



# Welcome!

## Envisioning Safety, Health, and Justice Regional Transportation Safety Forum

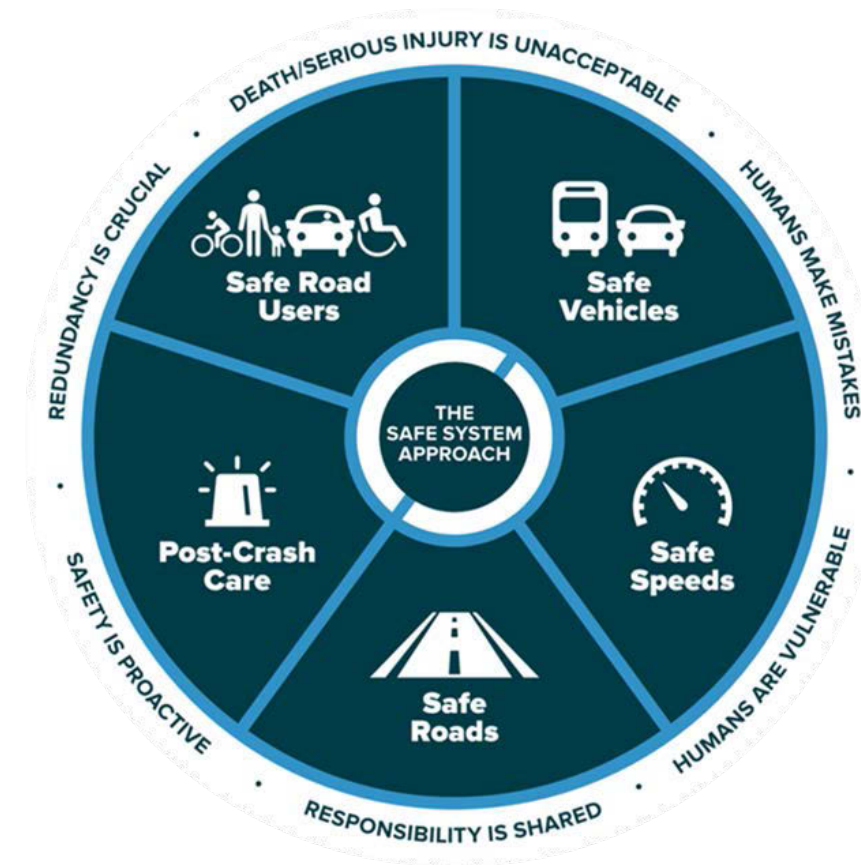


# In 2018, we committed to zero deaths and life changing injuries on our roadways, using an equity focused safe system approach.



2018 Regional Transportation Plan  
**Regional Transportation Safety Strategy**  
*A strategy to achieve Vision Zero in the greater Portland region*

December 6, 2018 [oregonmetro.gov/safety](http://oregonmetro.gov/safety)

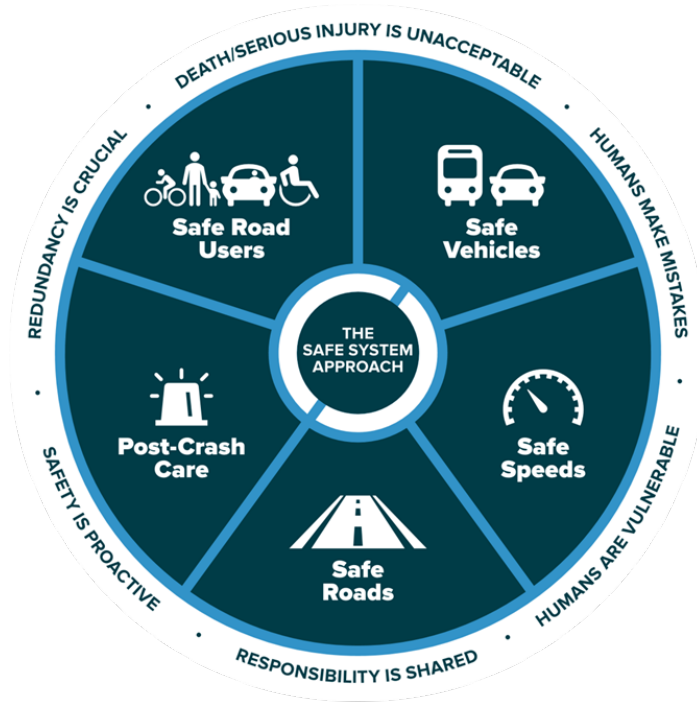


Source: FHWA

# We are not on track to Vision Zero.



# We can get to zero. Available solutions could save 31,500 lives annually in the US.



Source: FHWA



**Accommodating human mistakes**



**Keeping impacts on the human body at tolerable levels**

**Safe speeds.** Speed management strategies and technologies are estimated to save 4,000 lives each year nationally.

**Safe vehicles.** Incorporating Advanced Driver Assistance Systems, technologies which exist today, into all vehicles, is estimated to save up to 10,000 lives a year nationally.

**Safe road users.** Incorporating Alcohol Detection Systems, technologies which exist today, into all vehicles, is estimated to save up to 9,000 lives annually.<sup>11</sup>

**Safe roads.** Roadway design improvements that are safety-outcomes based are estimated to save 3,000 lives a year nationally.

**Safe EMS.** Improved emergency response to crashes is estimated to save 2,500 lives a year.

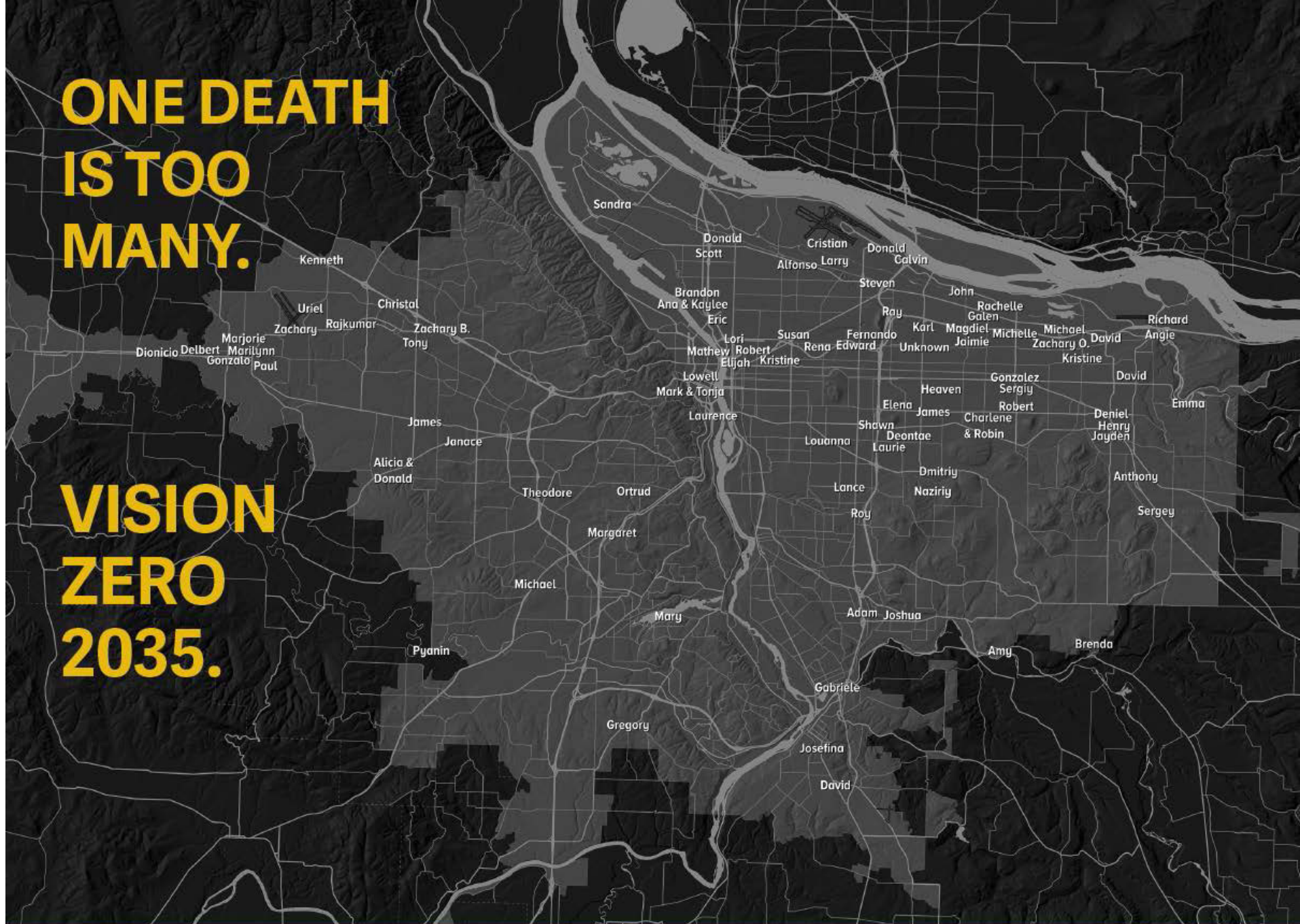
**Safe system for all.** Shifting to more transit, walking, and bicycling trips is estimated to save 3,000 lives a year nationally.

