Multnomah County REACH Traffic Safety Report:

At the Intersection of Transportation, Health, Race and Justice

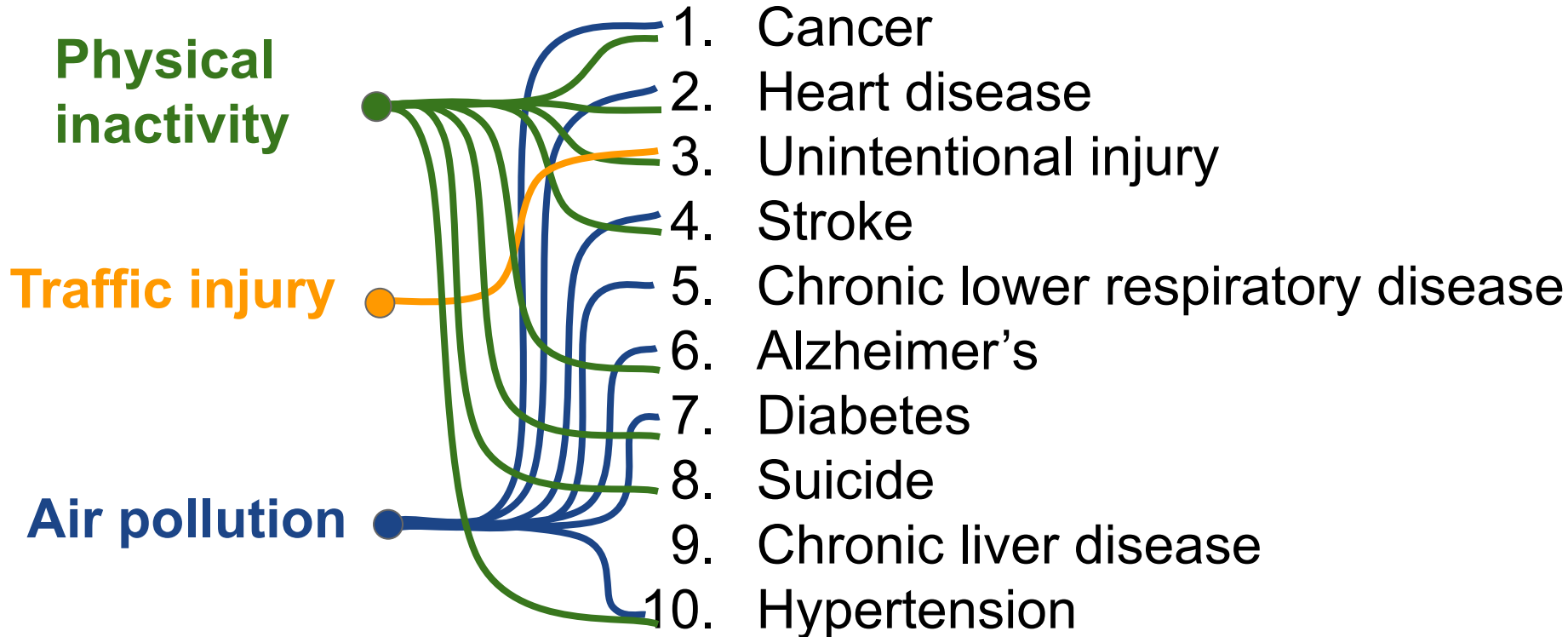Brendon Haggerty, MURP

Charlene McGee, MPA
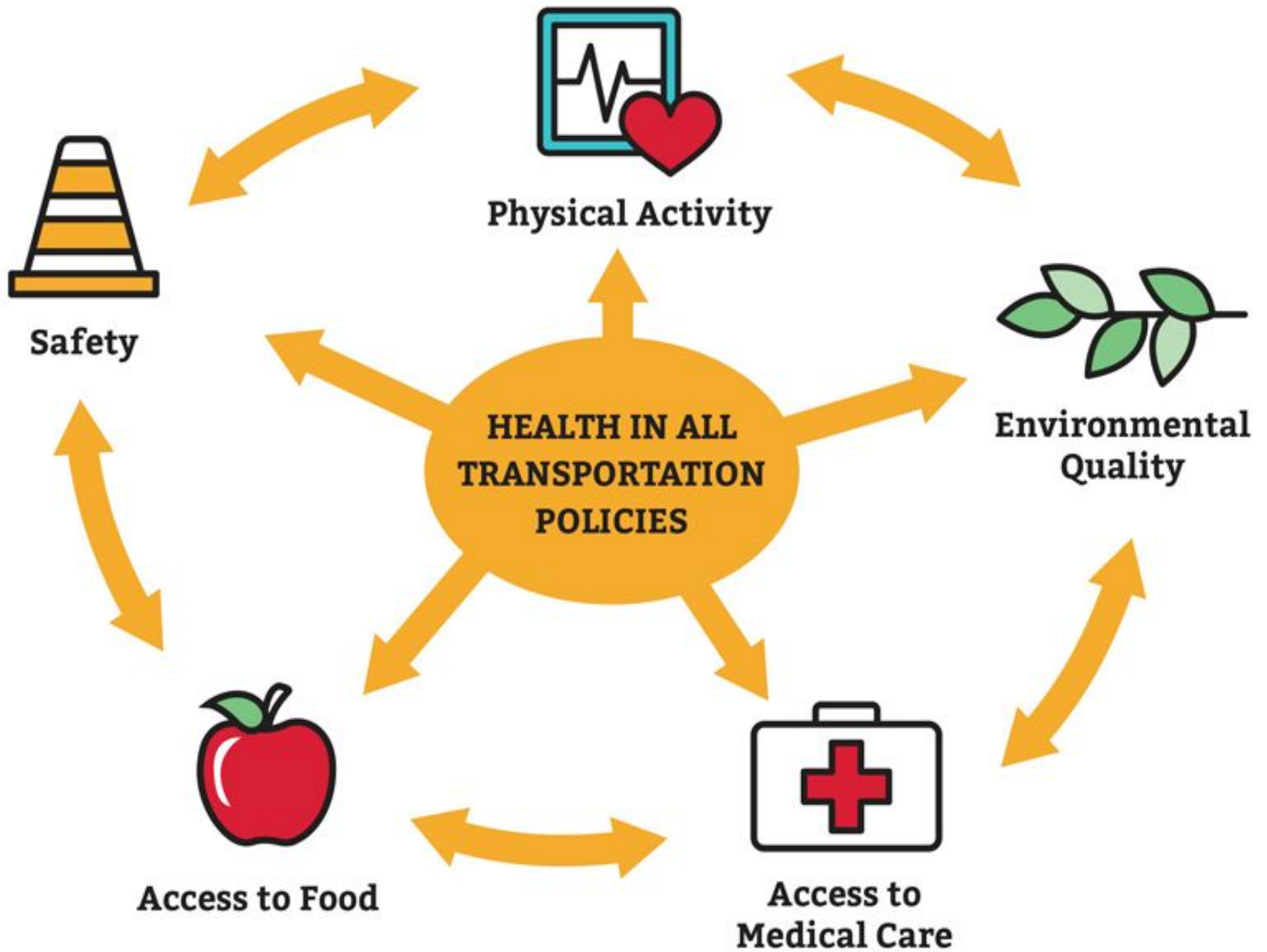
Last updated March 2021

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 10 Leading Causes of Death in Connection to Built Environment

