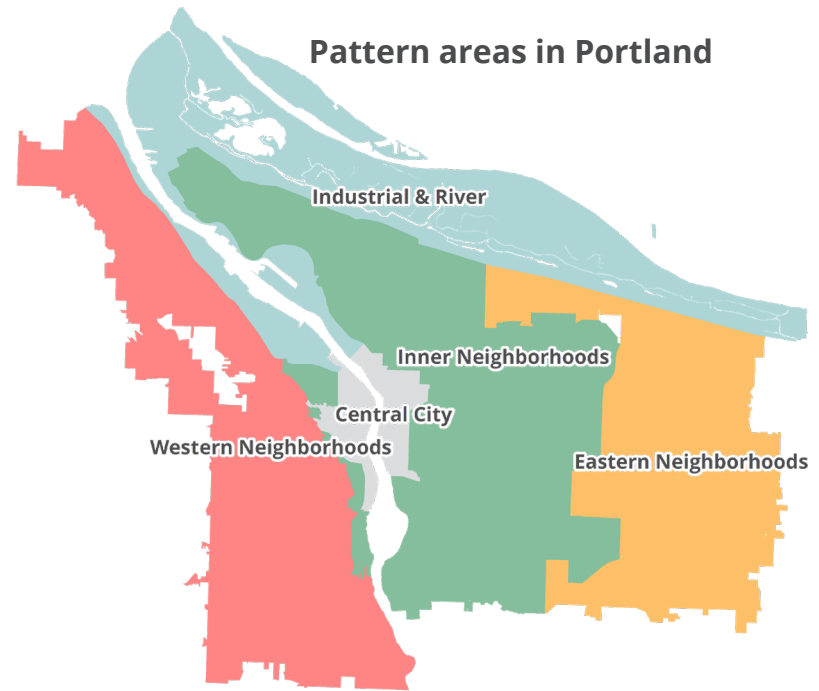


Performance measures (2018)

Number of people killed and seriously injured in traffic crashes in the City of Portland, disaggregated by mode, age, and geography, compared to prior years






		Deaths		Serious injuries	
		2018	2013-17 average	2017	2012-16 average ¹
Travel type	Total	34	36	285	238
	Walking	16	13	48	34
	Biking	2	2	12	22
	Auto/motorcycle	16	22	225	182
	Transit	0	0	0	0
Age	<18	1	1	20	16
	18-24	4	4	46	39
	25-44	8	14	110	96
	45-64	13	13	75	67
	65+	8	4	35	22
Location ²	Central	1	3	39	34
	Inner	5	13	107	94
	Western	1	3	24	19
	Eastern	18	12	69	64
	Industrial & River	8	5	38	22
	Bridges	1	0	8	5

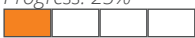
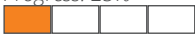

Data: Portland Police Bureau (2018), Oregon Department of Transportation (2012-17).
¹Complete crash data is available only through 2016. 2017 data is preliminary and limited to serious injuries and deaths.
²Pattern areas are defined in Portland's Comprehensive Plan (see map at right).



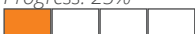



Pattern areas are defined by natural and built features.



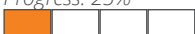
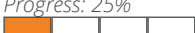
Action (w/timing)	Action description	Performance measure	2018 data	Data details
Overall 10-year	Eliminate traffic deaths and serious injuries Progress: 25% 	Number of people killed and seriously injured in traffic crashes in the City of Portland, disaggregated by mode, age, and geography, compared to prior years	See table above	
		Whether funding is secured from new local, regional, or state sources for implementation of Vision Zero actions	No new funding secured in 2018	Vision Zero continues to rely primarily on a combination of state and local funds
		Amount of Vision Zero infrastructure investment citywide and in low-income communities and communities of color	Citywide: \$31.9m Low-income communities and communities of color: \$29.7m	In 2017, PBOT invested \$15.4m, of which \$7.6m was in low-income communities and communities of color.




