

Vision Zero Resolution

City Council Briefing

April 17, 2024



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Today's Resolution

Accept 2023 Deadly Traffic Crash Report
(April 2024)

Accept the Vision Zero Action Plan Update 2023-25
(Nov 2023)

Request ongoing collaboration amongst bureaus and partners to work together towards the City's shared goal of eliminating traffic deaths and serious injuries.

Where we've invested, we're seeing success

Over \$200M on the High Crash Network since 2017

- SE Hawthorne Street | **faster buses**, 59% reduction in 10+ mph speeding
- SW Beaverton-Hillsdale Highway | **70% crash reduction**
- SE Division Street (60th-80th) | **50% crash reduction**
- Lane reductions | **72% reduction 10+ mph speeding**
- Speed cameras | **94% reduction 10+ mph speeding**
- Left turn calming | **13% reduction turning speeds**
- Outer Division Street Safety Project (82nd-174th) | 210 respondent survey

60% of respondents say that the project has had a positive or very positive impact. 25% say it's about the same. 15% say it is worse.

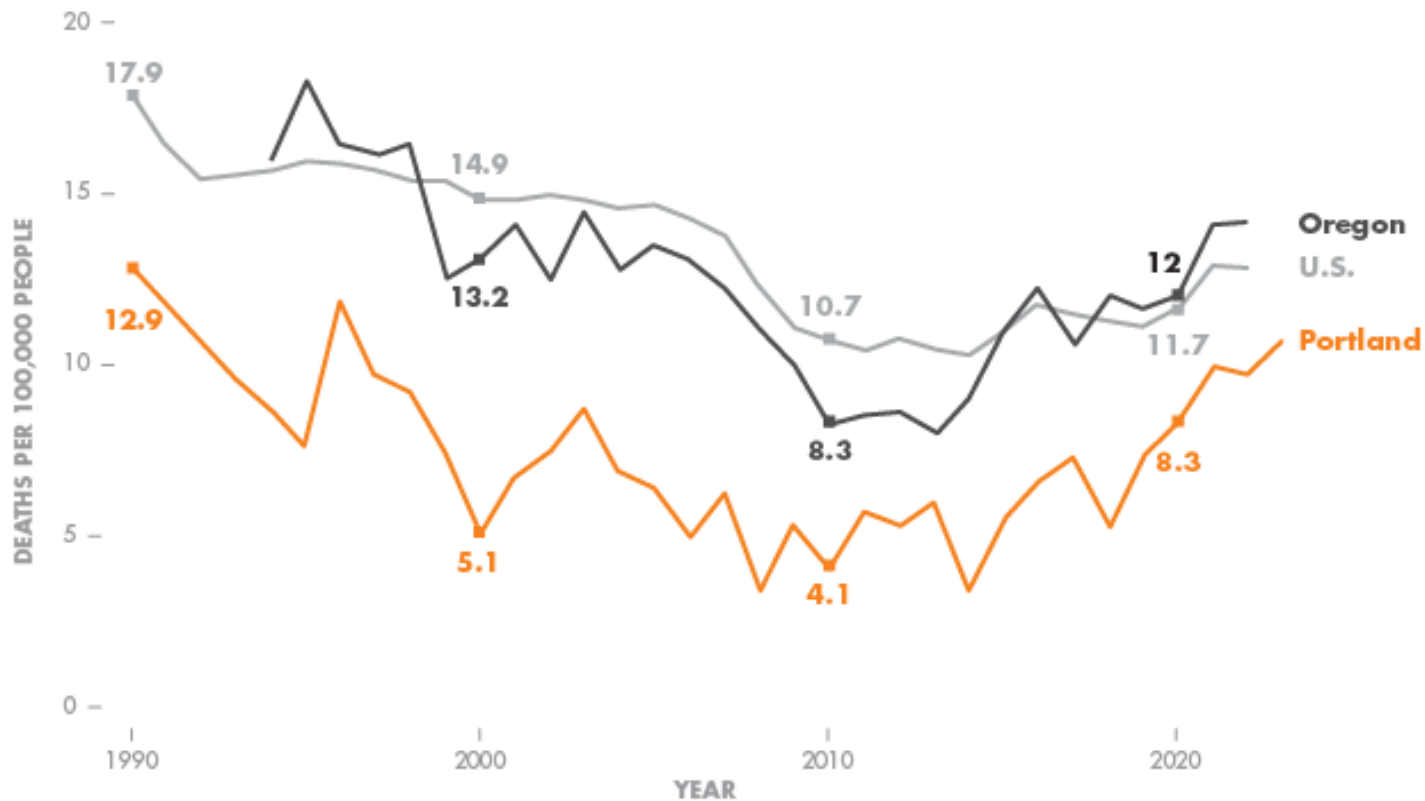


Portland 2023 Deadly Traffic Crash Report

Preliminary data

- **2023 death toll of 69** surpassed 2021's previous three-decade high.
- 69 people died in 64 traffic crashes. Four deadly crashes involved multiple fatalities.

Traffic death rates in Portland, Oregon and U.S., 1990-2023



We are not alone in rising traffic fatalities, but the situation is dire.

Who is dying in deadly crashes?

Preliminary 2023 data

Deaths	2023
People in vehicles	32
People on motorcycles	11
Pedestrians	24
People on bicycles	2
Total deaths	69