Leading causes of death in Multnomah County 2014-2018

Physical inactivity

Traffic injury

Air pollution

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

Physical Activity

Safety

Environmental Quality

HEALTH IN ALL TRANSPORTATION POLICIES

Access to Food

Access to Medical Care

Safety Outcomes: Six Domains

Fatal injury

Non-fatal injury

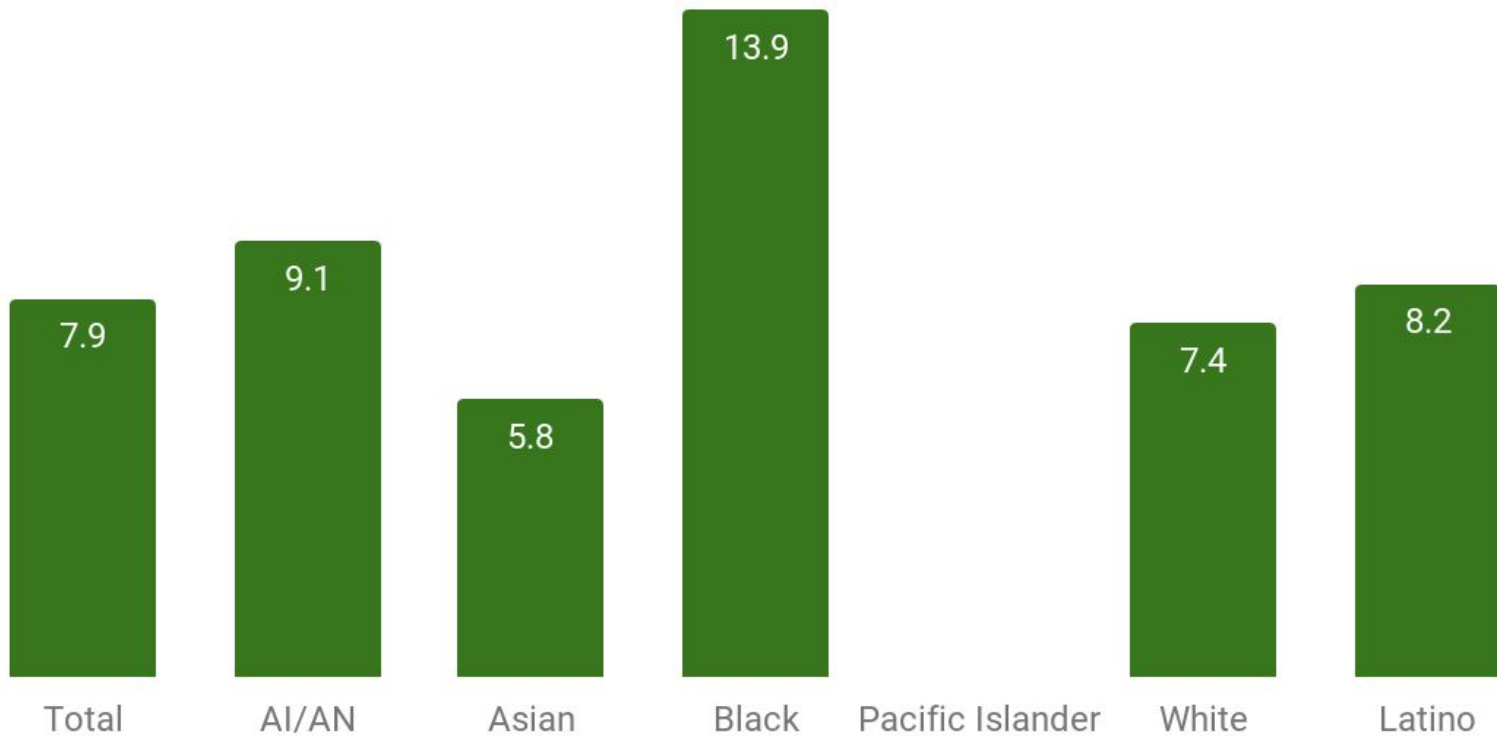Biased behavior among road users

Biased policing

Harassment

Violent crime

Safety Outcomes: Fatal Injury

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

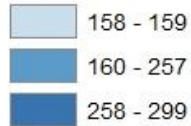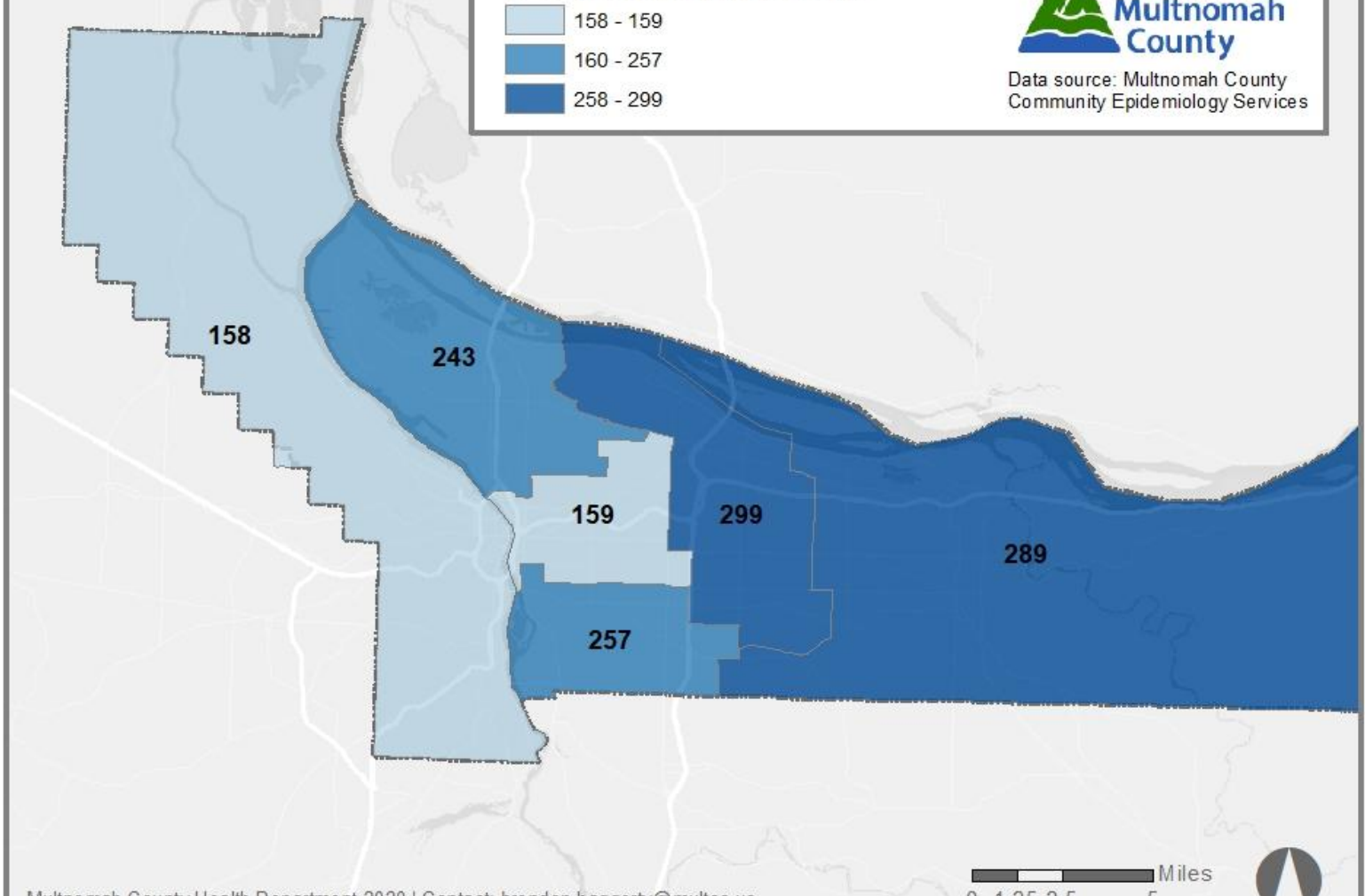Age-adjusted rate per 100,000 population

