

Oregon Daily Traffic Toll Report

End Date of Report: 2/16/2021 (1)	<u>Current</u> <u>Year</u>	<u>Previous</u> <u>Year</u>	<u>Percent</u> <u>Change</u> (2)
	2/16/2021	2/16/2020	
<u>Year to Date</u>			
Total Fatalities to Date	53	48	10.4%
Total Fatal Crashes to Date	45	46	-2.2%
Pedestrian Fatalities to Date	10	18	-44.4%
Pedalcyclist Fatalities to Date	0	0	NA
Motorcyclist Fatalities to Date	0	1	-100.0%
 <i>CMV Fatalities to Date*</i>	 1	 6	 -83.3%
<u>Month to Date</u>			
Total Fatalities this Month	22	13	69.2%
Total Fatal Crashes this Month	17	12	41.7%
Pedestrian Fatalities this Month	3	3	0.0%
Pedalcyclist Fatalities this Month	0	0	NA
Motorcyclist Fatalities this Month	0	0	NA
<u>Last 24 Hours</u> (3)			
Fatalities in the Last 24 Hours	0		
Fatal Crashes in the Last 24 Hours	0		

(1) This report retrieves death and fatal crash information for a period from the date entered above back through January 1 of the same year. It also retrieves the same data for the same time period in the previous year. It then calculates and displays the difference between the years as a percent of change. Current Year data reported on this form is preliminary and subject to change pending cause of death determination or if death occurs after 30 days from date of crash. Prior year's figures are final.

(2) If previous year = "0", % change is not applicable (N/A) If current year = "0" and previous year is equal to or greater than "1", % change = "-100%"

(3) Fatalities and Fatal Crashes occurring in the last 24 hours are reflected in the Month and Year to Date numbers and are included in the percentage calculations.

Source: ODOT/Policy, Data, and Analysis/Crash Analysis & Reporting Unit Fatals Desk (503) 986-4253.

Observed Change in Travel Time Reliability

As traffic volumes decline, congestion declines, reliability and travels speeds increase. Figure 6 illustrates weekday afternoon peak period travel speeds by direction for each corridor for each week since March for corridors in the Portland Metropolitan region. Traffic volumes dropped mid-March when schools were ordered to close and then further when statewide restrictions were implemented March 23rd.

Patterns revealed by the peak hour weekday average speed data include:

- I-5 average weekday afternoon peak hour speeds were above posted speed until the later part of May, since then northbound speeds averaged 13 mph below posted speeds, while southbound speeds averaged 10 mph below posted; last week average peak hour speed northbound was 40 mph and southbound 49 mph;
- I-205 average weekday afternoon peak hour speeds were above posted speed until the later part of May, since then northbound speeds averaged 10 mph below posted speeds, while southbound speeds averaged 1 mph above posted; last week average peak hour speed northbound was 43 mph and southbound 55 mph;
- I-405 average weekday afternoon peak hour speeds have been above posted until about mid-July, midJuly to the end of October average speeds for both directions combined were 5 mph below posted, November and December average peak afternoon speeds were about 9 mph below posted speed for each direction; last week average peak hour speed northbound was 40 mph and southbound 46 mph;
- I-84 average weekday afternoon peak hours speeds were very close to posted speeds for both directions until the end of August, since September westbound average speeds have remained close to posted speed, while eastbound average speeds have averaged about 6 mph below posted speed; last week average peak hour speed eastbound was 50 mph and westbound 47 mph;
- US-26 average weekday afternoon peak hour speeds westbound have been consistently at or above posted speed, since September eastbound average speeds have been about 9 mph below posted speed; last week average peak hour speed eastbound was 47 mph and westbound 60 mph;
- OR-217 average weekday afternoon peak hour speeds remained very close to posted speed until late August, when northbound speeds averaged 8 mph below posted speed and southbound speeds averaged 17 mph below posted; last week average peak hour speed northbound was 52 mph and southbound 38 mph;

I-5 COVID-19 Speeds
Weekday, PM Peak by Direction (4-5 pm)

