

VISION ZERO ACTION PLAN

SAVING LIVES WITH SAFE STREETS

Vision Zero speed management

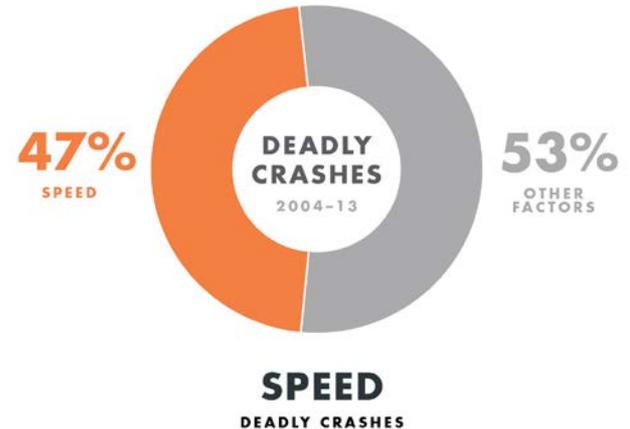
APBP | August 26, 2019 | Portland Bureau of Transportation | Catherine Ciarlo, Active Transportation + Safety Division Manager

Today

1. Why this work matters
2. A multi-faceted approach
3. The challenge of changing culture



Speed is a factor in nearly half of Portland's deadly crashes



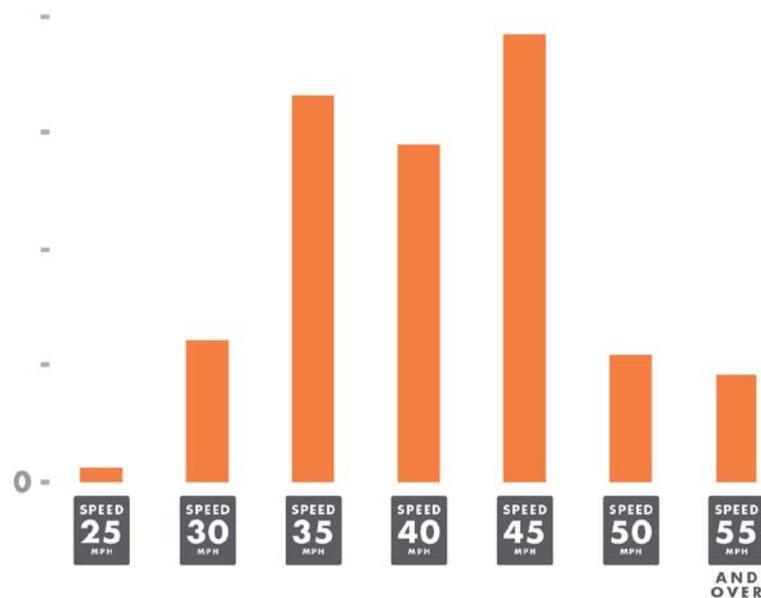
SOURCE: 2004-13 PORTLAND CRASH DATA
Includes crashes which involved speeding or driving too fast for conditions



