

Vision Zero for Portland

Private-For-Hire Transportation Advisory Committee

April 25, 2016



Saving Lives with Safe Streets

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Portland Bureau of
Transportation
Vision Zero Program



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Plan for today

1. Vision Zero snapshot
2. Our most dangerous roads
3. Why people are dying on our roads
4. Potential actions relevant to PFH Transportation
5. Group discussion

Vision Zero goal

Vision Zero is the elimination of traffic deaths and serious injuries from our roadways.



37 TRAFFIC-RELATED DEATHS



34 HOMICIDES

PORTLAND DEATHS, 2015

SOURCE: PORTLAND POLICE BUREAU

Vision Zero, distilled

- Set speeds that are safe for all road uses (driving, biking and walking)
- Separate uses when speeds are high



Why speed matters

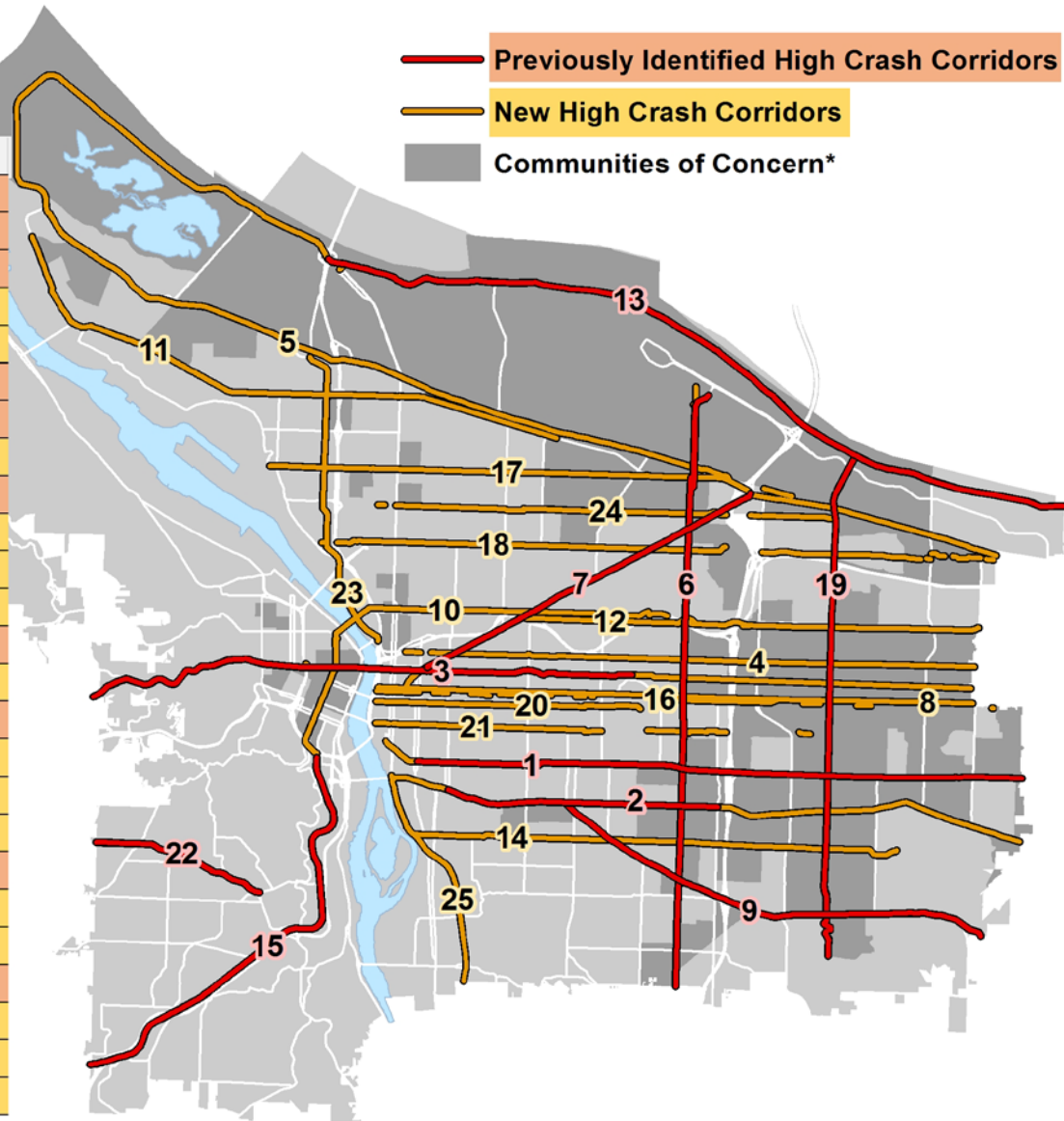


DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
[HTTP://WWW.NHTSA.GOV/ABOUT+NHTSA/TRAFFIC+TECHS/CURRENT/LITERATURE+REVIEWED+ON+VEHICLE+TRAVEL+SPEEDS+AND+PEDESTRIAN+INJURIES](http://www.nhtsa.gov/about/nhtsa/traffic+techs/current/literature+reviewed+on+vehicle+travel+speeds+and+pedestrian+injuries)

Crashes: All modes

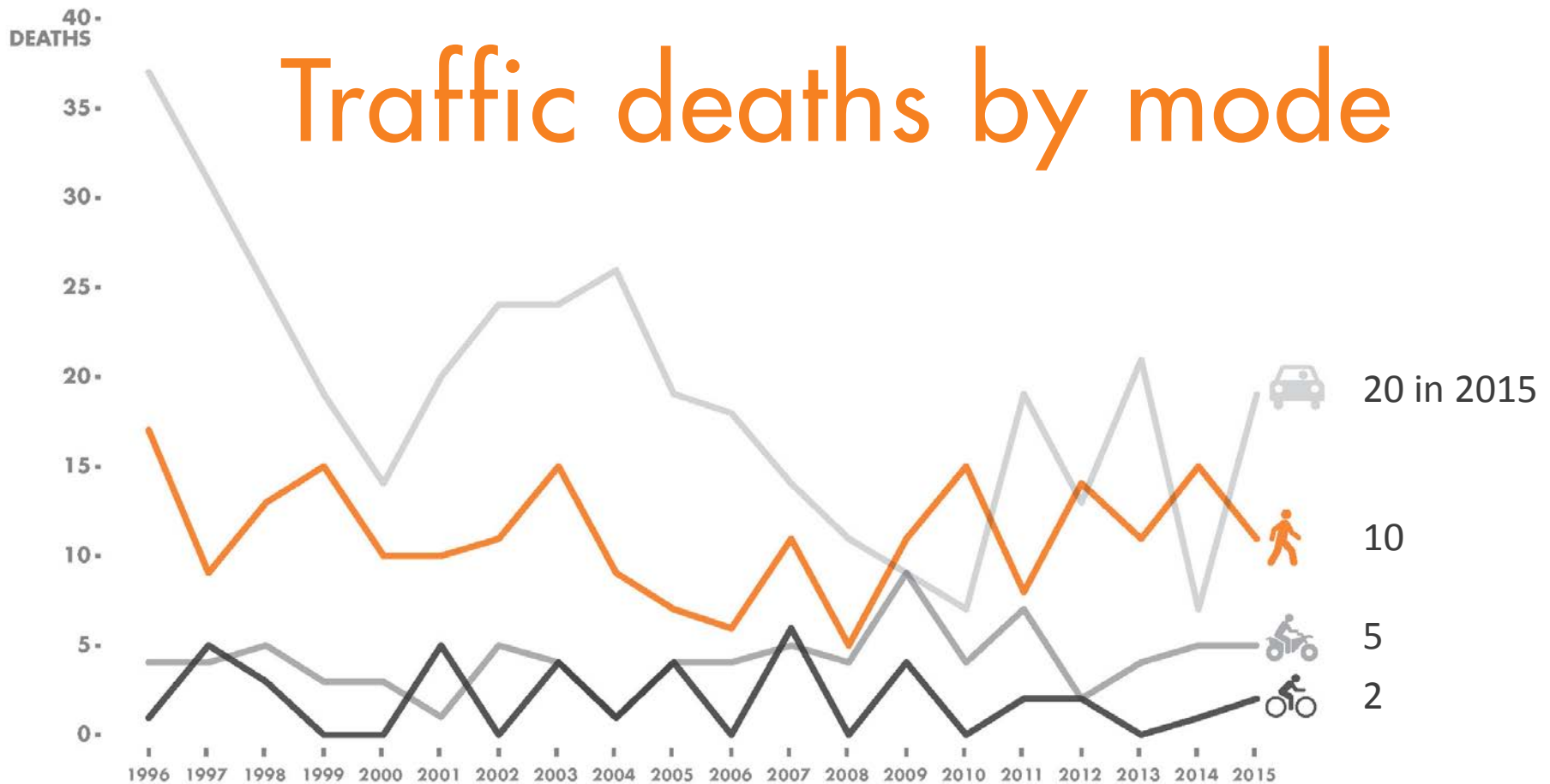
#	Corridor
1	SE Division St
2	SE Powell Blvd
3	Burnside
4	NE Glisan St
5	Columbia Blvd
6	82nd Ave
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24	NE Prescott St
25	SE McLoughlin Blvd



* Communities of Concern data from TriMet's Transit Equity Index.

