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

Tameka Brazile

Multnomah County Reach Program

Brendon Haggerty

Multnomah County Climate and Health Program

Charlene McGee

Multnomah County Reach Program

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

Presenters:

Jessica Guernsey, MPH

Tameka Brazile, MBA

Brendon Haggerty, MURP

Charlene McGee, MPA

February 25, 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.



Where We Are Going | Agenda

**Context Setting: Philosophy Framework, Transportation
and Public Health**

REACH Physical Activity Strategy + Work Ahead

Report Findings

**Health Impacts of Traffic Fatalities,
Traffic Injuries & Biased Enforcement**

**Recommendations: Communications, Policy, Systems and
Environmental Changes**

Q & A



Chronic Disease Prevention & Health Promotion Philosophy & Purpose

Prevention & Health Promotion Rationale

The Prevention & Health Promotion unit works to reduce the occurrence of Multnomah County's leading causes of death by creating community contexts that promote health and protect against preventable injury and chronic disease.

Prevention & Health Promotion Strategies

What promotes health and prevents injury & disease?

Social & economic conditions, physical conditions, and behavior account for an estimated 80% of health outcomes. Medical care only accounts for 20%.



*Taking **upstream** approaches*

How do you change social/economic conditions, physical conditions, and behavior?

Impacting the major factors shaping health outcomes at a large scale requires **policy, systems, and environmental changes.**



*Creating **population-level** impact*

How do you maximize impact?

To have the maximum impact on population health, interventions should focus on **those most impacted** by adverse health outcomes and their causes.



*Designing initiatives that are **place-based** and **culturally specific***

Who is most impacted?

BIPOC are living with and dying from the leading causes of death at higher rates than whites.



Engaging** community and honoring **community wisdom

Why are BIPOC disproportionately impacted?

Health disparities among BIPOC are rooted in policies, systems, and environments shaped by **structural racism.**



*Advancing **health equity & healing trauma***

Chronic Disease and Injury

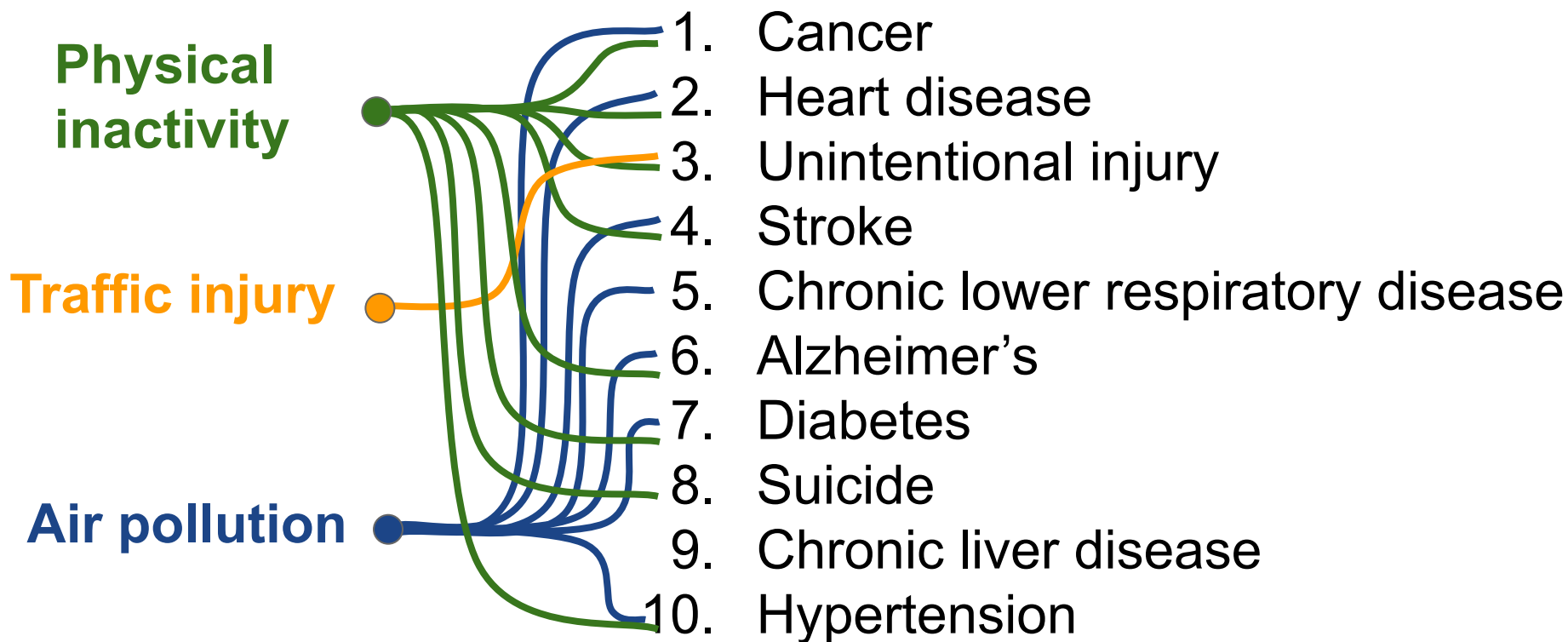
- Nearly **60%** of American adults suffer from **chronic disease** -- the majority of which are **preventable**.
- Injury is the **leading cause of death** for children and adults between the ages of 1 and 45, and accounts for the **two year decrease** in national life expectancy.