Sources: National Safety Council, Rand Report; Insurance Institute for Highway Safety - Highway Loss Data Institute; AAA Report; APTA Report.

We can get  
to a map  
with no  
names on it.

**ONE DEATH  
IS TOO  
MANY.**

**VISION  
ZERO  
2035.**






# Transportation safety and public health

May 26, 2020

Brendon Haggerty  
Program Supervisor  
Multnomah County Health Dept

# Leading causes of death in Multnomah County, 2015-2019

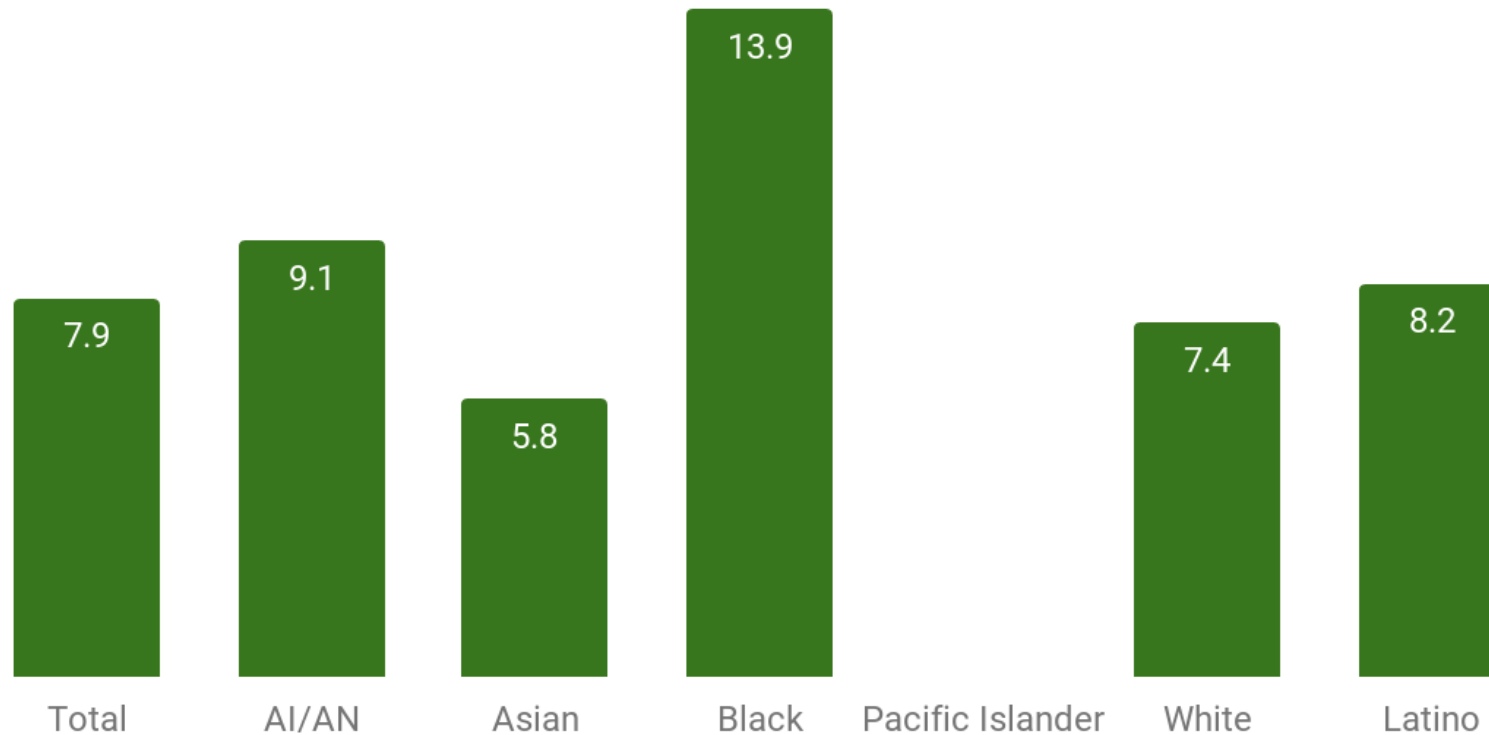
1. Cancer
2. Heart disease
-  3. Unintentional injury
4. Stroke
5. Chronic lower respiratory disease
6. Alzheimer disease
7. Diabetes
8. Suicide
9. Chronic liver disease
10. Essential hypertension

Source: Centers for Disease Control and Prevention, National Center for Health Statistics. Underlying Cause of Death 1999-2019 on CDC WONDER Online Database, released in 2020



