

Performance measures (2021)

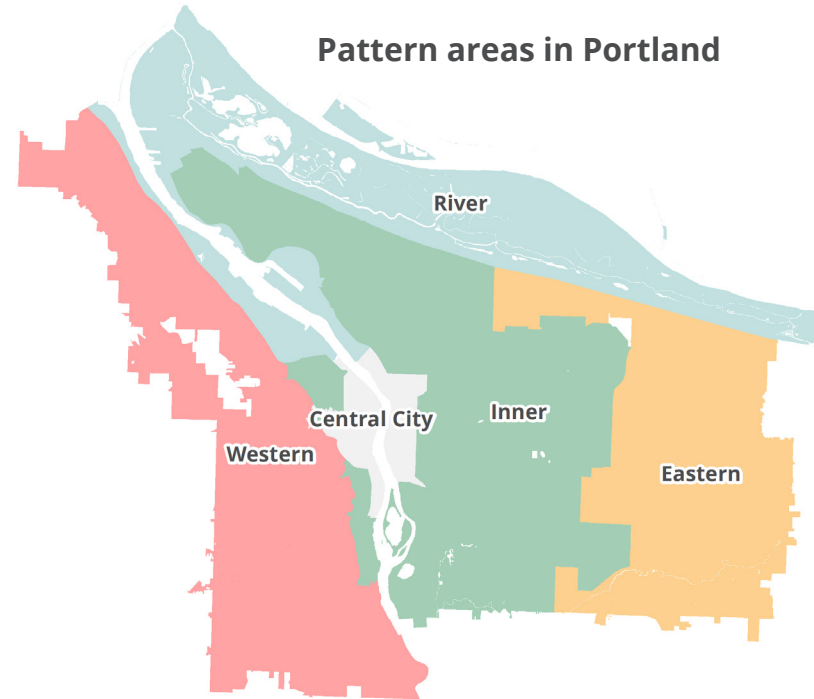
Number of people killed and seriously injured in traffic crashes in the City of Portland, disaggregated by mode, age, and geography, compared to prior years

		Deaths		Serious injuries		
		2021	2016-20 average	2021	2020	2015-19 average ¹
Travel type	Total	63	45	n/a	204	270
	Pedestrian	27	17	n/a	43	37
	Biking	0	3	n/a	n/a	15
	Auto/motorcycle	36	26	n/a	n/a	218
	Transit	0	0	n/a	n/a	0
Age	<18	0	2	n/a	n/a	18
	18-24	9	5	n/a	n/a	40
	25-44	24	15	n/a	n/a	113
	45-64	22	15	n/a	n/a	73
	65+	8	7	n/a	n/a	28
Location ²	Central	3	3	n/a	n/a	35
	Inner	23	15	n/a	n/a	102
	Western	0	2	n/a	n/a	22
	Eastern	17	17	n/a	n/a	73
	Industrial & River	18	7	n/a	n/a	31
	Bridges	2	0	n/a	n/a	6

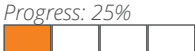
Data: Portland Police Bureau (2020-21), Oregon Department of Transportation (2015-20).

¹Complete crash data is available only through 2019. 2020-21 data is preliminary and limited to deaths.



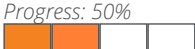
²Pattern areas are defined in Portland's Comprehensive Plan (see map at right).







Pattern areas are defined by natural and built features.

Action (w/timing)	Action description	Performance measure	2021 data	Data details
Overall 10-year	Eliminate traffic deaths and serious injuries <i>Progress: 25%</i> 	Number of people killed and seriously injured in traffic crashes in the City of Portland, disaggregated by mode, age, and geography, compared to prior years	See table above	
		Whether funding is secured from new local, regional, or state sources for implementation of Vision Zero actions	Yes, new funding secured in 2021	Vision Zero continues to rely on a combination of state and local funds. New funding sources include state funds for NE/SE 82nd Avenue, the federal Bipartisan Infrastructure Law, renewal of Fixing Our Streets, and LED lighting savings allocated to lighting improvements.
		Amount of Vision Zero infrastructure investment citywide and in low-income communities and communities of color	Citywide: \$47.9m Low-income communities and communities of color: \$43.5m	Low-income communities and communities of color refer to areas of Portland with combined PBOT Equity Matrix Scores greater than 7 on a 10-point scale.



