

Safe Street Opportunities Analysis

Portland, Oregon

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Bay Area Vision Zero Working Group



About Portland



145 square mile
city with a
population of
635,700.



Over 4,800 lane
miles of streets
maintained by
the city.



Annual average
61 traffic deaths
in past 5 years.
38% pedestrians.
59% nighttime.



2025 trending
down, **32%**
fewer deaths
compared to
prior year-to-
date.



Current political
transition **from a**
commissioner
form of
government to
city-manager.

Safe Streets Opportunities Analysis

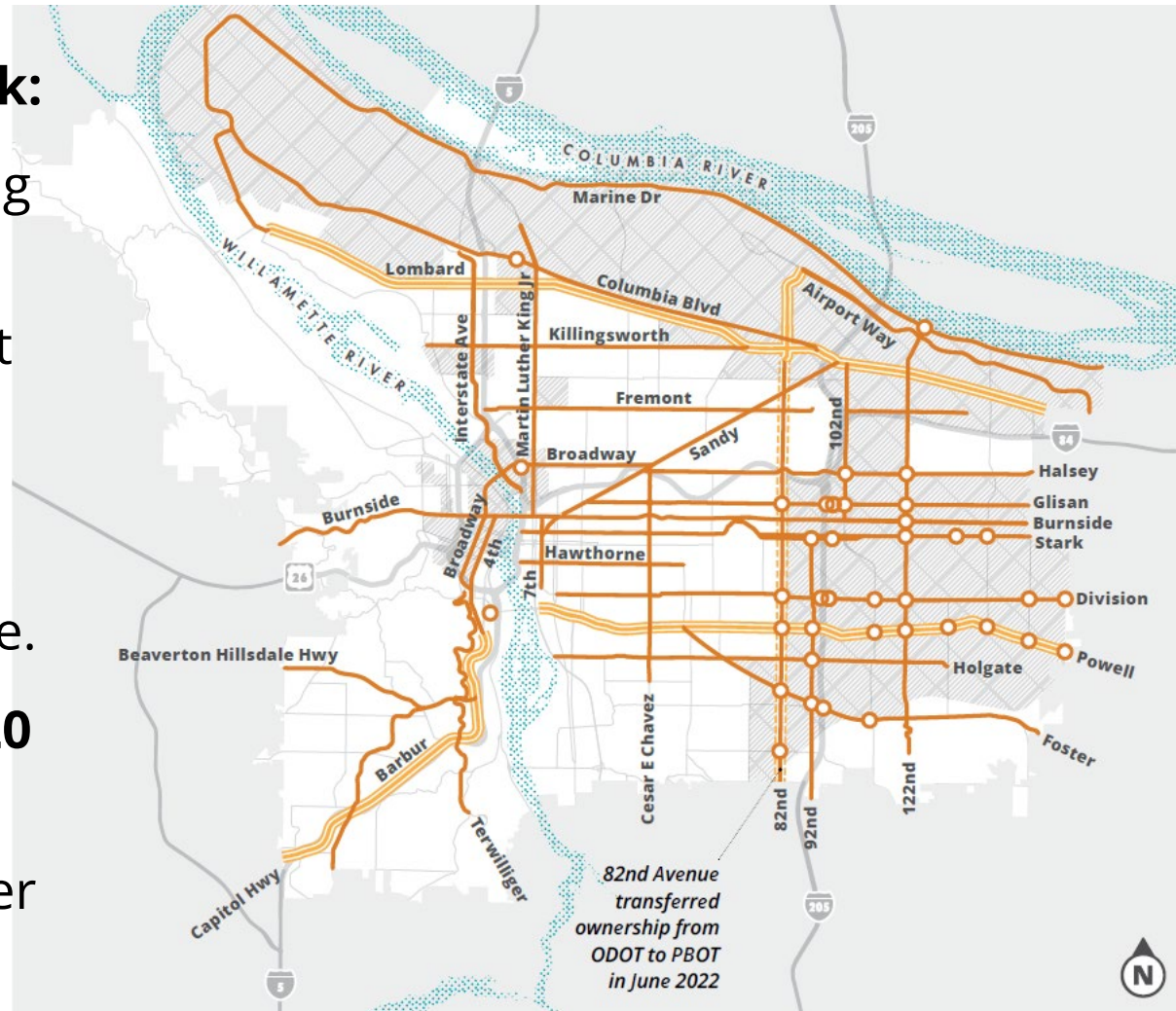
Goals:

- An updated high injury network with recent crash data.
- Reasonable segment length for quick build or small capital projects.
 - Use adjoining segments for large capital projects.
- Ability to analyze streets below design standards to estimate full investment need for safety baseline.

Original High Crash Network

First high crash network:

- Developed in 2014 using data from 2004-2013.
- Focused on crash count **without weighting injury severity.**
- **Crash trends have changed** in past decade.
- Large network, **over 220 miles of roadway.**
 - Some roadways over 8 miles long.



Step 1: Developing High Injury Segments

Developing High Injury Segments



Looked at **newer methods** used by SF, Minneapolis, Seattle, Denver, Oregon Metro (MPO).



½ mile to mile long segments



Segmentation by roadway name and number of lanes.

Lanes proxy for roadway width and design potential.

Developing High Injury Segments



Tested multiple weighting alternatives on most recent five years of crash data.



Modeling showed **no strong correlation between PDOs and fatal or serious injury crash occurrence.**



Final weighting:

10 per fatal/serious injury

3 per bike/ped minor/moderate injury.

