

Resolution to Reaffirm Portland City Council's Commitment to the Vision Zero Action Plan  
and convene a Cross-Bureau Vision Zero Task Force

WHEREAS, on June 17, 2015, the City Council passed Resolution 37130 adopting the goal of Vision Zero – to eliminate traffic deaths and serious injuries on streets in Portland; and

WHEREAS, on June 15, 2016, the City Council adopted the 2035 Comprehensive Plan, including Goal 9.A, Safety: “The City achieves the standard of zero traffic-related fatalities and serious injuries;” and

WHEREAS, on December 1, 2016, the City Council adopted through Ordinance 188122 the City of Portland’s Vision Zero Action Plan following extensive public outreach and input from agencies and partners; and

WHEREAS, on June 13, 2019, the City Council accepted the Vision Zero 2-Year Strategy to direct rapid response actions to address acute traffic safety needs; and

WHEREAS, on April 17, 2024, the City Council accepted the Vision Zero Action Plan Update 2023-2025, responding to the new realities of traffic dangers exacerbated by conditions from the global pandemic; and

WHEREAS, Portland’s High Crash Network represents 8 percent of Portland streets but accounts for 62 percent of traffic deaths from 2018-2022; and

WHEREAS, on average pedestrian deaths comprise 40 percent of all traffic-related deaths; and

WHEREAS, while the number of people biking citywide has increased from pandemic-era lows, the Portland Bureau of Transportation has reported a dramatic decline in cycling numbers throughout the city in the past decade; and

WHEREAS, Black and Indigenous community members die in traffic crashes at about twice the rate relative to their proportion of the population; and

WHEREAS, older adults are disproportionately impacted by traffic crashes and are overrepresented in pedestrian deaths. From 2018 to 2022, older adults were 3.2 times more likely to be killed in pedestrian crashes compared to other age groups; and

WHEREAS, fifty percent of deadly crashes occur on streets with four or more lanes, which account for less than 5 percent of Portland’s streets; over 42 percent of deadly crashes involve speed; and

WHEREAS, almost half of all traffic deaths in 2024 occurred in East Portland, where a disproportionate number of high crash corridors are located; and

WHEREAS, slower speeds and safe streets are critical elements of a vibrant, livable city; and

WHEREAS, traffic safety on Portland streets requires action by the Portland Bureau of Transportation and other transportation agencies to change the design of streets to reduce speeds and protect people as shown in attachment Supplemental Information - Executive Summary of the Vision Zero Action Plan Update 2023-25; and

WHEREAS, research and reports, such as those noted in attachment Supplemental Information - Annotated References, demonstrate that coordination and action by all infrastructure and community-focused bureaus, including the service areas of Public Works, Public Safety, and Community and Economic Development, combine to have the greatest impact on traffic safety; and

WHEREAS, June 17, 2025 is the 10th anniversary of City Council's adoption of Vision Zero, the goal of which the City has yet to meet; and

NOW, THEREFORE, BE IT RESOLVED, that the Portland City Council reaffirms its commitment to Vision Zero, which states, "No person should die or be incapacitated from simply going about their day. Protecting human lives is core to Vision Zero, the goal to eliminate traffic deaths and serious injuries on Portland streets;" and

BE IT FURTHER RESOLVED, that the City Council further commits to safeguarding the lives of people of all ages, races, and incomes that travel or linger along our roads; and

BE IT FURTHER RESOLVED, that the Deputy City Administrators, led by the Deputy City Administrator of Public Works and Public Safety, and co-led by Community and Economic Development, shall convene a Vision Zero Task Force by September 2025, staffed with key program and technical Bureau staff from across the City to collaborate on actions that support the City's goal to eliminate traffic deaths, and

BE IT FURTHER RESOLVED, that the Vision Zero Task Force will invite community advisory committees and community subject matter experts to engage in this work where appropriate, and

BE IT FURTHER RESOLVED, City bureaus, identified and informed by the Vision Zero Task Force, shall identify activities to support the goal of zero traffic deaths and evaluate and report to Council on advancement of those goals annually; and

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BE IT FURTHER RESOLVED, PBOT, with support from the Vision Zero Task Force, shall update the Vision Zero Action Plan, which identifies specific actions and commitments that City bureaus are responsible for delivering to improve traffic safety; and

BE IT FURTHER RESOLVED, the Vision Zero Task Force shall coordinate with external public agency partners such as Oregon Department of Transportation, Metro, TriMet, Multnomah County, and Oregon Liquor and Cannabis Commission to ensure alignment across jurisdiction; and

BE IT FURTHER RESOLVED, that PBOT shall develop and implement innovative, data-informed traffic safety infrastructure guided by PBOT's Equity Matrix to focus on reducing driving speeds and accelerating mode shift; and

BE IT FURTHER RESOLVED, that the Deputy City Administrators shall report quarterly on Vision Zero Task Force and Vision Zero Action Plan progress to City Council and share next steps to meet Action Plan goals.