

# Vision Zero Update

City Council – April 2023



# Today's presentation

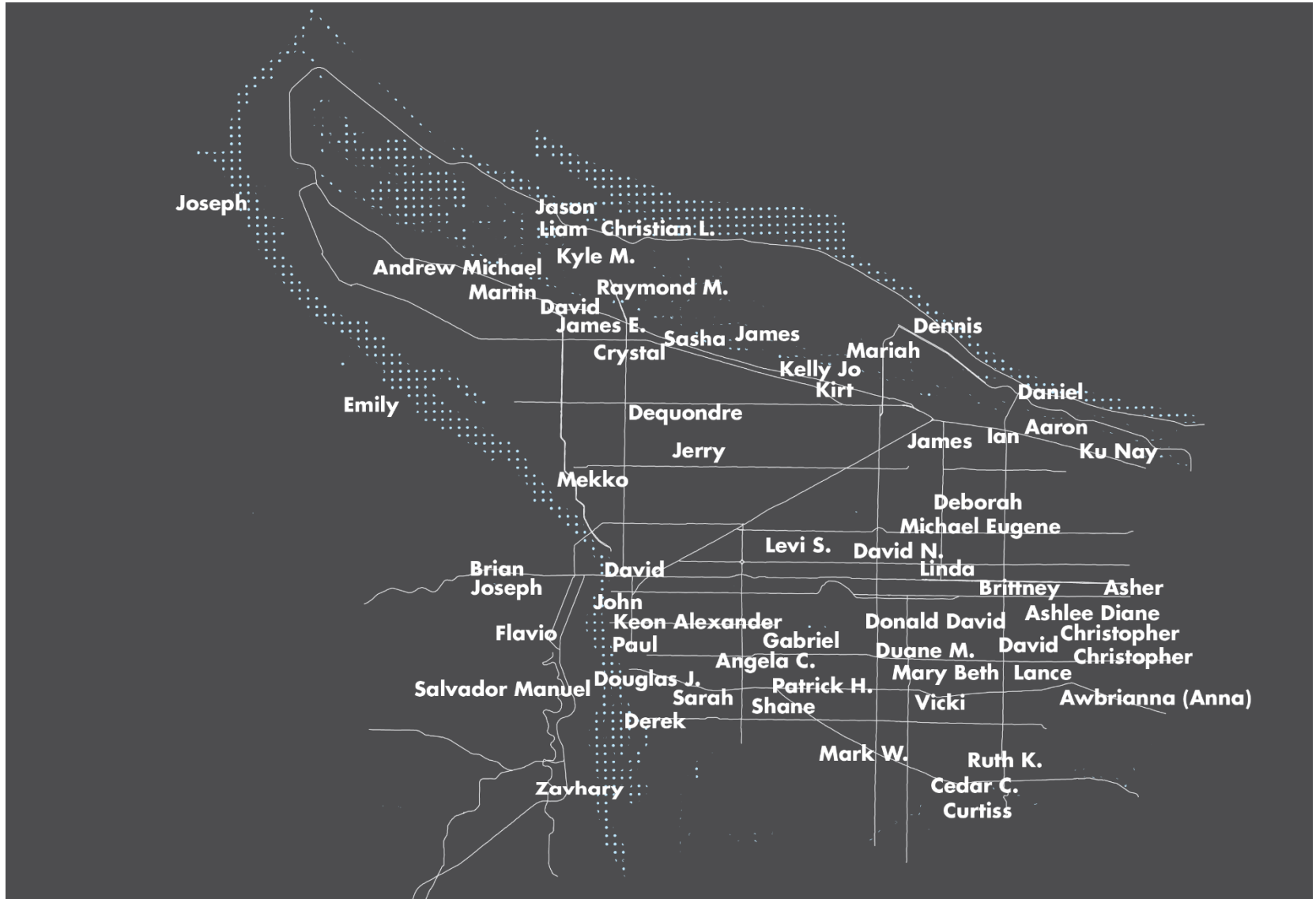
- Summary of 2022 deadly crashes
- Safe System approach grounding
- PBOTs current focus areas and approaches

Zero is our goal.