Action (w/timing)	Action description	Performance measure	2018 data	Data details
Street Design				
SD1 2-year	Build capital safety improvements on two segments and five intersections in the High Crash Network each year, prioritizing improvements in and engaging with low-income communities and communities of color <i>Progress: 25%</i> 	Number of segments and intersections in the High Crash Network receiving capital safety improvements compared to prior years	2 segments 6+ intersections	Segments: Foster Road Streetscape, Halsey-Weidler Streetscape Intersections: MLK & Alberta, West Burnside & 18th/19th, Holgate & 41st/42nd, Beaverton-Hillsdale & 35th, Powell & 31st, Powell & 34th (see SD6 for additional locations) In 2017, PBOT built capital safety improvements on 0 HCN segments and at 3 intersections.
		Annual average number of deadly and serious crashes on improved segments by mode compared to prior 5-year annual averages in the same segments	N/A (data not yet available)	PBOT will report pre- and post-project data as segments are completed.
SD2 2-year	Secure a stable state-level transportation funding source dedicated to safety <i>Progress: 100%</i> 	Creation of a stable, state-level funding source dedicated to safety	No new state-level funding sources in 2018	Passage of House Bill 2017 in 2017 is providing long-term funding for investments that include safety fixes on Portland streets.
SD3 2-year	Deploy a multi-agency fatal rapid response team to fatal crash locations to evaluate the site for safety enhancements <i>Progress: 100%</i> 	Percentage of deadly crash locations jointly reviewed by PBOT and PPB	100% jointly reviewed	Reviews may include field visits
SD4 2-year	Develop guidelines for installation criteria for marked pedestrian and bicycle crossings, including crossing enhancements, based on vehicle speeds and volumes, street characteristics, transit stops, and other factors <i>Progress: 75%</i> 	Percentage of marked pedestrian and bicycle crossings that meet guidelines	96% meet guidelines	Data current through early 2018.
SD5 2-year	Develop guidelines for installation criteria for protected bike lanes based on vehicle speeds, volumes, and other factors <i>Progress: 75%</i> 	Number of protected bike lane miles installed using the guidelines	0.8 miles of new protected bike lanes built in 2018 6.0 miles of protected bike lanes exist citywide	In 2017, PBOT built 1.7 miles of protected bike lanes



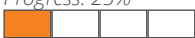
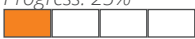
Action (w/timing)	Action description	Performance measure	2018 data	Data details
SD6 5-year	Review and provide recommendations for existing marked pedestrian crossings on the High Crash Network, including lighting, crossing enhancements, and spacing frequency. Prioritize improvements and new marked crossings <i>Progress: 25%</i> 	Number of existing marked pedestrian crossings improved annually in the High Crash Network	30 existing marked pedestrian crossings improved	Crossing enhancements occurred at 82nd & Davis, Foster, Woodstock, Flavel; 122nd & Shaver; Beaverton-Hillsdale & 30th, Shattuck; Broadway & 14th; East Burnside & 148th; West Burnside & 18th/19th; Capitol & Huber; Division & 76th; Foster & 58th, Cora, Holgate, 65th, 69th, 72nd; Fremont & 33rd; Glisan & I-205; Halsey & 74th ; MLK & Alberta; Powell & 21st, 24th, 26th, 31st, 33rd, 34th; Stark & I-205, 148th Note: Some locations have construction continuing into 2019.
		Number of new marked pedestrian crossings built annually in the High Crash Network	13 new marked pedestrian crossings	New crossings installed at 92nd & Market; Beaverton-Hillsdale & 35th; Foster & 74th, 84th; Fremont & 127th; Halsey & 106th, 112th; Holgate & 41st/42nd; Lombard & New York, Baltimore, Alta, Leavitt, Charleston
		Percentage of the High Crash Network system that meets marked crossing frequency guidelines	In 2018, 17% of the High Crash Network met guidelines.	Data reflects TSP classifications updated as part of the PedPDX Pedestrian Master Plan Update in 2018.
SD7 5-year	Improve safe pedestrian and bicycle access to transit stops along key bus routes, prioritizing the High Crash Network in low-income communities and communities of color, and where appropriate, in conjunction with increases in bus service frequency <i>Progress: 25%</i> 	Number of improved transit stops along bus routes 1) in the High Crash Network, and 2) within low-income communities and communities of color annually	1. 24 improved transit stops in the High Crash Network 2. 12 improved transit stops in the High Crash Network within low-income communities and communities of color	1. <ul style="list-style-type: none"> • 82nd & Davis, Foster, Woodstock, Flavel • NE 122nd & Shaver • SW Beaverton-Hillsdale & 30th, 35th, Shattuck • West Burnside & 18th/19th • SE Division & 76th • SE Foster & Cora, Holgate, 65th, 69th, 74th • NE Fremont & 33rd • NE Halsey & 74th • SE Powell & 21st, 24th, 26th, 34th • SE Holgate & 41st/42nd • N Lombard & New York, Baltimore 2. <ul style="list-style-type: none"> • 82nd & Davis, Foster, Woodstock, Flavel • NE 122nd & Shaver • West Burnside & 18th/19th • SE Foster & Holgate, 65th, 69th, 74th • SE Powell & 26th, 34th
SD8 5-year	Prioritize safety criteria in federal, state, regional, and local funding decision-making processes <i>Progress: 75%</i> 	Number of places where new safety criteria are included in federal, state, regional, and local funding decision-making processes	New regional safety criteria included in the 2018 update to the Metro Regional Transportation Plan adopted in December 2018	For the first time, Metro adopted the goal to eliminate all deaths and life-changing injuries from collisions by 2035. In support of this goal, the 2018 RTP update includes "prioritize projects that focus on safety in high crash corridors" as one of seven metrics used to allocate project funding.