Total	AI/AN	Asian	Black	Pacific Islander	White	Latino
7.9	9.1	5.8	13.9		7.4	8.2

Data source: Oregon Death Certificates

Years of Potential Life Lost from Traffic Injuries
YPLL per 100,000 (2008-2017)

158 - 159
160 - 257
258 - 299

Multnomah County

Data source: Multnomah County Community Epidemiology Services
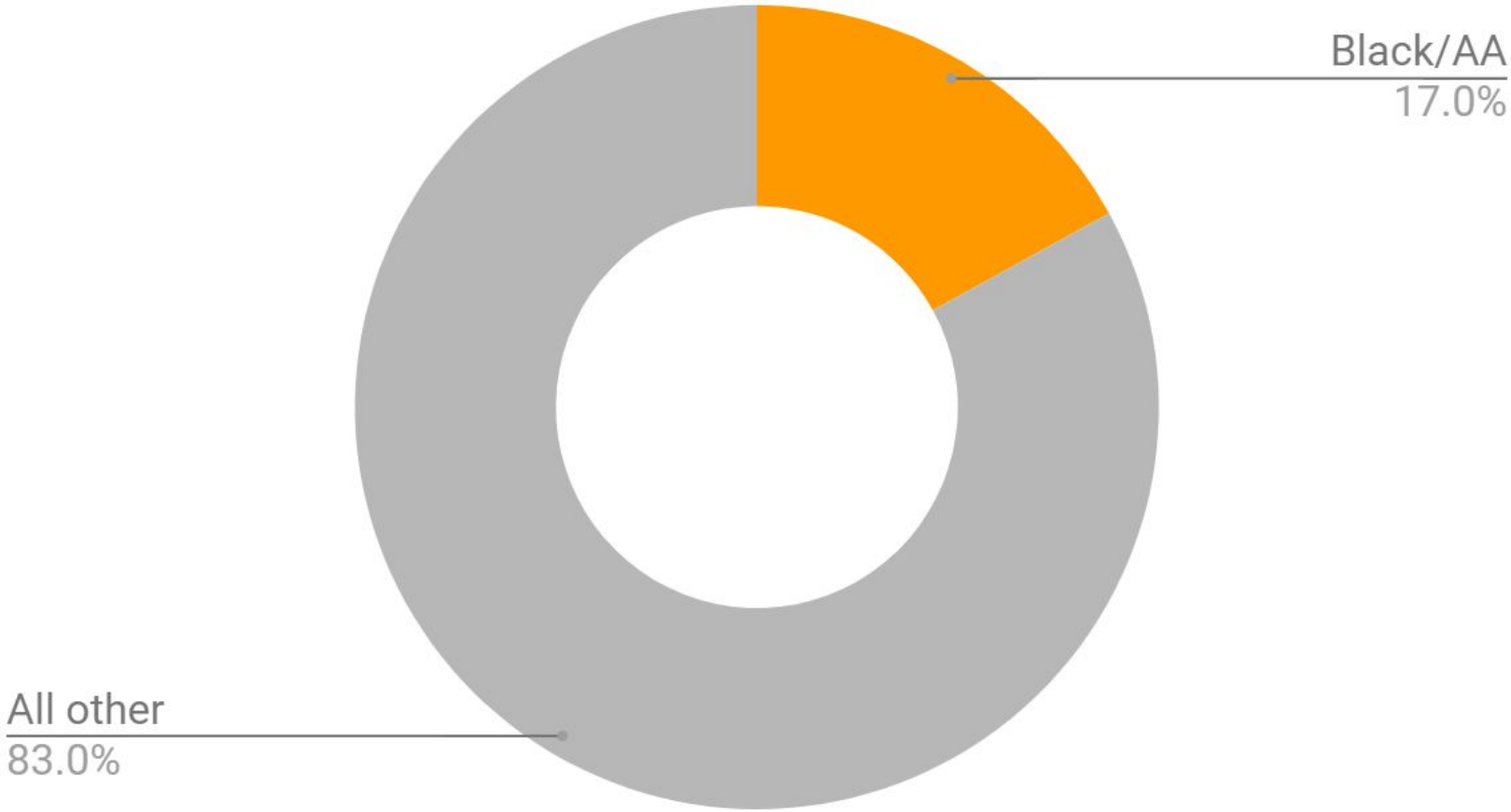
158
243
159
299
289
257