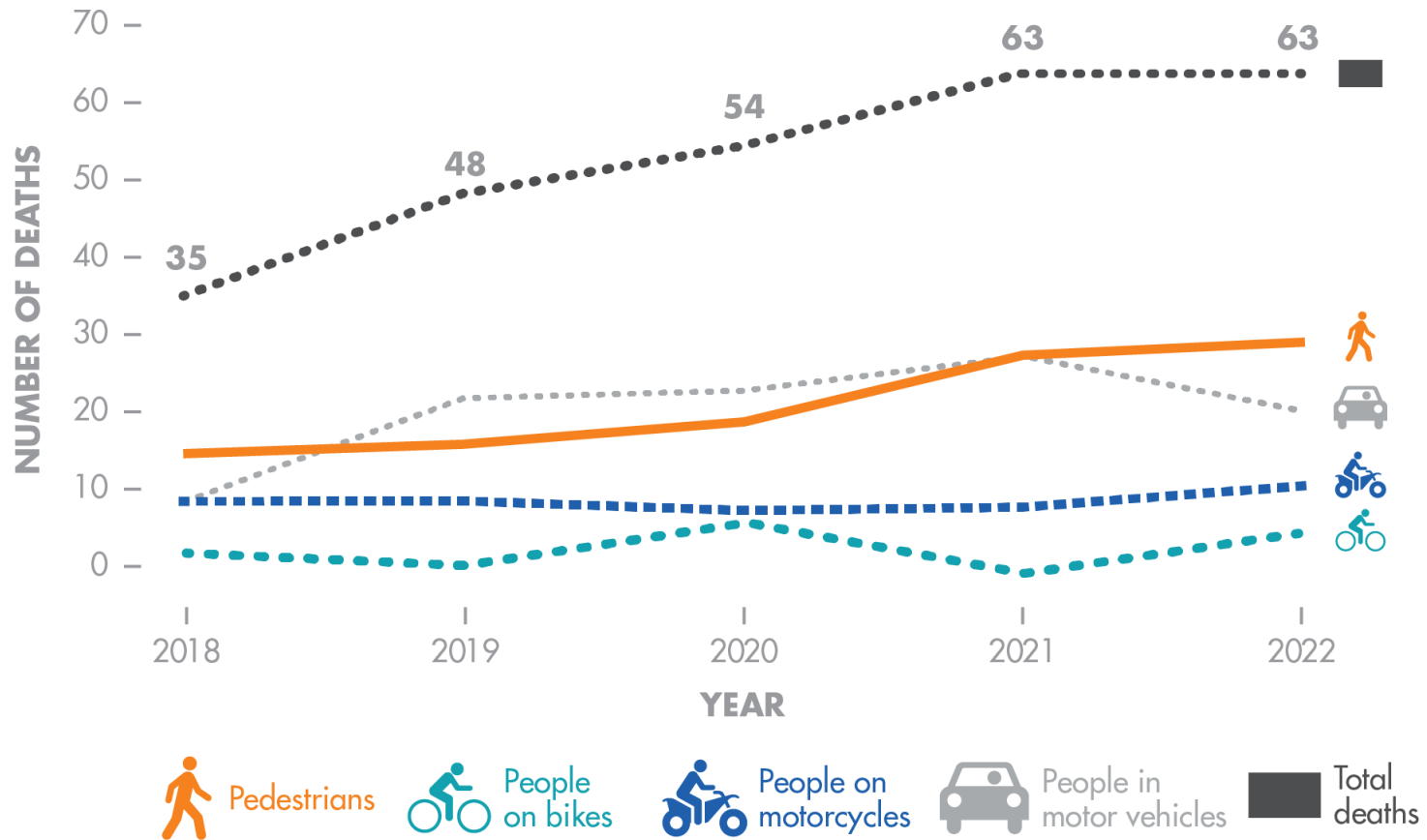
A **Safe System** is how we get there.