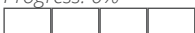


Action (w/timing)	Action description	Performance measure	2018 data	Data details
Impairment				
11 2-year	Work with driver-for-hire services (including taxi cabs, transportation network companies and other private companies), transit providers and bar owners to develop a targeted DUII program in Portland's entertainment district and other hotspots linked to DUII citations <i>Progress: 75%</i> 	Development of a targeted DUII program	Yes, continued to coordinate Safe Ride Home with partners	Safe Ride Home is a partnership to prevent impaired driving that offers free and discounted rides and promotes transit service. Safe Ride Home was held in 2019 on St. Patrick's Day, Cinco de Mayo, Oregon Brewers Festival, Halloween, and New Year's Eve.
		Number of safe ride vouchers used in targeted DUII program area compared to prior years	3,075 vouchers in 2018, compared to 3,389 vouchers in 2017	Includes the following 2018 holidays/events: St. Patrick's Day, Cinco de Mayo, Oregon Brewers Festival, Halloween, and New Years Eve on 12/31/2018.
12 2-year	Allow pre-payment for morning parking in specified districts (in combination with Action I.1) to encourage impaired drivers to leave their cars overnight without concern of getting a parking ticket or being towed <i>Progress: 75%</i> 	Number of parking districts with policies that allow for overnight parking through mid-morning	0 parking districts. Any new meter districts will have 10 a.m. start time.	City Council adopted the Performance Based Parking Management Manual, which directs new meter districts to begin enforcement at 10 a.m. This mid-morning start time facilitates overnight parking for individuals who may too impaired to drive safely.
13 2-year	Secure funding to increase the number of police officers trained as Drug Recognition Experts <i>Progress: 25%</i> 	Increased number of police officers trained as DREs	No, number of DRE officers not increased	Total number of PPB officers trained as drug recognition experts is 12, compared to 13 officers in 2017.
14 5-year	Utilize cannabis or alcohol tax revenue to increase funding for DUII drug and mental health preventions and for treatment services <i>Progress: 75%</i> 	Legislation passed to increase funding	Cannabis: Legislation passed in 2016 increasing funding for drug and alcohol treatment, public safety investments, and support for neighborhood small businesses. Alcohol: No new legislation	Cannabis: 20% of statewide tax revenue for alcohol, drug, and mental health services. A portion of the 3% Portland tax is dedicated to Vision Zero. Alcohol: 4% of statewide tax revenue for alcohol, drug, and mental health services