Multnomah County Health Department 2020 | Contact: brendon.haggerty@multco.us

Miles
0   1.25 2.5   5
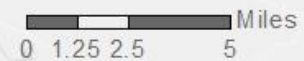
Safety Outcomes: Non-Fatal Injury
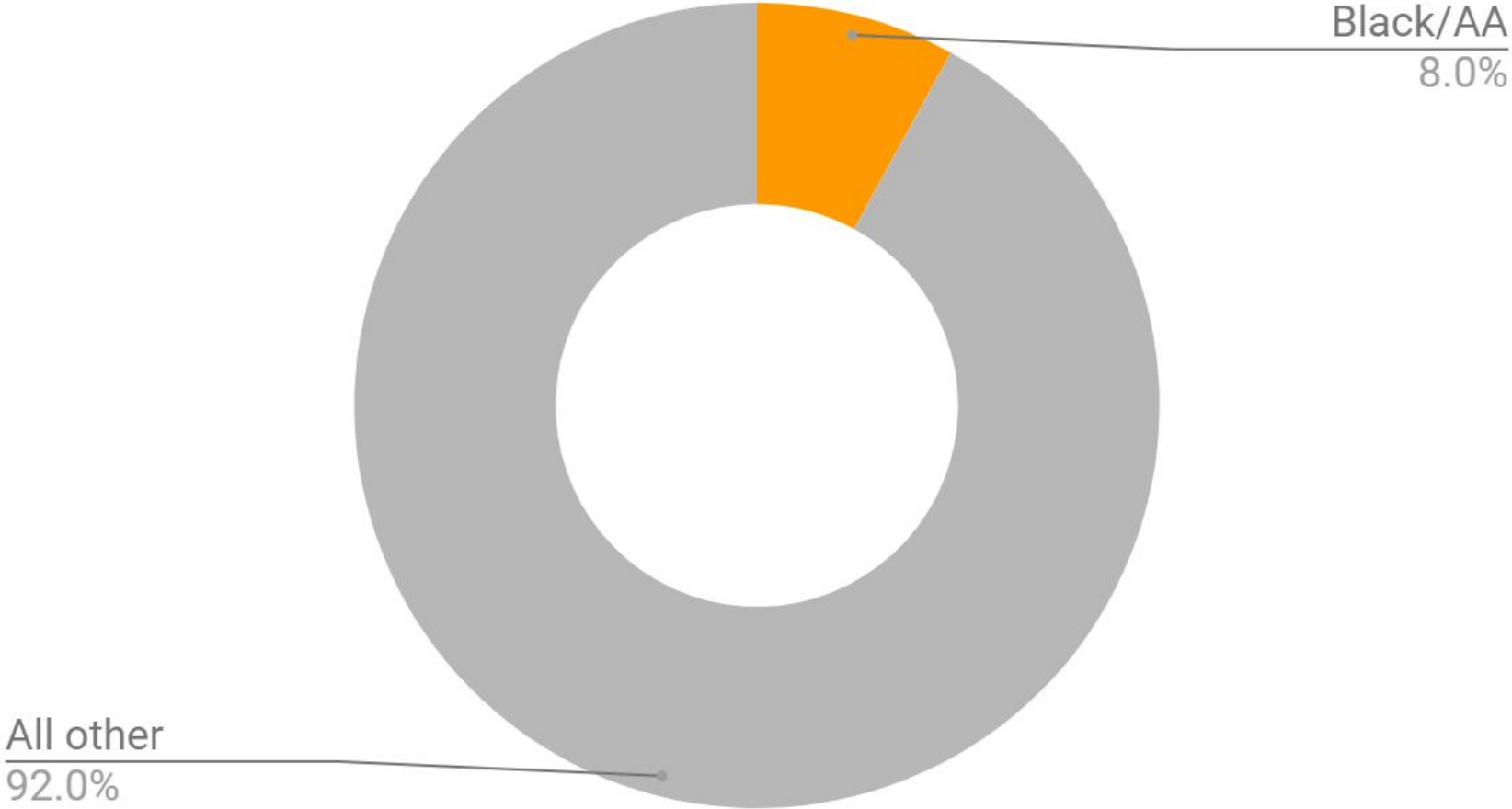
Percent of Emergency Dept visits for transport injuries