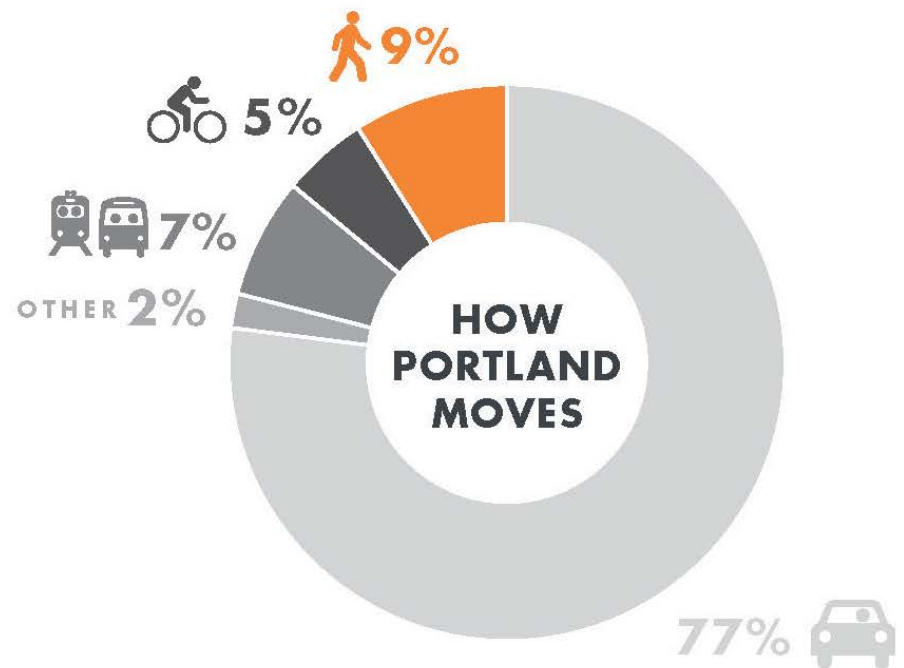
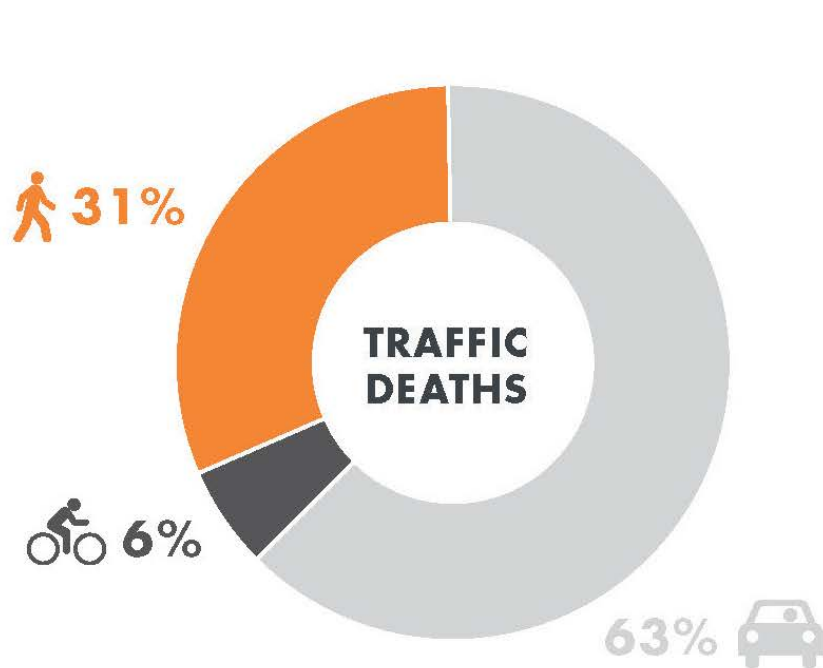
Considers census blockgroups with high percentage of minority populations, low-income households, low vehicle access, limited english proficiency, people with disabilities, older adults and youth. Also incorporates access to jobs, housing, and services.

Traffic deaths by mode



PORTLAND TRAFFIC DEATHS 1996-2015

2014 PORTLAND TRAFFIC SAFETY REPORT, PBOT



PEOPLE WALKING ARE ESPECIALLY VULNERABLE

TRAFFIC-RELATED DEATHS VS. TRAVEL MODE

SOURCE: 2004-13 PORTLAND CRASH DATA: PARTICIPANT TYPE;
2015 CITY OF PORTLAND COMMUNITY SURVEY

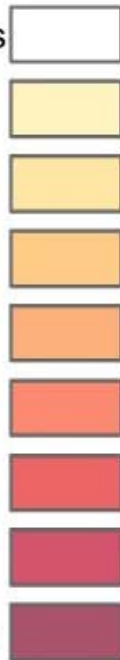
Why people are dying on our roads

- Impairment: 56% of traffic deaths
- Disobeying traffic laws: 51%
- Speeding: 47%
- Road design: 47% of traffic deaths are on the High Crash Network, which makes up 7% of Portland's roads

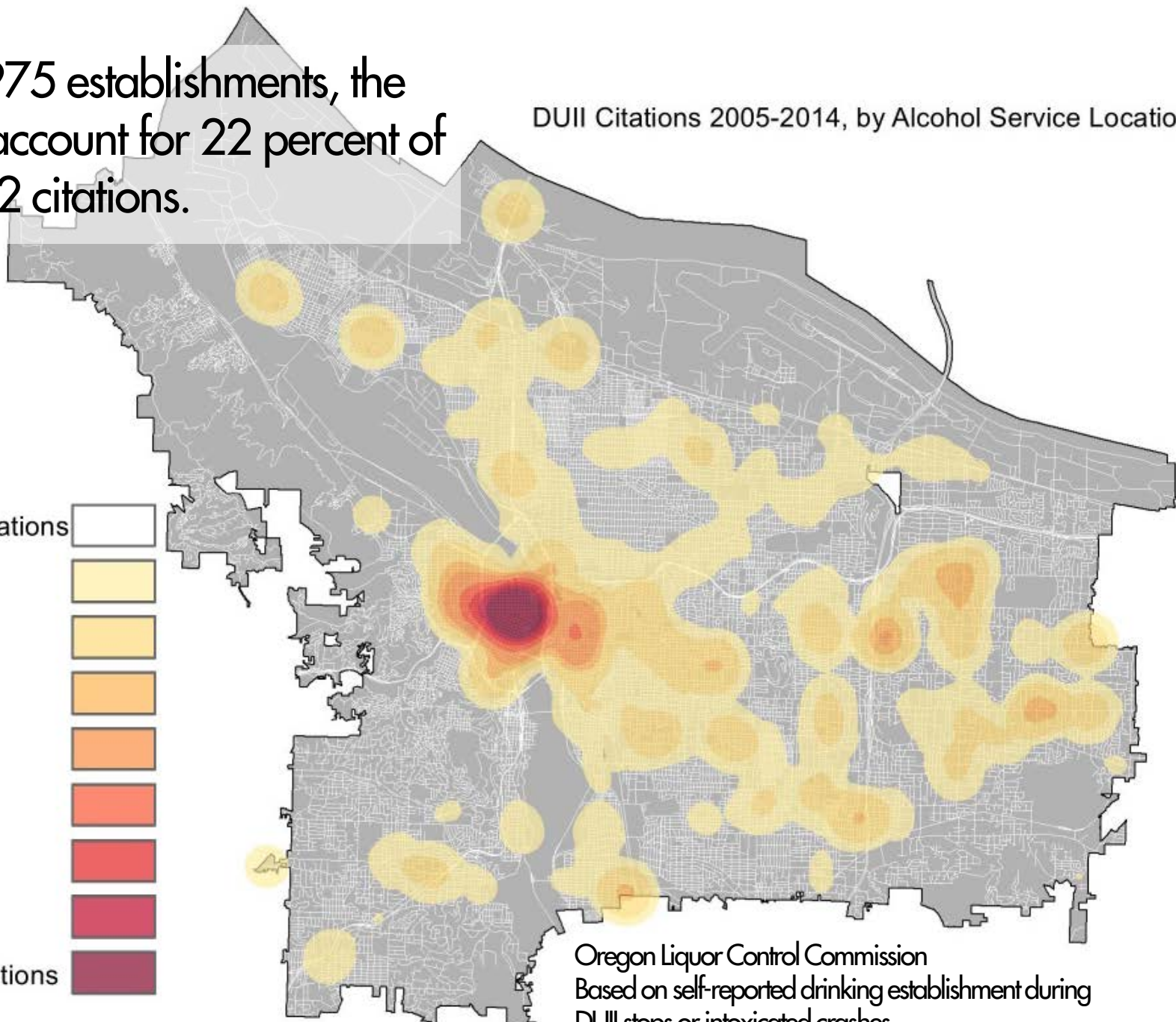
Of the 975 establishments, the top 25 account for 22 percent of all 6,352 citations.

DUI Citations 2005-2014, by Alcohol Service Location

Fewer Citations



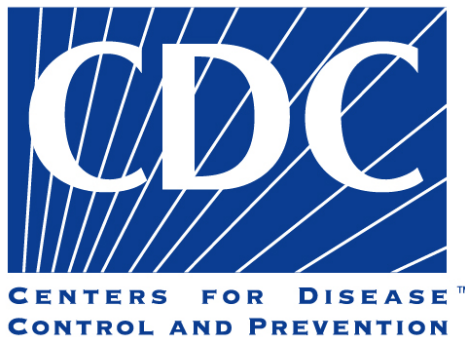
More Citations



Oregon Liquor Control Commission
Based on self-reported drinking establishment during
DUI stops or intoxicated crashes.

Vision Zero PFH actions to date

- Dooring decals
- TNC knowledge quiz
- Speed safety cameras



“Speed cameras can reduce crashes substantially...The best-controlled studies suggest injury crash reductions are likely to be in the range of 20 to 25 percent.” – CDC Report

Vision Zero Action Plan

Other ideas for actions

- Targeted DUI program in entertainment district
- Accountability Counts press conference and award ceremony recognizing safe professional drivers
- Include VZ content in employee driver trainings for public agencies and contractors, and for private companies
- Multi-agency, multi-component education campaign to build public awareness

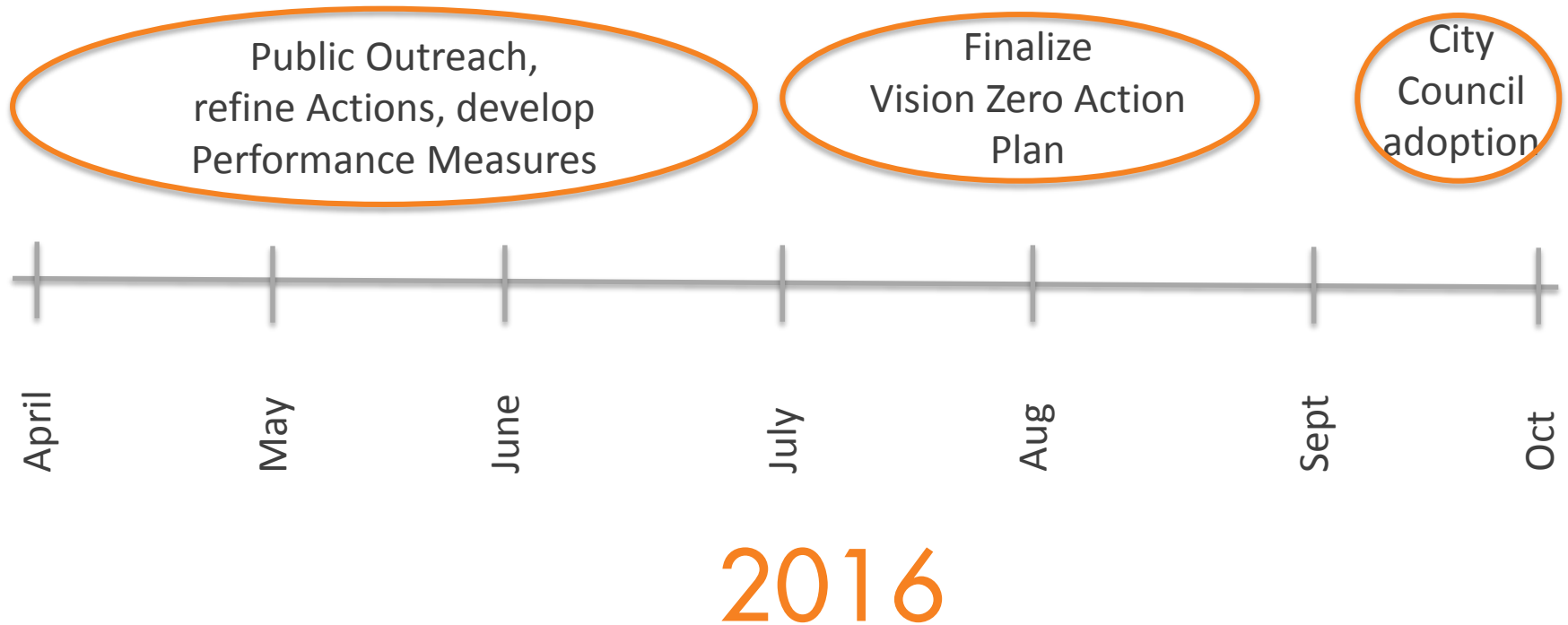
Discussion



Saving Lives with Safe Streets

[EXTRA SLIDES]