# 2022 Deadly Traffic Crash Report summary



# Portland traffic deaths by travel mode, 2018-2022



# Portland traffic deaths by jurisdiction, 2018-2022

Fatal Crashes YTD	12/31/2018	12/31/2019	12/31/2020	12/31/2021	12/31/2022
<b>Deaths by location</b>					
PBOT streets	20	33	34	31	41
ODOT streets	15	15	20	32	21
County streets	0	0	0	0	1
High Crash Network (%)	57%	56%	61%	60%	70%
<b>Total Deaths</b>	<b>35</b>	<b>48</b>	<b>54</b>	<b>63</b>	<b>63</b>



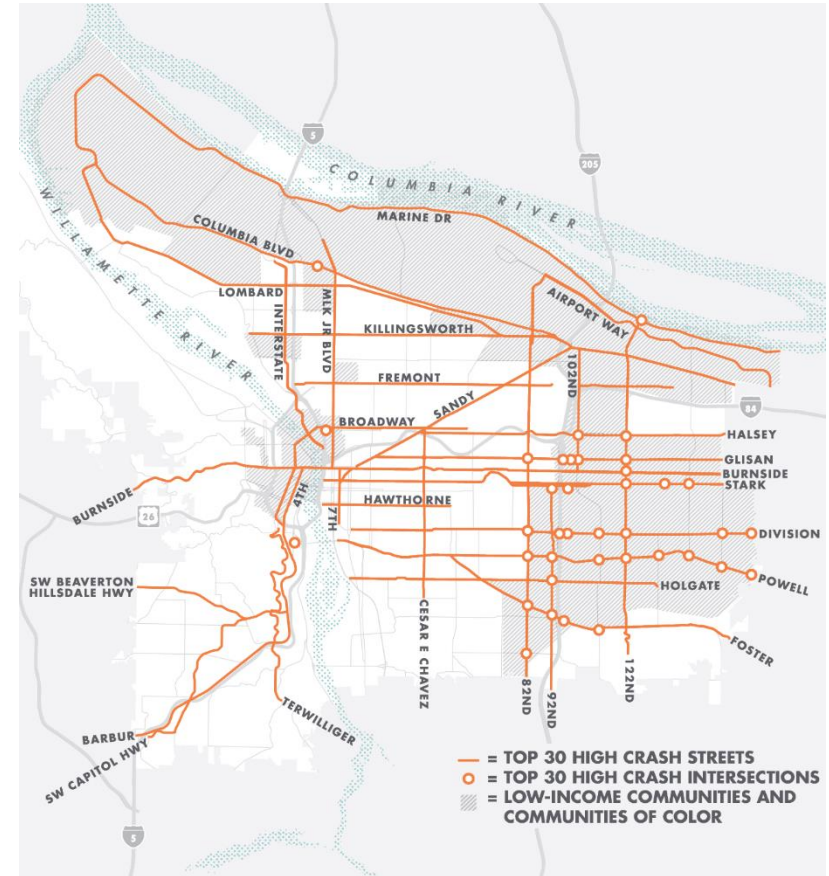
# Latest data for traffic deaths and serious injuries by travel mode, 2011-2020



# Portland deadly crash patterns and trends, 2022

## Persistent trends

- 70% traffic deaths on **High Crash Network** (only 8% of streets)
- 45% traffic deaths on streets with **speed limits** of 35 mph and higher (only 8% of streets)
- 44% (28 out of 64) traffic deaths were **pedestrians**
- Four people died **bicycling**
- **Speed and impairment** continue to be dangerous contributing factors





# Portland deadly crash patterns and trends, 2022

- **2022 death toll** matched the previous year's three-decade high
- 74% traffic deaths, and 93% pedestrian deaths, occurred in **low-light conditions**
- **Houseless community members** were 19% traffic deaths, and 36% pedestrian deaths, yet make up est. 0.7% Multnomah Co population
- 25% involved **vehicles running off the road**
- 27% involved **hit-and-run** crashes