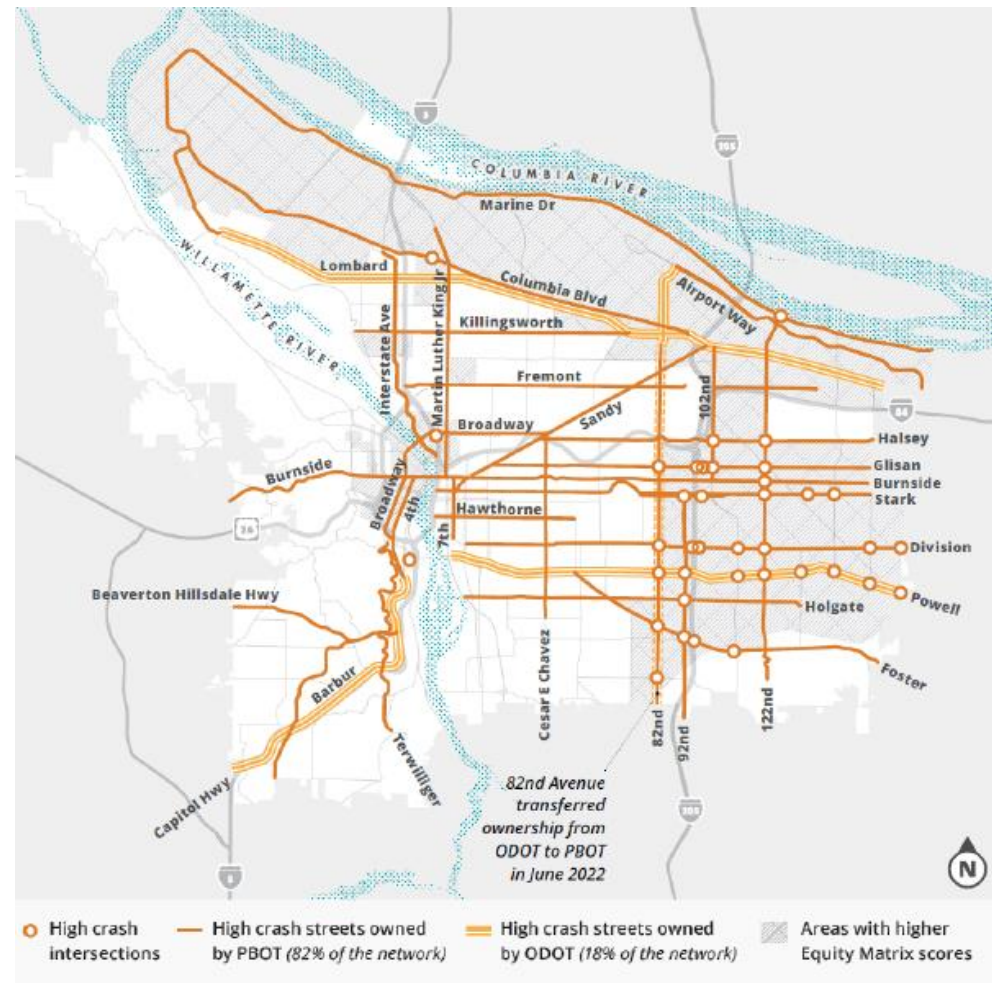


- 7 people who were 18 and younger
- 74% were identified as male
- 13 people living unhoused were killed in traffic crashes.
- 50% of pedestrian crashes we unhoused people (12 of 24)

Where are the deadly crashes?

Preliminary 2023 data

- 74% of traffic deaths are on the **High Crash Network** (8% of streets)
- 54% of traffic deaths this year on City streets with **four or more travel lanes** (4% of streets)
- 87% of traffic deaths are on streets with posted **speeds of 30 mph or higher**
- People die in traffic crashes in **East Portland** at 1.5x the rate compared to the rest of Portland (28 traffic deaths)



What's contributing to crash patterns and trends?

Preliminary 2023 data

- At least 40 people died in crashes with **speeding involved**;
- At least 19 traffic deaths are known to have **impaired driving** as a factor;
- 77% percent of traffic deaths occurred in **dark conditions**, which includes dusk, nighttime, and dawn, with a three-year average of 74%
- Of **pedestrian** deaths, 83% occurred in **dark conditions**, with a three-year average of 85%



What's different?

- Excessive speed in a majority of crashes
- Driving off the roadway – hitting fixed objects
- Other crimes / incidences preceding crashes
- Street racing events and individuals racing
- Erratic and unpredictable behavior for all road users
- Increased exposure of houseless community members
- Pedestrians crossing and traveling along freeways



Vision Zero Action Plan Update (2023-25)

Commitment: No person should die or be incapacitated from simply going about their day.



Data-Driven Focus | Equity data and traffic safety data lead to investment in the **High Crash Network**

Actions | 35 actions guide PBOT's work through 2025

Safe System approach | Transportation system is planned, designed, and operated to be forgiving of inevitable human error and physical limitations, so that serious injury outcomes are unlikely

PBOT Vision Zero / Safe System priorities

Design safe streets to protect human lives

- High crash street redesign (e.g., outer SE Division Street, outer SE Stark Street, 122nd Avenue)
- Increase lighting, create separation

Protect pedestrians

- Separate movements: Pedestrian head starts, protected left turns, No turn on red
- Medians and refuge islands
- New and enhanced crossings

Reduce speeds citywide

- Speed safety cameras
- Reduced speed limits
- Rest-in-red on multi-lane corridors at night
- Redesign streets for slower speeds

Create a culture of shared responsibility

- Focused education / data sharing with impacted communities and programming for youth
- Partner on focused enforcement of dangerous behaviors
- Collaborate with partners on prevention strategies



