

VISION ZERO ACTION PLAN UPDATE 2023-25

Executive Summary | November 2023



Portland's Vision Zero commitment

No person should die or be incapacitated from simply going about their day. Protecting human lives is core to Vision Zero, the goal to eliminate traffic deaths and serious injuries on Portland streets.



Vision Zero guiding principles

With input from the community and other agencies, the city's original Vision Zero Action Plan (2016) outlined principles that still guide us:

EQUITY

Actions will focus on the inequities in our transportation system, particularly for Portlanders living on a low income and people of color. Our work will not lead to racial profiling.

DATA

Data drives decisions, based on the underlying causes of death and serious injury on our streets, and the places where traffic violence occurs most often.

ACCOUNTABILITY


We measure success by how much we invest in historically underserved communities, and by what degree streets are safer.


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Portland crash trends


TOP CONTRIBUTING FACTORS

Certain factors have an outsized impact on traffic safety.

70% of pedestrian deaths and serious injuries **occur at night (from dusk to dawn).** 

69% of deadly crashes involve **alcohol and/or drug impairment.** 

50% of deadly crashes occur **on wide streets (4 or more lanes)**, which account for less than 5% of Portland's streets. 

At least **42%** of deadly crashes involve **speed.** 



As vehicles have gotten bigger, pedestrian crashes have gotten deadlier.

PEOPLE MOST IMPACTED BY TRAFFIC VIOLENCE

Understanding the groups most impacted by traffic violence, shapes how we respond and take action.

- » **Black and Indigenous community members** died in traffic crashes at about twice the rate relative to their proportion of the population.
- » **Males ages 26 to 55** are over-represented in traffic deaths.
- » 55% of pedestrians killed — 30 out of 55 — were **unhoused** when they died.

HIGH CRASH NETWORK

The 30 streets and 30 intersections in Portland with the highest number of pedestrian, bicycle, and motor vehicle crashes form what is known as the High Crash Network. The High Crash Network represents 8% of Portland streets and yet it accounted for 62% of traffic deaths in the past five years (2018-2022).



Safe System approach

The goal is zero traffic deaths and serious injuries. What's known as a "Safe System approach" is how we get there.

With a Safe System approach, the transportation system is planned, designed, and operated to be forgiving of inevitable human mistakes, so that serious injury outcomes are unlikely.

The following five elements work together to create a safe, redundant transportation system.

- » **Safe speeds**
- » **Safe streets**
- » **Safe people**
- » **Safe vehicles**
- » **Post-crash care**