# Traffic death rates in Portland, Oregon and U.S., 1990-2022



# Safe System guiding principles



**People make mistakes** that can lead to crashes



**The human body is fragile**; it has a limited physical ability to tolerate crash forces before harm occurs



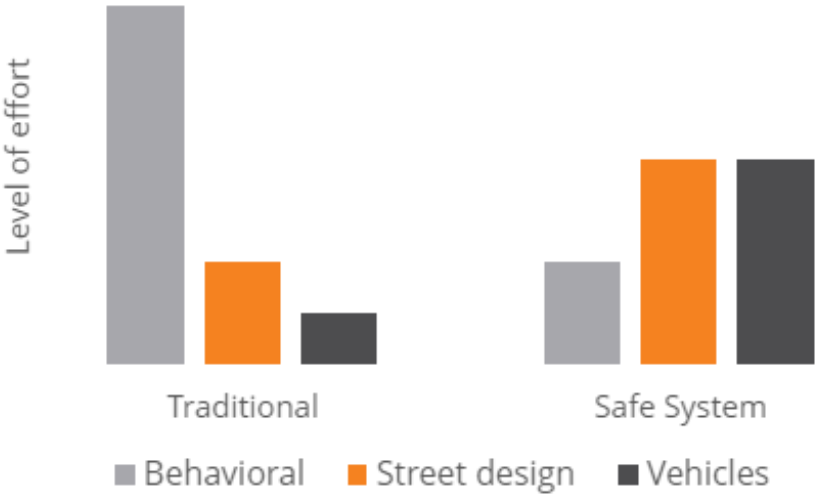
**Shared responsibility** exists among people who design, build, operate and use the road system



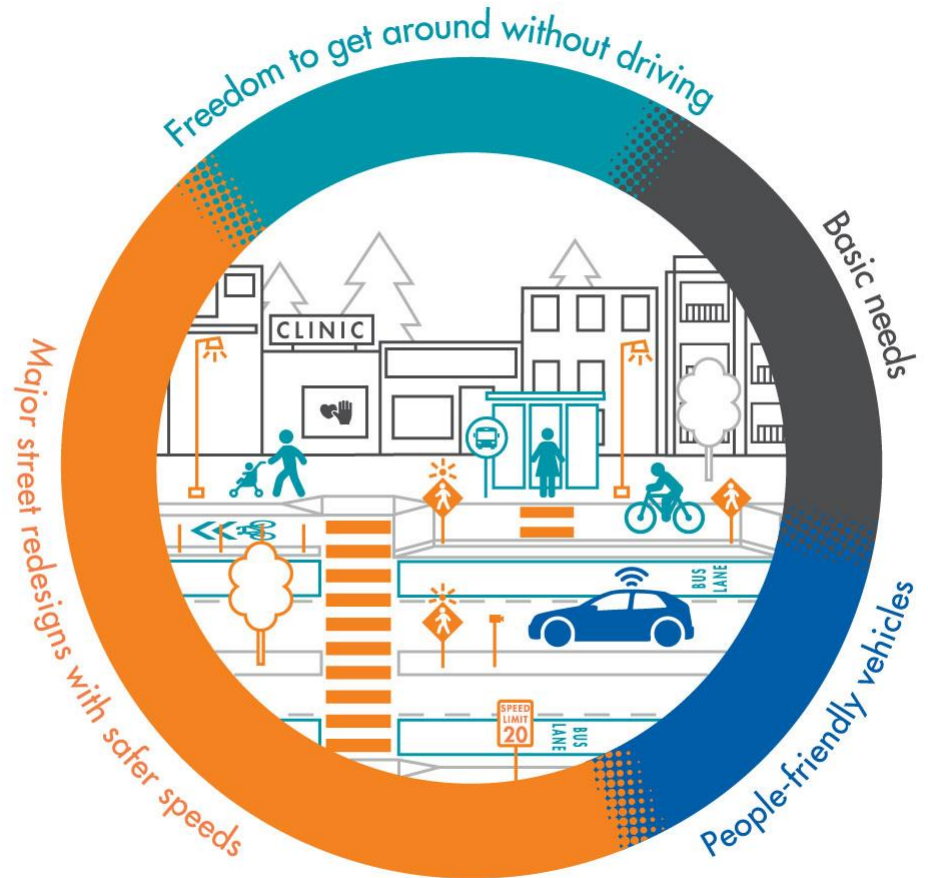
**System redundancy** provides protection when one part fails; All parts must be strengthened to multiply the effects