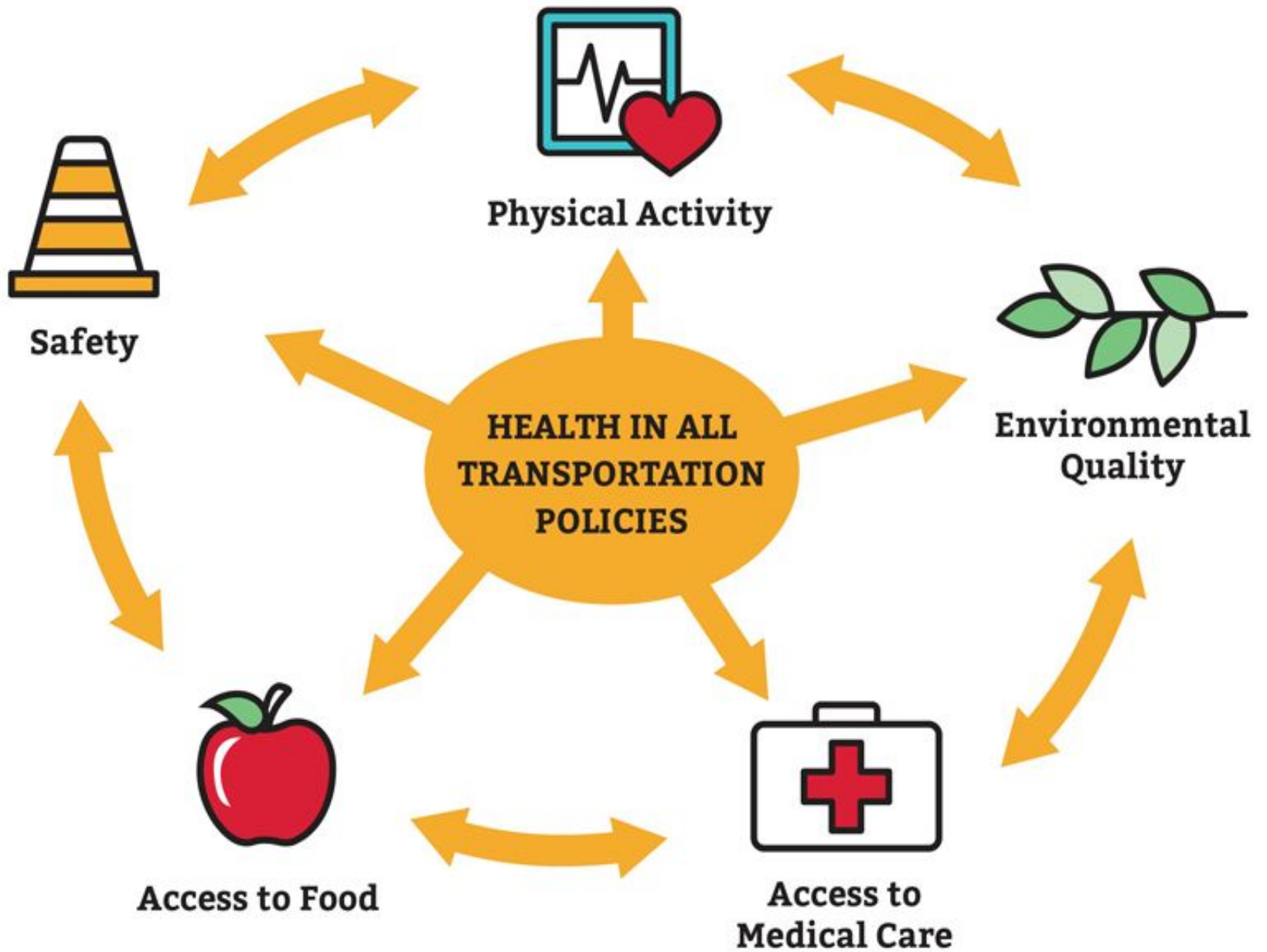
Source: Centers for Disease Control and Prevention



Multnomah County 10 Leading Causes of Death in Connection to Built Environment

Leading causes of death in Multnomah County 2014-2018





Safety Outcomes: Six Domains

Fatal injury

Non-fatal injury

Biased
behavior
among road
users

Biased policing

Harassment

Violent crime



Data Sources and Methods

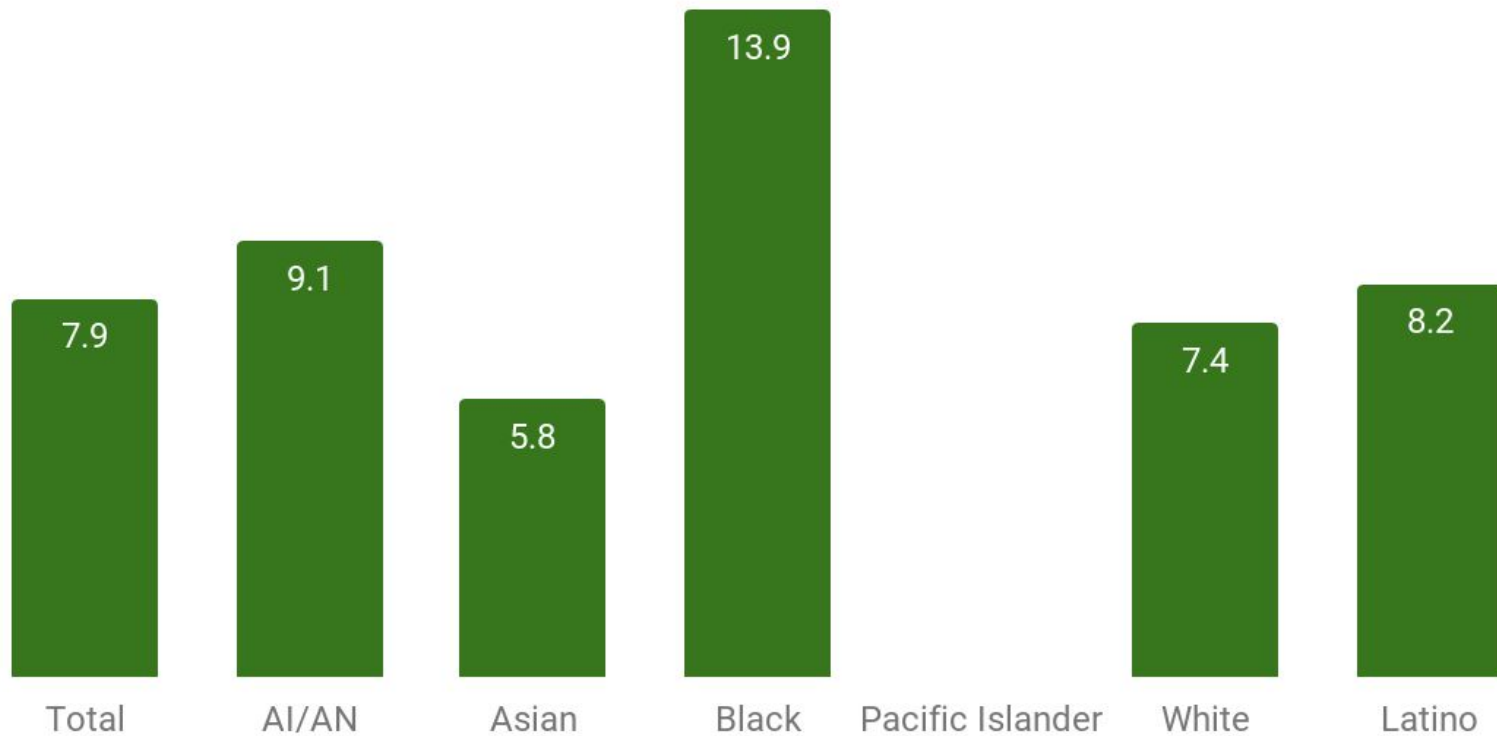
- Oregon Death Certificates (2013-2017)
- Oregon ESSENCE Emergency Dept visit data (2016-2018)
- Portland United Against Hate
- Multnomah County Local Public Safety Coordinating Committee
- City of Portland & City of Gresham
- Research literature



