












Portland Vision Zero 2-Year Update

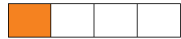



2019-21 Progress Report






In June 2019, PBOT published the [Portland Vision Zero 2-Year Update](#) to share lessons learned during Portland’s first two years since adoption of the [Vision Zero Action Plan](#) (December 2016) and set the stage for the next phase of work. This 2019-21 Progress Report shares progress on each of the 2-Year Update commitments, and describes work accomplished and efforts still underway.




Objective	Commitments	Notes
Protect Pedestrians		
Change signal timing and operations to make it safer to cross the street	Install pedestrian head starts (or leading pedestrian intervals) at new or upgraded traffic signals on High Crash Network streets to give pedestrians a head start and make them more visible. Retrofit at least ten existing priority crossings each year <i>Progress 100%</i> 	New pedestrian head starts added to the High Crash Network: 2019 - 17 new pedestrian head starts 2020 - 24 new pedestrian head starts 2021 - 24 new pedestrian head starts
	Install protected left turns at new or upgraded signals on at least three priority intersections on the High Crash Network each year <i>Progress 75%</i> 	New protected left turns added to the High Crash Network: 2019 - 3 new protected left turns 2020 - 2 new protected left turns 2021 - 2 new protected left turns During this time period, PBOT updated its practices for determining the appropriate left-turn phasing treatment at new and existing signalized intersections. PBOT plans to add new protected left turn signals at four locations on High Crash Network streets in 2022, for a total of 11 locations from 2019 through 2022.
	Put “no right on red” restrictions in place at priority High Crash Network intersections <i>Progress 100%</i> 	From 2019 to 2021, "no turn on red" was added at 9 priority intersections on the High Crash Network. In 2022/23, PBOT will coordinate a "no turn on red" pilot program at locations within an identified geographic area.

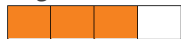




Improve visibility at pedestrian crossings by removing parking and overgrown vegetation	<p>Include a pedestrian safety visibility review as part of all PBOT capital projects, paving projects, and development review</p> <p><i>Progress 75%</i></p> 	<p>All PBOT capital projects, Maintenance and Operations paving projects, and development review now require compliance with PBOT vision clearance guidelines. The guidelines apply to marked and unmarked crossings at uncontrolled intersections along Major City Walkways, City Walkways, Neighborhood Walkways and on the High Crash Network. (https://www.portlandoregon.gov/transportation/article/752188)</p> <p>In addition, PBOT conducts sight distance studies as part of capital project design and development review, and requires vegetation trimming or removal as necessary.</p>
	<p>Remove parking and vegetation as needed for safe crossings as part of capital and paving projects</p> <p><i>Progress 75%</i></p> 	<p>It has been PBOT's practice since 2018 to remove parking when installing new crossings and as part of capital and paving projects. As stated above, PBOT conducts sight distance studies as part of capital project design, and requires vegetation trimming or removal as necessary.</p>
	<p>Remove parking at priority crosswalk approaches for uncontrolled crossings on at least three High Crash Network streets each year</p> <p><i>Progress 100%</i></p> 	<p>Parking has been removed at uncontrolled crossings on segments of the following High Crash Network streets in association with existing projects or identified Vision Zero priorities:</p> <p>2019: NE 102nd, SE Division, NE Glisan, NE Halsey-Weidler couplet 2020: NE/SE 122nd, SE Division, NE Glisan, NE Killingsworth, NE Fremont 2021/22: All HCN streets, except those that are ineligible or have a capital project planned in the next two years (funding from City Council-adopted VZ investment package)</p>
Prioritize street lighting investment where the High Crash Network, pedestrian districts, low-income populations and communities of color overlap	<p>In 2019, add street lighting to SE Division Street, including pedestrian scale lighting at certain marked crossings</p> <p><i>Progress 50%</i></p> 	<p>Street lighting has been installed on SE Division Street at the following locations:2019: Street lighting was added to two segments on SE Division Street, 1) Jade District between SE 82nd and 92nd avenues and 2) Division-Midway area between 122nd and 130th avenues2021/22: Lighting was added at new marked pedestrian crossings between SE 82nd and 174th avenues. Additional street lighting infill is necessary along some segments of outer SE Division Street</p>