# Transport death rates by race and ethnicity in Multnomah County 2013-2017

Age-adjusted rate per 100,000 population

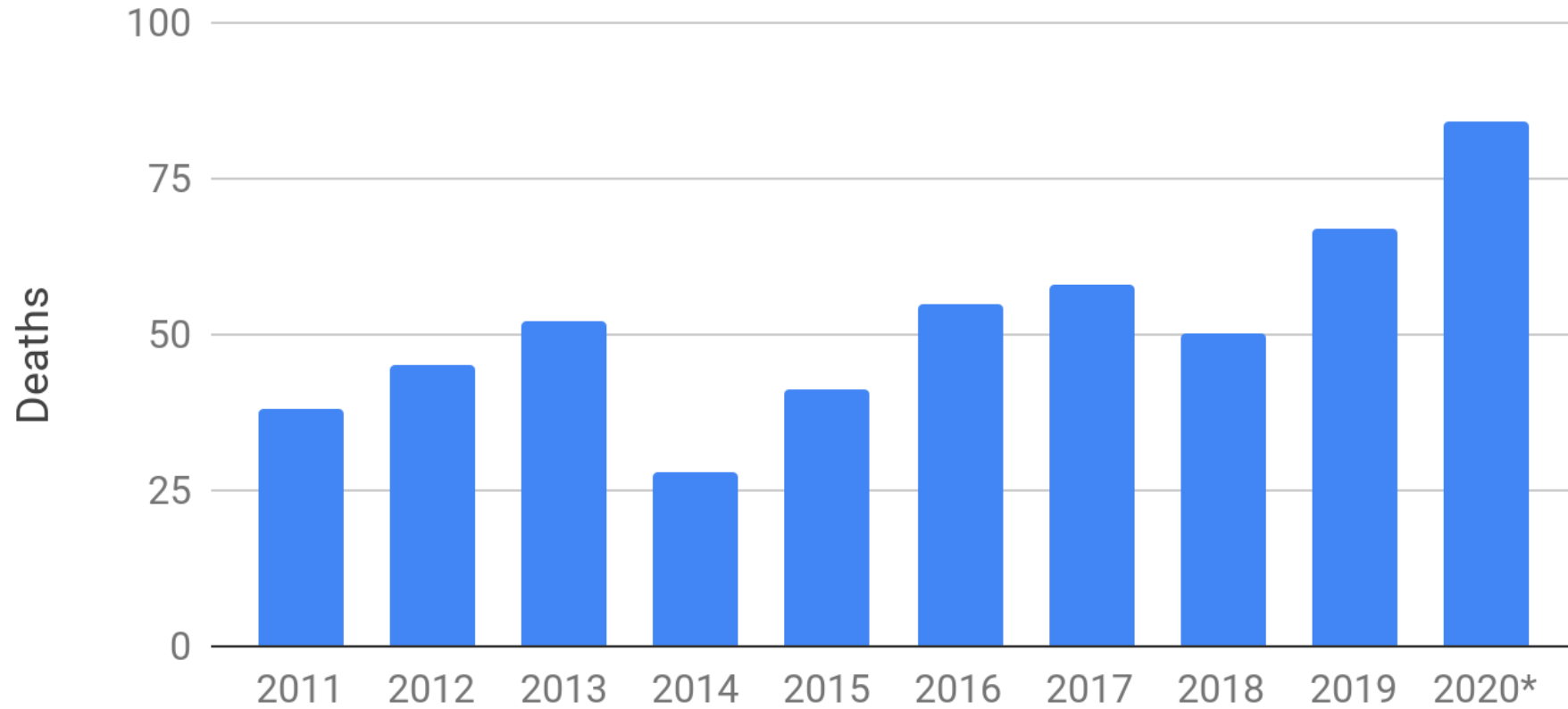


Data source: Oregon Death Certificates





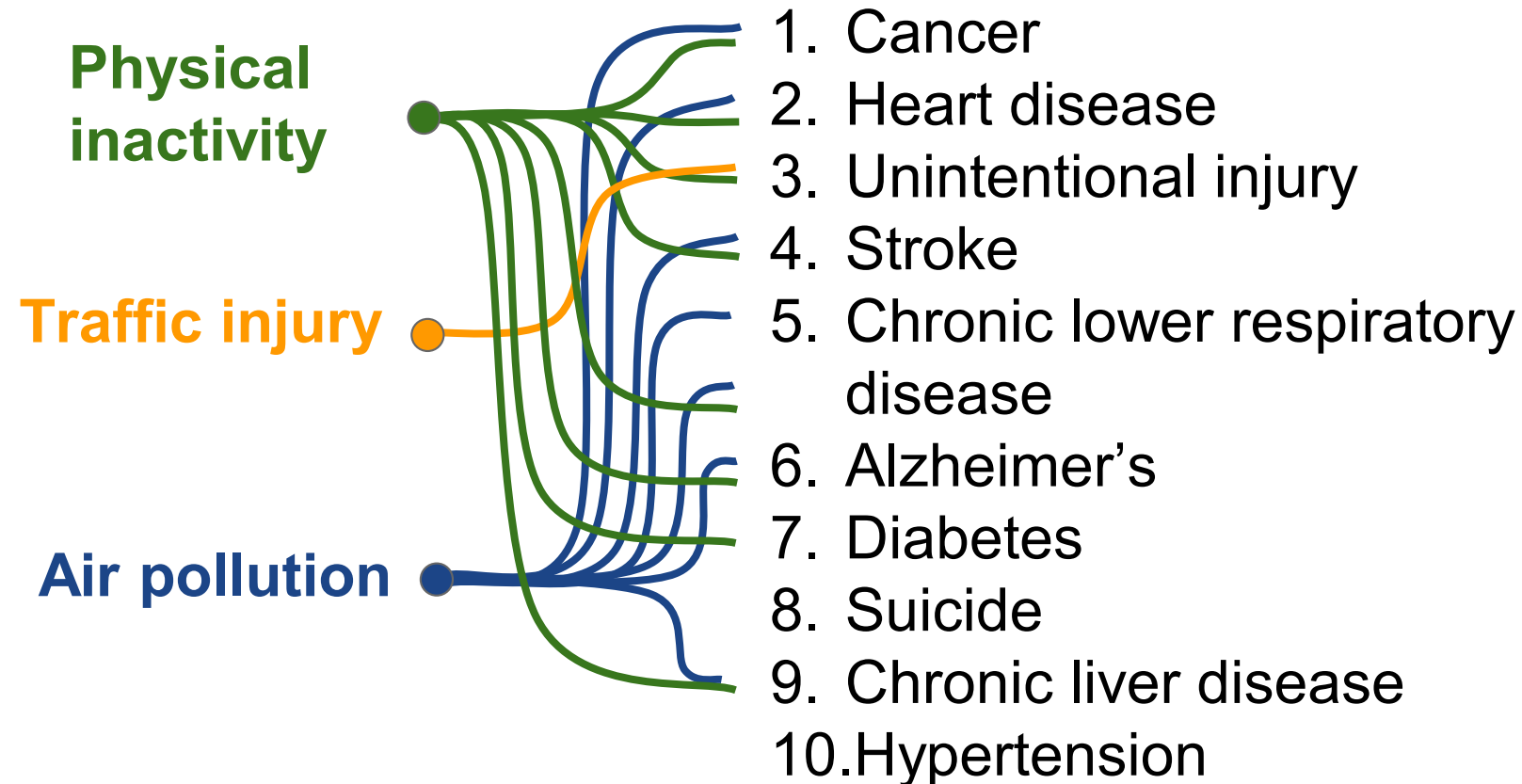
# Traffic crash deaths in Multnomah County, 2011-2020