Safety Outcomes: Fatal Injury

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

Age-adjusted rate per 100,000 population

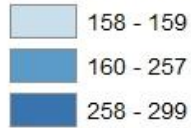


Data source: Oregon Death Certificates

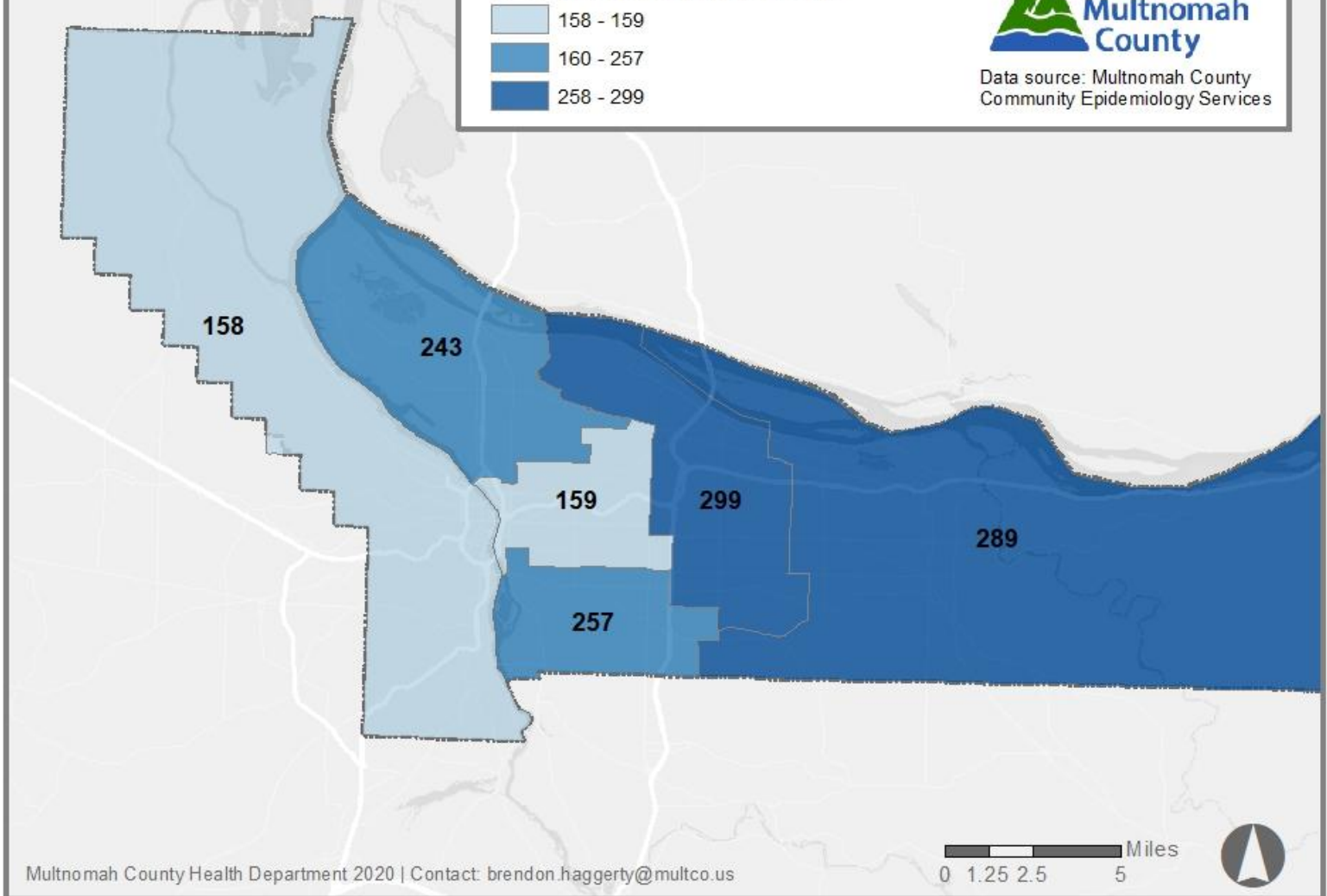


Years of Potential Life Lost from Traffic Injuries

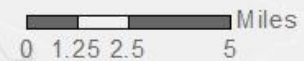
YPLL per 100,000 (2008-2017)