	<p>In 2020, add street lighting to SE Stark Street, including pedestrian scale lighting at certain marked crossings</p> <p><i>Progress 25%</i></p> 	<p>2020/21: Replaced about 110 lights and added 23 new lights on SE Stark (108th to 162nd)</p> <p>2024/25: Add poles and lights to complete corridor lighting (108th to 162nd) when the Safer Outer Stark project is constructed</p>
	<p>By 2021, develop functional lighting layouts for wide High Crash Network streets in East Portland</p> <p><i>Progress 50%</i></p> 	<p><u>Lighting layouts complete</u> by end of 2022 or earlier: NE 102nd (Sandy to Burnside), NE Halsey (114th to 162nd), NE/SE 82nd (Killingsworth to Clatsop)</p> <p><u>Scoping of lighting layouts underway</u> (mostly with Fixing Our Street 2 funding): NE/SE 122nd (San Rafael to Foster), SE Stark (122nd to 162nd), NE Killingsworth (42nd to Portland Hwy), SW Capitol Hwy/49th Ave (Barbur to Stephenson), SW Capitol Hwy (PCC to Multnomah Village), SE Powell (I-205 to 174th)</p> <p><u>No current lighting layout</u> scoped on the following East Portland High Crash Network streets: Marine, Airport, Sandy, Burnside, Division, Holgate, Foster</p>
	<p>Develop a funding strategy to advance these lighting plans</p> <p><i>Progress 75%</i></p> 	<p>PBOT developed a plan to apply savings from LED conversion to lighting infill on the High Crash Network. City Council approved the plan during the annual budget process. LED savings (\$7.5M) combined with Fixing Our Street 2 funding (\$4.5M) and lighting infill on capital projects will meet the priority needs for lighting on the High Crash Network. PBOT is developing plans for stand alone infill projects and PBOT is following lighting guidelines on capital projects ranging from single pedestrian crossings to large corridor projects.</p>
<p>Fill crossing gaps to reduce mid-block crashes</p>	<p>Ensure all new PBOT capital projects meet Portland's pedestrian spacing guidelines</p> <p><i>Progress 50%</i></p> 	<p>Crossing spacing analysis is part of the scoping process for all capital projects. However, capital projects often lack sufficient funds to build all crossings required to meet the spacing guidelines.</p>


	<p>By 2021, increase by 10% the High Crash Network streets that meet Portland's pedestrian spacing guidelines</p> <p><i>Progress 25%</i></p> 	<p>From 2019 to 2021, PBOT filled crossing gaps on about five miles of High Crash Network streets, increasing High Crash Network streets that meet Portland's pedestrian spacing guidelines by about 2% (from roughly 53% to 55%).</p>
	<p>Identify funding to accelerate to 80% Pedestrian High Crash Network streets that meet spacing guidelines within five years.</p> <p><i>Progress 50%</i></p> 	<p>PBOT has utilized a combination of funding sources for small capital projects and coordination of crossing infill on large projects to systemically remove crossing gaps on the pedestrian high crash network and beyond. PBOT has also leveraged paving projects and other maintenance activities to fill crossing gaps on the High Crash Network. With current and planned projects, PBOT will get closer to the 5-year goal but will not likely meet it. Additional funding revenue needs to be secured to meet the goal.</p>
Protect people from heavy truck injuries by installing side guards and other safety measures on City-owned and City contracted trucks	<p>In 2019, retrofit eligible City heavy truck fleet with side guards</p> <p><i>Progress 100%</i></p> 	<p>In 2019, 148 of the City's heavy trucks were retrofitted with side guards (Portland Police Bureau and Portland Fire & Rescue vehicles were excluded)</p>
	<p>In 2020, advance a policy requiring all City-owned and City-contracted trucks to have safety measures in place (side guards, mirrors, cameras and training)</p> <p><i>Progress 50%</i></p> 	<p>Portland City Fleet implemented a new purchasing specification that requires all newly purchased (after June 2019) heavy vehicles (over 10,000 GVWR) to come equipped with side guards. All heavy vehicles are also purchased with cameras and safety mirrors.</p> <p>Bureau of Planning and Sustainability manages the City waste hauler contracts and requires all new truck purchases to include side guards and all trucks newer than 2010 to be retrofitted with side guards. As of Spring 2022, about 85% of eligible trucks had been retrofitted. Remaining trucks have until December 31, 2022 to comply. In addition, Waste Management has purchased five trucks with high-visibility cabs, a design feature that significantly reduces blind spots.</p> <p>No policy is in place for other City contracted vehicles.</p>

