growth America's biannual report on pedestrian safety, Oregon ranked as the 28th most dangerous state for people walking, using our "Pedestrian Danger Index" (PDI), which measures the number of people struck and killed while walking, controlling for population size and walking rates. Between 2008-2017, Oregon received a PDI score of 36.8, compared to a national PDI of 55.3. This supplemental state report ranks the most dangerous metro areas for people walking in Oregon.

Figure 2. Pedestrians as a Share of Motor Vehicle-Related Fatalities

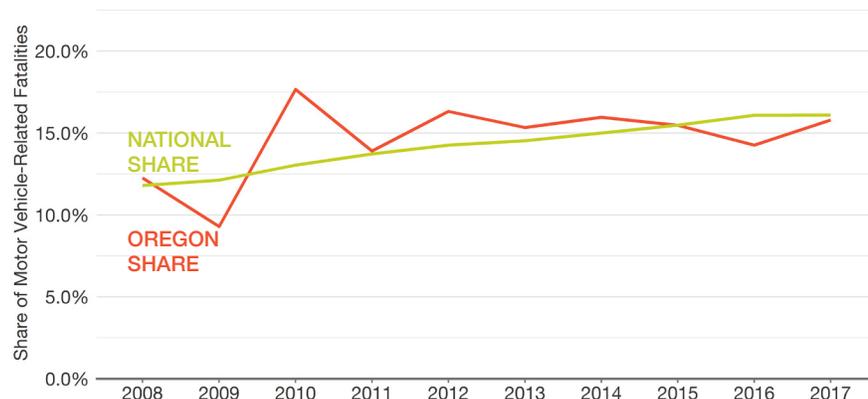


Figure 3. State vs. National Share

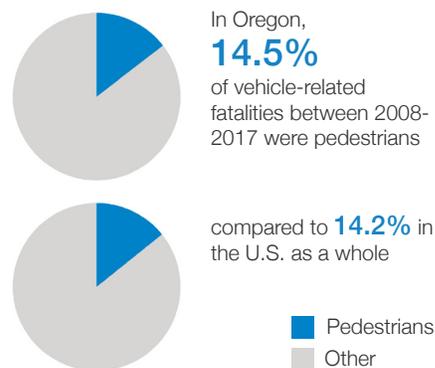
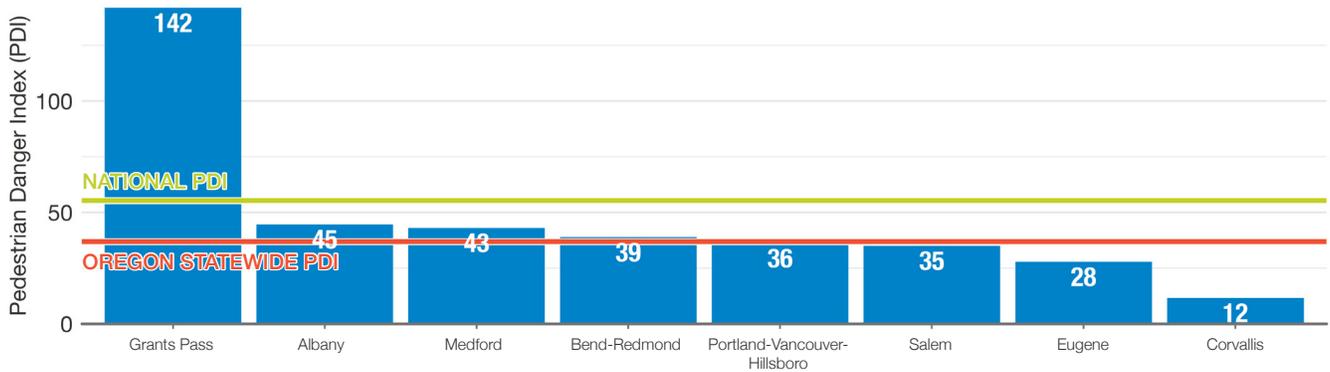


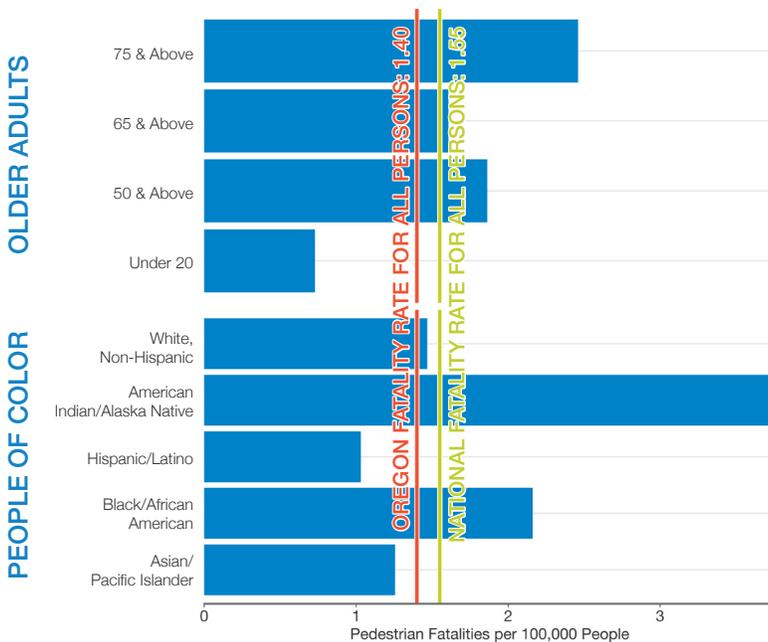
Figure 4. Most Dangerous Metropolitan Statistical Areas (MSAs) in Oregon for Pedestrians



VULNERABLE POPULATIONS

Although people of all ages, races, ethnicities, and income levels suffer the consequences of dangerous street design, some neighborhoods and groups of people bear a larger share of the burden than others. Nationwide, drivers disproportionately strike and kill older adults, people of color, and people walking in low-income communities.

Figure 5. Pedestrian Fatalities per 100,000 People



Oregon is the 18th most dangerous state for older adults. Between 2008-2017, adults over 50 were 64.0% more likely to be struck and killed while walking compared to people under 50.

COMPLETE STREETS POLICIES

Oregon still has a long way to go to better protect the safety of all people who use the street, especially the most vulnerable users. Adopting a Complete Streets policy can be an important first step toward ensuring decisions about how to fund, design, operate, maintain, and measure the success of our roads prioritize safety for all users. Our lives, and the lives of our friends, families, and neighbors, depend on it.

OREGON HAS...

2
LOCAL AND REGIONAL
POLICIES

1
STATE POLICY

For more information go to: <https://smartgrowthamerica.org/dangerous-by-design/>

Data from the National Highway Transportation Safety Administration's Fatality Analysis Reporting System (FARS) and the U.S. Census Bureau's American Community Survey 2012-2016 5-year estimates