Portland's Vision Zero Action Plan

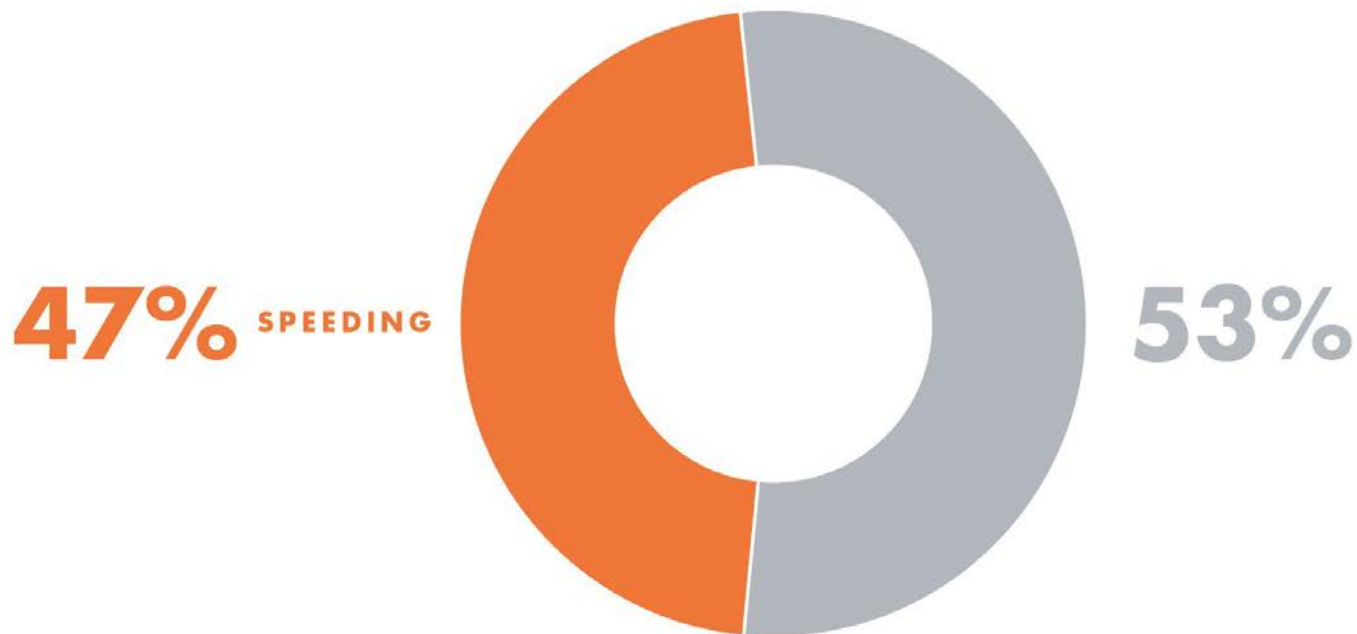




IMPAIRMENT

DEADLY CRASHES

SOURCE: 2004-13 PORTLAND CRASH DATA

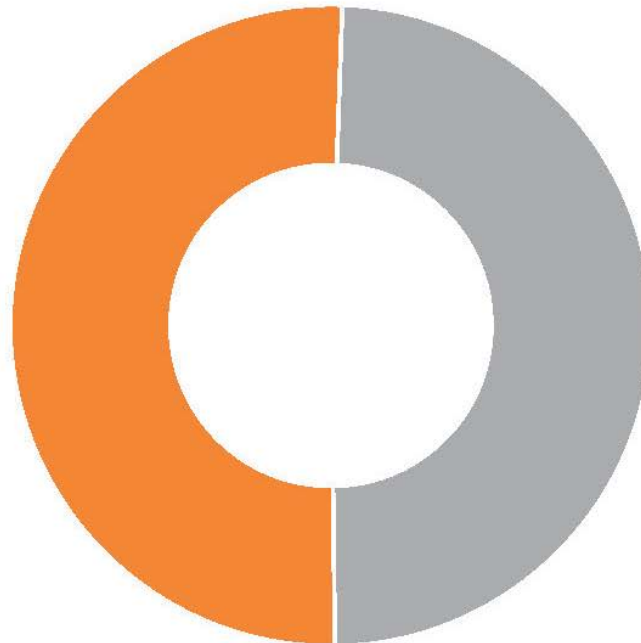


SPEEDING

DEADLY CRASHES

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

51% DISOBEYING
TRAFFIC LAWS

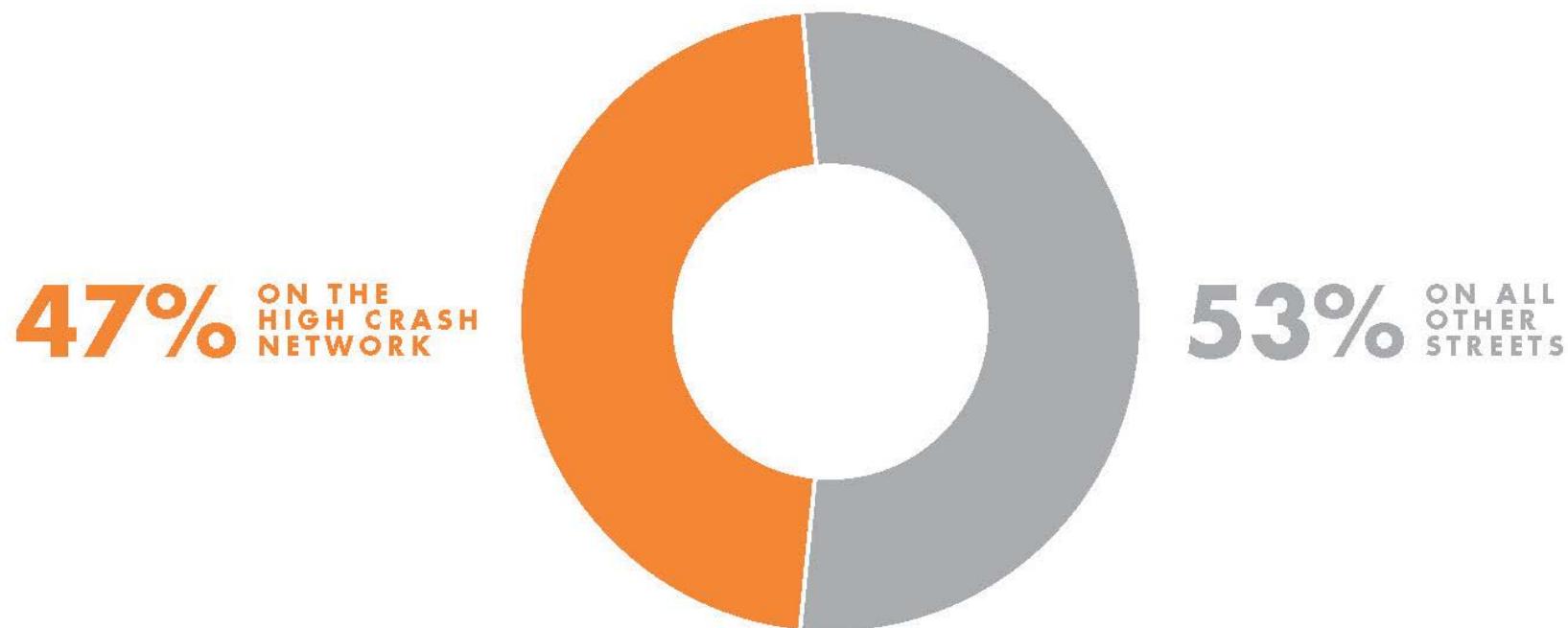


49%

DISOBEYING TRAFFIC LAWS¹

DEADLY CRASHES

SOURCE: 2004-13 PORTLAND CRASH DATA



HIGH CRASH NETWORK

DEADLY CRASHES

SOURCE: 2004-13 PORTLAND CRASH DATA

Potential Community Actions

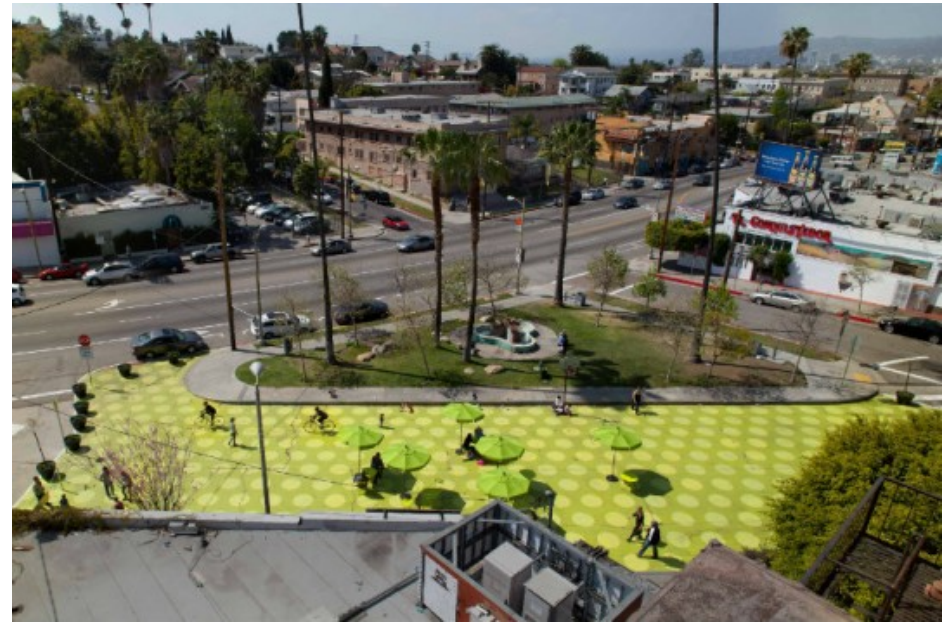
Street teams

- Neighbor to neighbor
- Spur behavior change



Community grant program

- Tap community skills, desires
- Taking ownership of your streets



Taking action today

- Model safe behavior
- Take the Vision Zero pledge at VisionZeroPortland.com
- Talk with younger and older friends and family



Vision Zero is about People



Dustin Finney, 28

Dustin was a son, brother, friend. He advocated for equality for all people and hoped to use his college education “for the public good.” He was killed by a drink hit and run driver 8/12/11.