Step 2: Conduct Safe Streets Opportunities Analysis on segments

Safe Streets Opportunities Analysis

Pedestrian safety

- Sidewalk completeness
- Crossing frequency
- Crossing proximity to transit

Bicycle access

- Match facility type to roadway width and speeds

Safe speeds

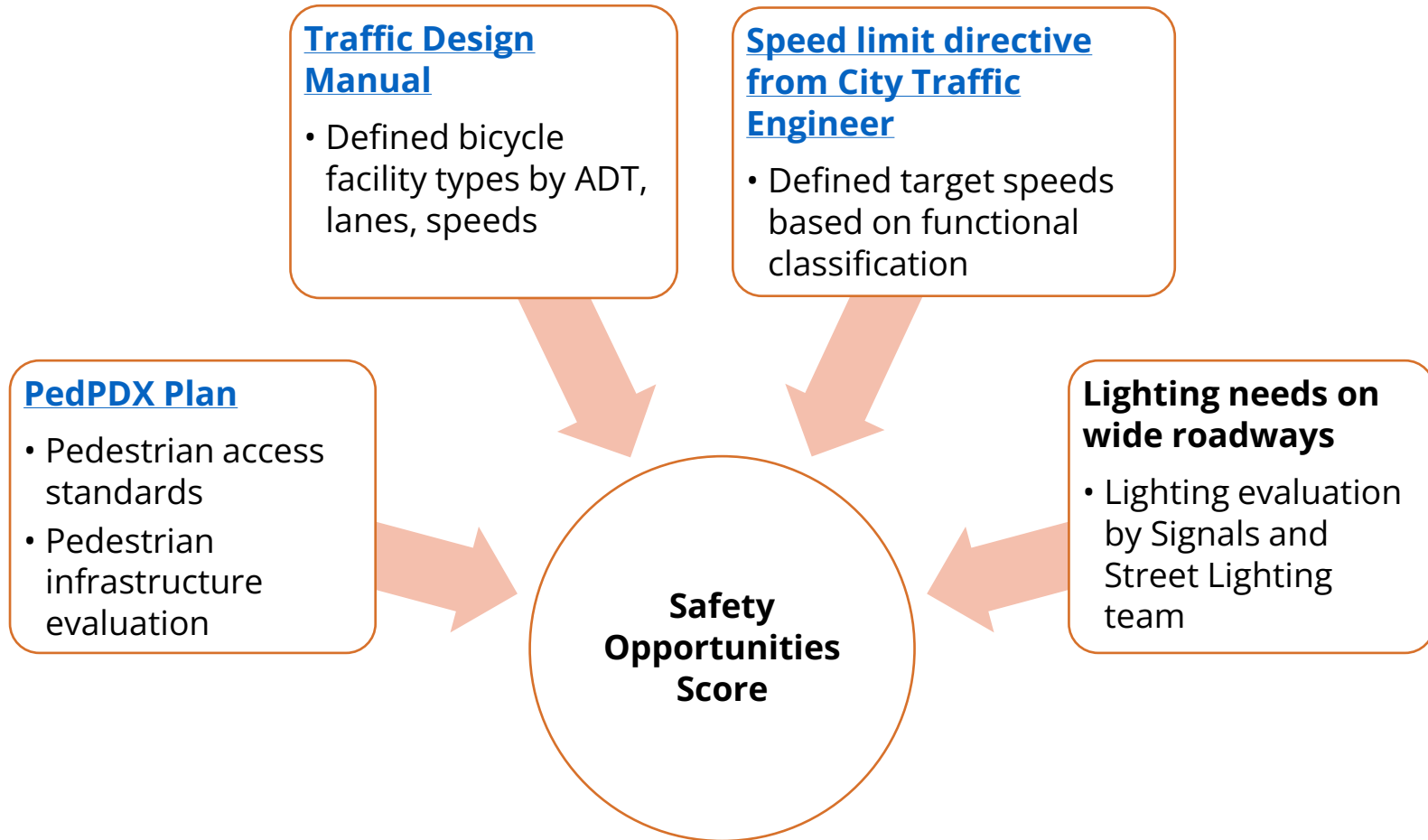
- Operating speeds below/at target speed by roadway type

Visibility

- Street lighting needs

Each area scored based on meets or exceeds guidelines (0 points), mid-level priority (1 points), or high priority needs (2-3 points)

Building on existing work at PBOT

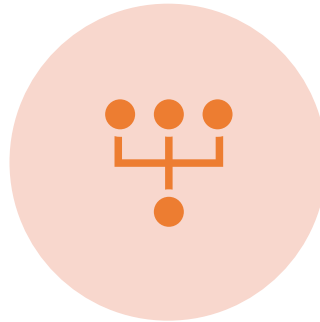


Future Step: Develop investment strategies for safety baseline

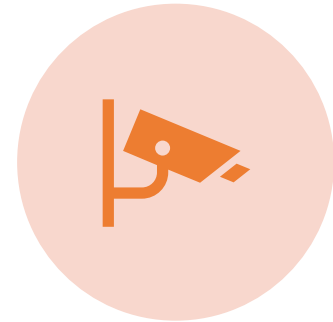
How will the analysis be used?



Prioritizing infrastructure investment opportunities through direct delivery, quick builds, or grant funding.



Reviewing current capital project pipeline for opportunities.



Automated enforcement camera expansion.

Questions?

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