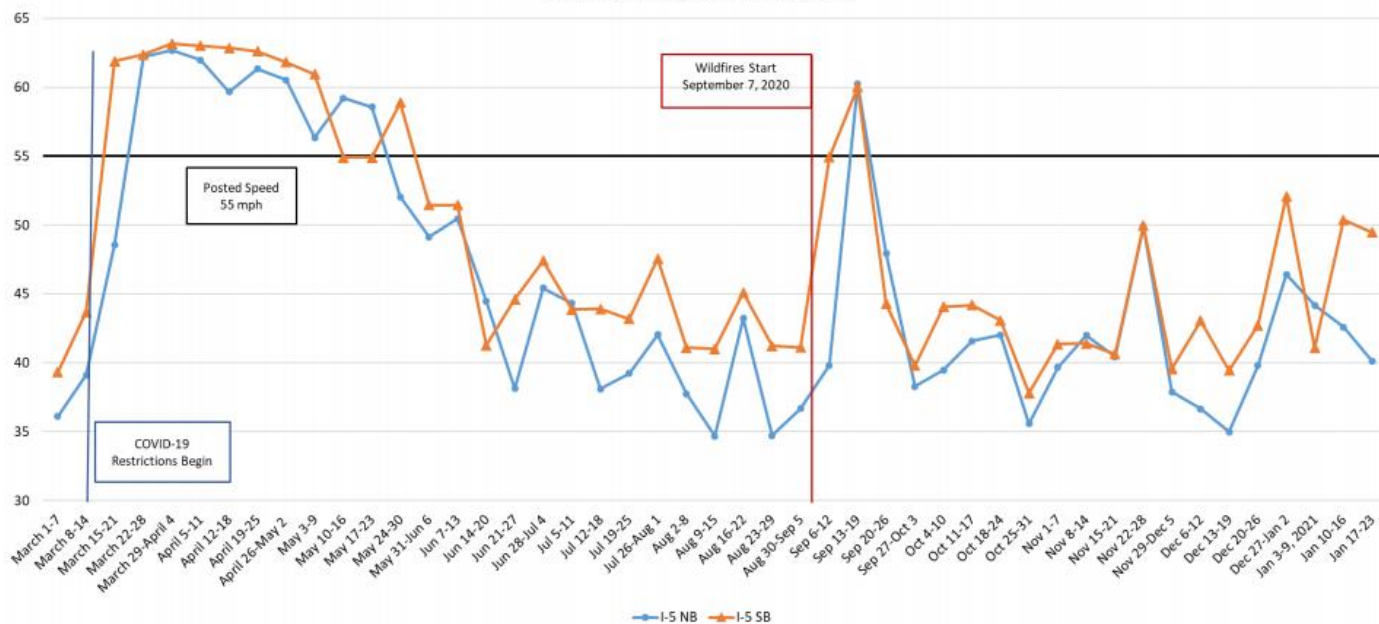


Figure 6. Continued

I-205 COVID-19 Speeds
Weekday, PM Peak by Direction (4-5 pm)