Vision Zero Action Plan

“More than 95% of the injuries I see are entirely preventable.”

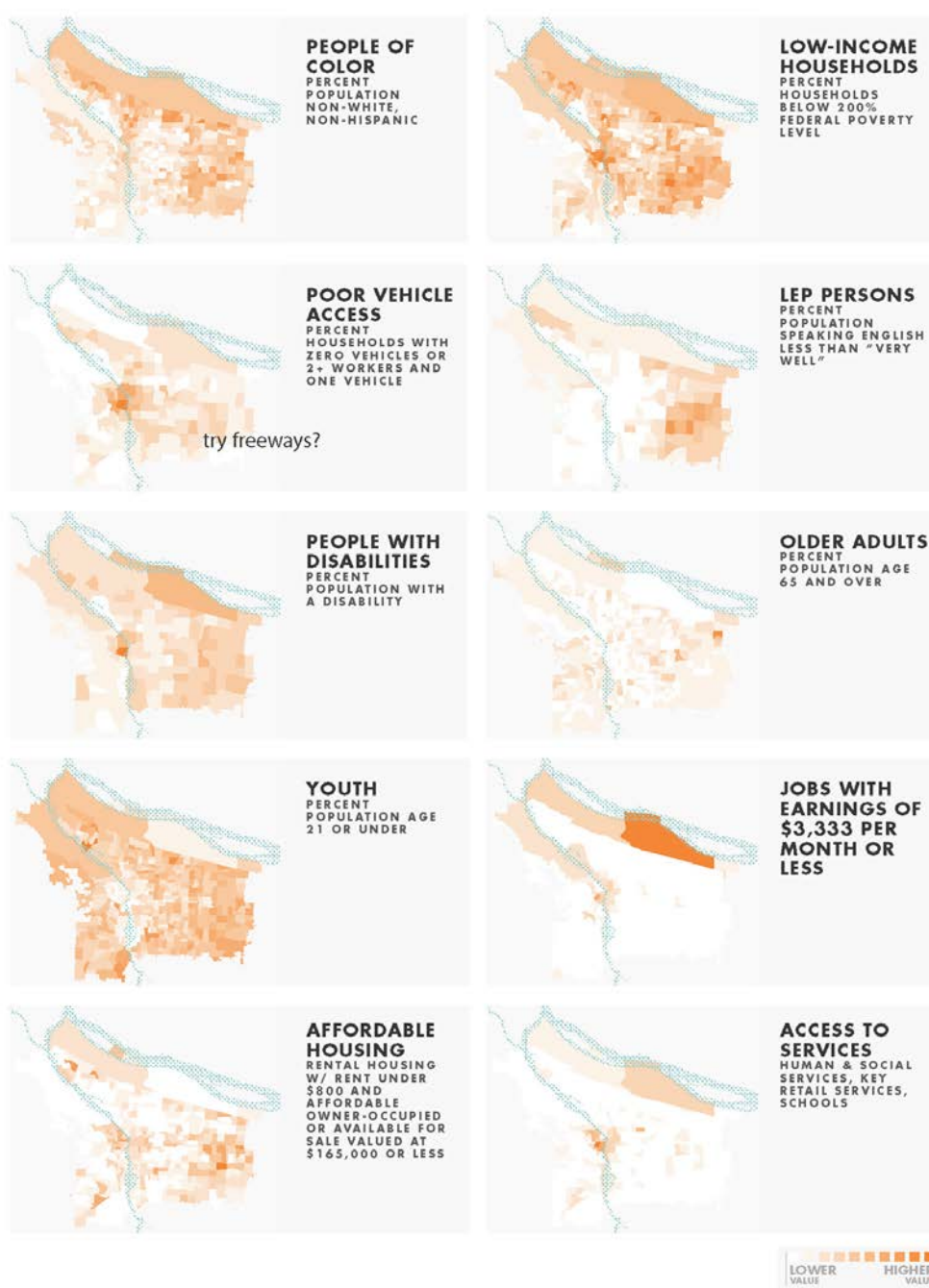
- Mike Morrison, B.S.N, Trauma Nurse, Legacy Emanuel Hospital



“Our neighborhoods are facing a public health crisis in the form of unsafe and incomplete streets.”

- Duncan Hwang, Associate Director, APANO







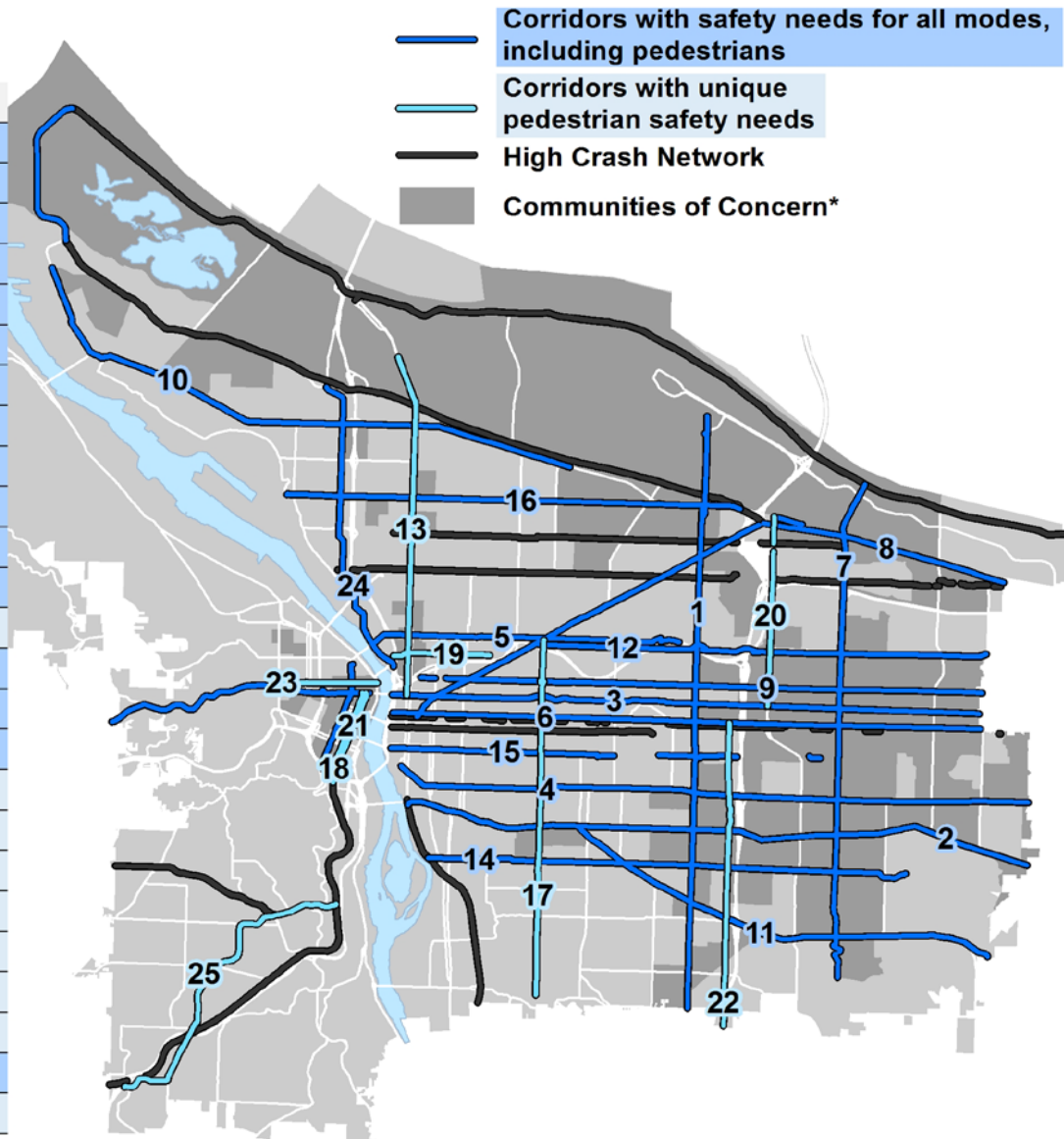
TRAFFIC-RELATED DEATHS

per 100,000 people, 2014

SOURCES: SEATTLE DEPARTMENT OF TRANSPORTATION, NEW YORK CITY VISION ZERO, VISION ZERO COALITION, PORTLAND POLICE BUREAU, ILLINOIS DEPARTMENT OF TRANSPORTATION, LOS ANGELES DEPARTMENT OF TRANSPORTATION, TEXAS DEPARTMENT OF TRANSPORTATION, FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES, NHTSA