Reduce Speeds Citywide		
Set safe speed limits	<p>Consistently and aggressively reduce speeds on city-owned streets until safe speed limits are established citywide</p> <p><i>Progress 75%</i></p> 	<p>PBOT has reduced speed limits on 150 miles of street since 2019 (as of 3/2/22). More than 90 percent of streets by mile are now posted at or below 30 mph, the maximum speed limit generally recommended for urban areas by the World Health Organization.</p>
	<p>Gain local authority for setting speed limits on City of Portland streets</p> <p><i>Progress 100%</i></p> 	<p>A new law took effect January 1, 2022, allowing the Oregon Department of Transportation to delegate speed setting authority to local jurisdictions. Associated rulemaking is expected to be completed in Spring 2022.</p>
Redesign dangerous streets to encourage safe speeds	<p>All new High Crash Network capital projects will include project components that help achieve safe speeds</p> <p><i>Progress 75%</i></p> 	<p>Corridor projects with safe speeds components on the High Crash Network, include segments of NE 102nd, SW Capitol Hwy, NE Glisan, NE Halsey and SE Hawthorne. All High Crash Network safety projects under construction or in planning include components to help achieve safe speeds.</p> <p>In 2022, PBOT will initiate an update of the traffic design manual to support systemic integration of safe design speeds into traffic design practices.</p>
Educate Portlanders about the impact of speed	<p>Re-run the citywide Struck speed campaign in 2019 and 2020 to remind people of the life-changing impact of crashes</p> <p><i>Progress 100%</i></p> 	<p>2019: Two campaigns ran. First, Struck campaign reran on billboards along the High Crash Network. Next, Thank You Crew encouragement event (Sept 2019), billboards, yard signs and social media. (https://www.portland.gov/transportation/vision-zero/struck) (https://bikeportland.org/2019/09/24/city-thank-you-crews-will-cheer-for-safe-speeds-on-dangerous-streets-305174)</p> <p>2020: Thank You Crew campaign continued as billboards, yard signs and on social media.</p>
	<p>In 2019 and 2020, work with agency and community partners to create location-based, community-oriented safe speed campaigns that leverage Struck messaging</p> <p><i>Progress 100%</i></p> 	<p>2019/20: Thank You Crew campaign with the encouragement event (Sept 2019), news coverage, lawn signs, and social media advertisements</p> <p>2020: PBOT partnered with six community-based organizations to create language-specific and culturally-specific campaign materials to encourage safe driving and safe speeds. The organizations photographed participants with signs and pushed safety messages out through their own social media and print media channels.</p>

Enforce the speed limit	<p>In 2020, add at least four speed safety cameras or dual red-light running /speed safety cameras to Portland streets</p> <p><i>Progress 25%</i></p> 	<p>In 2022, PBOT will install the long-awaited new traffic safety cameras, which will kick-off the expansion of Portland's program. The first two dual red-light running /speed safety cameras will be installed on SE Stark at 122nd and 148th. Next, four speed safety cameras will be installed on NE Columbia around 33rd and NE Sandy around 75th. Installation of additional traffic safety cameras will follow.</p> <p>The significant delay in traffic safety camera installation is due in part to prolonged contract negotiations, significant pandemic-related delays and supply chain disruptions.</p>
	<p>Add to City's legislative agenda a change in type of citation issued for automated enforcement tickets from moving violations to civil fines, which can reduce the burden of a citation while still supporting safe travel behaviors</p> <p><i>Progress 50% - pivot commitment</i></p> 	<p>PBOT broadened its scope beyond this commitment to more comprehensively integrate financial equity into the automated enforcement program. In 2021-22, PBOT performed a policy and legal review of the financial constraints and opportunities, and developed a set of recommendations to improve the program's financial equity. Additionally, in 2022 the Oregon Legislature passed HB 4105B, giving cities authority to use authorized traffic enforcement agents, instead of police officers, to issue automated enforcement tickets.</p>
Design streets to protect human lives		
Transform wide, fast streets into streets that are safer for all modes	<p>In 2019, deliver corridor-wide safety projects on the following High Crash Network streets:</p> <ul style="list-style-type: none"> • NE 102nd Avenue (NE Weidler to NE Sandy) • NE Glisan Street (NE 122nd to NE 162nd) • NE Marine Drive (NE 33rd to NE 185th) • SE Foster Street (SE 50th to SE 90th) <p><i>Progress 100%</i></p> 	<p>PBOT has completed all four safety projects.</p>