Data source: Multnomah County
Community Epidemiology Services

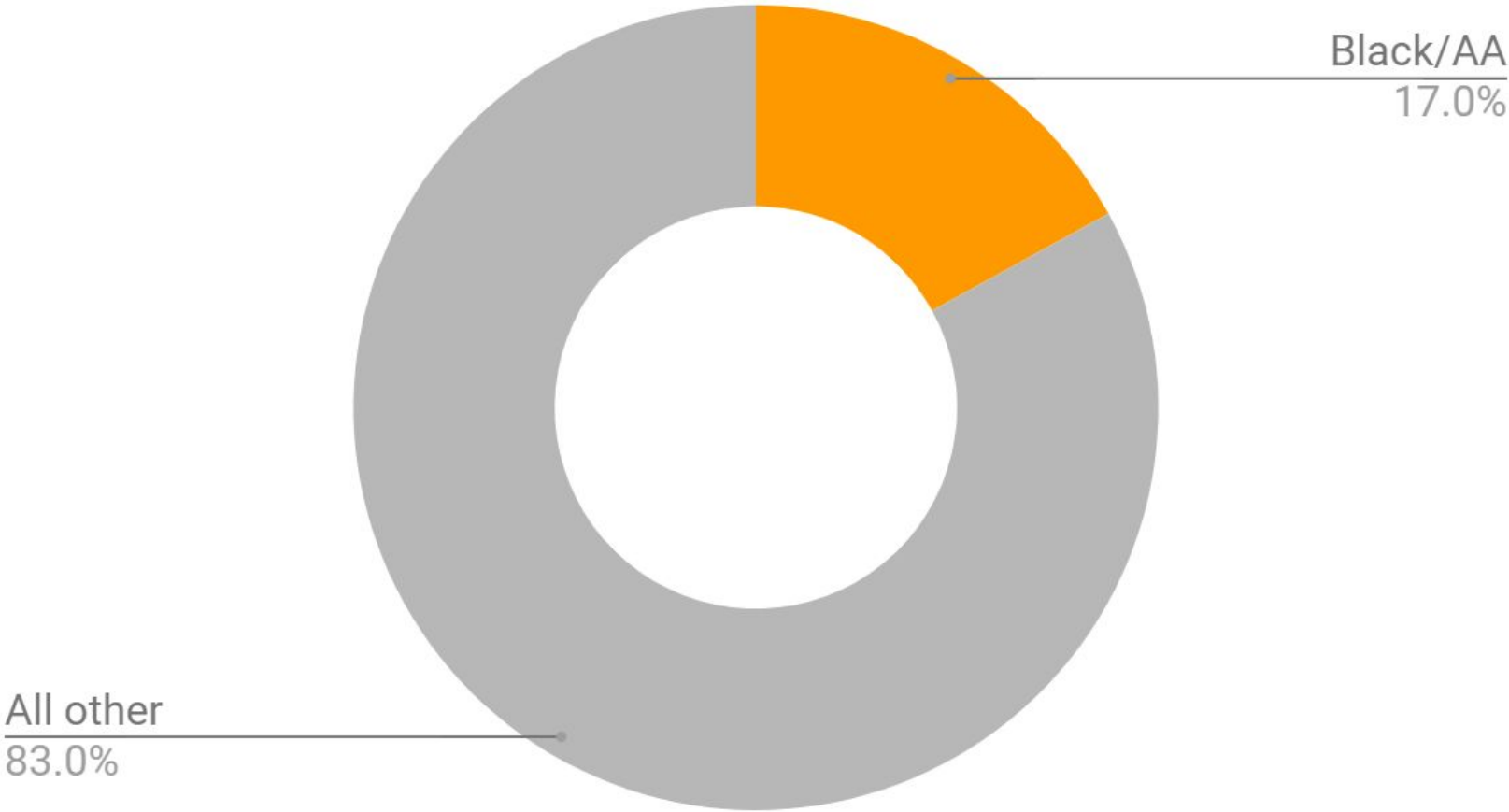


Multnomah County Health Department 2020 | Contact: brendon.haggerty@multco.us



Safety Outcomes: Non-Fatal Injury

Percent of Emergency Dept visits for transport injuries

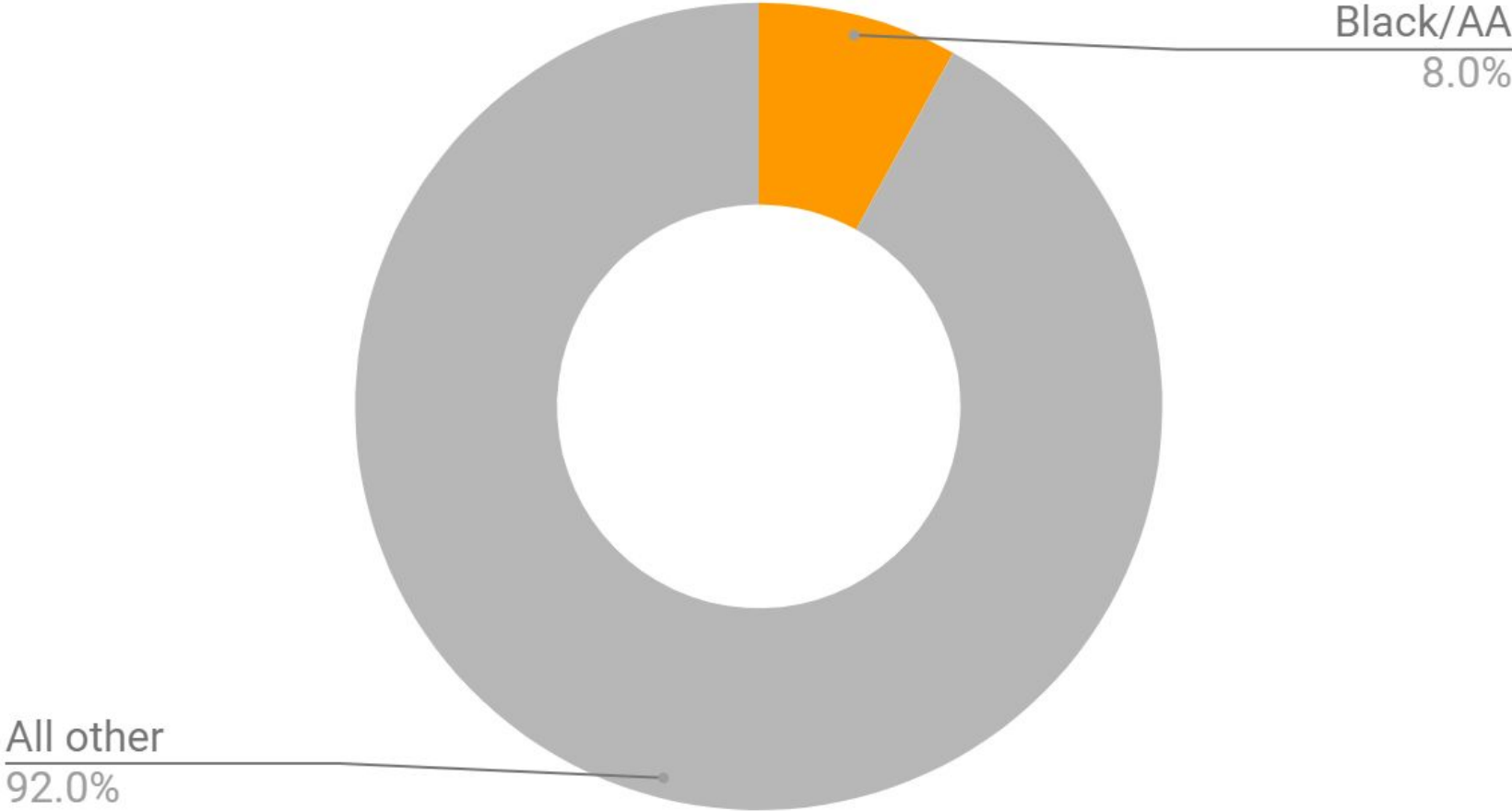


Data source: Oregon ESSENCE



Safety Outcomes: Non-Fatal Injury