Walking

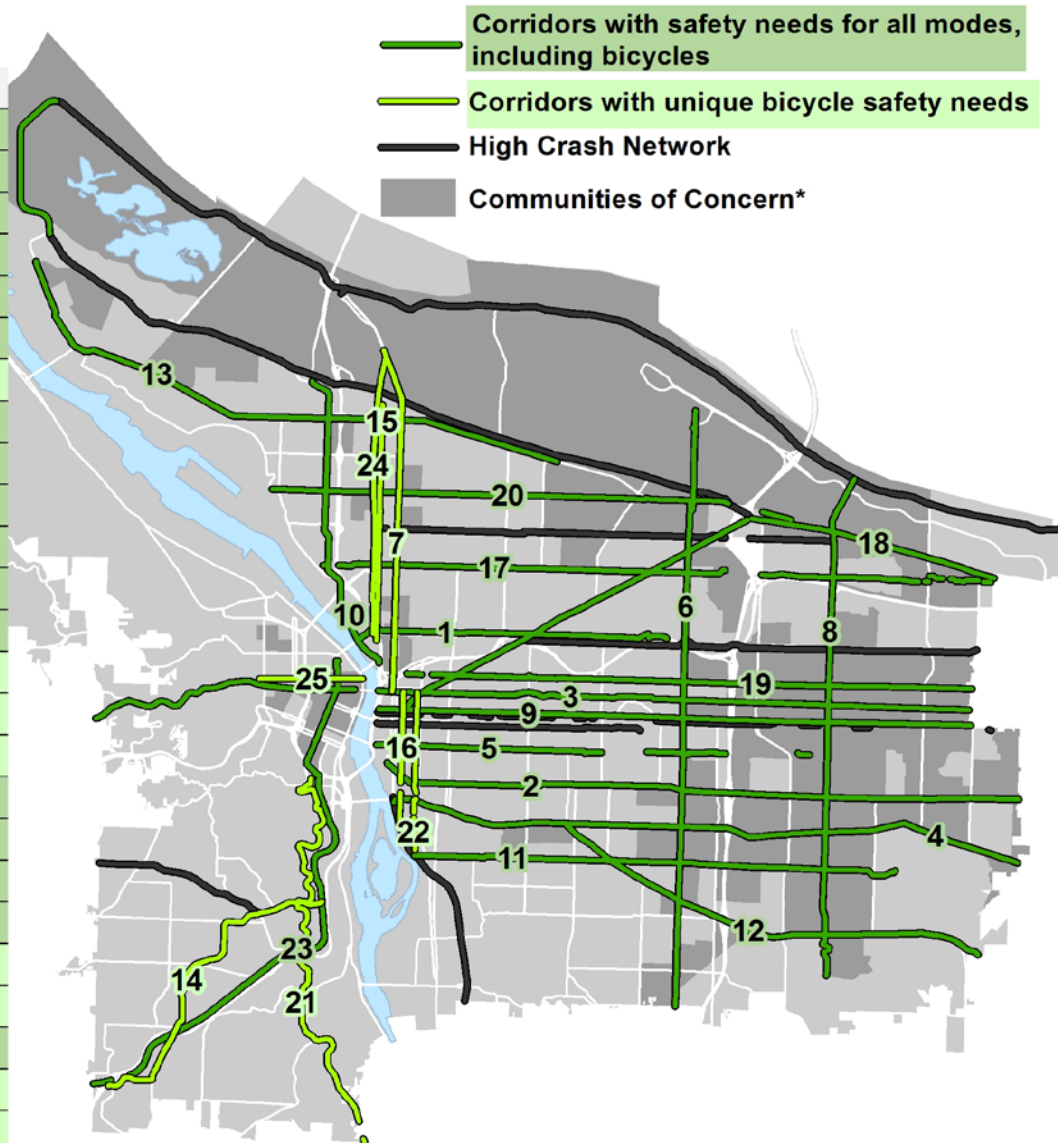
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15	SE Hawthorne Blvd
16	Killingsworth St
17	SE Cesar E Chavez Blvd
18	SW 4th Ave
19	NE Multnomah St
20	NE 102nd Ave
21	SW 3rd Ave
22	SE 92nd Ave
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24	N Interstate Ave
25	SW Capitol Hwy



* Communities of Concern data from TriMet's Transit Equity Index. Considers census blockgroups with high percentage of minority populations, low-income households, low vehicle access, limited english proficiency, people with disabilities, older adults and youth. Also incorporates access to jobs, housing, and services.

Biking

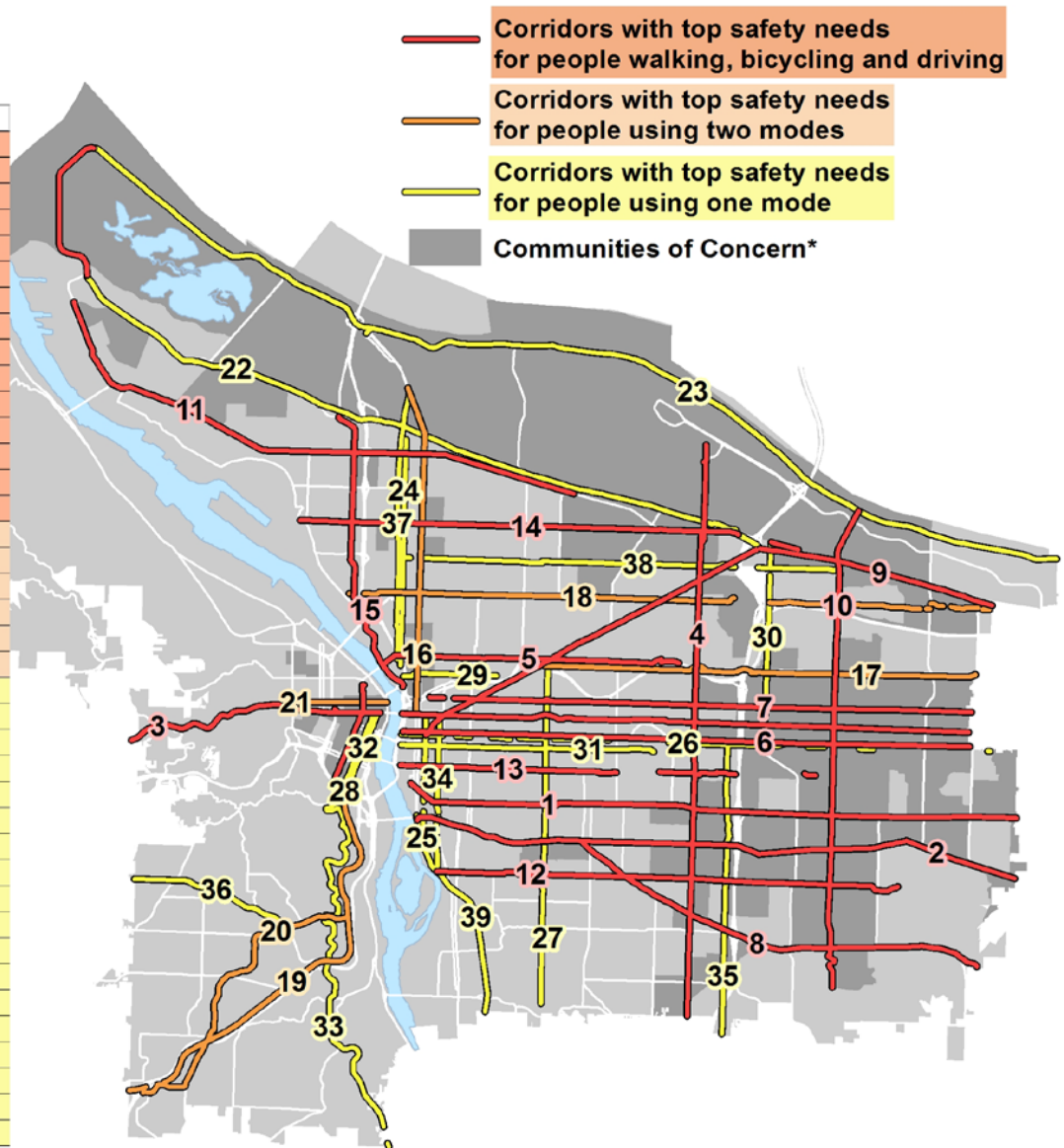
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12	SE Foster Rd
13	Lombard St
14	SW Capitol Hwy
15	N Williams Ave
16	SE 7th Ave
17	Fremont St
18	Sandy Blvd
19	NE Glisan St
20	Killingsworth St
21	SW Terwilliger Blvd
22	SW 11th Ave
23	SW Barbur Blvd
24	N Vancouver Ave
25	NW Everett St



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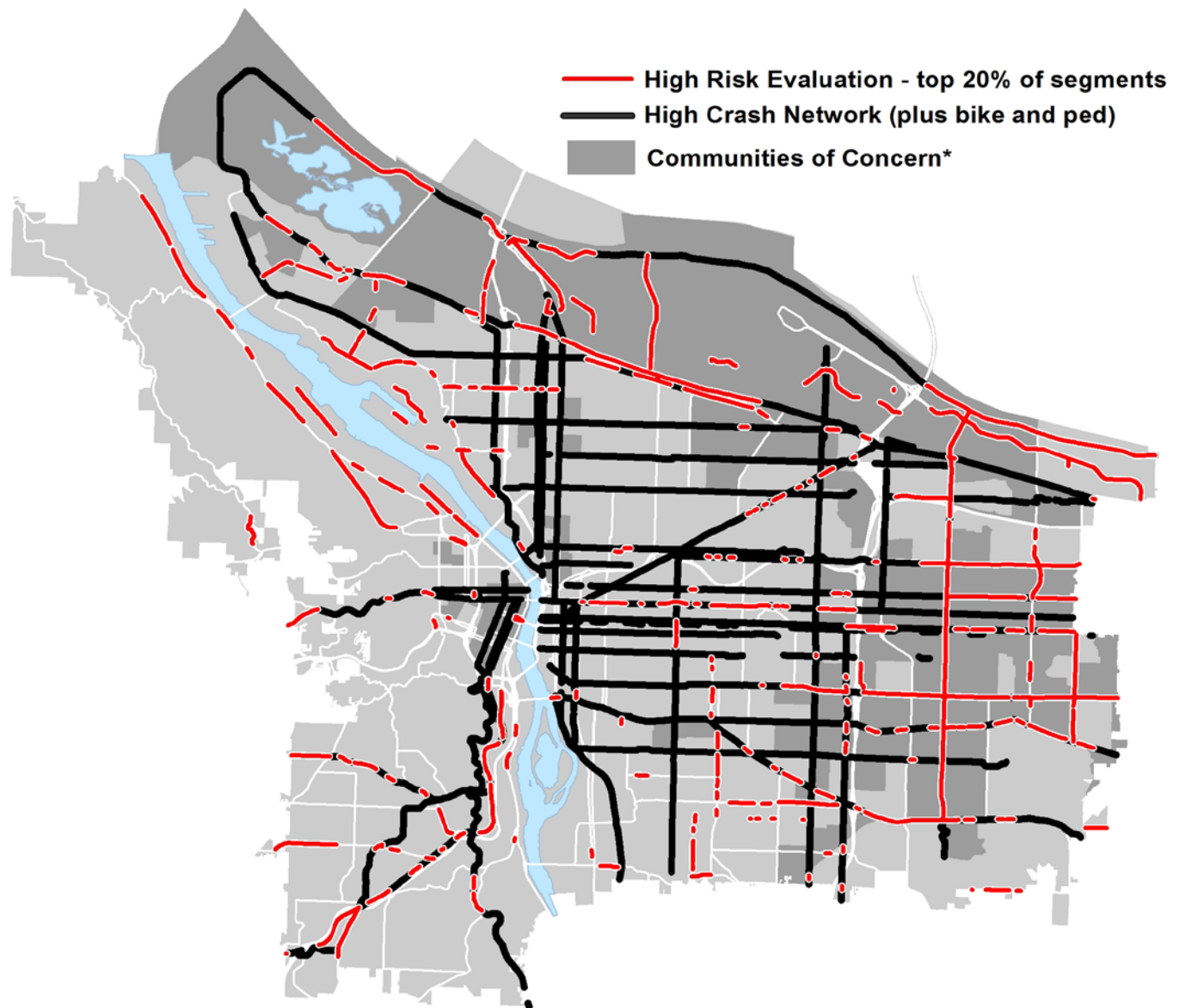
Composite