	<p>In 2020, deliver corridor-wide safety projects on the following High Crash Network streets:</p> <ul style="list-style-type: none"> • SE Division Street (SE 80th to SE 174th) • NE/SE 122nd Avenue (SE Foster Road to NE Marine Drive) • SW Capitol Highway (SW Garden Home Road to SW Taylors Ferry; SW Huber Street to SW Kerr Parkway) <p><i>Progress 75%</i></p> 	<p>SE Division Street (80th to 174th) is under construction; completion is expected 2022.</p> <p>NE/SE 122nd Avenue safety is comprised of several projects in varying levels of planning and design; first phase of construction expected 2024.</p> <p>SW Capitol Highway (Garden Home to Tayors Ferry) is under construction; completion is expected 2022.</p> <p>SW Capitol Hwy/49th Ave (Huber to Kerr) is complete.</p>
	<p>In 2021, complete concept design plans for all HCN streets</p> <p><i>Progress 50%</i></p> 	<p>High Crash Network analysis and design concept process is underway; completion is expected 2022.</p>
Pilot rapid-response installations to slow left turns and prevent pedestrian crashes	<p>In 2019, pilot left turn calming treatments at 40 signalized intersections and evaluate their effectiveness in slowing speeds to reduce the number and severity of crashes</p> <p><i>Progress 100%</i></p> 	<p>PBOT completed the left-turn claiming pilot (at 42 intersections) and associated evaluation in early 2020. Based on positive evaluation results, PBOT began using left-turn calming as a standard engineering treatment.</p>
	<p>In 2020, expand left turn calming treatments if evaluation shows they are effective</p> <p><i>Progress 100%</i></p> 	<p>Based on positive evaluation results, PBOT has installed left-turn calming at more than 20 additional intersections across Portland since completing the pilot project.</p>
	<p>In 2020, identify the next rapid-response treatment to systemically address pedestrian crashes</p> <p><i>Progress 100%</i></p> 	<p>In 2021, PBOT tested a treatment to mitigate crashes in center two-way turn lanes on multi-lane streets. Based on performance results, PBOT will redesign this treatment and test a second deployment in 2022.</p>

Evaluate deadly crash sites to identify rapid response opportunities	<p>After every fatal crash, evaluate crash factors, determine whether immediate safety improvements are needed, and identify whether a plan (and/or funding) is in place to address the site</p> <p><i>Progress 50%</i></p> 	<p>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.</p>
	<p>Where feasible, put swift, temporary traffic and operational changes in place</p> <p><i>Progress 50%</i></p> 	<p>The majority of deadly crashes occur on wide fast streets and highways where swift, temporary traffic changes are often not feasible. PBOT has made some traffic changes, such as shortening a pedestrian crossing of NE Broadway at Weidler Street using paint and posts.</p>
Create a Culture of Shared Responsibility		
Mark the locations of tragic deadly crashes and raise public awareness of the importance of driving safely	<p>After every deadly crash, PBOT will install prominent electronic Variable Message Signs (VMS) at the crash location on City streets</p> <p><i>Progress 100%</i></p> 	<p>PBOT places a Variable Message Sign at or near the location of all fatal crashes when the location allows.</p>
Deploy community-based Street Teams to share safe travel tips and engage with people on Portland's High Crash Network streets	<p>In coordination with community partners, conduct at least six Street Team events each year on the High Crash Network to educate Portlanders about safe travel</p> <p><i>Progress 100%</i></p> 	<p>Due to the COVID-19 pandemic and PBOT's efforts to socially distance for safety, traditional Vision Zero Street Team efforts were modified to print and social media engagement. In Spring 2021, PBOT collaborated with six community-based organizations to create transportation safety print and social media campaigns featuring community members showing support for safe driving. Forty BIPOC, immigrant and refugee community members posed for photographs holding a transportation safety message in their native language or English at seven different East Portland locations. The images were used to develop print and social media ads that were pushed out by each of the six organizations. The project resulted in 85,000 views, as well as publications in various social and print media outlets.</p>

	<p>Focus Street Team events in communities of color and low-income communities</p> <p><i>Progress 100%</i></p> 	<p>See above</p>
<p>Improve driver stopping compliance for pedestrians at crosswalks</p>	<p>In partnership with Portland Police Bureau Traffic Division, conduct monthly crosswalk education and enforcement actions with a focus on High Crash Network streets</p> <p><i>Progress not applicable</i></p>	<p>To create a culture of shared responsibility, PBOT is focusing on partnerships with community organizations and agencies that engage in positive messaging around traffic safety and personal safety, and that target upstream solutions to prevent unsafe behaviors.</p>