High Crash Network Investment

\$193M on the HCN, 66% in high equity areas

Projects recently completed

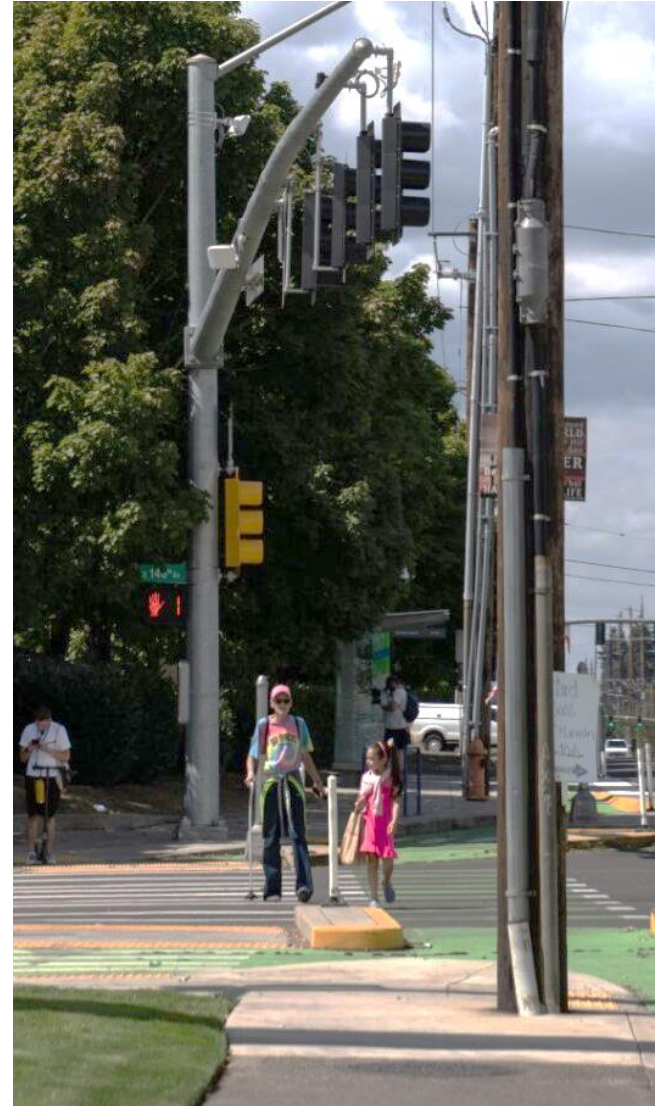
- **SE Division Street** | Multi-modal safety enhancements
- **NE Halsey Street** (114th-162nd) | Sidewalks, crossings
- **SW Broadway** | Road reorganization, protected bike lanes
- **SW Capitol Hwy** | Pedestrian & bicycle facilities, stormwater

Projects currently under construction

- **82nd Avenue** | Lighting, crossings

Projects expected to start construction in 2024

- **SW 4th Avenue** | Road reorganization, protected bike lane, bus lane
- **122nd Avenue** | Multiple crossings
- **NE Halsey Street** (65th-92nd) | Road reorganization, bike lanes, crossings, roundabout at 80th/81st
- **SE Stark-Washington, couplet** | Road reorganization on Stark, protected bike lanes, improved crossings
- **NE Killingsworth Street** | Crossings, lighting, improved bike lanes



