

VISION ZERO ACTION PLAN
ADDENDUM 2026-27



PREFACE

The Vision Zero Action Plan Addendum 2026-27 serves as the Portland Bureau of Transportation's (PBOT) roadmap to implement Vision Zero and will be in place until the Portland City Council adopts an updated citywide Vision Zero Action Plan.

The addendum is an extension of the [Portland Vision Zero Action Plan Update 2023-25](#), updating only the actions and performance measures. Most were carried over from the previous action plan, with edits, while others were removed or added.

Disclaimer

Achieving the goals of Vision Zero depends upon available funding to implement the city policy, made in its judgment — and in collaboration with community partners — on how best to address the factors that contribute to traffic violence. Optimal performance of each action depends on funding from the city and other participating governmental agencies.

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1. SAFE SPEEDS



**Slow people
driving to
reduce injuries**

Actions

Performance measures

1.1	Update speed limits to reflect new state guidelines.	» Miles of street where we have lowered speed limits
1.2	Make school zones safer. Continue to implement countermeasures next to schools, including vision clearance, no turn on red, leading pedestrian intervals, and traffic calming. Update and standardize PBOT school zone guidelines.	» Number of schools with adjacent vision clearance, signal upgrades, and traffic calming » Update school zone guidelines
1.3	Slow speeds through street design. Enhance processes to deliver some treatments in PBOT's new Arterial Traffic Calming section of the Traffic Design Manual. Collaborate with Portland Fire & Rescue to develop traffic calming agreements.	» Manage speed through use of various treatments » Develop agreement with Portland Fire & Rescue
1.4	Change signal timing. Where feasible, adjust signal timing on the High Crash Network to slow vehicles down.	» Identify where to adjust signal timing » Corridors where we have adjusted signal timing
1.5	Install more cameras for automatic speed enforcement in crash hotspots. Conduct expansion planning process. Onboard traffic enforcement agents. Install multiple cameras along a single corridor to extend the speed reduction benefits. Add permanent speed feedback signs on the High Crash Network.	» Number of cameras installed or upgraded » Complete expansion planning » Onboard traffic enforcement agents » Launch corridor-based pilot » Number of new speed feedback signs
1.6	Conduct annual analysis of citywide speed data. Use citations and county data to better understand how speeding affects different ZIP codes. Integrate analysis with speed management best practices.	» Identify high-speed risk areas and disproportionately impacted ZIP codes » Prioritize speed management interventions based on analysis

2. SAFE STREETS



**Design and
maintain streets
to protect people**

Actions

Performance measures

- | | | |
|------------|---|--|
| 2.1 | Design, install, and maintain new street lighting on streets in the High Crash Network. Address backlog by prioritizing areas with higher traffic safety disparities and communities living with low incomes. Seek funds to maintain existing lighting. | <ul style="list-style-type: none"> » Number of street segments where we added street lighting |
| <hr/> | | |
| 2.2 | Expand “no turn on red” treatments per 2024 directive guidelines. Reduce the risk of crashes while turning which are particularly dangerous for pedestrians and people bicycling. | <ul style="list-style-type: none"> » Evaluate Northwest “no turn on red” project » Collaborate with Oregon Department of Transportation (ODOT) to deliver “no turn on red” on state facilities |
| <hr/> | | |
| 2.3 | Expand and evaluate use of “rest in red” signal treatment. Install “rest in red” at three additional signals along SE Powell Boulevard at 21st, 26th, and 33rd avenues (currently at 28th Avenue). Complete evaluation of “rest in red” at four SE Powell Boulevard locations and develop guidelines for future expansion. | <ul style="list-style-type: none"> » Number of additional locations with “rest in red” » Evaluation complete » New guidelines complete |
| <hr/> | | |
| 2.4 | Conduct a citywide feasibility analysis of suitable intersections for signal removal and replacement with all-way stops, roundabouts, or other treatments. | <ul style="list-style-type: none"> » Complete feasibility analysis » Develop prioritization process for feasible locations |
| <hr/> | | |
| 2.5 | Break ground on multiple major projects along the High Crash Network each year. | <ul style="list-style-type: none"> » Projects that begin construction each year |
| <hr/> | | |
| 2.6 | Engage community members on key safety projects. Explain how the projects help build a safe transportation system. Projects will be on streets in the High Crash Network and in areas with higher traffic safety disparities and communities living with low incomes. | <ul style="list-style-type: none"> » Perform public engagement in line with timelines for design and construction |

Actions

Performance Measures

2. SAFE STREETS

2.7	Install low-cost treatments along street segments with a high concentration of crashes. Build recommendations from PBOT’s 2023 High Crash Network priority segment analysis.	» Number of locations addressed
2.8	Recommend safety projects to address street segments with a high density of serious crashes and with high infrastructure investment opportunities. Deliver smaller recommendations and track progress for larger recommendations.	» Recommend projects for 10 high-crash street segments annually » Implement treatments identified in previous year » Some recommended segments move forward in the capital project development process each year
2.9	Partner with PBOT’s pedestrian program to advance actions in PedPDX: Portland’s Citywide Pedestrian Plan. Identify crossing and sidewalk infill projects, secure funding, and construct safety treatments.	» List of new pedestrian projects PBOT has built on the High Crash Network
2.10	Upgrade materials from temporary to permanent at priority locations. This means replacing things like rubbers curbs and flexible posts with permanent materials like concrete.	» Number of permanent safety improvements built
2.11	Integrate the Safe System approach into PBOT’s internal decisions and processes. Use the High Crash Network as one input to prioritize projects, maintenance, and paving. Integrate safe speeds and protection for pedestrians and people bicycling into project work and the Complete Streets checklist.	» Integrate standards into PBOT policies