Street Design




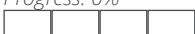
SD1 2-year	Build capital safety improvements on two segments and five intersections in the High Crash Network each year, prioritizing improvements in and engaging with low-income communities and communities of color <i>Progress: 100%</i> 	Number of segments and intersections in the High Crash Network receiving capital safety improvements compared to prior years	2+ segments 5+ intersections	Segments: Outer Halsey Safety Project, SE Hawthorne Boulevard (Central City in Motion, Pave & Paint) Intersections: W Burnside & 15th/16th avenues, NE Halsey & 119th, 128th, & 155th avenues, NE Sandy Boulevard & 108th Avenue, 9 new or enhanced crossings as part of Outer Division Multimodal Safety Project
		Annual average number of deadly and serious crashes on improved segments by mode compared to prior 5-year annual averages in the same segments	N/A (data not yet available)	PBOT will report pre- and post-project data as segments are completed.
SD2 2-year	Secure a stable state-level transportation funding source dedicated to safety <i>Progress: 50%</i> 	Creation of a stable, state-level funding source dedicated to safety	No new stable, state-level funding source dedicated to safety in 2021	Passage of House Bill 2017 in 2017 is providing long-term funding for investments that include safety fixes on Portland streets. Passage of HB 5006 in 2021 is providing funding for safety fixes on NE/SE 82nd Avenue. The federal Bipartisan Infrastructure Law will provide funding via the state that will include safety fixes.
SD3 2-year	Deploy a multi-agency fatal rapid response team to fatal crash locations to evaluate the site for safety enhancements <i>Progress: 50%</i> 	Percentage of deadly crash locations jointly reviewed by PBOT and PPB	100% jointly reviewed	PBOT works with PPB to understand the circumstances associated with every fatal crash and address immediate safety needs. PBOT is working to align staffing needs in 2022 to consistently evaluate crash factors and possible safety improvements.



Action (w/timing)	Action description	Performance measure	2021 data	Data details
SD4 2-year	Develop guidelines for installation criteria for marked pedestrian and bicycle crossings, including crossing enhancements, based on vehicle speeds and volumes, street characteristics, transit stops, and other factors <i>Progress: Not available</i>	Percentage of marked pedestrian and bicycle crossings that meet guidelines	Data not available / Not comparable to prior years	Since Vision Zero Action Plan implementation began in 2017, PBOT has revised internal guidelines to incorporate new recommendations or requirements for high-visibility markings, vision clearance (parking setbacks), crossbikes, ADA accessibility, and lighting, and is actively investing in upgrading infrastructure in line with these recommendations.
SD5 2-year	Develop guidelines for installation criteria for protected bike lanes based on vehicle speeds, volumes, and other factors <i>Progress: 75%</i> 	Number of protected bike lane miles installed using the guidelines	3.4 miles of new protected bike lanes built in 2021 46.8 miles of protected bike lanes exist citywide	In 2021, PBOT built 3.4 miles of protected bike lanes
SD6 5-year	Review and provide recommendations for existing marked pedestrian crossings on the High Crash Network, including lighting, crossing enhancements, and spacing frequency. Prioritize improvements and new marked crossings <i>Progress: 75%</i> 	Number of existing marked pedestrian crossings improved annually in the High Crash Network	>100 existing marked pedestrian crossings improved	Implementation of systematic enhancements (high-visibility crosswalk markings, improved lighting, vision clearance, and ADA accessibility upgrades) resulted in a number of pedestrian crossing improvements that is too high for a detailed breakdown in this report.
		Number of new marked pedestrian crossings built annually in the High Crash Network	At least 31 new marked pedestrian crossings	New crossings installed at NE Fremont & 11th, 12th (2), 18th, Edgehill, 47th, 51st; NE Glisan & 155th; NE Halsey & 119th, 128th, 155th; SE Hawthorne & 23rd, 25th, 28th, 32nd, 35th, 36th, 38th, 44th, 45th, 47th; N Lombard & Emerald; SE Division & 80th, 84th, 89th, 104th, 139th, 151st, 154th, 170th; NE Sandy & 108th. Note: Some locations have construction continuing into 2022.
		Percentage of the High Crash Network system that meets marked crossing frequency guidelines	Approximately 55 percent of the High Crash Network meets marked crossing frequency guidelines	PBOT continues to invest in new marked crossings as funding allows.
SD7 5-year	Improve safe pedestrian and bicycle access to transit stops along key bus routes, prioritizing the High Crash Network in low-income communities and communities of color, and where appropriate, in conjunction with increases in bus service frequency <i>Progress: Not available</i>	Number of improved transit stops along bus routes 1) in the High Crash Network, and 2) within low-income communities and communities of color annually	Data not available	The large number of PBOT crossing improvements noted in SD6, along with ongoing investments by TriMet in transit stops, notably through the Division Transit Project, make it infeasible to provide a detailed annual breakdown of improved transit stops across the High Crash Network and within low-income communities and communities of color.