Action (w/timing)	Action description	Performance measure	2018 data	Data details
I5 5-year	Increase access and expand referrals to the DUII Intensive Supervision Program (DISP) <i>Progress: 0%</i> 	Number of participants in DISP program after legislation compared to before	No legislation passed	DISP participant details: <ul style="list-style-type: none"> • 181 DISP participants in 2018 (224 in 2017) • 53 successfully completed (54) • 107 are actively reporting and on probation (140) • 13 were revoked (17) • 7 went on warrant status (11) • 1 transferred out of the program (2)
Speed				
S1 2-year	Pilot speed safety cameras on four high crash corridors in the first two years; expand program to additional high crash corridors following the pilot <i>Progress: 75%</i> 	Number of speeding-related citations issued by speed safety cameras compared to baseline	41,463 citations issued in 2018, compared to 43,015 citations in 2017	<ul style="list-style-type: none"> • SE 122nd: 3,361 • SW Beaverton-Hillsdale: 9,273 • SE Division: 23,047 • NE Marine: 5,782 <p>Marine Drive cameras began issuing citations on 3/22/2018, all other cameras active for full year.</p>
		Percentage decrease of autos traveling over posted speed after speed safety cameras were installed	57% decrease, on average	<ul style="list-style-type: none"> • SE 122nd: 68% decrease • SW Beaverton-Hillsdale: 61% decrease • SE Division: 47% decrease • NE Marine: 50% decrease
S2 2-year	Gain local authority for speed reduction on City of Portland streets; prioritize setting safe speed limits in the High Crash Network <i>Progress: 50%</i> 	Obtainment of local authority for speed reduction	Obtained partial authority in 2017	Speed limits remain under control of the state. Passage of HB 2682 in 2017 allowed Portland to reduce speeds on residential streets to 20 miles per hour in 2018.
		Number of street segments where posted speeds have been reduced	In addition to reducing the speed limit on all residential streets, PBOT reduced the speed limit on 34 segments of 30 streets.	View the complete list of streets at visionzeroportland.com .
S3 2-year	Improve street design to support safe speeds in conjunction with posted speed reduction on four to six streets (not including SD.1 improvements) annually in the High Crash Network, prioritizing improvements in and engaging with low-income communities and communities of color <i>Progress: 100%</i> 	Number of high crash corridors receiving speed improvements each year	3 streets received speed improvements	<ul style="list-style-type: none"> • Lombard Street (multiple marked crossings from New York to Charleston, updated speed limit from Buchanan to Russet) • Marine Drive (speed safety cameras at 33rd & 138th, updated speed limit from Marine Way to 33rd) • Powell Boulevard (lighting, high visibility striping, multiple enhanced crossings from 20th to 34th)
		Percentage decrease of autos traveling over posted speed after improvements	50% average decrease	Percent of people driving over speed limit post-improvement compared to pre-improvement: <ul style="list-style-type: none"> • Lombard Street: data not yet available • Marine Drive: 42% eastbound and 31% westbound compared to 84% eastbound and 76% westbound • Powell Boulevard: data not yet available

Action (w/timing)	Action description	Performance measure	2018 data	Data details
Dangerous Behaviors				
D1 2-year	Focus traffic enforcement on the High Crash Network and on behaviors contributing to fatal and serious injury crashes (including speed, impairment, and dangerous behaviors); de-emphasize less serious infractions <i>Progress: 75%</i> 	Percentage of citations focusing on identified dangerous behaviors, within Portland at large and in the High Crash Network	65% of citations issued in 2018 by the Traffic Division related to a dangerous behavior, of which 52% were on a High Crash Network street	"Dangerous behaviors" include the following violations: careless/reckless driving, distracted, DUII/Substance related, passing, safety belt, speed, traffic control devices, turning, and vulnerable road user. The data refers only to Traffic Division officers. Data: Portland Police Bureau
D2 2-year	Use data-driven process to reorganize and expand red light safety camera program <i>Progress: 25%</i> 	Number of new red light safety cameras on Portland streets compared to baseline Annual average number of deadly and serious crashes at red light camera intersections after installation, compared to 5-year annual averages prior to installation	0 new cameras 0 deaths at all camera locations before and after camera installation 2.7 injuries annually on average post-camera installation compared to 4.64 injuries annually on average pre-camera installation (all injury severities are included to ensure sufficient data)	Will expand after existing contract expires on April 1, 2019 Data includes all injury crashes involving ignoring a traffic signal (DIS-RAG, DIS-TCD and DIS-SIG). Annual average data at all camera locations with installation date (post-camera injuries pre-camera injuries): <ul style="list-style-type: none">• SW 4th & Jefferson, 2007: 1.2 3.6• NE Broadway & Grand, 2003: 2.1 2.4• W Burnside & 19th, 2002: 0.2 1.8• SE Foster & 96th, 2009: 7.1 9.2• NE Grand & Burnside, 2001: 2.1 7.4• SE Grand & Madison, 2002: 2.0 2.6• NE Sandy & Chávez, 2001: 1.0 2.2• SE Stark & 99th, 2008: 3.3 3.6• SE Stark & 102nd, 2008: 2.7 6.8• SE Washington & 103rd, 2008: 5.6 6.8 Data: Oregon Department of Transportation (1996-2016)
D3 2-year	Include Vision Zero content in driver trainings for public agencies and contractors, and for private companies <i>Progress: 25%</i> 	Number of public and private agencies incorporating Vision Zero content in employee driver trainings	1 City of Portland agency, plus City of Portland as a whole	In 2017 the City of Portland Bureau of Environmental Services developed a Vision Zero training that all contractors are expected to complete. In 2018, the City of Portland added Vision Zero content to classroom-based Defensive Driver training that is required for certain City employees.
D4 2-year	Increase access and expand referrals to traffic schools and other forms of traffic safety education for all road users <i>Progress: 25%</i> 	Percentage of moving violations that offer driver diversion	2,429 people attended a traffic safety class in lieu of receiving a fixed speed safety camera citation	Data is from July 2018 through November 2018. Diversion for fixed speed safety camera violations was not available prior to July 2018. Data is not yet available for December 2018.