Black/AA
17.0%

All other
83.0%

Data source: Oregon ESSENCE

Safety Outcomes: Non-Fatal Injury

Multnomah County Population

Black/AA
8.0%

All other
92.0%
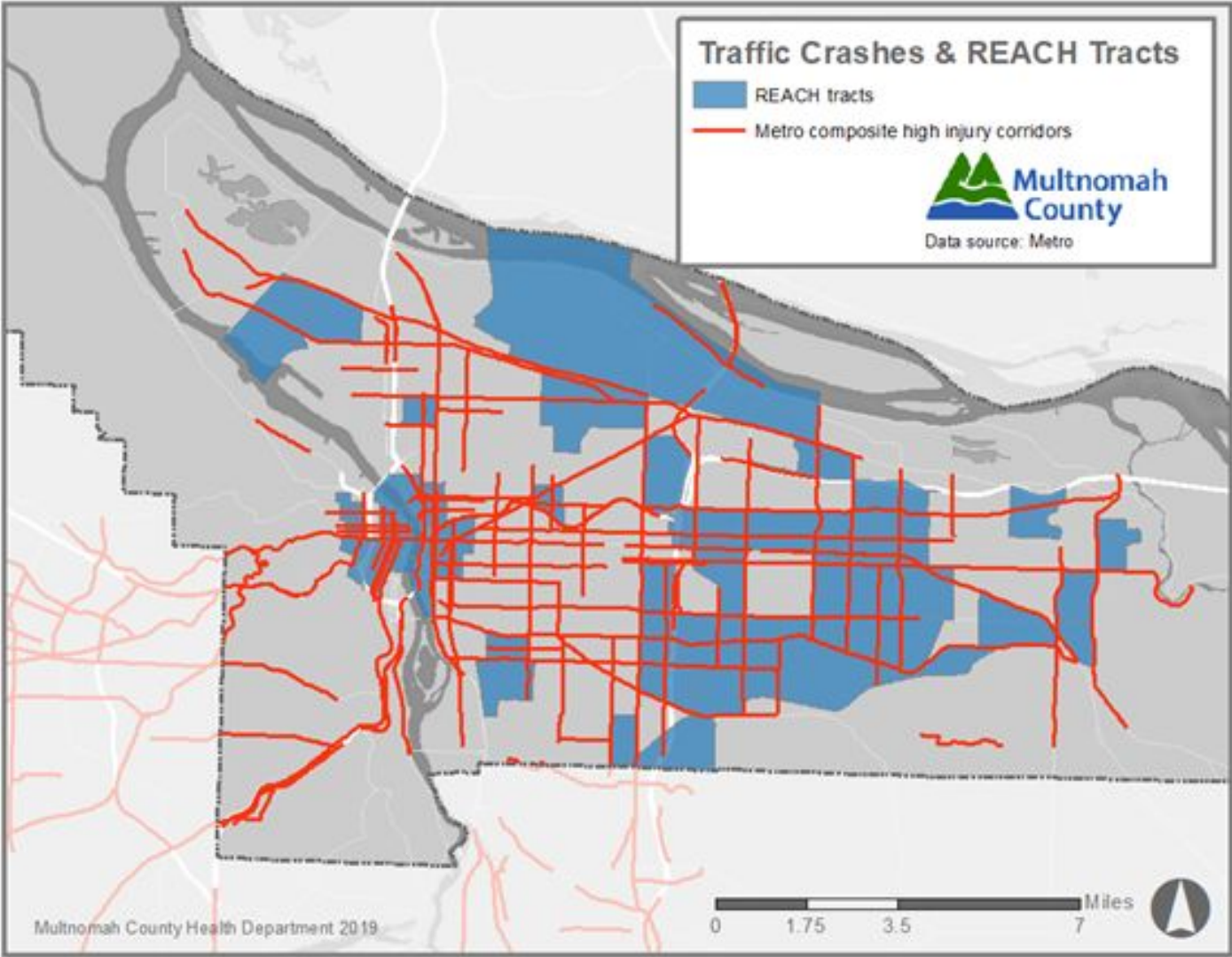
Data source: US Census Bureau

Safety Outcomes: Non-Fatal Injury

Safety Outcomes: Biased Behavior Among Road Users

"White people not sharing the sidewalk, expecting Black people to step out of their way instead of moving right to make space mutually, respectfully."

"Crosswalk White girl magic - where cars stop for White women, not for Black people."

"When you're Black [anywhere in Portland], you have to make sure that you are extra careful when crossing the street or using the crosswalk."

Walking While Black, Portland Bureau of Transportation, 2019

Safety Outcomes: Biased Policing

20% In a study of 100 million traffic stops, black drivers were 20% more likely to be stopped than white drivers.