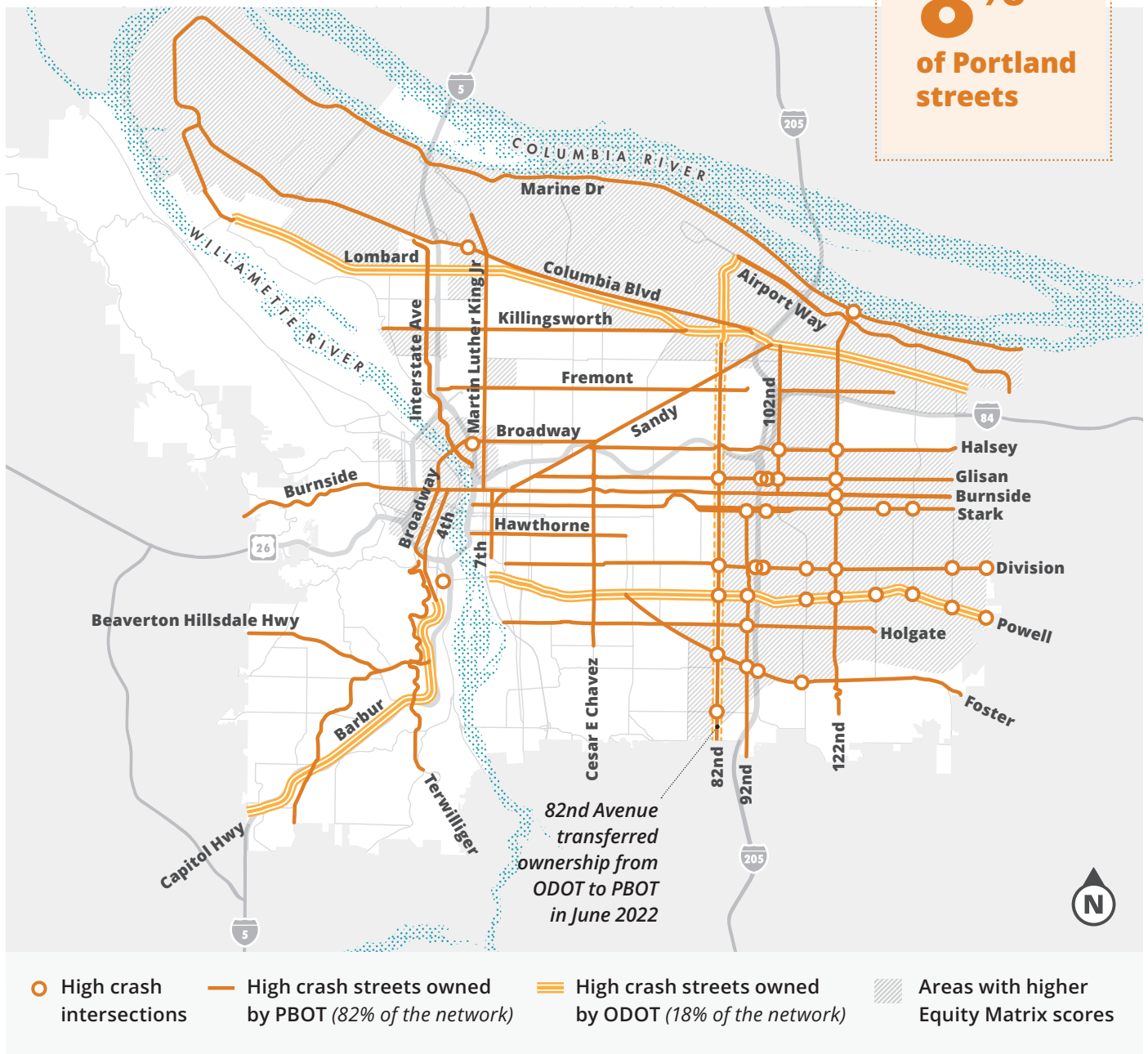
Equity data and traffic crash data guide our investments

PBOT Vision Zero prioritizes investments in areas where the High Crash Network intersects with communities with higher proportions of people of color and lower median incomes.

Areas that score higher on PBOT's Equity Matrix have three times the number of pedestrian deaths per capita compared to the rest of Portland. Citywide, 40% of all traffic-related deaths are pedestrians. Our investment in infrastructure and services in higher Equity Matrix areas to support pedestrian safety is critical.

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- are on -
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of Portland streets

High Crash Network



Vision Zero actions are organized by the elements of a Safe System approach. Here, we highlight ten of the 35 actions in the Vision Zero Action Plan Update 2023-25.

Actions



SAFE SPEEDS

Slowing down people driving reduces crashes and their severity. People who drive slower can stop more quickly to avoid a crash. Driving more slowly also reduces the chance of injury or death when crashes occur.

- » Update speed limits to reflect citywide commitment to slower speeds.
- » Install more cameras for automatic speed enforcement in crash hotspots.



SAFE STREETS

Designing a safe transportation system means building streets to protect people even when they make mistakes. Core to this work is slowing down people driving and protecting pedestrians and others outside of these vehicles.

- » Break ground on multiple major projects along the High Crash Network each year.
- » Adopt and implement a policy to ensure we make intersections safer whenever signals are rebuilt on the High Crash Network.



SAFE PEOPLE

We all have responsibility for the safety of ourselves and others as we travel on Portland streets. “Safe people” actions center on education, raising public awareness, and engaging with culturally specific communities about traffic safety and personal safety.

- » Engage with groups who are over-represented as victims of traffic violence.
- » Integrate Safe System approach into traffic safety education materials for elementary-, middle-, and high-schoolers.



SAFE VEHICLES

Improving traffic safety through vehicle technology and regulation is a relatively untapped opportunity in the United States. While city governments can demonstrate technology using their own fleets, federal policy is required for systemic change.

- » Advocate for stronger national regulations.
- » Partner with City Fleet team on ways to increase traffic safety.



ACCOUNTABILITY

PBOT updates the public on our Vision Zero work annually—what work we’ve done, and what areas need more attention.

- » Redesign and update Vision Zero online reporting.
- » Produce annual summary of PBOT’s Vision Zero work.