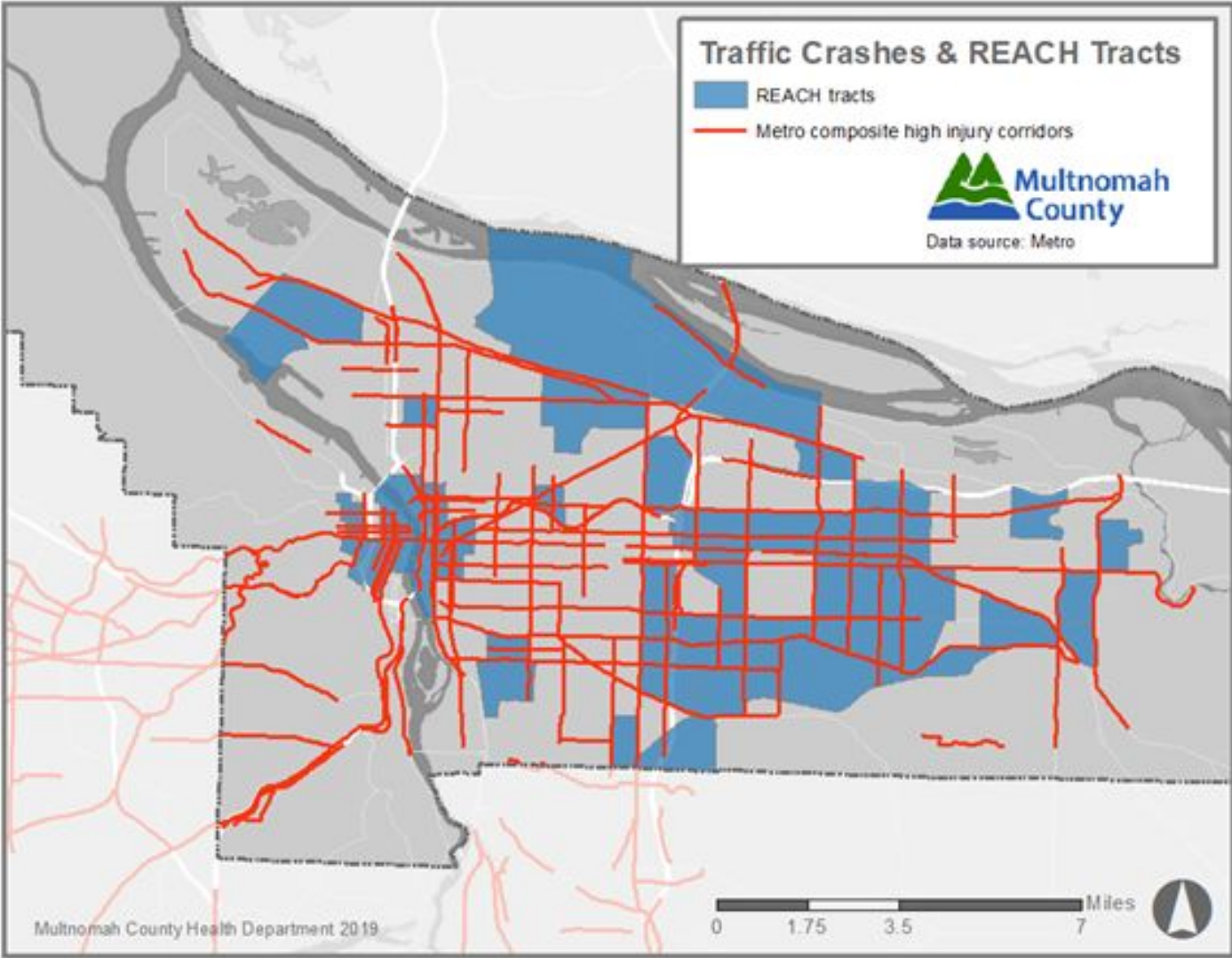
Multnomah County Population



Data source: US Census Bureau

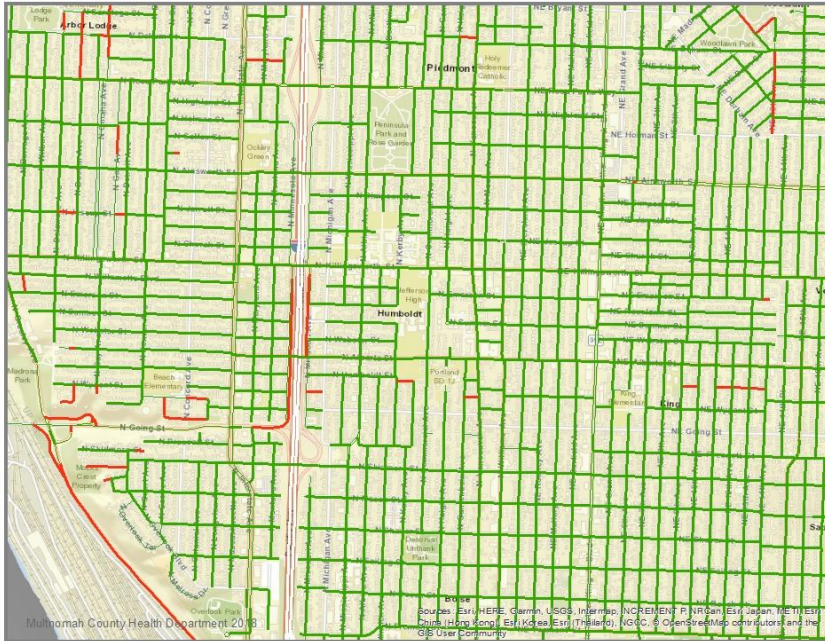


Safety Outcomes: Non-Fatal Injury



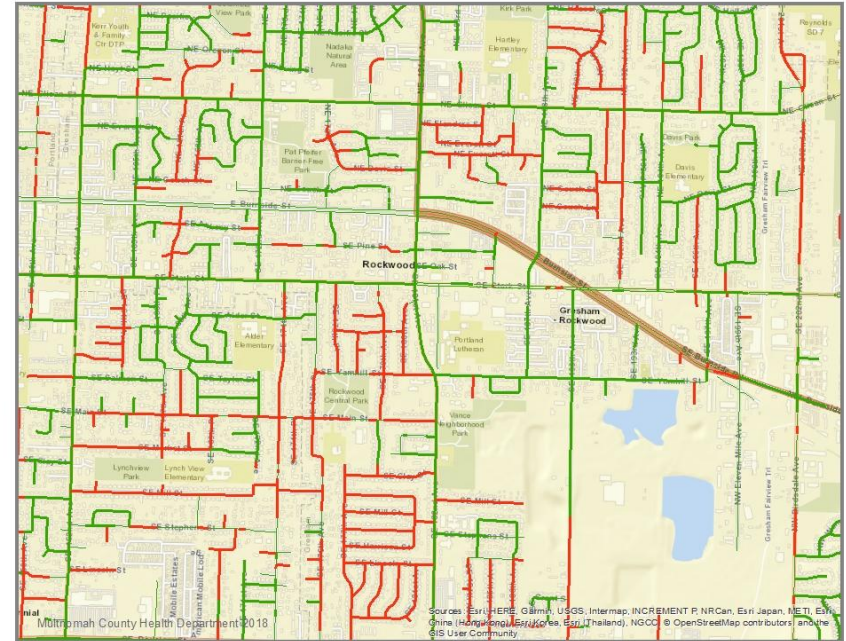
Safety Outcomes: Non-Fatal Injury

Humboldt



~233 intersections per square mile

Rockwood



~80 intersections per square mile



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.”