# Safe System approach

Rebalancing street safety efforts



**How does Portland  
achieve a safe  
system and our goal  
of no lives lost?**



# Vision Zero / Safe System priorities

- Design safe streets to protect human lives
- Protect pedestrians
- Reduce speeds citywide
- Create a culture of shared responsibility



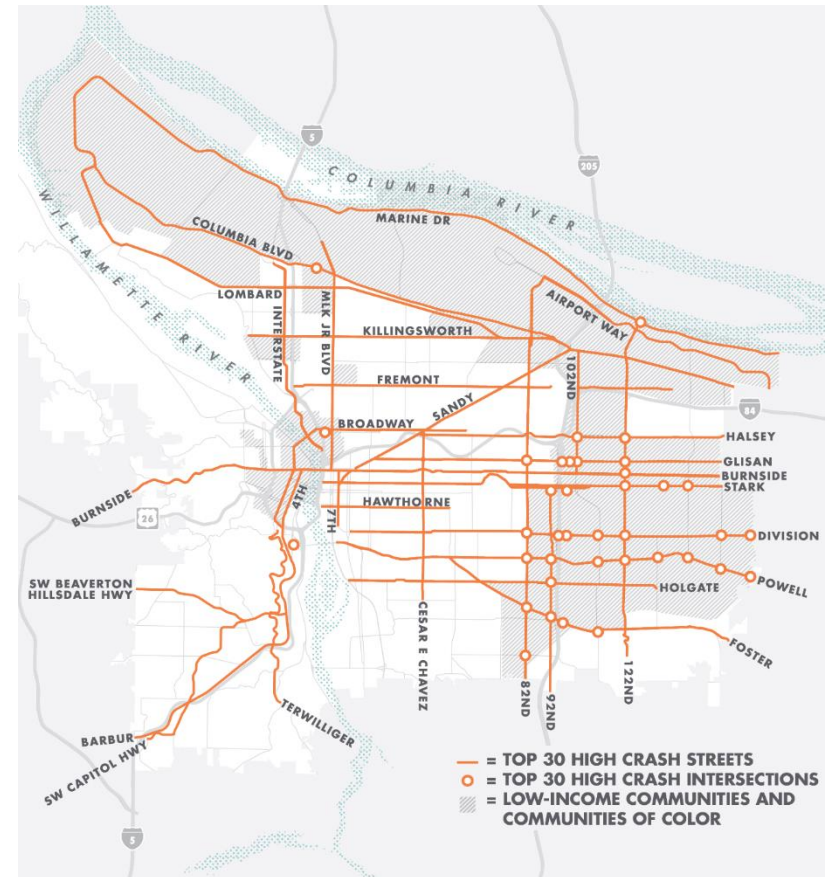
# Design Streets to Protect Human Lives

## High Equity Matrix score areas

A majority of traffic deaths (61%) occurred in areas of Portland with Equity Matrix scores of 8-10. These scores indicate locations with relatively high proportions of people who are low income and people of color.

## East Portland

42% of traffic deaths occurred in East Portland, which accounts for about one-quarter of Portland's population.



# Design Safe Streets – Large Capital Projects



Protected intersection at SE Division & 148<sup>th</sup> was constructed with the Outer Division Street Safety Project (from SE 80<sup>th</sup> to SE 174<sup>th</sup> avenues). The protected intersection shortens crossing distances, separates people driving from people walking and biking, and slows turning speeds with tighter corner radius.