Action (w/timing)	Action description	Performance measure	2018 data	Data details
D5 5-year	Revise current Oregon distracted driving law to remove loopholes and be consistent with federal guidance <i>Progress: 100%</i> 	Oregon law revised to remove loopholes and be consistent with federal guidance	Yes, revised law took effect Oct. 1, 2017	Revised law facilitates enforcement and expands diversion options
D6 5-year	Support legislation to increase funding for and access to driver education, frequency of testing, and inclusion of urban transportation safety in test materials <i>Progress: 0%</i> 	Increasing access to driver education and/or frequency of driver testing was placed on the City's legislative agenda	No, not specifically placed on 2019 agenda	The City of Portland's 2019 State Legislative Agenda includes an objective to "support legislation that advances Vision Zero and helps reduce traffic fatalities and serious injuries."
		Legislation passed to increase access to driver education	Yes, legislation passed in 2017	Revised distracted driving law (HB 2597) allows for suspension of fine for first offense if course completed
		Legislation passed to increase the frequency of driver testing	No, legislation not passed in 2018	The City of Portland's 2019 State Legislative Agenda includes an objective to "support legislation that advances Vision Zero and helps reduce traffic fatalities and serious injuries."
		Number of students who completed driver education through the increased funding and access	0 students	Funding and access not yet increased
D7 5-year	Develop and implement safety measures on heavy trucks owned or contracted by the City, including but not limited to truck sideguards, sensors, additional mirrors, educational messaging and enhanced driver safety training. Phase I: Education outreach for all and City fleet upgrades; Phase II: City contractors and service providers install truck upgrades <i>Progress: 25%</i> 	Percentage of city fleet trucks with safety measures implemented	0% trucks (funding has been secured for implementation in 2019-20)	Many fleet trucks have been outfitted with materials having effects similar to truck sideguards, but they have not been assessed for compliance with national safety standards. PBOT has secured funding for nationally compliant city fleet truck safety measures, and expects to retrofit trucks starting in 2019.
		Percentage of contractor and service provider fleet trucks with safety measures implemented	A City of Portland pilot project has installed sideguards on 18 contractor and service provider trucks. The Bureau of Planning & Sustainability is leading the pilot project under leadership from the Planning & Sustainability Commission.	
		Number of injuries, serious injuries or deaths, by mode, that involve heavy trucks	1,066 people were injured in 2012-16 and 22 people died in crashes in 2014-18 involving heavy trucks, compared to 1,189 injuries in 2011-15 and 36 deaths in 2013-17	<ul style="list-style-type: none"> # people injured, 2012-16: 17 walking, 16 biking, 0 using transit, 1,033 in motor vehicles # people seriously injured, 2012-16: 0 walking, 5 biking, 0 using transit, 36 in motor vehicles # people killed, 2014-18: 3 walking, 5 biking, 0 using transit, 14 in motor vehicles