\*Estimate  
Source: Oregon Department of Transportation



## Leading causes of death in Multnomah County 2014-2018





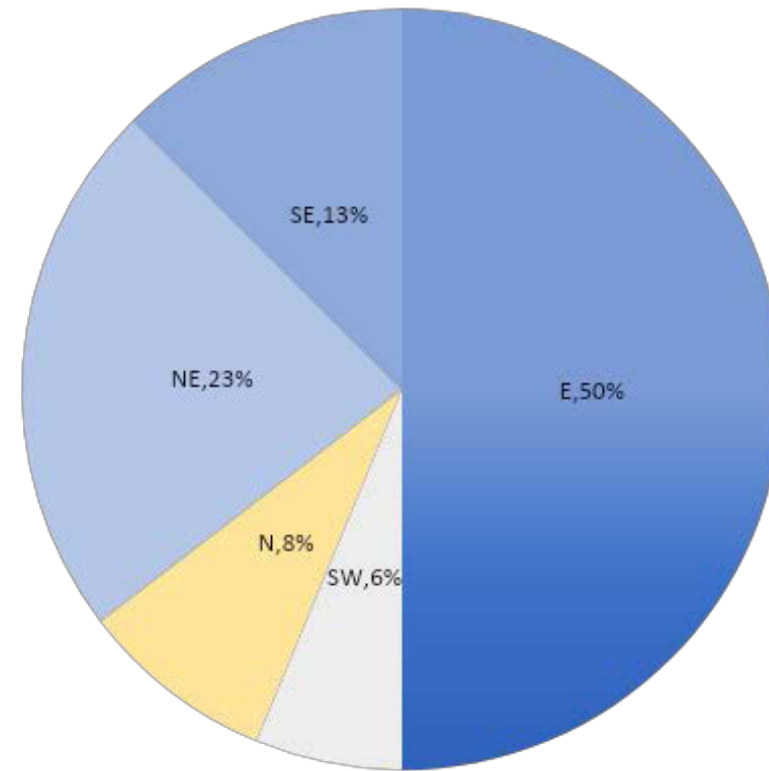
# Active Transportation & The Human Toll

Ashton Simpson, he | him,  
Executive Director

May 26, 2021

## Portland Neighborhood Regions (N, NE, E, SE, SW, NW)

**Taken together, the highest number of fatal pedestrian crashes occurred in NE, SE and East Portland (41 of 48 crashes).** N and SW Portland had fewer fatal pedestrian crashes with 4 and 3 respectively. There were no fatal pedestrian crashes in NW Portland during the three years 2017-2019. S Portland is not included as a separate neighborhood, as it w



## West vs. East Portland (82<sup>nd</sup> Ave. Border)

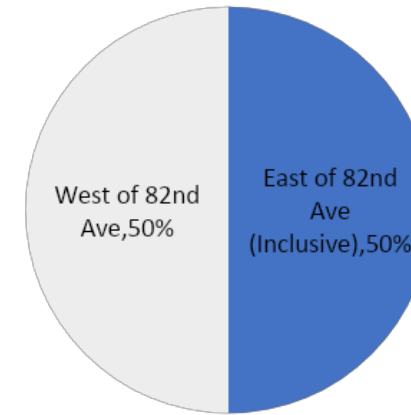
**A disproportionately large number of fatal pedestrian crashes occurred in East Portland, defined as the area of Portland east of 82<sup>nd</sup> Avenue (inclusive).** According to the 2010 census and PBOT's East Side in Motion plan, East Portland contains 28% of city population, yet was the location of 50% of pedestrian crash fatalities.

The death rate for pedestrian crashes is much higher east of 82<sup>nd</sup> Ave. There were 12.9 pedestrian fatalities per 100,000 in East Portland as compared to 5 per 100,000 in West Portland.

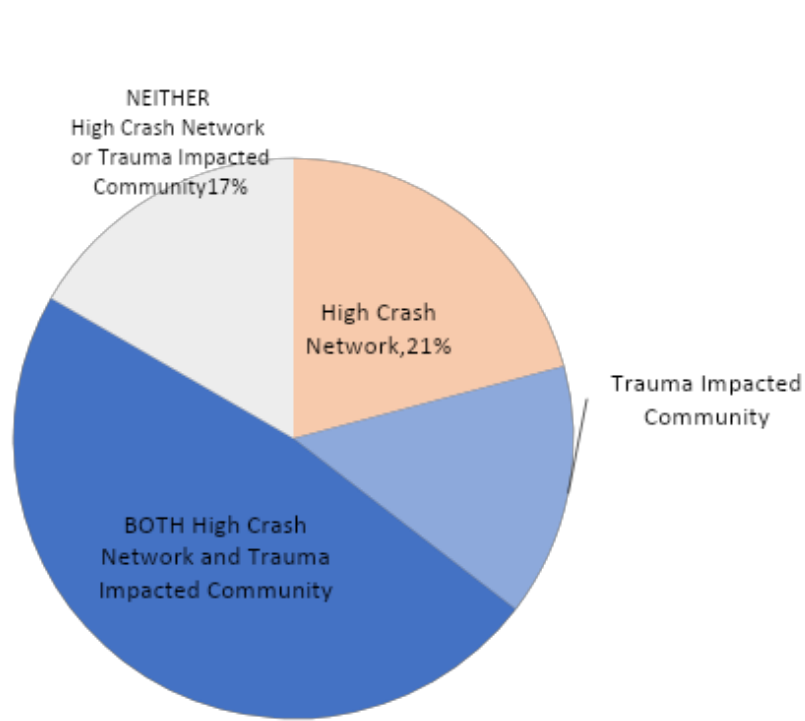
<https://www.portlandoregon.gov/transportation/article/372607>

<https://worldpopulationreview.com/us-cities/portland-or-population>

<https://www.portlandonline.com/portlandplan/index.cfm?a=288104&c=52257>

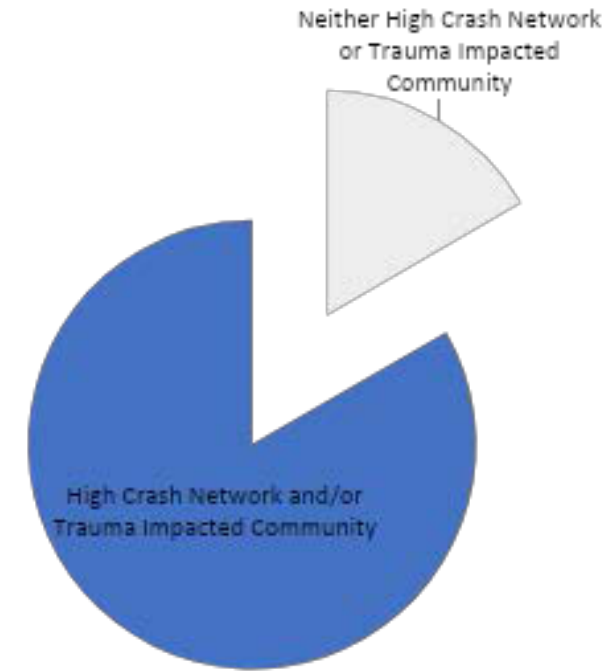


## Fatal Pedestrian Crashes on High Crash Corridors and within Trauma Impacted Communities



While PBOT designated High Crash Corridors constitute only 8% of Portland roads, they were the location of 69% of fatal pedestrian crashes from 2017-2019.