Action (w/timing)	Action description	Performance measure	2021 data	Data details
SD8 5-year	<p>Prioritize safety criteria in federal, state, regional, and local funding decision-making processes</p> <p><i>Progress: 75%</i></p> 	Number of places where new safety criteria are included in federal, state, regional, and local funding decision-making processes	The Federal Bipartisan Infrastructure Law passed in 2021 uses some safe systems criteria	Existing safety criteria continue to be included in a variety of funding decision-making processes across federal, state, regional, and local government. At the regional and local levels, Vision Zero is integrated into funding allocations.
Impairment				
I1 2-year	<p>Work with driver-for-hire services (including taxi cabs, transportation network companies and other private companies), transit providers and bar owners to develop a targeted DUII program in Portland's entertainment district and other hotspots linked to DUII citations</p> <p><i>Progress: Not available</i></p>	Development of a targeted DUII program	Safe Ride Home voucher program was inactive during Covid-19 pandemic	Safe Ride Home was a partnership to prevent impaired driving that offered free and discounted rides and promotes transit service during events such as St. Patrick's Day, Cinco de Mayo, Oregon Brewers Festival, Halloween, and New Year's Eve.
		Number of safe ride vouchers used in targeted DUII program area compared to prior years	0 vouchers in 2021, compared to 0 vouchers in 2020	Safe Ride Home voucher program was inactive during Covid-19 pandemic
I2 2-year	<p>Allow pre-payment for morning parking in specified districts (in combination with Action I.1) to encourage impaired drivers to leave their cars overnight without concern of getting a parking ticket or being towed</p> <p><i>Progress: 0%</i></p> 	Number of parking districts with policies that allow for overnight parking through mid-morning	0 parking districts	



Action (w/timing)	Action description	Performance measure	2021 data	Data details
I3 2-year	Secure funding to increase the number of police officers trained as Drug Recognition Experts <i>Progress: 0%</i> 	Increased number of police officers trained as DREs	0 new Drug Recognition Experts certified in 2021	
I4 5-year	Utilize cannabis or alcohol tax revenue to increase funding for DUII drug and mental health preventions and for treatment services <i>Progress: 75%</i> 	Legislation and ballot measure passed to increase funding	Cannabis: Legislation passed in 2016 increasing funding for drug and alcohol treatment, public safety investments, and support for neighborhood small businesses; passage of Measure 110 in 2020 allocated more cannabis revenue to substance use treatment and recovery programs Alcohol: No new legislation	Cannabis: 20% of statewide tax revenue for alcohol, drug, and mental health services. A portion of the 3% Portland tax is dedicated to Vision Zero. Measure 110-related funding has resulted in approximately \$300 million in grant awards for treatment programs as of March 2022. Alcohol: 4% of statewide tax revenue for alcohol, drug, and mental health services
I5 5-year	Increase access and expand referrals to the DUII Intensive Supervision Program (DISP) <i>Progress: 0%</i> 	Number of participants in DISP program after legislation compared to before	No legislation passed	Data on DISP participation not available for 2021
Speed				
S1 2-year	Pilot speed safety cameras on four high crash corridors in the first two years; expand program to additional high crash corridors following the pilot <i>Progress: 75%</i> 	Number of speeding-related citations issued by speed safety cameras compared to baseline	47,329 citations issued in 2021, compared to 37,487 citations in 2020	<ul style="list-style-type: none"> • SE 122nd: 8,182 citations • SW Beaverton-Hillsdale: 16,192 • SE Division: 13,975 • NE Marine: 8,980
		Percentage decrease of autos traveling over posted speed after speed safety cameras were installed	71% decrease, on average	
S2 2-year	Gain local authority for speed reduction on City of Portland streets; prioritize setting safe speed limits in the High Crash Network <i>Progress: 75%</i> 	Obtainment of local authority for speed reduction	Change in law allowing for delegated authority took effect January 1, 2022	Supported successful passage of legislation in 2021 allowing for delegated speed limit setting authority. Oregon Administrative Rules drafted in 2021 were adopted on March 10, 2022. PBOT will apply via rules set in place.
		Number of street segments where posted speeds have been reduced	PBOT reduced the speed limit on 31 segments of 27 streets	View the complete list of streets online