Actions

Performance measures

2.12	Review deadly crash locations and identify baseline safety treatments. Multidisciplinary team meets monthly to evaluate locations.	» Percent of site evaluations completed » Number of locations with improvements installed
2.13	Evaluate all significant corridor projects on streets in the High Crash Network. Define roles and responsibilities for project development and delivery.	» Percent of High Crash Network safety projects that are evaluated and that follow the evaluation schedule
2.14	Advance access management communication, education, and delivery. Develop guidance, safety rationale, and communications. Access management uses street design features, such as raised center medians and concrete curbs between travel lanes, to reduce conflict points.	» Create guidance » Create communication resources

NEW

3. SAFE PEOPLE



**Foster a culture
of shared
responsibility
for each other's
safety**

Actions

Performance measures

3.1 Promote the <u>Personal Safety Toolkit</u> through the Vision Zero newsletter and community engagement work.	» Number of personal safety resources shared in Vision Zero communications and activities
3.2 Collaborate with community-based organizations most impacted by traffic violence to raise awareness about traffic safety, the Safe System approach, and the High Crash Network. Engage community proactively, share safety resources, and provide ongoing education and communication with the public.	» Number of events attended and resources shared with impacted communities
3.3 Use existing, permanent variable message signs (VMS) to communicate about traffic safety. Raise awareness and encourage safe driving behavior across Portland.	» Complete guidance for VMS » Number of messages deployed
3.4 Create new "transportation justice" module for the Transportation Academy curriculum in partnership with high school teachers. The module will help teachers integrate equity into lessons about the Safe System approach.	» Demonstrate integration of the new transportation justice module into existing Transportation Academy curriculum
3.5 Partner with the Portland Police Bureau's Traffic Division on focused enforcement. Ensure that enforcement focuses on the High Crash Network and the behaviors that contribute to deadly and serious injury crashes. This also means de-emphasis of non-moving and minor infractions.	» Number and percentage of citations issued for speed and for driving under the influence of intoxicants

Actions

Performance Measures

3. SAFE PEOPLE

3.6 Support legislation to improve traffic safety in Portland. Examples: lowering Oregon’s legal blood alcohol content limit from 0.08% to 0.05%; requiring intelligent speed assistance technology on vehicles owned by drivers who have multiple excessive speeding citations; or clarifying the 20 mph default speed limit in residential districts.

» Support legislation

3.7 Produce three Safe Ride Home events on specific holidays to reduce driving under the influence of intoxicants. Collaborate with taxi and transportation network companies to provide reduced-cost rides on New Year’s Eve, St. Patrick’s Day, and Cinco de Mayo.

» Number of holidays supported with Safe Ride Home

NEW

3.8 Develop 10-year summary of community safety feedback. Align themes with programs and activities that PBOT provides.

» Create summary of community engagement work

NEW



Vision Zero collaborates with community-based organizations most impacted by traffic violence to raise awareness about traffic safety, the Safe System approach, and the High Crash Network. Staff engage community proactively, share safety resources, and provide ongoing education and communication with the public.

4. SAFE VEHICLES



**Make vehicles
safer for people
both inside and
outside of them**

Actions

Performance measures

- | | | |
|------------|---|--|
| 4.1 | Advocate for stronger national regulations. Write and lobby in support of national efforts to require vehicle manufacturers to add safety features that address safety overall, and pedestrian and bike safety, in particular. | » National efforts that PBOT has supported |
| <hr/> | | |
| 4.2 | Partner with City Fleet team on ways to increase traffic safety. Explore emerging technology and demonstrate effectiveness. | » New technologies explored and deployed in fleet vehicles |



POST-CRASH CARE

Provide quick medical response and quality treatment

The fifth pillar of a Safe System approach, “post-crash care,” is about timely emergency response and quality treatment. Quick response to the crash scene and good medical care increases the chance that a traffic crash victim will survive. This pillar is a particular focus of rural areas with greater distances from hospitals and emergency services. PBOT coordinates with Portland Fire & Rescue to ensure projects do not negatively impact emergency response. Multnomah County leads work to improve emergency response times and outcomes.

5. ACCOUNTABILITY



**Share progress
on Vision Zero
work**

Actions

Performance measures

5.1 Produce annual summary of PBOT's Vision Zero work. Including abbreviated summary.	» Publish, present to city leadership, and share publicly » Summarize key actions, outcomes, and progress
5.2 Produce annual report on deadly crashes. Including abbreviated summary.	» Publish, present to city leadership, and share publicly » Analyze deadly crash patterns and trends
5.3 Conduct annual review of evaluation trends with PBOT leadership. The reviews will inform future project development.	» Share summarized trends to inform future project development

NEW



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