Figure 6. Continued

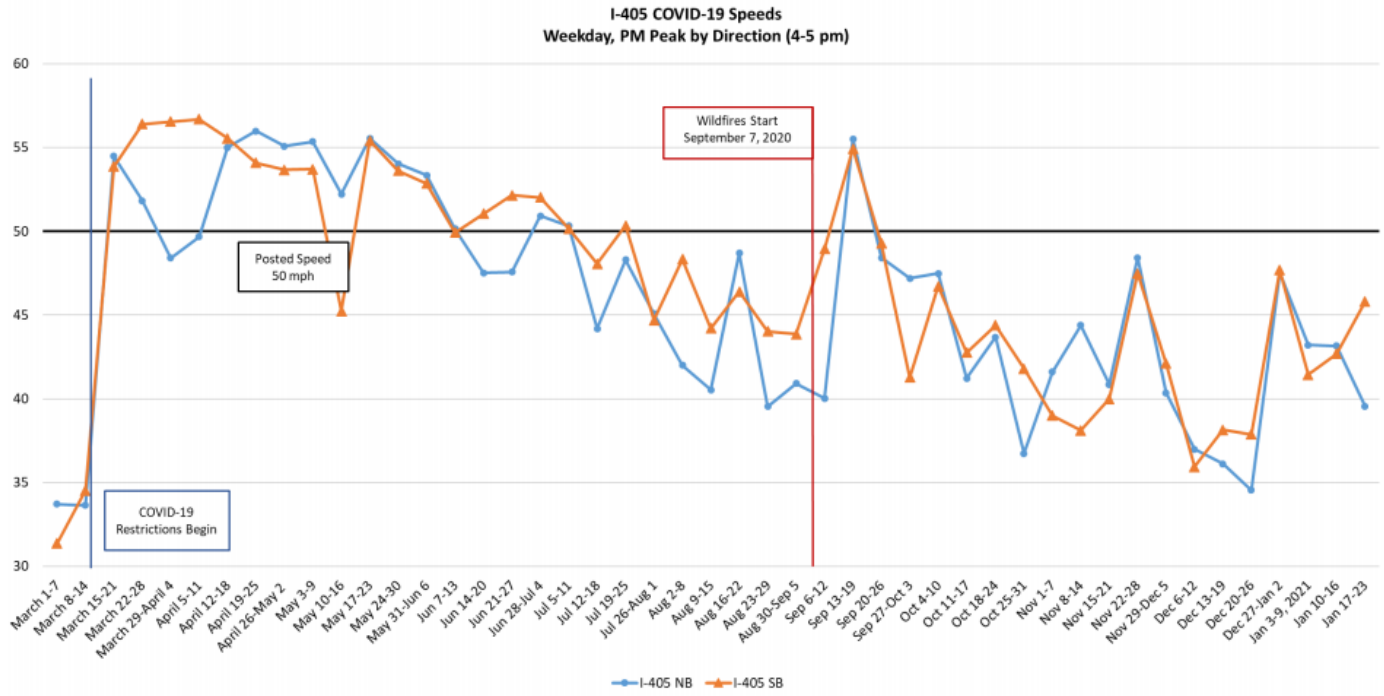


Figure 6. Continued

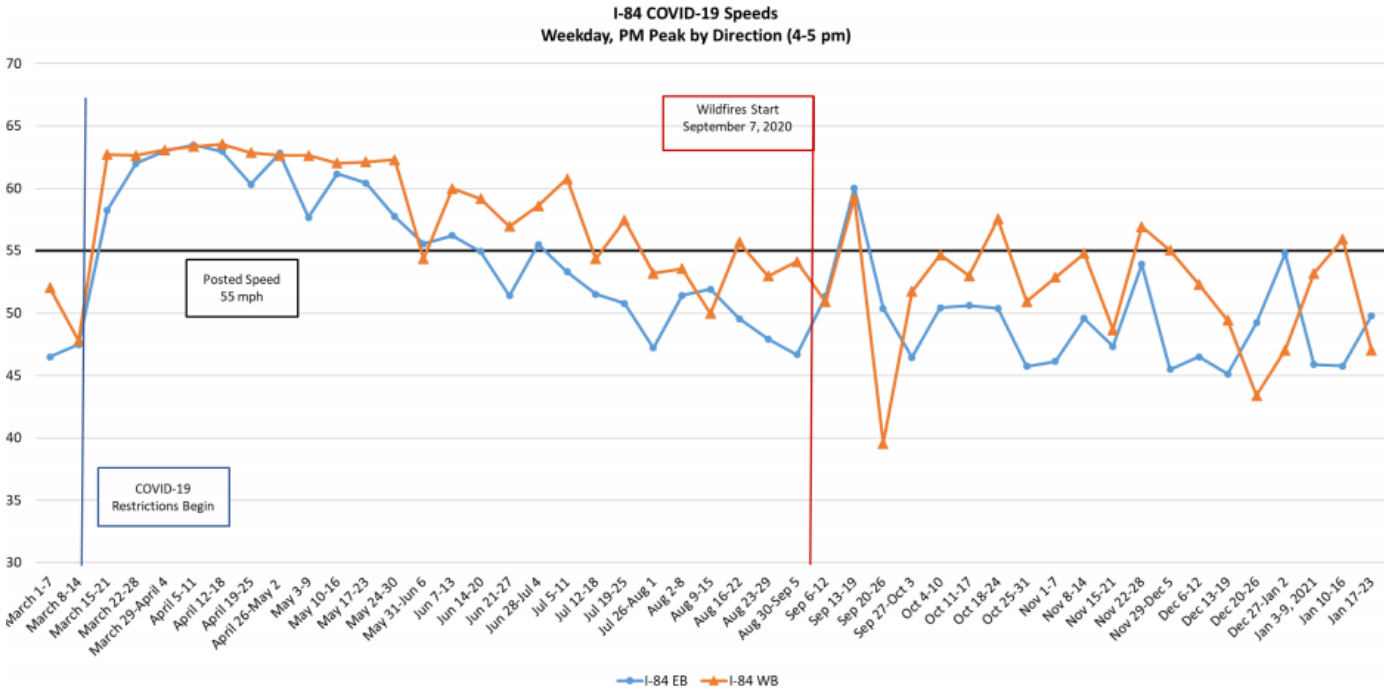


Figure 6. Continued

US-26 COVID-19 Speeds
Weekday, PM Peak by Direction (4-5 pm)

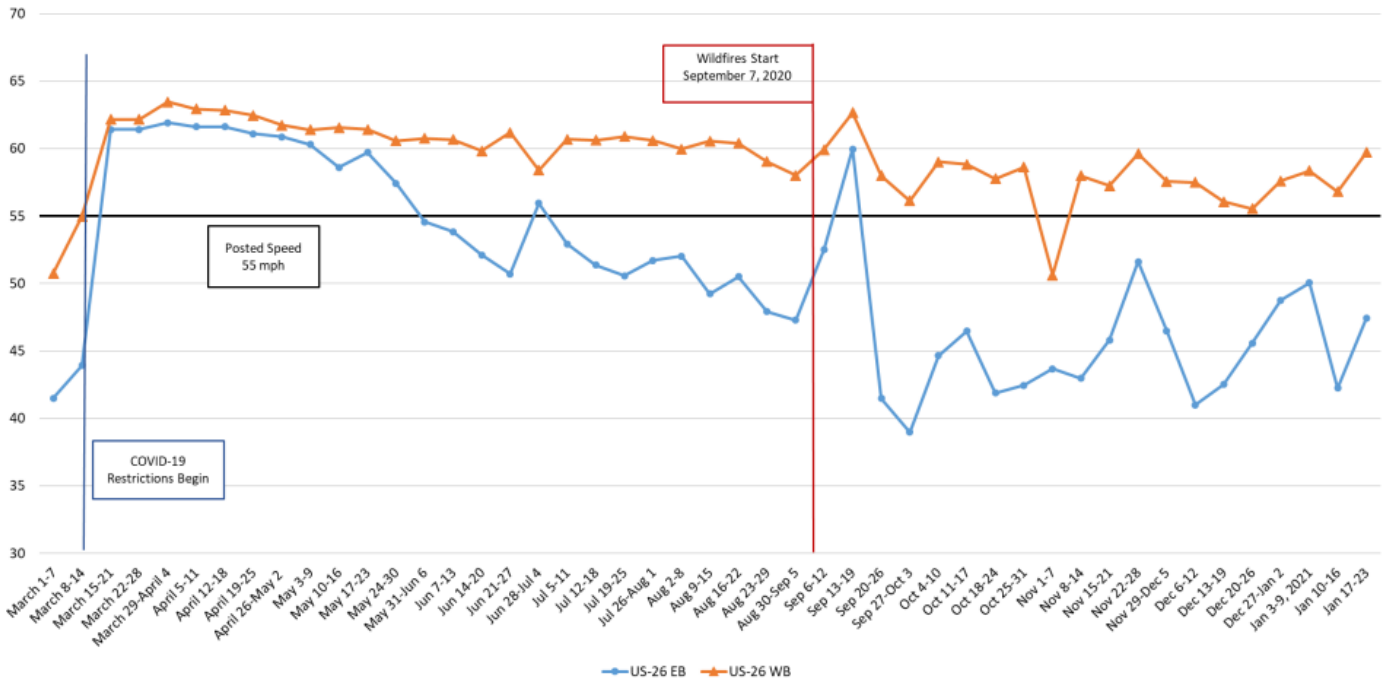


Figure 6. Continued

OR-217 COVID-19 Speeds
Weekday, PM Peak by Direction (4-5 pm)



Here is the link to directly access the complete weekly COVID-19 traffic volume reports <https://www.oregon.gov/odot/Data/Pages/Traffic-Counting.aspx#COVID19trafficreports> the reports will be listed in chronological order.