Action (w/timing)	Action description	Performance measure	2021 data	Data details
S3 2-year	Improve street design to support safe speeds in conjunction with posted speed reduction on four to six streets (not including SD.1 improvements) annually in the High Crash Network, prioritizing improvements in and engaging with low-income communities and communities of color <i>Progress: 75%</i> 	Number of high crash corridors receiving speed improvements each year	2 streets received speed improvements	<ul style="list-style-type: none"> SE Hawthorne Boulevard (road reorganization, multiple marked crossings from 24th to Chavez) N Lombard Street (road reorganization, bike lanes, crossing improvements from Fiske to Boston)
		Percentage decrease of autos traveling over posted speed after improvements	Data not yet available	SE Hawthorne Boulevard project evaluation is underway and will include speed data. Data is not yet available for the N Lombard Street project area.
Dangerous Behaviors				
D1 2-year	Focus traffic enforcement on the High Crash Network and on behaviors contributing to fatal and serious injury crashes (including speed, impairment, and dangerous behaviors); de-emiles per hour size less serious infractions <i>Progress: Not available</i>	Percentage of citations focusing on identified dangerous behaviors, within Portland at large and in the High Crash Network	Data not available	Portland Police Bureau Open Data Traffic Dashboard, the source of data for this performance measure, was discontinued in May 2021. Due to a shift in PPB priorities, in 2021 most Traffic Division officers moved to the precincts.
D2 2-year	Use data-driven process to reorganize and expand red light safety camera program <i>Progress: 25%</i> 	Number of new red light safety cameras on Portland streets compared to baseline	0 new cameras	New vendor contract adopted in 2021; system expansion will occur in 2022
		Annual average number of deadly and serious crashes at red light camera intersections after installation, compared to 5-year annual averages prior to installation	0 deaths at all camera locations before and after camera installation 2.5 injuries annually on average post-camera installation compared to 4.64 injuries annually on average pre-camera installation (all injury severities are included to ensure sufficient data)	Data includes all injury crashes involving a traffic signal (DIS-RAG, DIS-TCD and DIS-SIG). Annual average data at all camera locations with installation date (post-camera injuries pre-camera injuries): <ul style="list-style-type: none"> SW 4th & Jefferson, 2007: 1.4 3.6 NE Broadway & Grand, 2003: 1.9 2.4 W Burnside & 19th, 2002: inactive SE Foster & 96th, 2009: 6.1 9.2 NE Grand & Burnside, 2001: 1.7 7.4 SE Grand & Madison, 2002: 2.2 2.6 NE Sandy & Chávez, 2001: 0.7 2.2 SE Stark & 99th, 2008: 2.8 3.6 SE Stark & 102nd, 2008: 1.9 6.8 SE Washington & 103rd, 2008: 3.7 6.8 Data: Oregon Department of Transportation (1996-2019)