Key	Corridor
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High risk



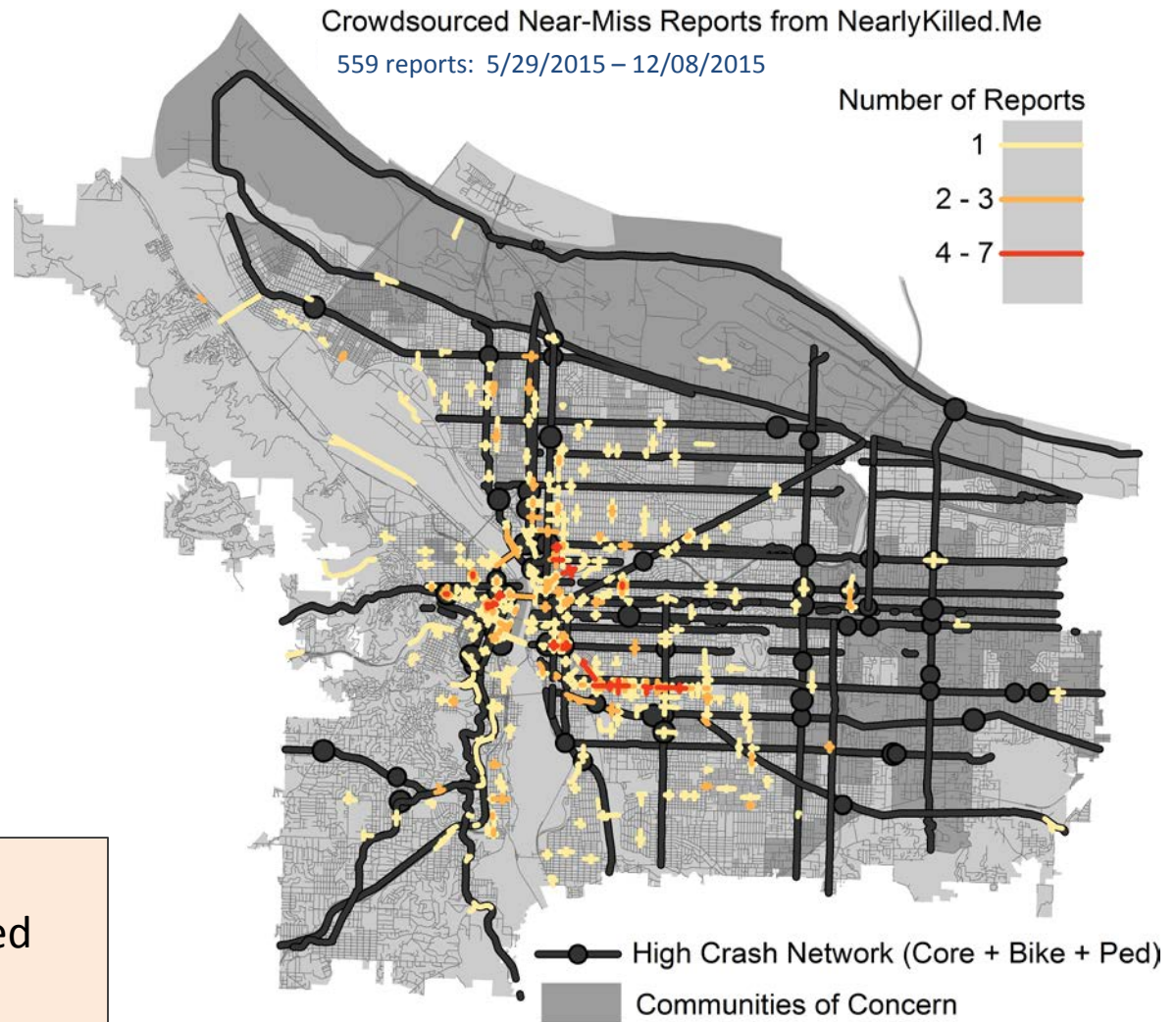
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Crowdsourced Conflicts

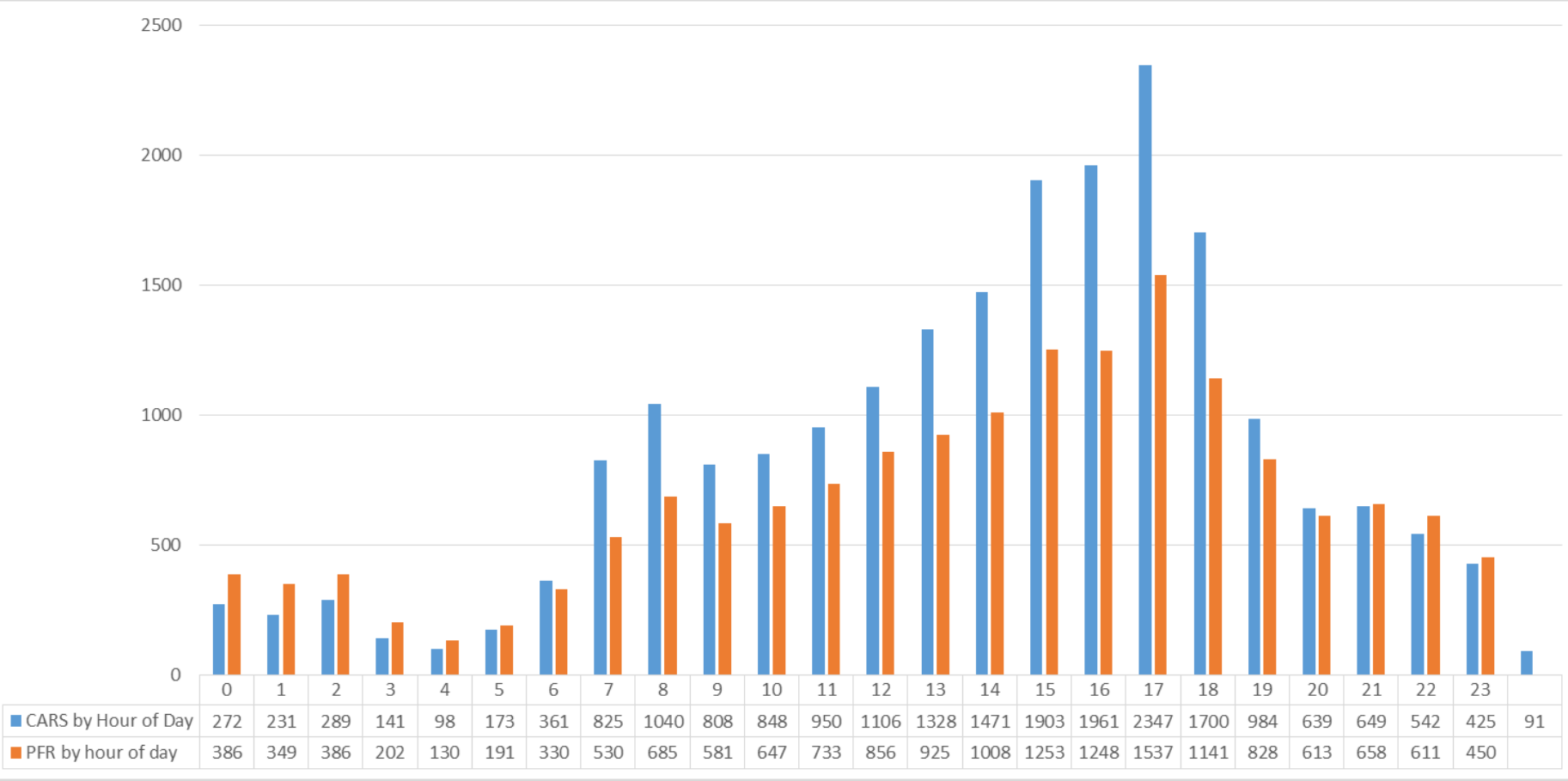
Frequent Locations:

- SE Clinton St.
- NE/SE 7th Ave.
- SE Hawthorne Blvd.
- SE Ladd Ave.
- N Williams Ave.
- Burnside St.
- Division St.
- Corbett Ave.
- Rosa Parks Way
- MLK Blvd
- NE Multnomah St.
- NE Tillamook St.
- SE Powell Blvd.
- NE Lloyd Blvd
- SE Cesar E Chavez Blvd
- N Interstate Ave.

Data not owned by PBOT.
Incidences not substantiated
by PBOT.