**Trauma Impacted Communities\* make up approximately 15% of Portland land area and contain about 24% of population, yet 62% of pedestrian crash fatalities occurred within Trauma Impacted Communities (including border streets).**



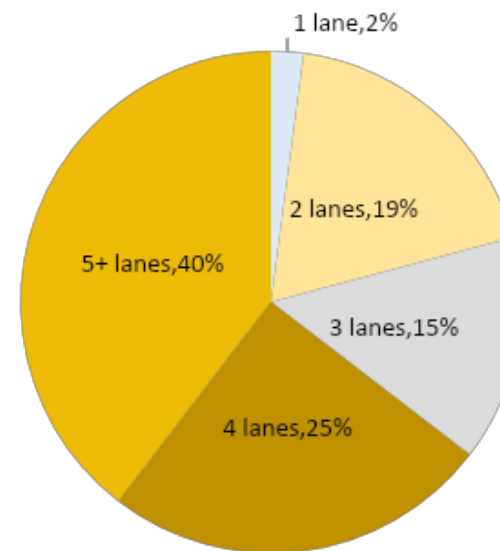
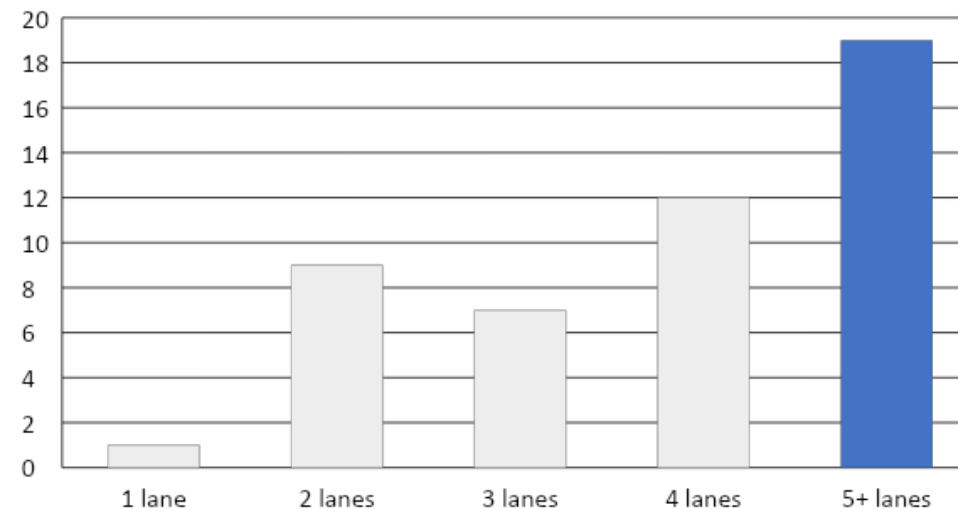
A large majority (83%) of fatal pedestrian crashes occurred on Portland's High Crash Corridors and/or within Trauma Impacted Communities.

\* PBOT has done excellent work mapping race, income, and areas where Portland has neglected basic pedestrian infrastructure. Oregon Walks supports PBOT's work to understand "Communities of Concern," but suggests instead the term Trauma Impacted Communities. A "concern" is typically a back-burner issue, not a priority. The term Trauma Impacted Communities shifts the narrative in two ways. First, it acknowledges that the effects of traffic violence on individuals and communities is additive. It piles on top of traumas which include economic instability, housing exclusion, a current unprecedented increase in gun violence, limited access to education and healthcare, and others. Second, the policy response to trauma is healing, not "us-vs-them." Ending pedestrian fatalities is preventing and healing traumas.

## Number of Lanes

**The most crashes (40%) occurred on 5 lane roads.**

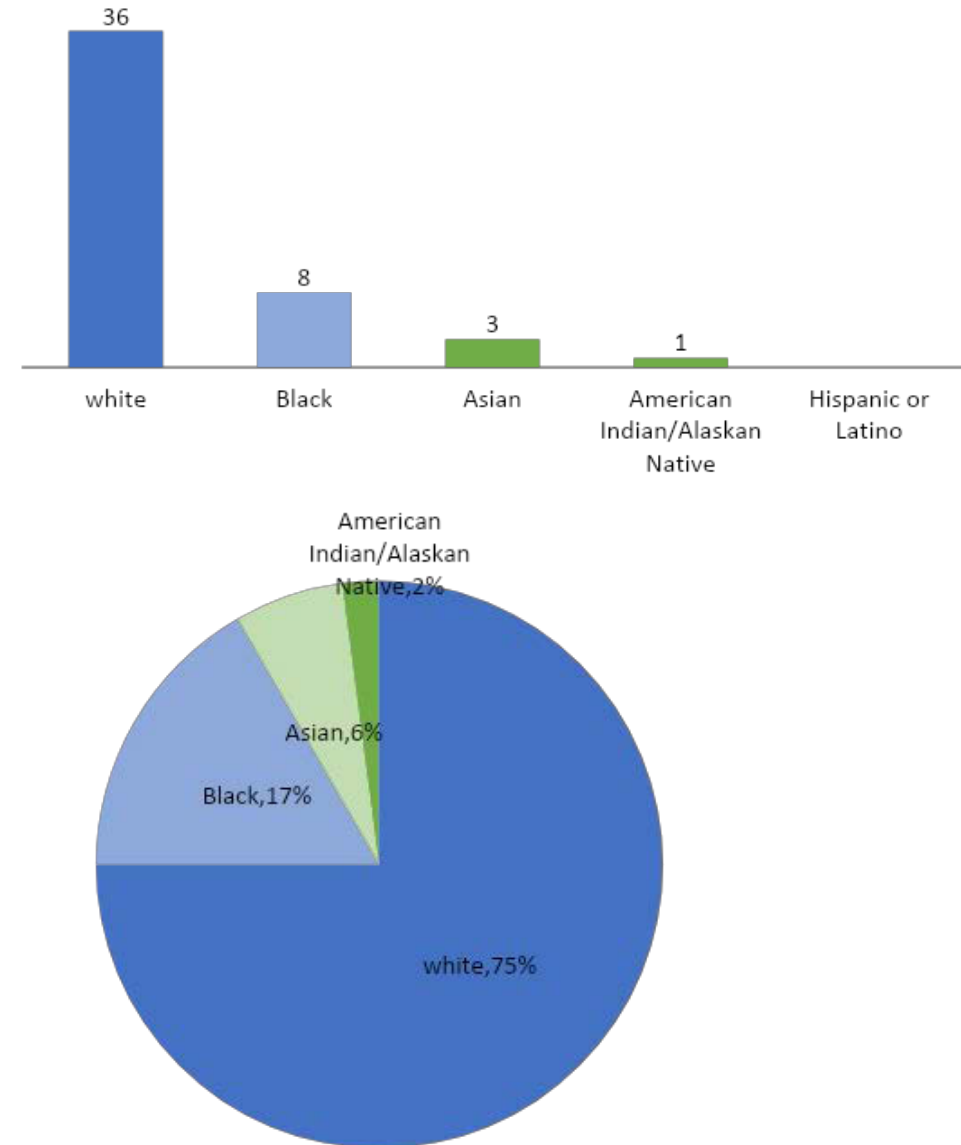
Data suggests that as the number of lanes increases, the likelihood of a crash increases.



## Pedestrian Race

75% of Portlanders killed in pedestrian crashes were identified in reports as white, which is roughly proportional to census data identifying 77.1% of Portlanders as white. **17% of Portlanders killed in pedestrian crashes were identified as Black, which is disproportionate compared to census data identifying 5.8% of Portlanders as Black.** The reports identify no Portlanders killed in pedestrian crashes as Hispanic or Latino, yet these groups make up 9.7% of Portland's population.