More people are killed and injured on higher-speed streets

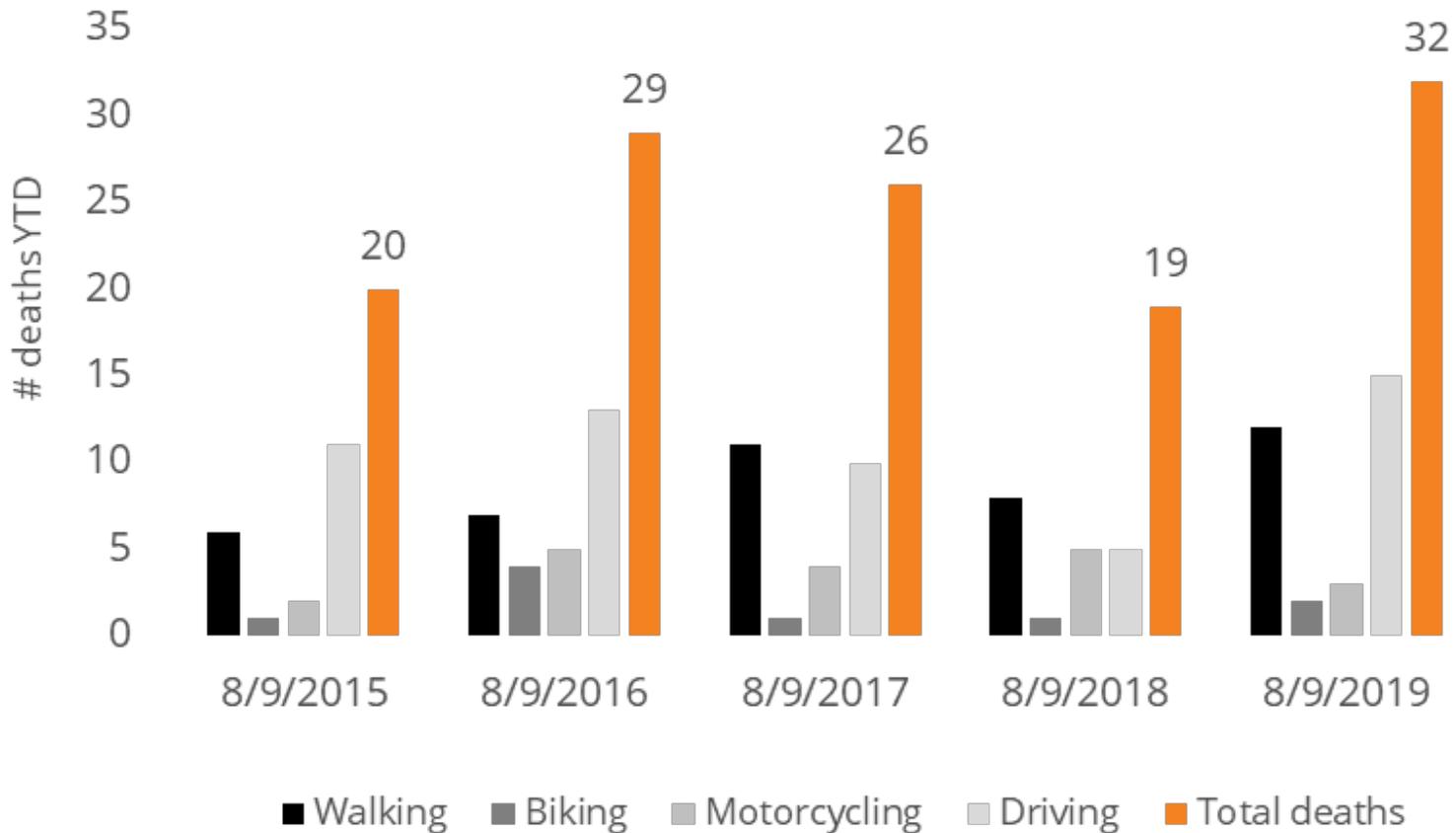
1 DEATH -
PER MILE

228 miles in Portland



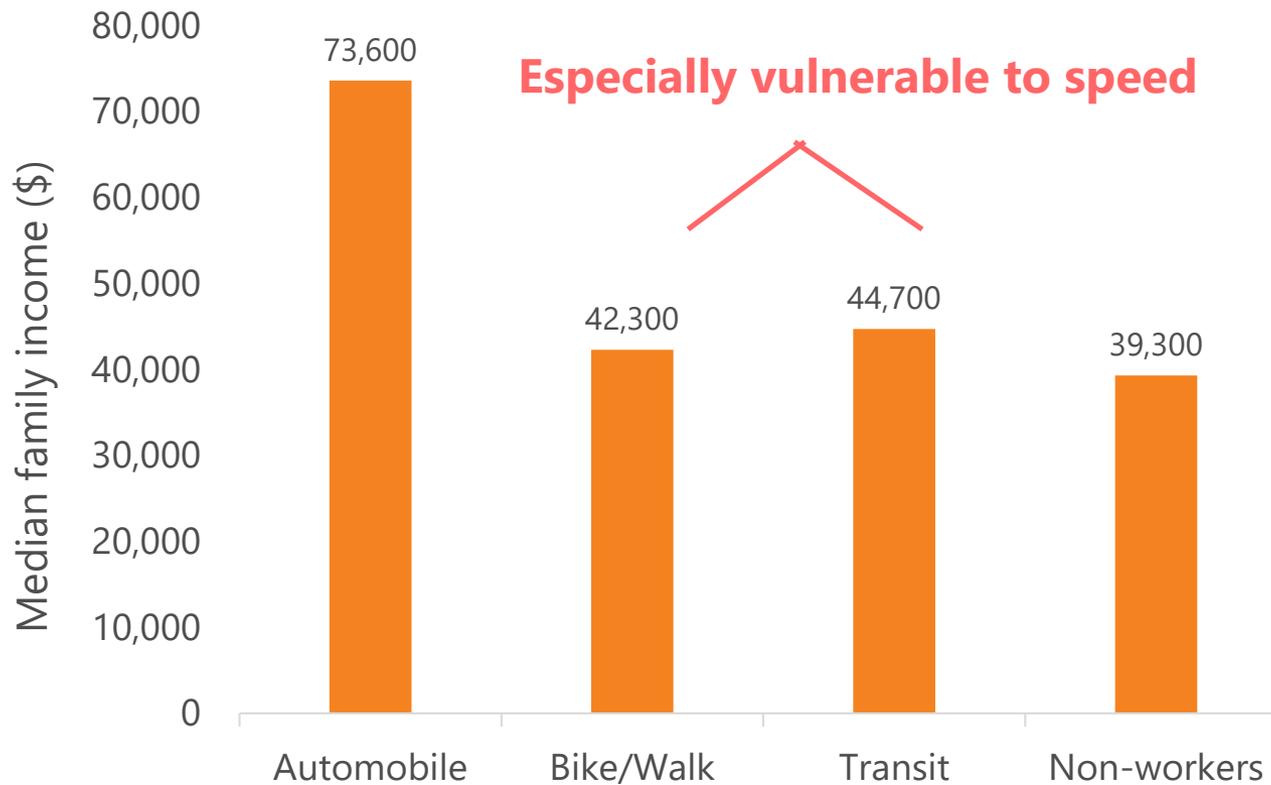
**TOTAL DEATHS PER ROADWAY MILE
OF POSTED SPEED LIMIT**

Pedestrians are especially vulnerable



Note: Transit not shown due to zero transit passenger deaths during this period.

Speed is not an “equal opportunity” danger



Source: American Community Survey (2011-15), via IPUMS, courtesy City Observatory

Higher speeds discourage walking

What makes walking difficult in PDX?

Sidewalks/ walking paths missing on BUSY streets

Not enough safe places to cross busy streets

People driving too fast on RESIDENTIAL streets

People driving too fast on BUSY streets

Drivers not stopping for pedestrians crossing the street

Sidewalks/ walking paths missing on RESIDENTIAL streets

Poor lighting

Buckled/ cracked/ uplifted sidewalks, or other tripping hazards

Missing curb ramps at intersections

Not enough time to cross the street

Citywide

4.66

4.46

4.44

4.29

4.29

3.95

3.62

3.46

3.22

3.08

Figure 3: Barriers to Walking - Citywide Average Point Values (from 1-6). The figure shows that the top barriers to walking identified by survey respondents citywide are "Missing sidewalks on busy streets," "Not enough safe places to cross busy streets," "People driving too fast on residential streets," and "People driving too fast on busy streets."

Slowing speeds requires a comprehensive approach

- Redesign dangerous streets
- Enforcement to address dangerous behaviors
- Set safe speed limits
- Create a culture of safe speeds



Street design: from **this**



... to this



Rendering by Jake Marshall, ASI A

High Crash Network safety projects

2019

- NE 102nd Avenue
- NE Glisan Street
- NE Halsey-Weidler
- NE Marine Drive
- SE Foster Street

2020

- SE Division Street (outer)
- SE/NE 122nd Avenue
- SW Capitol Highway

Vision Zero enforcement: critical but complicated

“The enforcement actions in this plan are limited in order to reduce the possibility of racial profiling and disparate economic impacts”

Vision Zero Action Plan, December 2016

Automated enforcement shows promising results

Reduction in speeding:

- **57% decrease** in number traveling over the posted speed
- **85% decrease** in number travelling >10 mph over the posted speed



Taking a “safe systems” approach to setting speeds

Safe system approach:

Context sensitive

Set speed limits based on

- likely crash types
- resulting impact force
- the human body’s ability to withstand these forces

Standard approach:

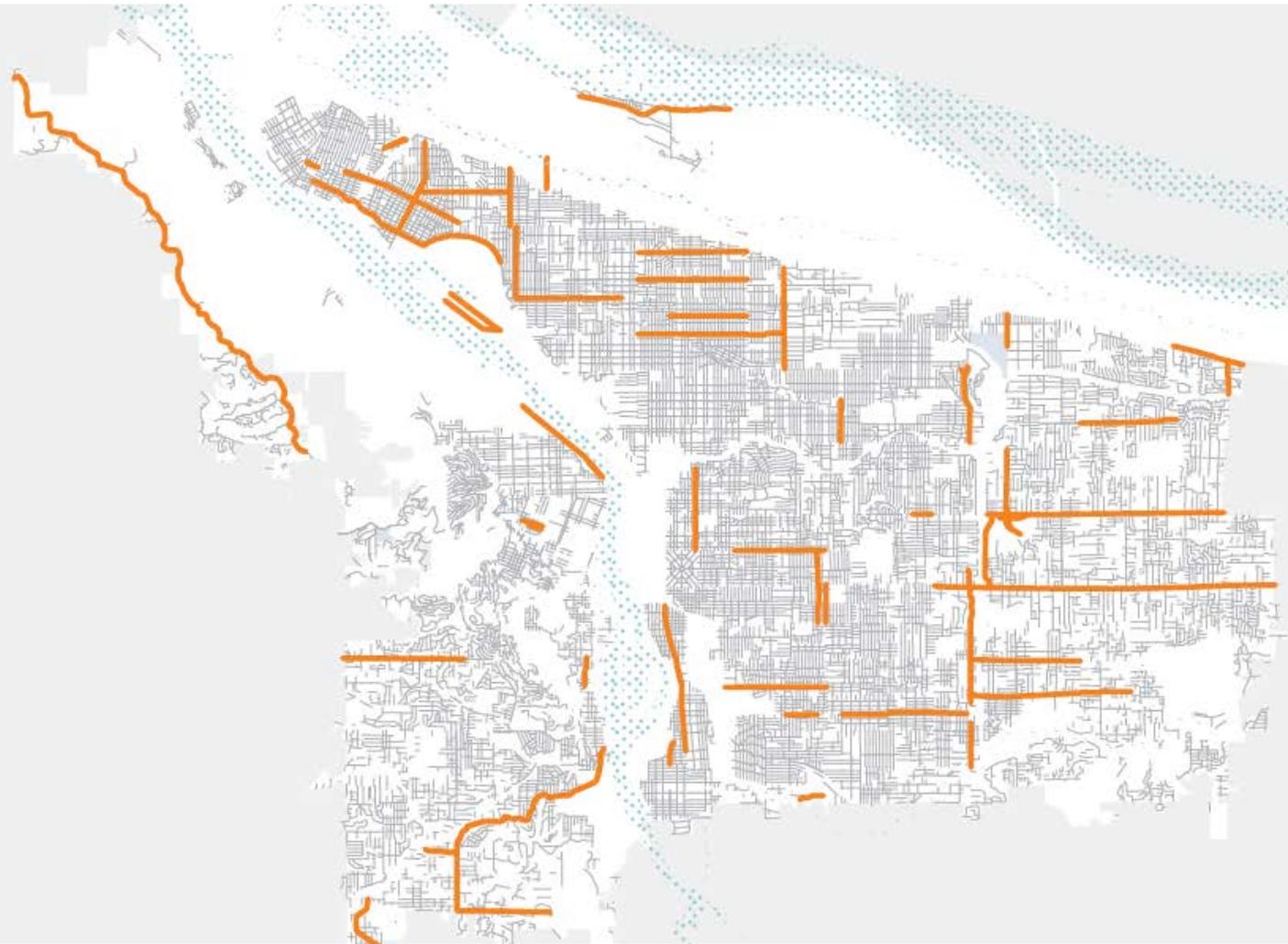
85th percentile

Set speed limits based on the assumption that most drivers choose reasonable and safe speeds

Lowering speed limits citywide

RESIDENTIAL SPEED
REDUCTION —

NON-RESIDENTIAL SPEED
REDUCTION —



59

**NEW SPEED
REDUCTIONS**

on 76 miles of non-
residential streets
2017-18

Local control: a key piece of setting safe speeds



Education helps create a culture of safe speeds



20 MPH IS PORTLAND'S NEW SPEED LIMIT ON RESIDENTIAL STREETS

- The new speed limit takes effect April 1, 2018 and PBOT will be installing signs to reflect the change.
- Slower driving speeds help prevent crashes and, when crashes occur, reduce the harm that results.



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“Struck” citywide awareness campaign



Thank you!