Comparison: Portland Fire and ODOT Crash Data

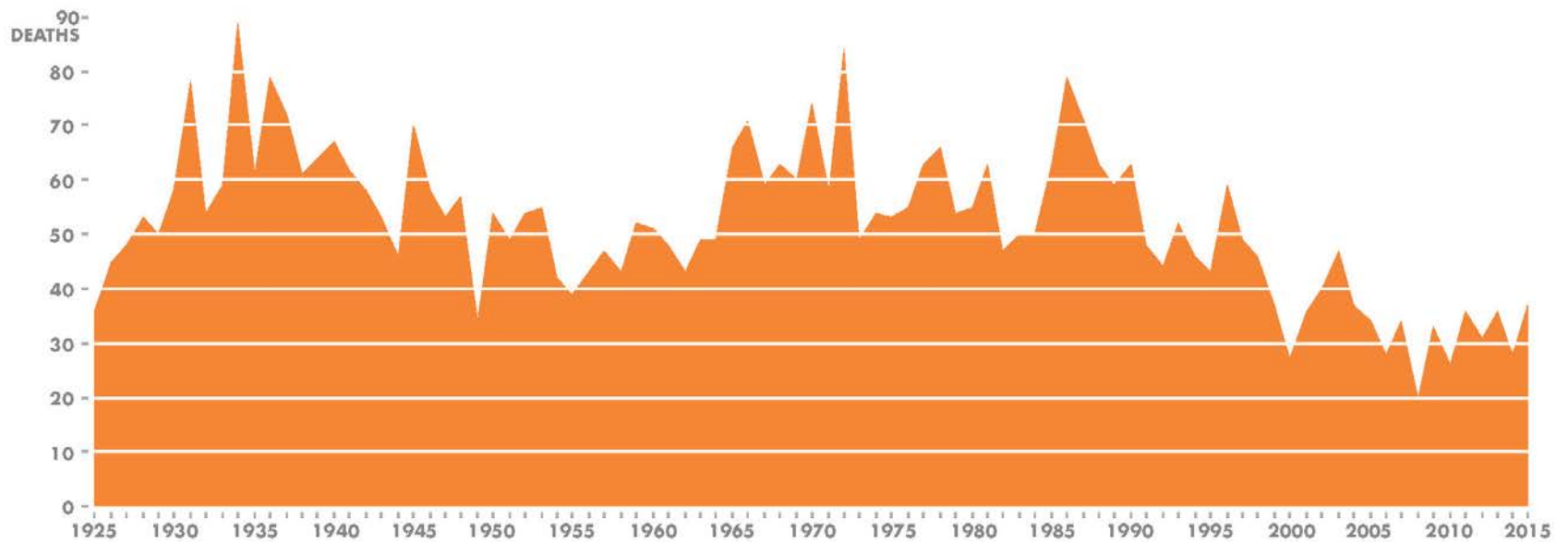




CITIES UNDERTAKING VISION ZERO

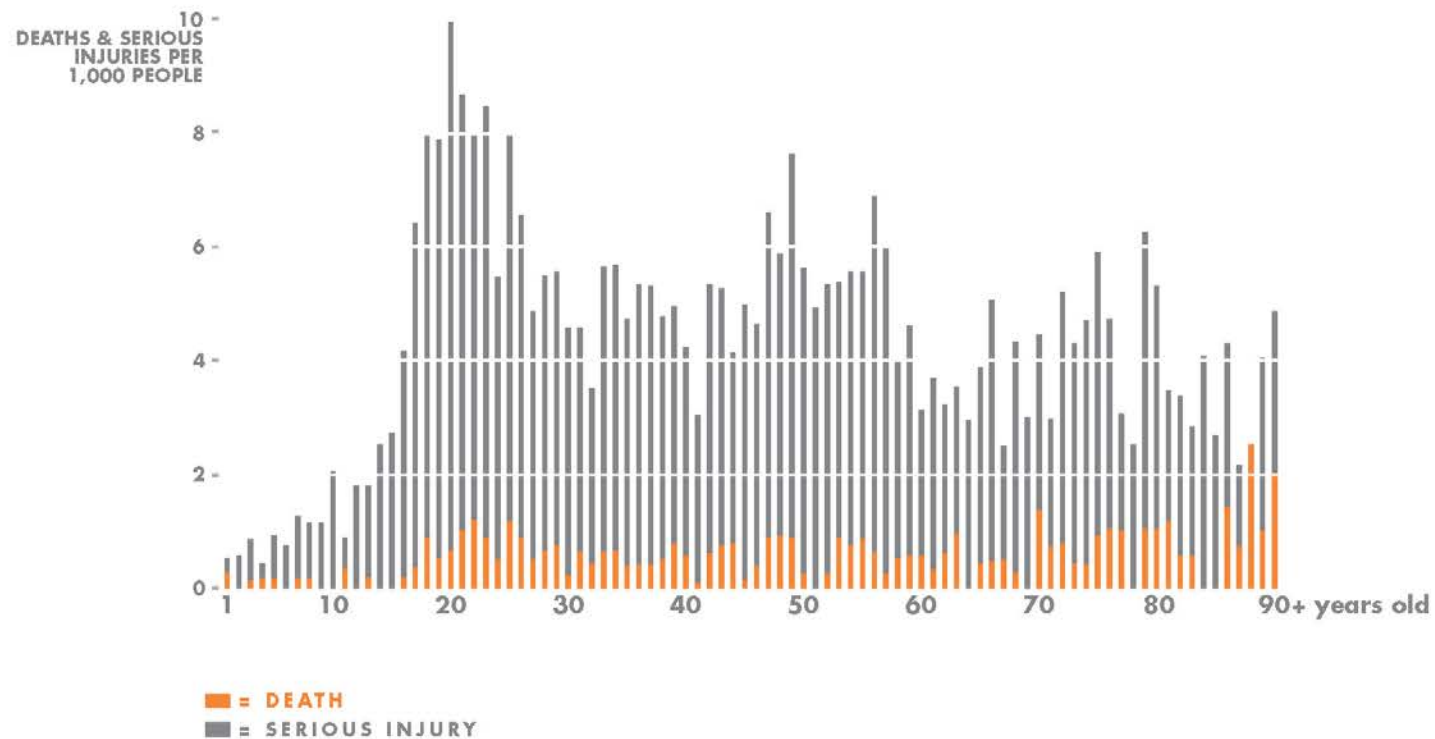
SOURCE: VISION ZERO NETWORK

- = VISION ZERO CITY
- = CITY CONSIDERING VISION ZERO



PORTLAND TRAFFIC DEATHS, 1925-2015

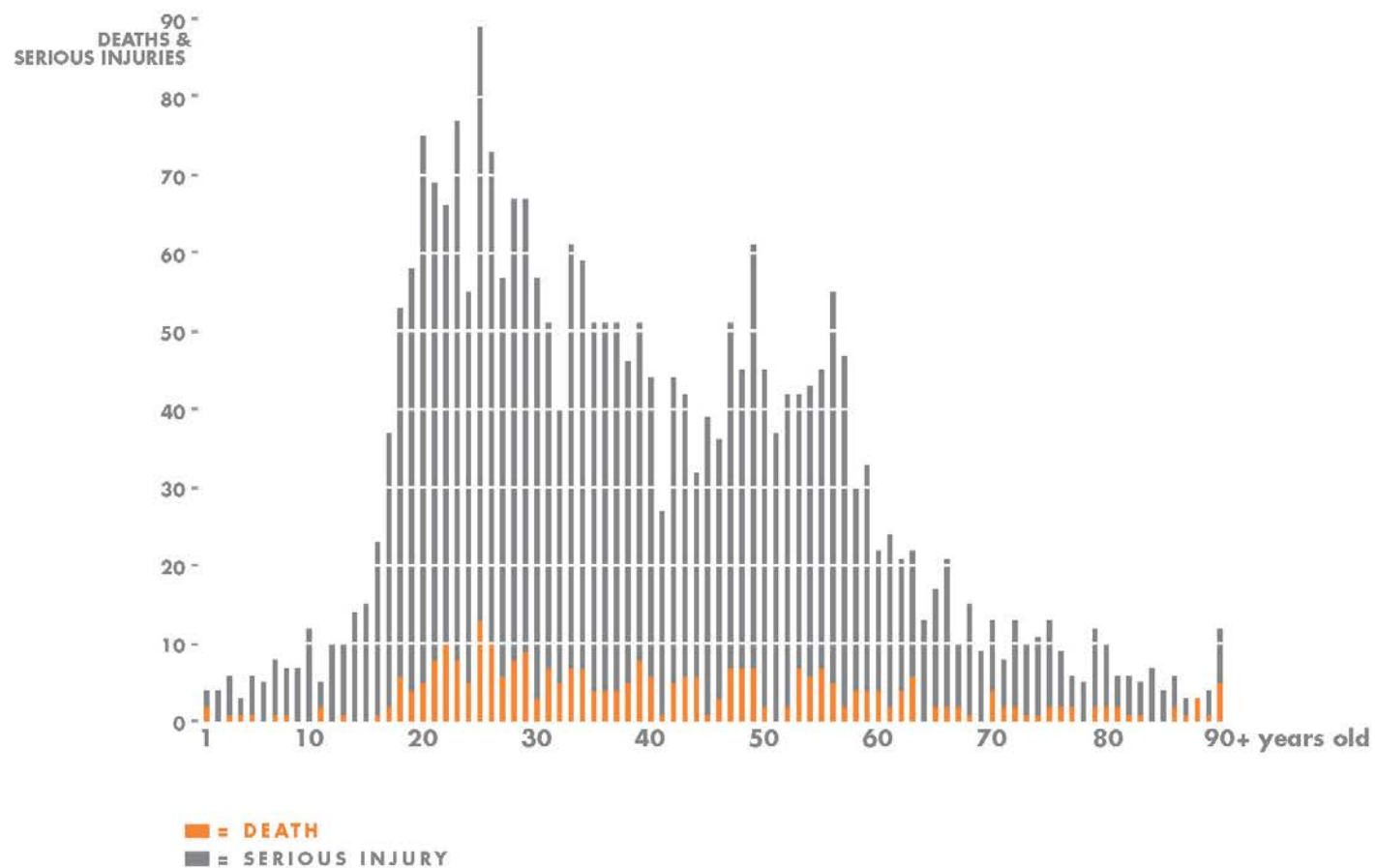
SOURCE: PBOT



CRASHES BY AGE

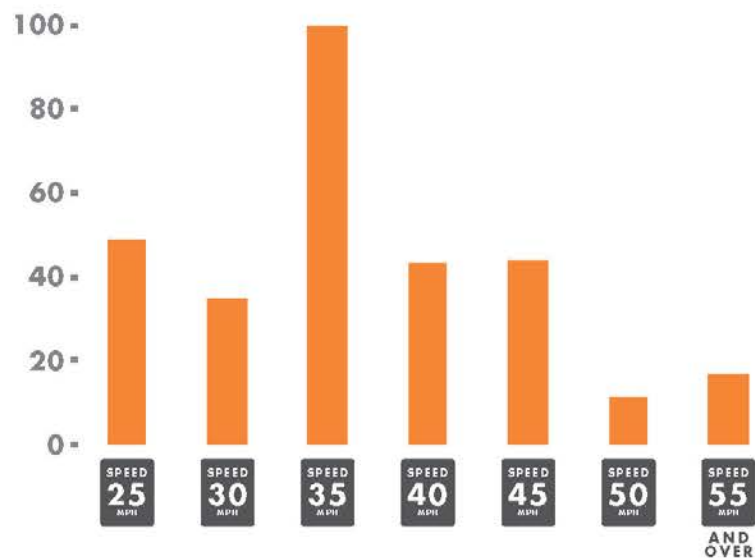
per 1,000 people

SOURCE: 2004-13 PORTLAND CRASH DATA: PARTICIPANT LEVEL; U.S. CENSUS BUREAU, 2010 CENSUS

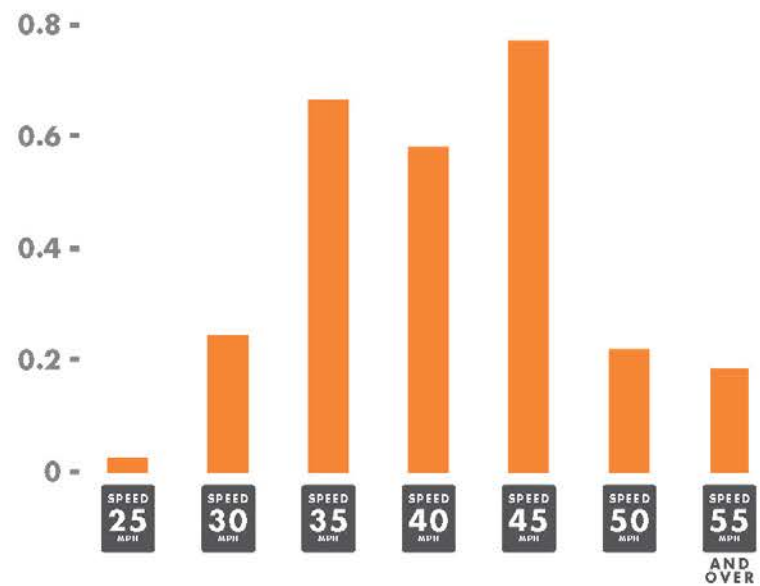


CRASHES BY AGE

SOURCE: 2004-13 PORTLAND CRASH DATA: PARTICIPANT LEVEL



TOTAL DEATHS BY POSTED SPEED LIMIT

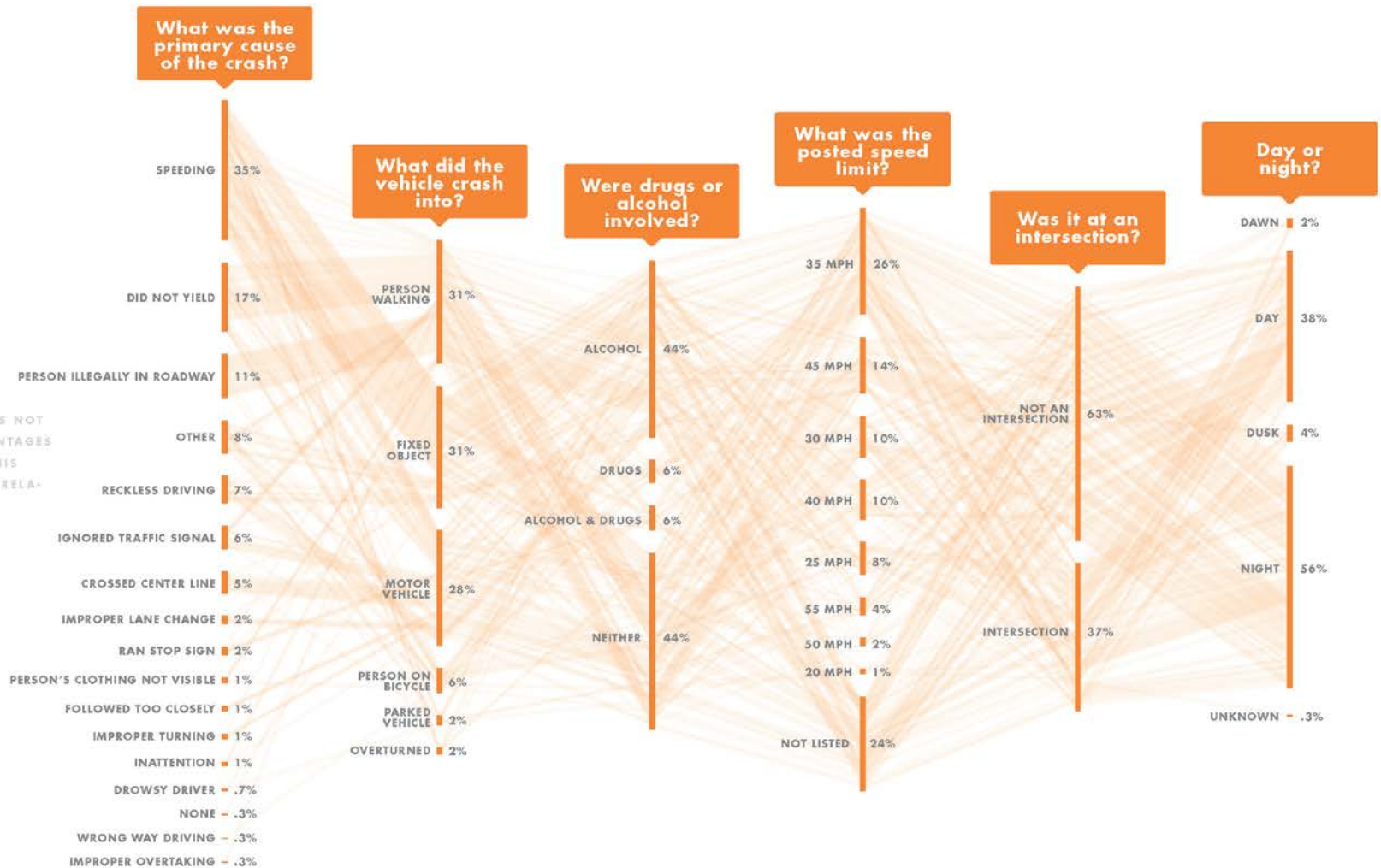