<https://www.census.gov/quickfacts/portlandcityoregon>

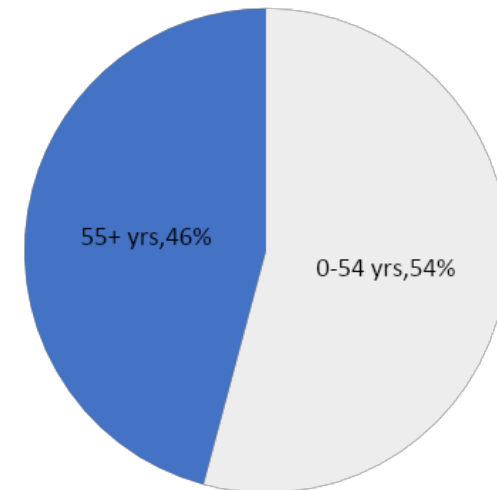
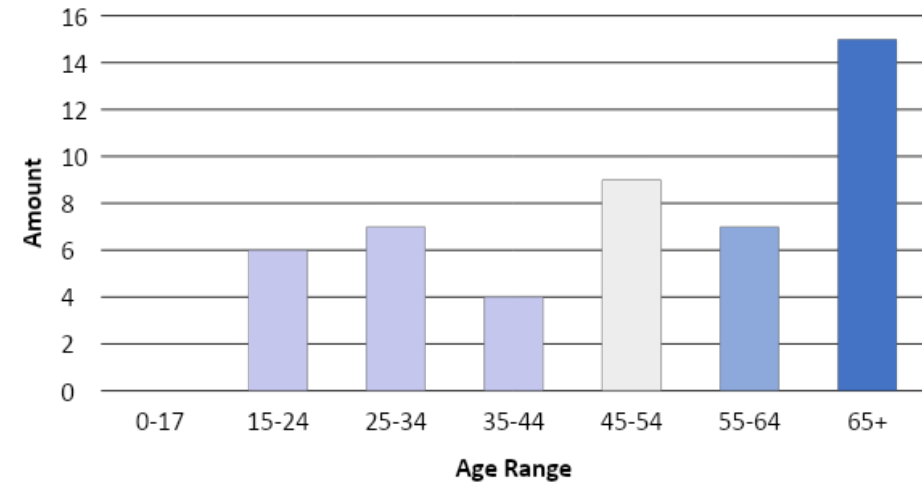




## Pedestrian Age

54% of Portlanders killed as pedestrians were age 55+, whereas that age group is around 20% of the population.

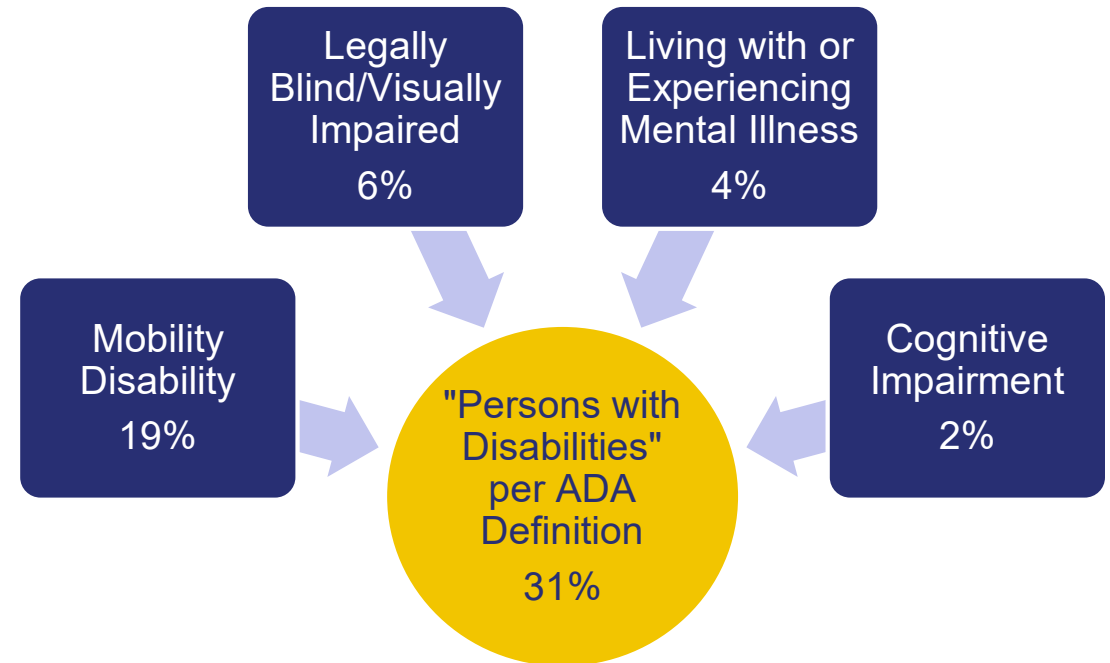
31% of Portlanders killed as pedestrians were over age 65, whereas only 12.3% of Portland population are 65+.



## Persons with Disabilities

Recent US Census estimate data puts the total number of persons with disabilities in Portland at around 12%. The Census Bureau's American Community Survey defines a disability as those who have difficulty with hearing, vision, cognition, walking or climbing stairs as well as difficulty with self-care and independent living. The FHWA uses the similar ADA definition for a person with a disability: "one who has a physical or mental impairment that substantially limits one or more major life activities of such individual, a record of such an impairment, or being regarded as having such an impairment."

A disproportionately high 31% of pedestrians killed in crashes fall under the Census Bureau and ADA definitions of "disabled" and thus FHWA inclusion in traditionally underserved groups.



## Pedestrian Homelessness/Houselessness

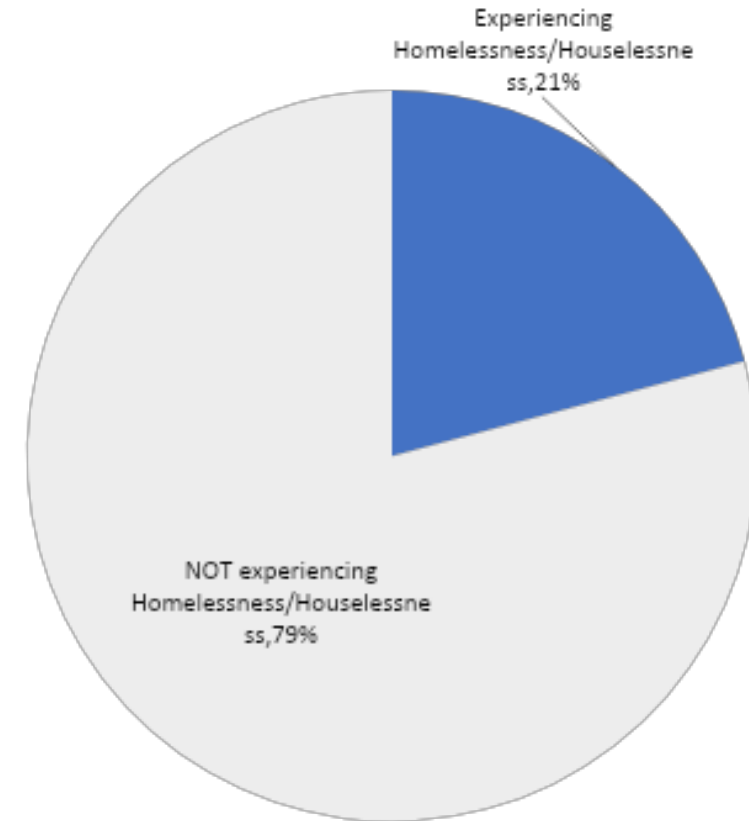
The exact percentage of Portland population who are experiencing homelessness/houselessness is difficult to determine as many definitions are used and data collection is incomplete. A 2019 PSU report found that 2% of people in the Portland metro area in 2017 experienced homelessness. The United States Interagency Council on Homelessness puts the Oregon homeless population at 2.81%.

