

# VISION ZERO ACTION PLAN PROGRESS REPORT

2025



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

[VISIONZEROPORTLAND.COM](https://www.visionzeroportland.com)

## A year of Vision Zero work

Last year, Portland Bureau of Transportation (PBOT) continued to use the tools we have to slow speeds, save lives, and build a culture of shared responsibility, as outlined in the [Vision Zero Action Plan Update 2023-25](#).

This report shares the progress we made to advance 10 of the 35 actions in the plan. Learn more and review the full [Vision Zero Action Plan Progress Report](#) online.

### Reduced speed limits on 22 miles of streets ✓

PBOT and the Oregon Department of Transportation [reduced speed limits](#) on 22 miles of streets. PBOT led speed reduction efforts on 18 of those street miles.

Speeding is deadly. Safe speeds lower the risk of crashes. When crashes do occur, safe speeds make it less likely that people are killed or seriously injured.

### Upgraded 25 existing safety cameras at crash hot spots ✓

PBOT and the Portland Police Bureau worked with a new vendor to upgrade 25 of our existing [safety cameras](#) that enforce safe driving behaviors on our most dangerous streets and intersections.

Research shows automatic enforcement works. Cameras can reduce deadly and serious injury and total crashes by up to 44% and 49% (Cochrane).<sup>1</sup>

### Broke ground on major projects on our High Crash Network ✓

We broke ground on major projects on our highest crash streets, including [Jade and Montavilla Multimodal Improvements](#), [NE 60th Avenue and Halsey Street Area Improvement](#), [NE Broadway Pave & Paint](#), [NE Halsey Safety and Access to Transit](#), and [Safer Outer Stark Phase III](#).

Investing in our most dangerous streets is part of our strategic, data-informed approach to eliminating traffic deaths and serious injuries.

### Shared safety resources and provided ongoing education ✓

We attended 124 community events and conducted 31 safety trainings and workshops. PBOT collaborated with 41 groups, community-based organizations, and partner agencies.

We focused our education in the areas of Portland that typically experience the highest rate of traffic deaths.



<sup>1</sup> Wilson et al., Speed cameras for the prevention of road traffic injuries and deaths, Cochrane Database of Systematic Reviews 2010, CD004607, doi:10.1002/14651858.CD004607.pub4.



### **Made school zones safer** ✓

PBOT funded vision clearance, or “daylighting,” at 18 schools this fiscal year. Vision clearance is a safety measure that sets back parking 20 feet near intersections and crossings to improve visibility and reduce crashes.

This safety measure helps people in vehicles, people on bikes, and pedestrians see each other as they move through intersections.

### **Engaged communities most impacted by traffic violence** ✓

We conducted traffic safety-focused workshops in partnership with six organizations representing immigrant, low-income, African American, and African immigrant communities. Topics covered included Vision Zero’s Safe System approach, capital projects, and traffic safety advocacy.

Many communities most impacted by traffic violence have historically been excluded from government decision-making, leading to understandable mistrust. We want to focus on building partnerships with trusted community organizations — promoting open dialogue and transparent decision-making.

### **Adjusted signal timing to slow driving speeds** ✓

PBOT made signal timing changes to slow driving speeds on SE Hawthorne Boulevard, NE MLK Jr. Boulevard, and NE Broadway, some of our most dangerous streets.

Changing signal timing advances Vision Zero by redesigning the transportation system to support safer speeds, reducing crash severity, and preventing predictable human mistakes from resulting in death or serious injury.

### **Evaluated significant projects on High Crash Network streets** ✓

PBOT released and updated evaluation reports for four projects on our highest crash streets. These reports analyze data from before and after project construction to evaluate traffic safety indicators, multi-modal facilities, and travel times.

These efforts help us understand how our corridor safety treatments impact safety and the nearby community.

### **Completed expansion of “no turn on red” traffic safety signage** ✓

We completed an expansion of no turn on red in the Northwest Pedestrian District, upgrading 15 intersections.

This traffic safety signage reduces the risk of turning crashes that are particularly dangerous for pedestrians and people bicycling.

### **Installed low-cost treatments on high-crash street segments** ✓

PBOT added at least 30 Pedestrian Head Starts, 14 protected left turn signals, and larger 12” signal heads at seven intersections on street segments with a high concentration of crashes.

We use data analysis to prioritize investments where it’s needed the most.

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