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.

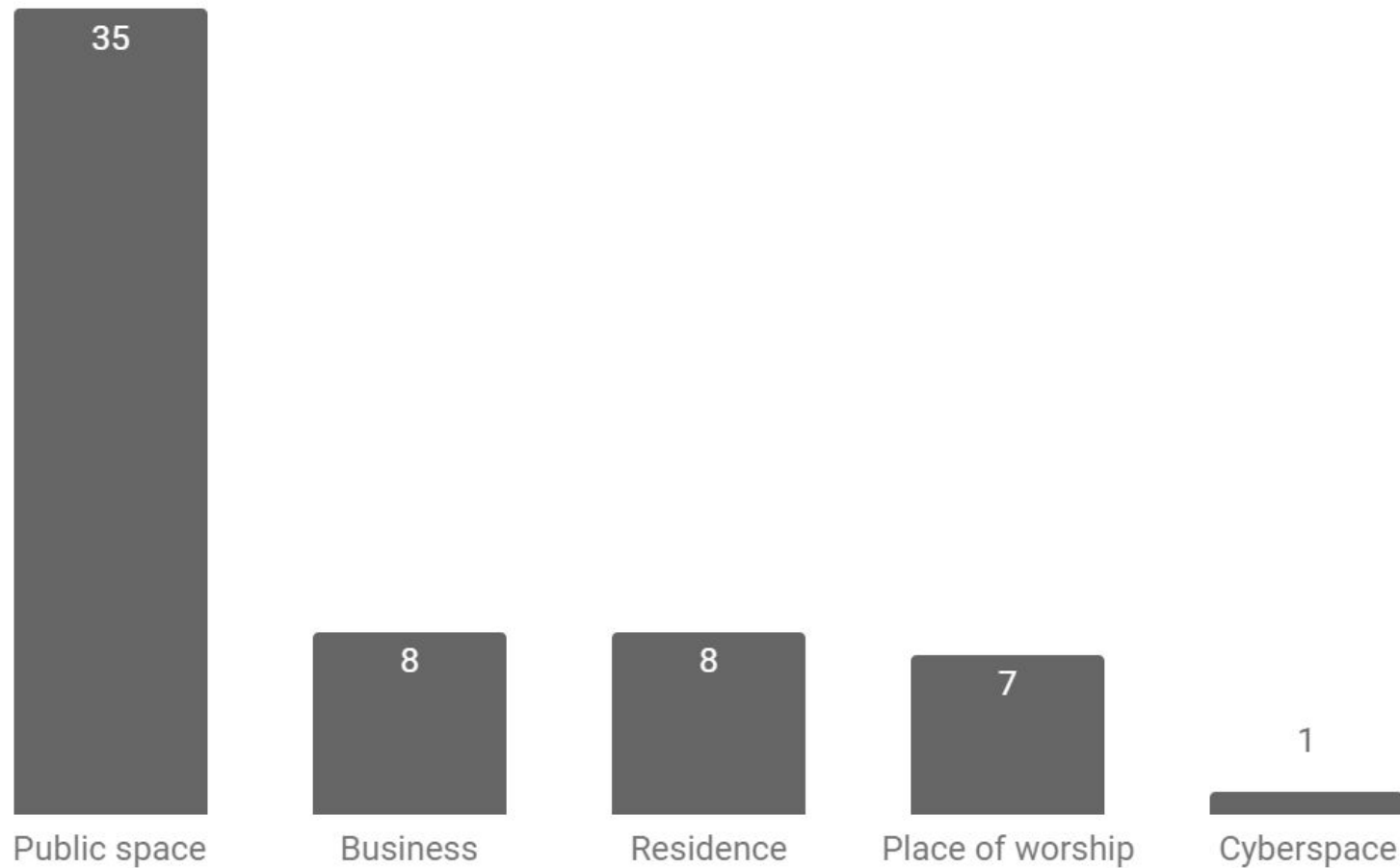
4x

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



Safety Outcomes: Harassment

Incident count by location



Data source: Portland Police Bureau



Safety Outcomes: Violent Crime



Local | News

Closing Arguments Get Underway In MAX Stabbing Trial

by Conrad Wilson [Follow](#) OPB Feb. 19, 2020 6 a.m. | Updated: F

Jurors are set to hear closing arguments Wednesday in the trial of a man accused of murdering two people on a Portland MAX streetcar.

The stabbings occurred after Jeremy Christian delivered a racist, hate-filled speech to a group of two black teens – one of whom was killed.

Man out of jail after alleged hate crime on streetcar

Pamplin Media Group Tuesday, March 05, 2019

Portland Police arrest Ian Schmidt after allegedly hearing him yell 'racial slurs' downtown.