21% of Portlanders killed as pedestrians were experiencing homelessness/houselessness. This is disproportionate to Portland's homeless population percentage, indicating people experiencing homelessness/houselessness are at much higher risk of dying in a crash than other Portlanders.

<https://www.opb.org/news/article/portland-state-university-metro-homeless-report-2017/>

<https://www.usich.gov/homelessness-statistics/or/>

<https://www.pdxmonthly.com/news-and-city-life/2019/04/the-numbers-behind-oregons-homelessness-crisis>



## TAKE ACTION

Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive throughout Oregon.

Learn more at:

<https://oregonwalks.org/>


Donate and become a member:

<https://donatenow.networkforgood.org/1435882>

The image shows a donation form for Oregon Walks. At the top, there is a dark blue header with the text "Join Oregon Walks!" and a yellow box on the right that says "PROTECTING YOUR RIGHT TO ROAM Walk with us!". Below the header, there is a paragraph of text explaining the organization's mission. The main form area is divided into several sections: "Choose your donation or membership amount." with options for \$10 (Sponsor a Walking Kit), \$35 (Individual Membership), \$60 (Family Membership), \$250 (Business Membership), and "Other" with a "\$ Amount" input field. Below this is the "Donation Frequency" section with options for "One Time", "Monthly", "Quarterly", and "Annual", and a note that recurring donations are the best way to give steady support. The "No Attribution" section has an "OPTIONAL" label and a checkbox for "Please do not use my name in publications". The "Payment Information" section has a "Please click below to choose your payment method." instruction and buttons for "Credit/Debit" and "PayPal". The "If you have a special purpose for your donation, please let us know." section has an "OPTIONAL" label, a text input field for "In honor of, in memory of, etc.", and a checkbox for "Please send an acknowledgement to the individual or organization to whom I am dedicating my donation." At the bottom of the form is a large blue button labeled "DONATE NOW".



Thank You



# Multnomah County

## **REACH Traffic Safety Report:**

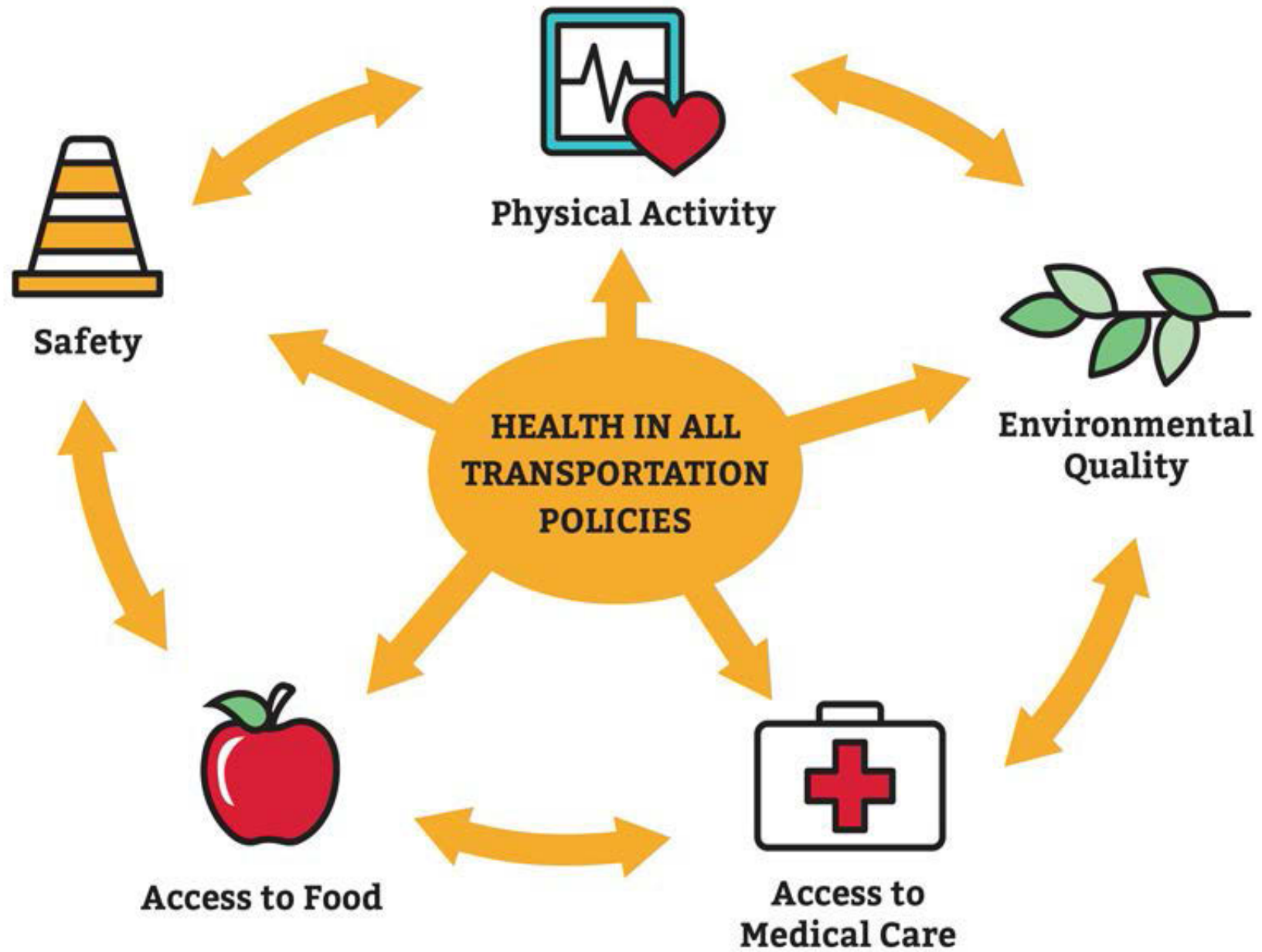
At the Intersection of Transportation,  
Health,  
Race and Justice

Tameka Brazile, MBA  
Director, Prevention Health  
Promotion Unit

Regional Transportation Safety Forum 2021  
May 26, 2021

We want to **acknowledge** that the data presented in this report represent real people – members of our community. These individuals are sisters, brothers, mothers, fathers, and friends in our county.







Multnomah County REACH Transportation Crash and Safety Report  
At the Intersection of Transportation, Health, Race and Justice



# Six Domains of Transportation Safety

## Fatal Injuries

The death rate from traffic crash injuries among Black Multnomah County residents was almost twice the rate among white residents from 2013-2017.

## Non-fatal Injuries

Black Multnomah County residents appear to be over-represented among patients visiting emergency departments for traffic crash injuries.

## Biased Behavior Among Road Users

Black males waited 32% longer for cars to yield at a crosswalk in Portland.

## Biased Policing

Black or African American adults were four times more likely to enter the criminal justice system compared to white adults.

## Harassment

Black or African American adults were the most common targets of racial bias crimes in Portland, 60% of which took place in a public space.

## Violent Crimes

Danger from violent crimes influences travel choices in the Black community.



# Cost of Health Inequalities in Multnomah County

**\$442  
million**

Estimated annual economic burden of health inequalities

**\$332  
million**

in cost of premature mortality

**\$92  
million**

in direct health care costs

**\$18  
million**

in indirect costs of illness



# Human and Health Impact



I'm scared to go outside between the shootings, car accidents and people getting ran over. Smh



MMS  
11:06 PM





CITIES

## "Biking while black" is a thing, too

By Heather Smith on Jan 13, 2015

Facebook Twitter Instagram

WILLAMETTE WEEK NEWS RESTAURANTS BARS MUSIC ARTS

### Black Portlanders Are Still Disproportionately Stopped While Driving and Walking

Traffic stops are the most common way police interact with the public.