4x In Multnomah County, Black or African American adults were 4 times as likely to enter the criminal justice system.

Pierson, E., Simoiu, C., Overgoor, J., Corbett-Davies, S., Ramachandran, V., Phillips, C., & Goel, S. (2019). A large-scale analysis of racial disparities in police stops across the United States. Stanford Computational Policy Lab

Safety Outcomes: Harassment

Incident count by location

Location	Count
Public space	35
Business	8
Residence	8
Place of worship	7
Cyberspace	1

Data source: Portland Police Bureau

Safety Outcomes: Violent Crime

Health Impact

CITIES

"Biking while black" is a thing, too

By Heather Smith on Jan 13, 2015

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.

oregonlive.com/commuting/2021/01/54-people-killed-in-portland-traffic-crashes-in-2020-the-most-since-1996-despite-the-pandemic.html
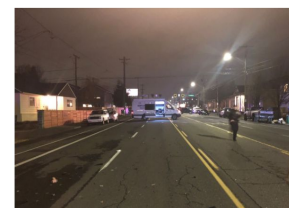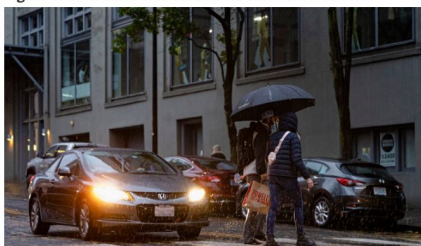
54 people killed in Portland traffic crashes in 2020 – the most since 1996 – despite the pandemic

Updated Jan 06, 2021 Posted Jan 06, 2021

≡ WILLAMETTE WEEK   NEWS   RESTAURANTS   BARS   MUSIC   ART

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.

KATU 2 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   KATU 2 abc

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.

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Portland MAX Stabbing Victims Call Out Racist System During Sentencing Hearing

By **Meerah Powell** (OPB)
June 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

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. (Trevor Gagnier)

Before George Floyd's Death, Black Portlanders Were Killed by Cops at a Disproportionate Rate

"What happened this summer was not a new item for the black community—it was a new item for the white community."

Cost of Health Inequalities in Multnomah County

$442 million   Estimated annual economic burden of health inequalities

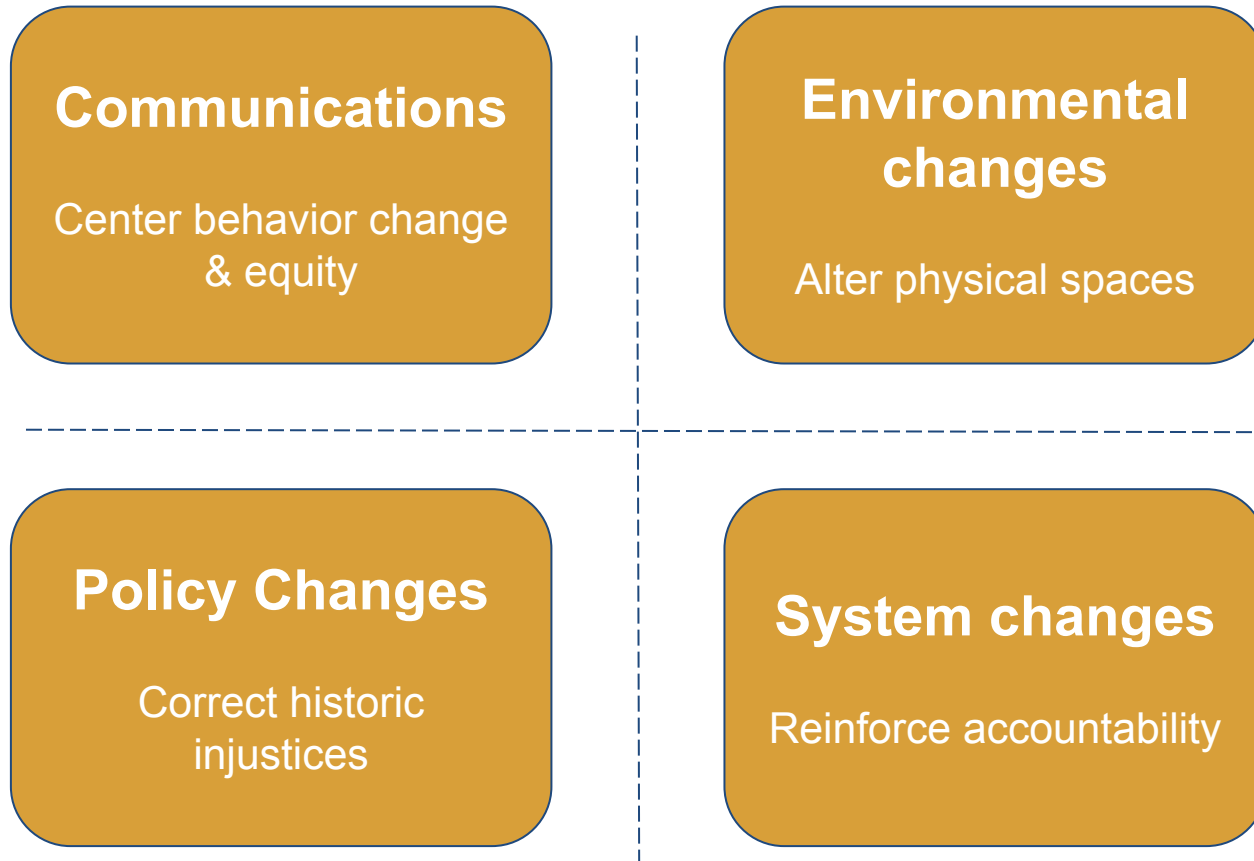**$332 million**   in cost of premature mortality