TOTAL DEATHS PER ROADWAY MILE OF POSTED SPEED LIMIT

DEATHS AT EACH SPEED LIMIT

2003-12 PORTLAND CRASH DATA
*ROADWAY MILES MEASURED BY CENTERLINE OF ROADS

NOTE: LET'S NOT
USE PERCENTAGES
AND LET THIS
FOCUS ON RELA-
TIONSHIPS

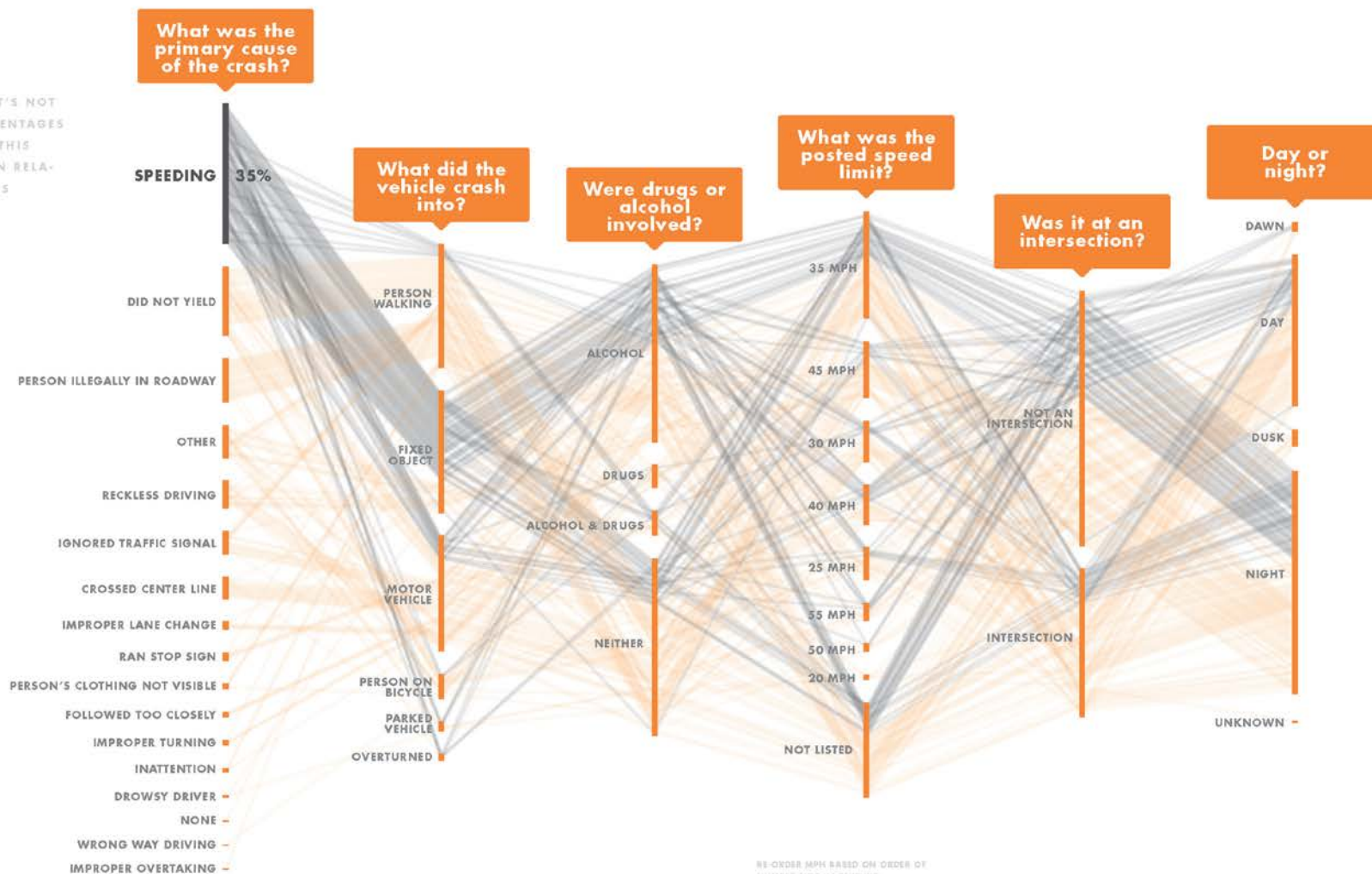


NOTE: ONCE CATEGORIES ARE FINALIZED WE WILL ASK WENDY OR KIRK TO PULL THE DATA IN ORDER TO ENSURE ACCURACY.

DEADLY CRASHES: WHAT FACTORS WERE INVOLVED?

SOURCE: 2004-13 PORTLAND CRASH DATA: CRASH LEVEL

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USE PERCENTAGES
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DEADLY CRASHES: WHAT FACTORS WERE INVOLVED?

SOURCE: 2004-13 PORTLAND CRASH DATA; CRASH LEVEL