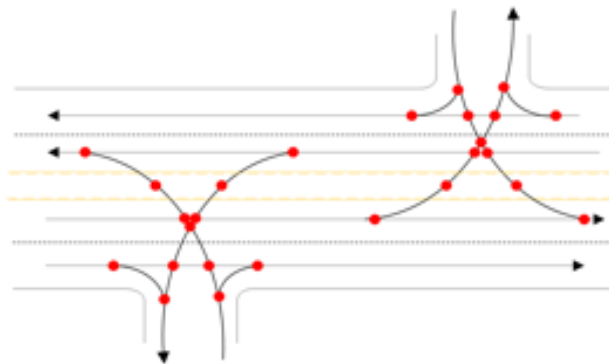


# Design Safe Streets – Large Capital Projects

- Medians significantly reduce turning conflicts, head on crashes and high risk cross-traffic movement
- 1 in 5 serious crashes involve a left turning vehicle

**22**

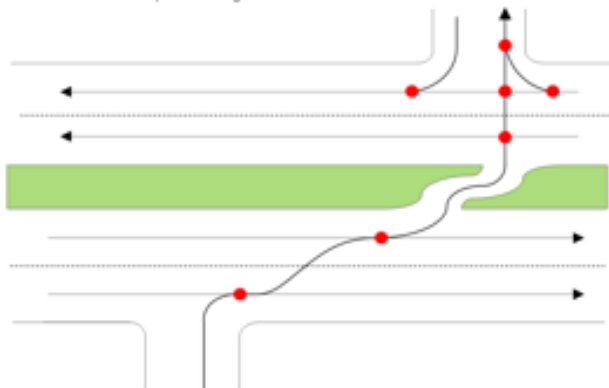
conflict points before median



• = a location where one person has the potential to crash into another person using the street

**8**

conflict points after median



# Design Safe Streets – 122<sup>nd</sup> Ave

**Street lighting** | Sandy to San Rafael

**Pedestrian crossings** | 7 crossings, Powell to Foster

**Speed reader boards** | 6 boards

**Signal upgrades to manage speed & safety** | 14 signals

**Intersection improvements** | Halsey, Glisan, Burnside, Powell

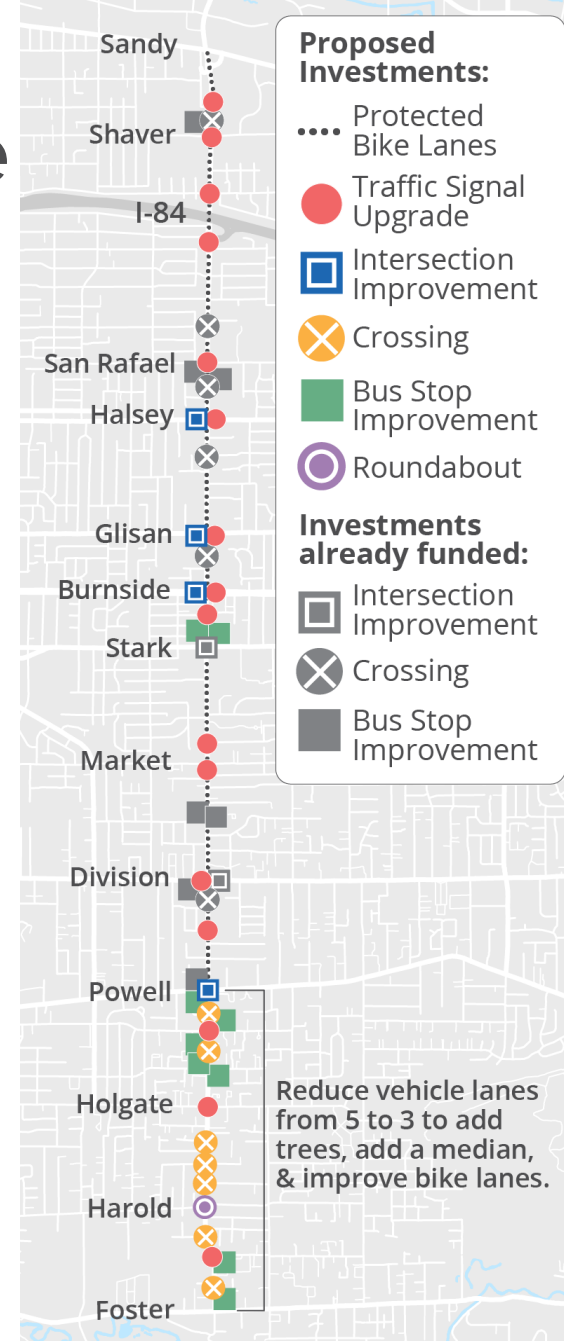
**Bus stop curb extensions** | 9 locations