BLOGTOWN

NEWS

Man Sentenced to Life in Prison for Racially-Motivated Murder of Larnell Bruce

by [Alex Zielinski](#) · Apr 16, 2019 at 11:05 am

part because they occurred as hate



Free 3-
with sp
Start

RE



Updates

Fatal injury

Non-fatal injury

Biased
behavior
among road
users

Biased policing

Harassment

Violent crime



Health Impact



Traffic Victims

2019, 2020, 2021 as of 2/20/21

Date	First name	Last name	Age	Travel type	Approximate crash location
1/4	Lowell	Gibson	78	Walking	SW Salmon St & SW Park Ave
1/5	Rachelle	Cox	34	Walking	NE Airport Way near NE Mason St
1/12	Donald	Adams	63	Motor Vehicle	NB I-5 at Lombard Exit
2/2	James	McCrae	58	Walking	SE Division St & SE 130th Ave
3/1	Laurie	Pierce	56	Walking	SE 92nd Ave & SE Holgate Blvd
3/1	Steven	Medaris	52	Biking	9100 block NE Killingsworth St
3/9	Heaven	Mathews	19	Motor Vehicle	SE Division St & SE 122nd Ave
3/19	Ortrud	Vatthuer	85	Walking	SW 45th Ave & SW Carson St
4/7	Shawn	Scott	48	Walking	SE Powell Blvd under I-205
4/8	Kelsey	Pickel	27	Walking	EB I-84 ramp to NB I-205
4/9	Calvin	Westhusing	68	Motor Vehicle	NE Marine Dr near I-205
4/10	Laurence	Grodt	65	Motor Vehicle	SW Macadam and SW Curry
4/10	Sandra	Bosch	82	Walking	N Fessenden St & N Polk St
4/11	Dmitry	Barannik	17	Motor Vehicle	SE Foster Rd & SE 130th Ave
4/16	Deontae	Farlow	22	Motor Vehicle	10000 block SE Holgate Blvd
4/19	Lori	Woodard	53	Walking	NE Grand Ave & NE Broadway
4/20	Ray	Ilar	47	Motor Vehicle	NE 102nd Ave over I-84
4/25	Larry	Dill, Sr.	77	Walking	6400 block NE Columbia
5/3	Elijah	Coe	46	Motorcycle	E Burnside St & 17th Ave
5/14	Galen	Lawrence	62	Motorcycle	NE 148th Ave & NE Fremont St
5/22	Ana	Moreno-Hernandez	19	Motor Vehicle	N Greeley St at N Going St
6/13	Kaylee	Moreno-Hernandez	15	Motor Vehicle	N Greeley St at N Going St
6/13	Mark	Herr	55	Motor Vehicle	NB I-405 near US-26 exit
6/13	Tonya	Smith	54	Motor Vehicle	NB I-405 near US-26 exit
6/13	Louanna	Battams	82	Walking	SE Foster Rd & SE 71st Ave
6/21	Magdiel	Chacon-Sanchez	23	Motor Vehicle	WB I-84 at NE 122nd Ave
6/23	Lance	Hart	32	Biking	7800 block SE Flavel St
6/25	Alfonso	Martinez-Ananguthy	35	Motor Vehicle	NE Lombard St & NE 42nd Ave
7/8	Charlene	Hauth	60	Motor Vehicle	SE 148th Ave & SE Powell Blvd
7/8	Robin	Macready	59	Motor Vehicle	SE 148th Ave & SE Powell Blvd
7/24	Jamie	Saint-Louis	22	Walking	NE Halsey St & NE 141st Ave
7/25	Donald	Cole	50	Motorcycle	8300 block NE Alderwood Rd
8/12	Elena	Davkina	48	Motor Vehicle	SE Division St & SE 112th Ave
8/16	Karl	Mueller	56	Motorcycle	NE 122nd Ave & NE Stanton St
8/21	Tony	Mack	50	Motor Vehicle	NB I-5 near exit 294

Date	First name	Last name	Age	Travel type	Approximate crash location
8/28	John	Shenfield	35	Motorcycle	NE Airport Way near NE 148th Ave
8/30	Susan	Bartlett	66	Motorcycle	NE Tilamook St & NE 40th Ave
9/15	Cristian	Lennon	27	Walking	4500 block NE Lombard St
9/21	Nazaray	Senchuk	23	Motor Vehicle	12900 block SE Flavel St
9/28	Edward	Woods	41	Motorcycle	NE Halsey St & NE 80th Ave
9/30	Robert	Henderson	64	Motorcycle	NE Grand Ave & NE Multnomah St
10/3	Eric	Tomlinson	41	Walking	SB I-5 at Fremont Bridge
10/14	Rena	Sandler	66	Motor Vehicle	NE Broadway & NE 47th Ave
10/17	Brandon	Thomas	30	Motorcycle	N Going St, W of Interstate Ave
11/11	Stephanie	Marcott	54	Motor Vehicle	NW Glisan St & NW 9th Ave
11/18	Kristine	Ritona	45	Walking	E Burnside St & 22nd Ave
11/19	Fernando	Valverde	27	Motor Vehicle	EB I-84 at NE 79th Ave
12/15	Matthew	Parks	34	Motor Vehicle	NE Lloyd Blvd & NE MLK Blvd
12/27	Terry	Riha	54	Walking	NE 122nd Ave & NE Halsey St
12/27	Donald	McQueen	60	Motor Vehicle	300 block N Lombard St

Deaths excluded by national reporting criteria

1/15*	Alan	Campbell	50	Walking	WB I-84 ramp to SB I-5
7/26*	Preston	Vang	7	Motor Vehicle	6404 SW Beaver Ave
8/28*	Not Available	Not available	NA	Walking	I-405 & W Burnside
12/24*	Mary	Pettjohn	90	Walking	7476 SE 82nd Ave

*Death excluded from Portland Vision Zero annual reporting due to death occurring in a parking lot, non-traffic collisions, or as an act of suicide. See the next section on "How crash data works" for a full description

Portland traffic fatalities : 2020 for BP

1/24	Trecell R. Stinson	47	3	sleeping	SE Clinton / 92nd
1/25	Salvador Cruz Garcia	52	4	driving	NE Sandy / 105th
1/28	Samuel B. Baskow	25	5	walking	NE Lombard / 11th
2/8	Yevgeniy L. Kovalenko	22	6	driving	I-205 / Glenn Jackson Bridge
2/14	Stacey Eaton	42	7	sleeping	SE 17th / Tacoma
2/17	Jerry M. Stites III	37	8	bicycling	SW Vista / Park Place
2/29	Christopher Long	39	9	motorcycling	SE Powell / 34th
3/1	Chantel Downs	36	10	walking	NE 42nd / Halsey
3/4	Tina Brewer-Uhlenhopp	52	11	driving	SW Naito / Harrison
3/17	Iulia Hanczarek	39	12	walking	SW Barbur / SW Parkhill
4/14	Brandon Cody Reid	32	13	motorcycling	SE 148th / Powell
5/14	Maribeth Tiu Corrigan	50	14	walking	6845 N. Cutter Cir. (YRC Freight Co.)
5/15	Alex Steven Steckly	33	15	driving	NE Columbia / 17th
5/17	Francisco Vazquez Damian	16	driving	NE Marine Drive / Columbia River	
6/4	Miro Nik Brankovich	51	17	walking	SW Barbur / SW Capitol Hill
6/4	Bruce Morgan	49	18	driving	NE Prescott / 24th
6/7	n/a		19	driving	SE 92nd / Flavel
6/20	Addison Loda	22	20	walking	1700 SW Yamhill (MAX)
6/22	Troy Calvin	37	21	bicycling	NE 16th / Multnomah
7/6	n/a		22	driving	SE Powell / 101st
7/11	Brian Michael Johnston	57	23	driving	NE Glisan / 158th
7/18	Udell Peterson	13	24	driving	NE Lombard / 37th
7/18	Camile Minoo Bailey	34	25	driving	NE Lombard / 37th
7/19	Joann Dee Mardis	58	26	driving	NE Russell / 122nd
7/23	Julie Elizabeth Dunlap	45	26	driving	SE Stark / 122nd
7/30	Sarah Bulbuk	1	27	walking	SE Mill Court / 177th
8/28	Zachary Crist	28	29	walking	N Marine Drive / N Bybee Lakes Rd
8/28	Dylan Foord	27	28	motorcycling	N Marine Drive / N Bybee Lakes Rd
8/30	Edward Tiffany	68	30	walking	NE Dekum / NE Grand
9/1	n/a		31	driving	SE Stark / 153rd
9/3	Martin Weiner	81	33	bicycling	SE Market / I-205 Bike Path
9/4	n/a		34	walking	NE Couch / 9th
9/11	n/a		35	walking	I-5 Burnside Southbound
9/12	Christopher Copeland	36	36	walking	NE Burnside / 18th
9/22	Damian Asher Alexander	45	37	driving	I-5 NB / Hwy 99
9/24	Timothy John Ames	52	38	walking	NE 139th b/w Glisan & Burnside
9/28	Nathaniel Kimo Entriken	35	39	motorcycling	NE Ainsworth / Grand
10/9	Timothy P. Boyette	41	41	motorcycling	SW 1st / Arthur
10/9	Brian Stafford	24	40	motorcycling	I-5 / Columbia Blvd
10/10	Katherine R. Chavez	37	43	walking	I-5 / I-405
10/10	Paris C. Green	32	42	walking	I-5 / I-405
10/22	n/a		45	driving	I-84 / I-205 (Halsey-Gateway)
10/22	n/a		44	motorcycling	I-5 / Rosa Parks Way SB
11/6	Armando Pascual Lopez	27	46	driving	NE Columbia / 57th
11/12	Antonio Sage Rodriguez	28	47	bicycling	122nd / Burnside
11/17	Daniel Lopez-Herrera	27	48	walking	SE Stark / 160th
11/19	Obdulia Romero-Moreno	18	49	driving	N Martin Luther King Jr Blvd / Vancouver
11/22	n/a		50	driving	SE Division / 136th
11/24	n/a		51	driving	SE Stark / 127th
12/4	Gene Arthur Courtney	64	52	bicycling	NE Martin Luther King Jr Blvd / N Union
12/12	n/a		54	driving	NE Halsey / 162nd
12/12	n/a		53	driving	NE Halsey / 162nd
12/16	Clayton Chamberlin	66	55	walking	SW Barbur / 30th
12/23	n/a		56	walking	NE Halsey / 119th
9/2	Jacob Riscache	3	32	walking	N Fessenden / Fiske
12/31	Catherine M. Randolph	51	57	walking	SE 122nd / Tibbetts