Action (w/timing)	Action description	Performance measure	2018 data	Data details
Engagement & Accountability				
EA1 2-year	Conduct multi-component education campaigns to build public awareness and leverage Vision Zero actions <i>Progress: 50%</i> 	Number of multi-component campaigns conducted compared to prior years	13 trainings, 9 tabling events, 2 crosswalk education & enforcement actions, 12 '20 is plenty' distribution events. Created and distributed Struck messaging focused on the impact of speed, the first citywide Vision Zero campaign.	Trainings and tabling events provide people with skills and tools to navigate Portland streets safely. Trainings are tailored to the needs of community groups. PBOT will launch a refreshed Struck campaign in 2019.
EA2 2-year	Form agency-led "street teams" that engage people driving, walking, biking and taking transit to raise awareness of Vision Zero and moving safely through Portland <i>Progress: 50%</i> 	Number of street team events held in low-income communities and communities of color	8 street team events	Events held on SE 122nd Avenue, NE Broadway Street, SE Chávez Boulevard, SE Division Street, NE Multnomah Street, SE Powell Boulevard, and SE Stark Street within low-income communities and communities of color
		Number of street team events held citywide	11 street team events	PBOT and partners held 11 street team events in 2018 near SE Division Street & 82nd Avenue, SE 122nd Avenue & Stark Street, Midland Library on SE 122nd Avenue, SE Chávez Boulevard & Hawthorne Boulevard, SE Stark Street & 160th Avenue, SE Powell Boulevard & Chávez Boulevard, NE Multnomah Street & 6th Avenue, NE Oregon Street & 8th Avenue, NE Multnomah Street & 9th Avenue, NE Broadway Street & 14th Avenue, SE 82nd Avenue & Division Street.
EA3 2-year	Develop targeted engagement for middle and high school students in traffic safety through the Safe Routes to School program, with a focus on empowering youth leadership to promote safe transportation in their own school communities, prioritizing low-income communities and communities of color <i>Progress: 25%</i> 	Number of students involved in traffic safety programs, in Portland at large and in low-income communities and communities of color	0 middle school students 0 high school students	Program development underway.
EA4 2-year	Regularly cross-check trauma data from the Oregon Health Authority against Oregon Department of Transportation crash data to identify demographic patterns (age, race/ethnicity), geographic patterns, and misreporting or under-reporting of serious injury crashes <i>Progress: 25%</i> 	Frequency of cross-checks between trauma (OHA) and ODOT crash data	0 cross-checks	Hired Vision Zero Data Analyst in 2018 to enhance staff capacity. Working on this action with Multnomah County Health Department and Oregon Health Authority
		Percentage of unmatched records in both OHA and ODOT data sets for serious injury crashes	Unknown	Working on this action with Multnomah County Health Department and Oregon Health Authority

Action (w/timing)	Action description	Performance measure	2018 data	Data details
EA5 2-year	Improve timeliness of deadly and serious crash data processing and reporting <i>Progress: 50%</i> 	Period of time between end of year and when deadly and serious injury crash data have been processed and reported	2017 data: 8 to 11 months 2016 data: 5 months	Received preliminary 2017 summary data from ODOT in September 2018 and preliminary record-level data including deaths and serious injuries in December 2018 Received preliminary 2016 summary data including deaths and serious injuries in June 2017.
EA6 2-year	Include review of traffic crash data, equity data, and traffic safety performance at monthly Portland Bureau of Transportation and Portland Police Bureau Traffic Division meetings <i>Progress: 100%</i> 	Occurrence of monthly meetings	Yes, held monthly meetings	Continuing in 2019
EA7 5-year	Create a community grant program to support a variety of safety-related efforts, including but not limited to street design visioning, outreach and education, and collaborative safety improvements in low-income communities and communities of color within the High Crash Network <i>Progress: 0%</i> 	Number of community grants awarded in low-income communities and communities of color	0 grants	Funding not yet identified
		Number of community grants awarded citywide	0 grants	Funding not yet identified
EA8 5-year	Secure increased funding and personnel to staff timely investigation of deadly crashes <i>Progress: 0%</i> 	Increased funding and personnel for investigation of fatal crashes	No, funding not increased	Funding not yet identified
EA9 5-year	Improve data collection on speed, impairment, and distraction at serious and deadly crashes <i>Progress: 100%</i> 	Percentage of serious and fatal crashes for which impairment was examined/ investigated	100% of deadly and serious injury crashes investigated by the Major Crash Team that meet national reporting criteria	During every Major Crash Team callout, investigators look for the key contributors to the crash which include, but are not limited to, impairment by drugs or alcohol, speeding and distracted driving due to an electronic device. Depending on their initial observations, the examination of these factors may be very cursory such as asking a few questions of the driver/ witnesses or scrolling through a phone, or they may be very in depth where a search warrant is obtained to gain a blood draw from the driver, downloading the contents of the data recorder in the vehicle or downloading the contents of a smart phone. If evidence of speeding, impairment or distracted driving was obtained, the evidence will be collected and documented. Data: Portland Police Bureau
		Percentage of serious and fatal crashes for which speeding was examined/ investigated	100% of deadly and serious injury crashes investigated by the Major Crash Team that meet national reporting criteria	
		Percentage of serious and fatal crashes for which distracted driving was examined/ investigated	100% of deadly and serious injury crashes investigated by the Major Crash Team that meet national reporting criteria	

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