**Protected bicycle/scooter lanes** | Sandy to Powell

**Trees** | Corridor-wide as possible + in median Powell to Foster

**Reduction of travel lanes (from 5 to 3)** | Powell to Foster

**Targeted engagement, activation & marketing**



# Design Safe Streets – Quick Build projects



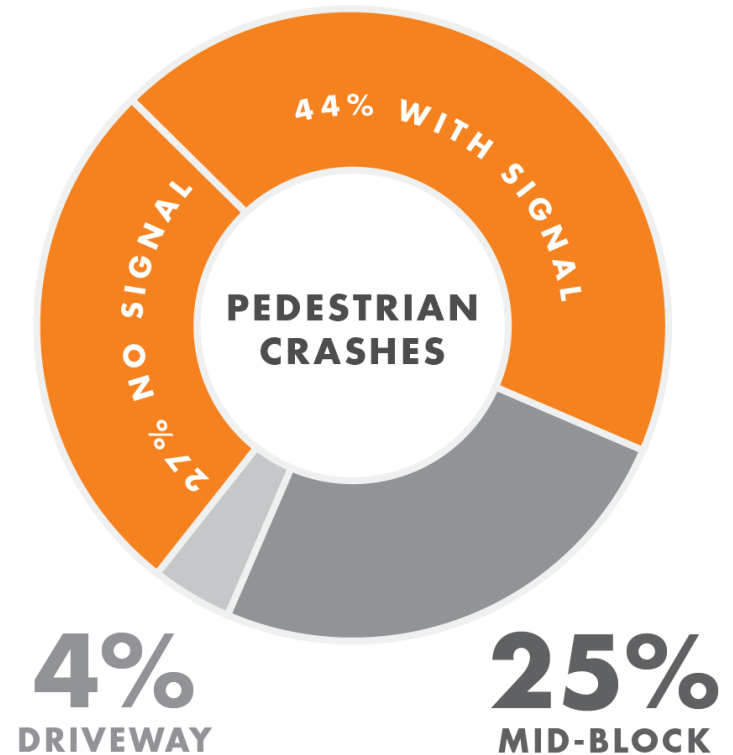
Left-turn calming has been installed at dozens of locations, including here at E Burnside & 55<sup>th</sup>. The bumps have two intended effects on driver behavior: (1) reduce turning speeds, which can give drivers more time to avoid a collision or reduce its severity, and (2) change the turning angle so that drivers more directly face a crosswalk.

# Protect pedestrians: Data

- In 2022, 93% of pedestrian fatal crashes occurred in low light
- Over 10 years 49% of all pedestrian crashes occur in low light
- 20% result from left-turning drivers failing to yield to pedestrians in the crosswalk at signalized intersections



**71%**  
INTERSECTIONS



# Protect pedestrians

Create clarity and separation for people walking

- Add “pedestrian head starts”
- Add “protected left turns”
- Increase the prevalence of marked crossings, refuge islands, and medians

Prioritize street lighting



# Reduce speeds citywide

- Set safe speed limits
- Redesign streets
- Neighborhood traffic calming
- Educate Portlanders about the impact of speed
- Enforce the speed limit (with both cameras and officers)



# Shared responsibility

- Community safety outreach
- Focused media campaigns
- Direct education – youth focus
- Paired enforcement and education
- Focus on dangerous behaviors



# Preview – next fiscal year

- Updated Action Plan
  - Focus areas through 2025
  - Evaluation summaries – what's working