Northeast Portland's Madison South neighborhood. (Elior Gagnier)

OPB FEB. 20, 2021

In The News Oregon winter storm COVID-19 relief package Black farming in Oregon Gun laws Climate change

## Portland has 5th worst arrest disparities in the nation, according to compiled data

By Jonathan Levinson (OPB) Feb. 7, 2021 9:23 a.m.

Portland has some of the highest compiled data.

Portland police arrest Black worst in the country. Officer according to data from Cam

The data, first published by and found that only Washing Carolina, had more disparate top five worst offenders with Obama administration beca

### 54 people killed in Portland traffic crashes in 2020 – the most since 1996 – despite the pandemic

Updated Jan 06, 2021 Posted Jan 06, 2021

STREAM AD-FREE FOR \$5.99/MO. dcoverytv

I'm scared to go outside between the shootings, car accidents and people getting ran over. Smh

WILLAMETTE WEEK NEWS RESTAURANTS BARS MUSIC ARTS

### Black Portlanders Are Killed Crossing the Street at Three Times the Rate of White Pedestrians

The pedestrian death rate per 100,000 was three times higher east of 82nd Avenue than it was west of 82nd.

OPB FEB. 20, 2021

In The News Oregon winter storm COVID-19 relief package Black farming in Oregon Gun laws Climate change

## In Portland, Black drivers make up 18% of traffic stops, 5.8% of population

By Jonathan Levinson (OPB) Nov. 27, 2020 6 a.m. Updated: Nov. 27, 2020 9:16 a.m.

Black people in Portland were dramatically more likely to be stopped by police in 2019 than their non-Black counterparts, according to data recently released by the Portland Police Bureau.

Of the 33,035 vehicle stops Portland police made in 2019, 18% were for Black drivers and 65% were for white drivers. Meanwhile, white people make up 75.1% of the population, while Black people make up only 5.8%.

The discrepancy is even greater for nonmoving violation stops, a category for which the report says officers have more room for discretionary judgement. Black people accounted for 22.6% of those stops compared to 62% for white people.

KATU2 abc NEWS WEATHER CORONAVIRUS LIFESTYLE CHIME IN WATCH

### Report finds PPB officers stop Black people at higher rate, bureau plans changes in 2021

by KATU Staff | Thursday, November 19th 2020

PPB STOPS MORE BLACK PEOPLE DEVELOPING NEWS KATU2 abc

OPB FEB. 20, 2021

In The News Oregon winter storm COVID-19 relief package Black farming in Oregon Gun laws Climate change

### Portland MAX Stabbing Victims Call Out Racist System During Sentencing Hearing

By Meesh Powell (OPB) Jan 23, 2020 1 p.m.

Only about a half-hour into his sentencing hearing Tuesday, Jeremy Christian was escorted out of the courtroom for an outburst.

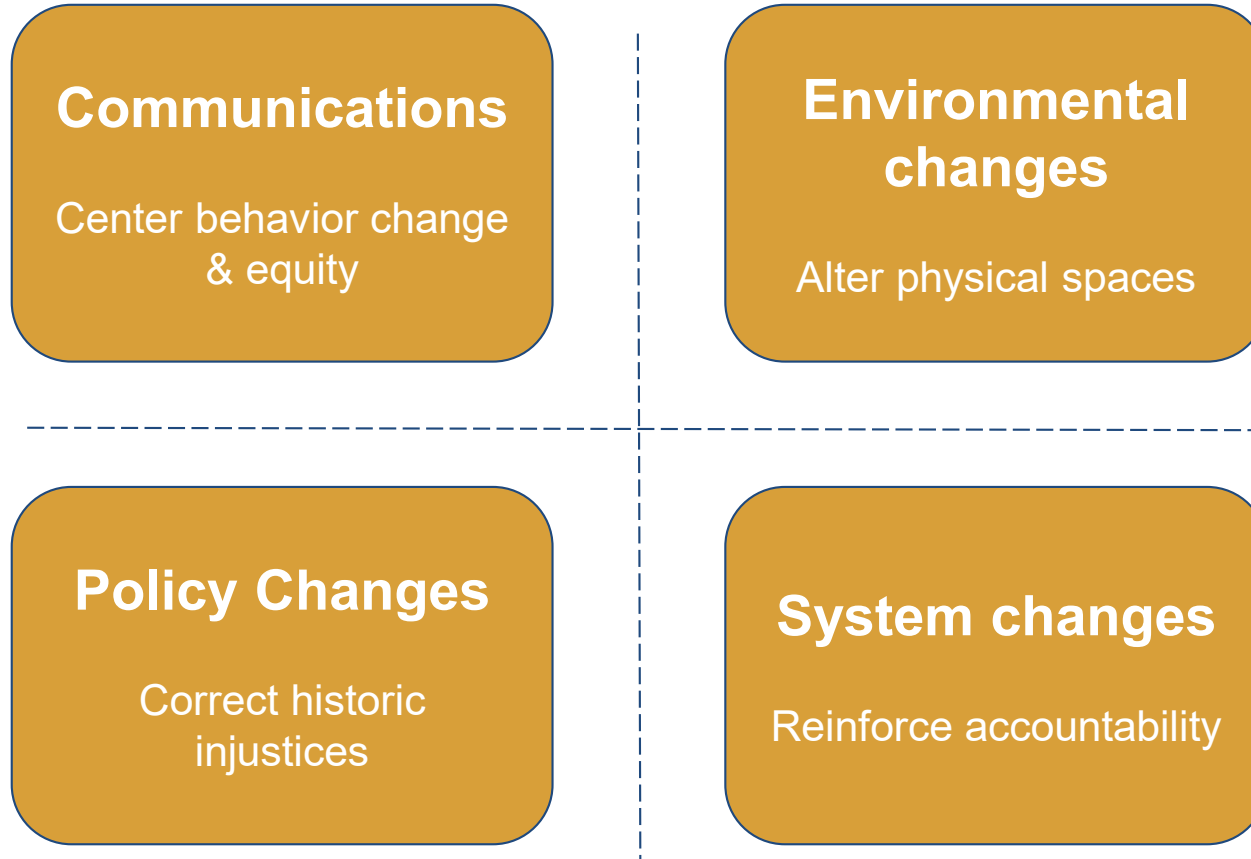
Christian was convicted of stabbing and killing two men and injuring a third on a MAX light rail train in Portland in 2017. After a four-week trial earlier this year, a jury found him guilty on 12 counts, including murder and attempted murder, as well as assault and hate crimes.

"I should've killed you, bitch," Christian yelled at Demetria Hester, a Black woman he assaulted a night prior to the MAX stabbings, before being escorted out of the room by Multnomah County Sheriff's deputies Tuesday.

Hester was one of about 15 people slated to give victim impact statements Tuesday ahead of Christian's sentencing.



# Recommendations: CPSEs



A stylized graphic on the left side of the slide. It features two green mountain peaks with rounded tops. Below the mountains is a dark green, wavy band representing a forest or grass. At the bottom is a blue, wavy band representing water. The entire graphic is composed of solid-colored shapes with white borders between them.

**Discussion, Questions,  
Comments & Next Steps**

**THANK YOU!**