

VISION ZERO ACTION PLAN PROGRESS REPORT

2024



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 instructed in the [Vision Zero Action Plan Update 2023-25](#).

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

Reduced speed limits on 23 miles of streets ✓

PBOT and Oregon Department of Transportation (ODOT) reduced speed limits on 23 miles of streets. PBOT led speed reduction efforts on all but two 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.

Installed 10 more safety cameras at crash hot spots ✓

PBOT and Portland Police Bureau installed 10 new safety cameras bringing our total to 31 cameras enforcing safer 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).

Designed and installed new street lighting where we need it ✓

PBOT designed and installed new street lighting on several of our highest crash streets, including NE Halsey Street from 144th to 162nd avenues, 82nd Avenue from Killingsworth to Clatsop streets, and Glisan Street from 82nd to 162nd avenues.

Lighting is a top contributing factor to traffic deaths. In 2024, 83% of traffic deaths occurred in nighttime conditions—during dusk, night, and dawn hours.

Installed “rest in red” traffic safety technology ✓

We installed [rest in red](#) traffic safety technology at SE Powell Boulevard and 28th Avenue, one of our highest crash intersections. Traffic signals with this technology can display red lights when traffic volume is light and green lights to benefit people who are driving at safe speeds.

This technology helps target and interrupt dangerous driving behavior, such as excessive speeding—a top contributing factor to traffic deaths.





Started construction on major projects on our High Crash Network ✓

PBOT broke ground on major projects on our highest crash streets, including Building a Better 82nd, SW Fourth Avenue Improvement Project, and a roadway reorganization on NE Halsey Street from 70th to 80th avenues. We also completed SW Capitol Highway - Multnomah Village to West Portland.

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

Engaged communities most impacted by traffic violence ✓

Alongside community partners, we distributed reflective winter hats and safety lights to people experiencing houselessness. We also designed activities to approach technical conversations with plain language and continued to prioritize support for organizations serving African, Black, and African American communities.

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.

Installed low-cost safety treatments near new shelter site ✓

PBOT installed critical yet low-cost, quick-delivery traffic safety treatments to improve half-mile street segments between the new temporary shelter site on N Portland Road and essential services.

People experiencing houselessness face greater risks on our streets. In 2024, this group comprised an estimated 0.7% of Multnomah County's population yet made up 21% of Portland traffic deaths.

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 inform our understanding of corridor safety treatment impacts.

Developed a personal safety resource ✓

PBOT, along with Division Midway Alliance and Coalition of Communities of Color, completed and published the Beyond Traffic Safety report to identify ways to integrate personal safety into projects and programming.

We want to help create a transportation system that allows all people to feel safe from traffic violence and free from threat and fear of emotional, psychological, and physical harm.

Integrated Safe System approach into traffic safety education ✓

Led by Safe Routes to School, PBOT brought transportation safety education to students at three high schools and five middle schools across Portland.

Teaching our children to take steps to improve their safety and the safety of others is a proactive approach to creating a safe transportation system.

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