Action (w/timing)	Action description	Performance measure	2021 data	Data details
D3 2-year	Include Vision Zero content in driver trainings for public agencies and contractors, and for private companies <i>Progress: 25%</i> 	Number of public and private agencies incorporating Vision Zero content in employee driver trainings	1 City of Portland agency, plus City of Portland as a whole	In 2017 the City of Portland Bureau of Environmental Services developed a Vision Zero training that all contractors are expected to complete. In 2018, the City of Portland added Vision Zero content to classroom-based Defensive Driver training that is required for certain City employees.
D4 2-year	Increase access and expand referrals to traffic schools and other forms of traffic safety education for all road users <i>Progress: 50%</i> 	Percentage of moving violations that offer driver diversion	2,331 people attended a traffic safety class in lieu of receiving a fixed speed safety camera citation in 2021	
D5 5-year	Revise current Oregon distracted driving law to remove loopholes and be consistent with federal guidance <i>Progress: 100%</i> 	Oregon law revised to remove loopholes and be consistent with federal guidance	Yes, revised law took effect Oct. 1, 2017	Revised law facilitates enforcement and expands diversion options
D6 5-year	Support legislation to increase funding for and access to driver education, frequency of testing, and inclusion of urban transportation safety in test materials <i>Progress: 0%</i> 	Increasing access to driver education and/or frequency of driver testing was placed on the City's legislative agenda	Not placed on 2021 agenda	The City of Portland's 2021 State Legislative Agenda included a priority to "improve traffic safety by expanding local speed setting authority and providing more capacity for the use of automated traffic enforcement through fixed photo radar; and explore opportunities to reduce bias and expand traffic safety enforcement by allowing qualified, trained nonsworn individuals to review citations initiated by fixed photo enforcement."
		Legislation passed to increase access to driver education	No, legislation not passed in 2021	
		Legislation passed to increase the frequency of driver testing	No, legislation not passed in 2021	Legislation passed in 2021 waived knowledge test requirements for applicants with a valid driver's license from a state other than Oregon.
		Number of students who completed driver education through the increased funding and access	0 students	Funding and access not yet increased

Action (w/timing)	Action description	Performance measure	2021 data	Data details
D7 5-year	<p>Develop and implement safety measures on heavy trucks owned or contracted by the City, including but not limited to truck sideguards, sensors, additional mirrors, educational messaging and enhanced driver safety training.</p> <p>Phase I: Education outreach for all and City fleet upgrades;</p> <p>Phase II: City contractors and service providers install truck upgrades</p> <p>Progress: 50%</p> 	Percentage of city fleet trucks with safety measures implemented	Percentage not available; see details	City of Portland procurement specifications require new vehicles to meet Volpe Center standards. All heavy trucks (10,000 GVWR+) ordered after June 2019 are equipped with side guards or other equipment to cover large gaps. In addition, City of Portland has retrofitted 133 vehicles slated for replacement after 2020. All newly purchased heavy vehicles are also equipped with cameras and safety mirrors.
		Percentage of contractor and service provider fleet trucks with safety measures implemented	Percentage not available; see details	As of January 1, 2020, Portland Bureau of Planning and Sustainability administrative rules require all new collection vehicles purchased by garbage and recycling companies to have side guards installed prior to service.
		Number of injuries, serious injuries or deaths, by mode, that involve heavy trucks	1,285 people were injured in 2015-19 and 20 people died in crashes in 2017-21 involving heavy trucks, compared to 1,246 injuries in 2014-18 and 22 deaths in 2016-20	<ul style="list-style-type: none"> # people injured, 2015-19: 24 walking, 19 biking, 0 using transit, 1,242 in motor vehicles # people seriously injured, 2015-19: 6 walking, 2 biking, 0 using transit, 70 in motor vehicles # people killed, 2015-19: 5 walking, 2 biking, 0 using transit, 13 in motor vehicles <p>Data: Portland Police Bureau (2020-21), Oregon Department of Transportation (2015-19)</p>
Engagement & Accountability				
EA1 2-year	<p>Conduct multi-component education campaigns to build public awareness and leverage Vision Zero actions</p> <p>Progress: 50%</p> 	Number of multi-component campaigns conducted compared to prior years	1 multi-component campaign in 2021	PBOT partnered with six community-based organizations in the 2020-21 fiscal year to develop social media and print ads in multiple languages focused on positive messages encouraging drivers to not speed.