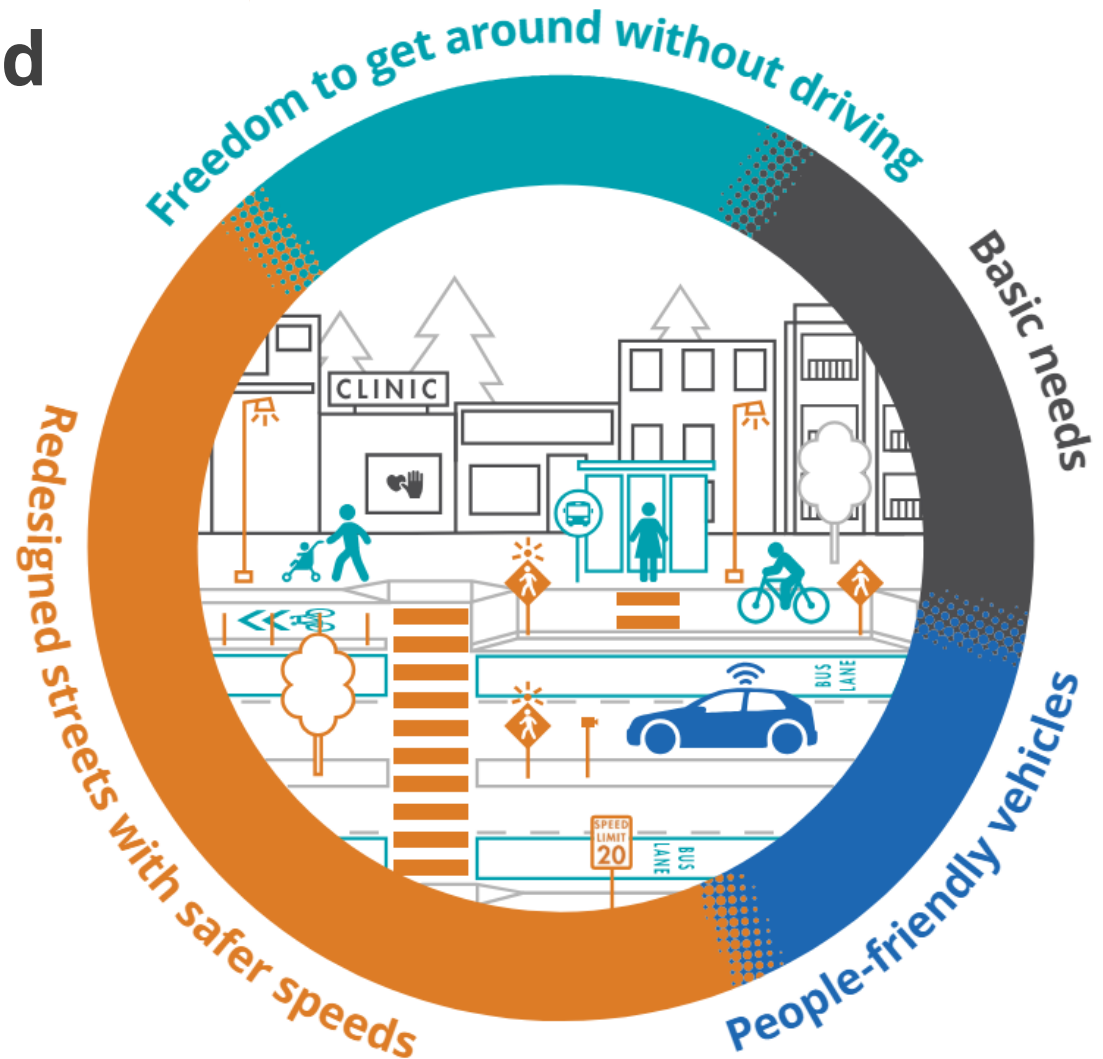
Focused systemic changes

Strategic investment addressing crash types and higher risk locations – pending budget decisions

- **Rest in Red** (\$40-50K per intersection)
- **Clearing corners** (\$500-700 per approach)
- **Separation of street users**
 - No turn on red (\$5K per intersection)
 - Pedestrian head start (\$2-3K per intersection)
 - Protected left turn (\$30-80K per intersection)
- **Tactical safety investment** on highest risk segments of the network
- **Speed limit reductions, education, and traffic calming**



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



Address real challenges and improve collaboration to save lives

Engage bureau directors and partners across the city

- Engage state leadership to increase enforcement resources for DUII and street racing
- Support increased staffing for PPB Traffic Division and training opportunities for DUII
- Collaborate with Portland Fire & Rescue on speed reduction and post-crash response
- Continue partnership that connects land use to transportation access and ongoing safety outcomes
- Share information with Community Safety regarding impact on neighborhoods of gun and traffic violence
- Increase collaboration with community partners to support impacted communities such as adding safety improvements for shelter sites



Bureau and Community Partner Testimony

Deputy Chief Frome, Portland Police
Bureau

Chief Gillespie, Portland Fire & Rescue

Director Oliveira, Bureau of Planning and
Sustainability

Director Bradway, Multnomah County
Community Services Division

Executive Director Lisha Shrestha,
Division Midway Alliance

Executive Director Zachary Lauritzen,
Oregon Walks

