





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



We are not on track to Vision Zero.



Fatality and serious injury trends for the greater Portland region Source: Metro

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





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.¹¹

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.



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**



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 occured 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 (82nd Ave. Border)

A disproportionately large number of fatal pedestrian crashes occurred in East Portland, defined as the area of Portland east of 82nd 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 82nd 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/3 72607 https://worldpopulationreview.com/us-cities/portlandor-population

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



East of 82nd Ave

Deaths per 100,000

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.

Oregon Walks Fatal Pedestrian Crash Report - Causes, Effects and Recommendations



1 lane,2% 2 lanes,19% 3 lanes,15% 4 lanes,25%

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-stateuniversity-metro-homeless-report-2017/ https://www.usich.gov/homelessness-statistics/or/ https://www.pdxmonthly.com/news-and-citylife/2019/04/the-numbers-behind-oregonshomelessness-crisis



Oregon Walks Fatal Pedestrian Crash Report - Causes, Effects and Recommendations

TAKE ACTION

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

Learn more at: <u>https://oregonwalks.org/</u>

Donate and become a member: https://donatenow.networkforgood.org/1435882

	RIGHT TO ROAM
ining a growing network of people, businesses and community nizations who support Oregon Walks, you are helping to improve safe, able communities in the Portland region and throughout Oregon. Is you for becoming a catalyst for better transportation choices that are ssible to everyone.	
Choose your donation or membership amoun	ıt
\$ 10 SPONSOR A WALKING-KIT \$ 35 Individual Mer	nbership 5.60 Family Membership
\$ 250 Business Membership Other \$ Amou	nt
No Attribution Corrora	
No Attribution Control (Internation) Please do not use my name in publications Payment Information Please click below to choose your payment method. Credit/Debit PayPal	
No Attribution Option (1) Please do not use my name in publications Please do not use my name in publications Please click below to choose your payment method. Presurvent PayPal If you have a special purpose for your donation Ivant my donation to be dedicated: Ivant my donation to be dedicated:	m, please let us know.
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No Attribution @FTEORAL Please do not use my name in publications Please do not use my name in publications Please click below to choose your payment method. @redit/Delay PayPeal If you have a special purpose for your donation Image: A special purpose for your donation	please let us know. Please send an acknowledgement to the individual organization to whom I am dedicating my donation.



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 **acknowledg**e 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.











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.

Biased Policing

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

Non-fatal Injuries

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

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.

Biased Behavior Among Road Users

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

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	in cost of premature
million	mortality
\$92	in direct health
million	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



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"Biking while black" is a thing, too By <u>Heather Smith</u> on Jan 13, 2015

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ATU/200

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

WEATHER

WILLAMETTE WEEK

Black Portlanders Are Still Disproportionately Stopped While Driving and Walking Traffic stops are the most common way police interact with the

NEWS DESTAILBANTS RADS



≡ WILLAMETTE WEEK NEWS RESTAURANTS BARS MUSIC AR

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.



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

LIFESTYLE



OPB "

CHIME IN WATCH

Portland MAX Stabbing Victims Call Out Racist System During Sentencing Hearing

By Meerah Powell (OPE)

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

Christian was <u>convicted of stabbing and killing two men and laburing a third on a MAN light rail</u> 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 <u>hate crimes</u>.

"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 ecorted out of the room by Multnomah County Shertf's deputies Tuesday.

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

PB 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 hig 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 disparat top five worst offenders with Obama administration becau 54 people killed in Portland traffic crashes in 2020 – the most since 1996 – despite the pandemic

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• **PB** 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

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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.



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Recommendations: CPSEs

Communications

Center behavior change & equity

Environmental changes

Alter physical spaces

Policy Changes

Correct historic injustices

System changes

Reinforce accountability



Discussion, Questions, Comments & Next Steps

THANK YOU!