$92 million   in direct health care costs

$18 million   in indirect costs of illness

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
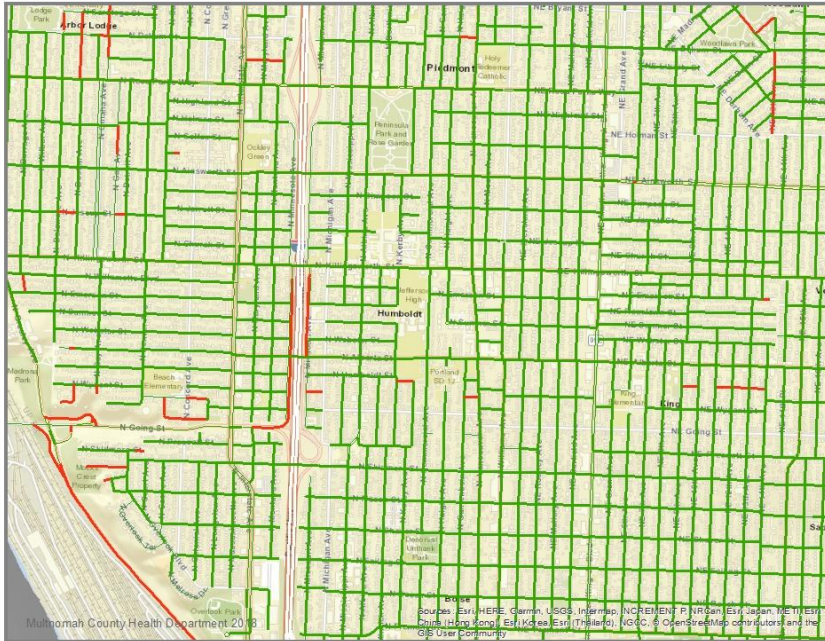
THANK YOU!

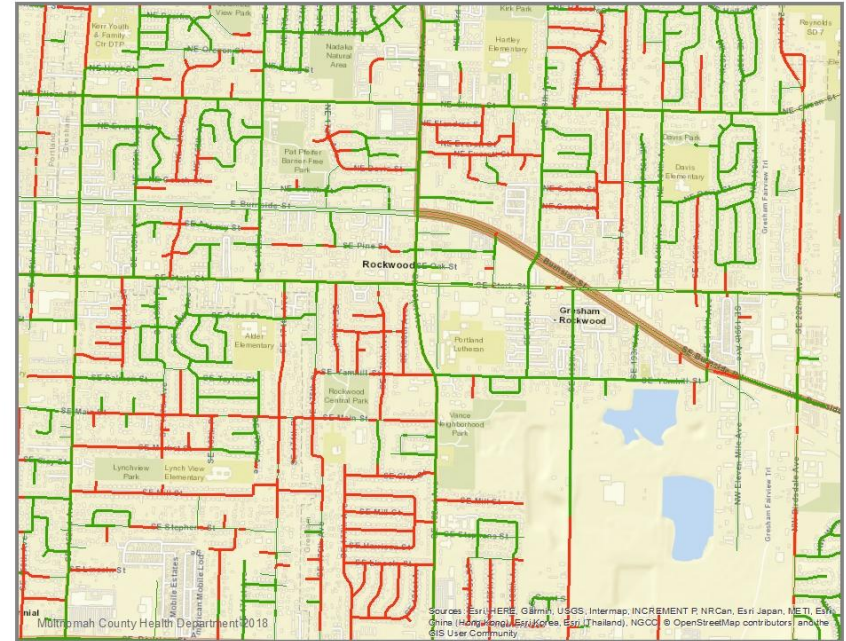The following slides are for reference only

Safety Outcomes: Non-Fatal Injury

Humboldt

~233 intersections per square mile

Rockwood

~80 intersections per square mile