Action (w/timing)	Action description	Performance measure	2021 data	Data details
EA2 2-year	Form agency-led "street teams" that engage people driving, walking, biking and taking transit to raise awareness of Vision Zero and moving safely through Portland <i>Progress: Not available</i>	Number of street team events held in low-income communities and communities of color	0 Street Team Events (0 in 2020)	Covid-19 precautions prevented PBOT from conducting these events.
		Number of street team events held citywide	0 Street Team Events (0 in 2020)	Covid-19 precautions prevented PBOT from conducting these events.
EA3 2-year	Develop targeted engagement for middle and high school students in traffic safety through the Safe Routes to School program, with a focus on empowering youth leadership to promote safe transportation in their own school communities, prioritizing low-income communities and communities of color <i>Progress: Not available</i>	Number of students involved in traffic safety programs, in Portland at large and in low-income communities and communities of color	0 students in 2021	Covid-19 precautions prevented PBOT from conducting these programs.
EA4 2-year	Regularly cross-check trauma data from the Oregon Health Authority against Oregon Department of Transportation crash data to identify demographic patterns (age, race/ethnicity), geographic patterns, and misreporting or under-reporting of serious injury crashes <i>Progress: 25%</i> 	Frequency of cross-checks between trauma (OHA) and ODOT crash data	Analysis of Medical Examiner data of traffic deaths underway in partnership with Multnomah County	
		Percentage of unmatched records in both OHA and ODOT data sets for serious injury crashes	Unknown	
EA5 2-year	Improve timeliness of deadly and serious crash data processing and reporting <i>Progress: 50%</i> 	Period of time between end of year and when deadly and serious injury crash data have been processed and reported	Generally 6-8 months to receive preliminary summary data, 12-16 months for complete data set	Complete crash data for 2020 received for PBOT processing in March 2022
EA6 2-year	Include review of traffic crash data, equity data, and traffic safety performance at monthly Portland Bureau of Transportation and Portland Police Bureau Traffic Division meetings <i>Progress: 100%</i> 	Occurrence of monthly meetings	Yes, held monthly coordination meetings	
EA7 5-year	Create a community grant program to support a variety of safety-related efforts, including but not limited to street design visioning, outreach and education, and collaborative safety improvements in low-income communities and communities of color within the High Crash Network <i>Progress: 25%</i> 	Number of community grants awarded in low-income communities and communities of color	0 grants	Grant program under development to be launched in 2023
		Number of community grants awarded citywide	0 grants	Grant program under development to be launched in 2023

Action (w/timing)	Action description	Performance measure	2021 data	Data details
EA8 5-year	Secure increased funding and personnel to staff timely investigation of deadly crashes <i>Progress: 25%</i> 	Increased funding and personnel for investigation of fatal crashes	No funding increase; personnel alignment underway	PBOT is working to align staffing needs in 2022 to consistently evaluate crash factors and possible safety improvements.
EA9 5-year	Improve data collection on speed, impairment, and distraction at serious and deadly crashes <i>Progress: 100%</i> 	Percentage of serious and fatal crashes for which impairment was examined/ investigated	100% of deadly and serious injury crashes investigated by the Major Crash Team that meet national reporting criteria	During every Major Crash Team callout, investigators look for the key contributors to the crash which include, but are not limited to, impairment by drugs or alcohol, speeding and distracted driving due to an electronic device. Depending on their initial observations, the examination of these factors may be very cursory such as asking a few questions of the driver/ witnesses or scrolling through a phone, or they may be very in depth where a search warrant is obtained to gain a blood draw from the driver, downloading the contents of the data recorder in the vehicle or downloading the contents of a smart phone. If evidence of speeding, impairment or distracted driving was obtained, the evidence will be collected and documented. Data: Portland Police Bureau
		Percentage of serious and fatal crashes for which speeding was examined/ investigated	100% of deadly and serious injury crashes investigated by the Major Crash Team that meet national reporting criteria	
		Percentage of serious and fatal crashes for which distracted driving was examined/ investigated	100% of deadly and serious injury crashes investigated by the Major Crash Team that meet national reporting criteria	

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