Portland Traffic Fatality Tracker

The tables below share year-to-date tallies of people (not just bicycle riders) killed while using Portland roads. This data is primarily from the Portland Police Bureau. Please note that our tall might differ slightly from PPB and City of Portland Bureau of Transportation. If you notice an error and have more accurate information, please let us know so we can check it out.

2021

Portland traffic fatalities : 2021 (BikePortland)

Date	Name(s)	Tally	Activity	Location	P
1/1	Daniel Martinez, 19	1	driving	SE 112th / Division	h
1/8	73-year-old	2	driving	SE Powell / 24th	h
1/9	n/a	3	walking	N Denver Ave (over Columbia)	h
1/15	n/a	4	suicide	NB I-205	h
1/20	n/a	5	driving	NW Nicolai / 24th-25th	h
1/24	Eddie Robert Larson, 48	6	driving	NE Marine Drive / PDX Airport	h
1/25	Jean Gerich, 77	7	walking	SE 19th / Washington	h
1/28	Charles J. Patton, 43	8	driving	N Columbia / N Vancouver	h
2/6	Joshua Gray Stanley, 34	9	walking	SE McLoughlin / Franklin	h
2/6	Karen McClure, 60	10	walking	SE Stark / 136th	h
2/7	Douglas Mark Rosling II, 40	11	driving	NW Yeon / Nicolai	h
2/8	Kenna Danielle Butchek, 35	12	driving	N Columbia / Fiske	h
2/14	Antonio Lopez-Amaro, 57	13	driving	I-205 Bridge over Columbia River	h





Shutterstock

CITIES

"Biking while black" is a thing, too

By Heather Smith on Jan 13, 2015



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



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.

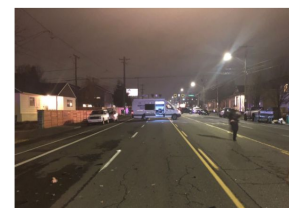
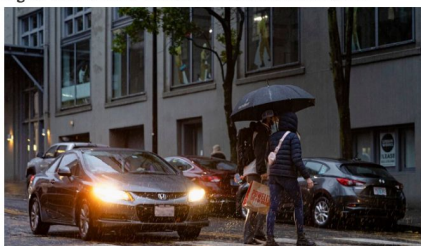
54 people killed in Portland traffic crashes in 2020 – the most since 1996 – despite the pandemic

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.



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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.



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.



In The News

Oregon winter storm COVID-19 relief package Black farming in Oregon Gun laws Climate ch

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

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."



Black Portlanders Are Still Disproportionately Stopped While Driving and Walking

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

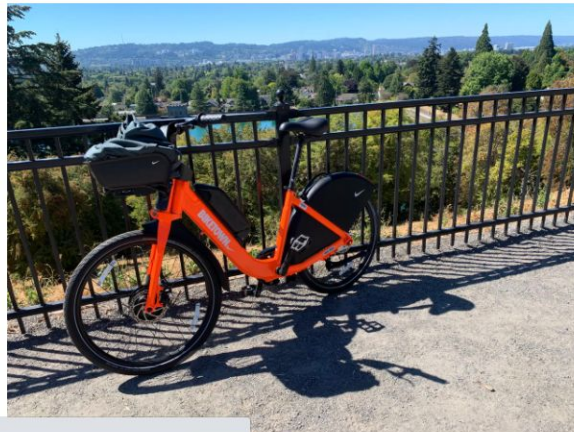


Northeast Portland's Madison South neighborhood. (Trevor Gagnier)

The Work Ahead

Portland wants to 'prescribe a bike' to Black Portlanders with chronic diseases

Updated Oct 13, 2020; Posted Oct 13, 2020



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

Community Memorial Wall



Healthy Regions Planning Exchange

CREATING AN ACTIVE AMERICA

ACTIVE PEOPLE HEALTHY NATION

MULTNOMAH COUNTY



Physical Activity + Built Environment



Improve pedestrian, bicycle, or transit transportation systems

Safe Routes to Everyday Destination

Reduced traffic-related injuries and fatalities in the project area.

Strategy:

1. Establish new or improved pedestrian, bicycle or transit transportation systems that are combine with new or improved land use or environmental design.

Period of Performance Outcomes:

1. Increase the number of places within the project area that improve community design by connecting safe and accessible places for physical activity.
2. Increase the number of persons within the project area with safe and accessible places for physical activity.



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**

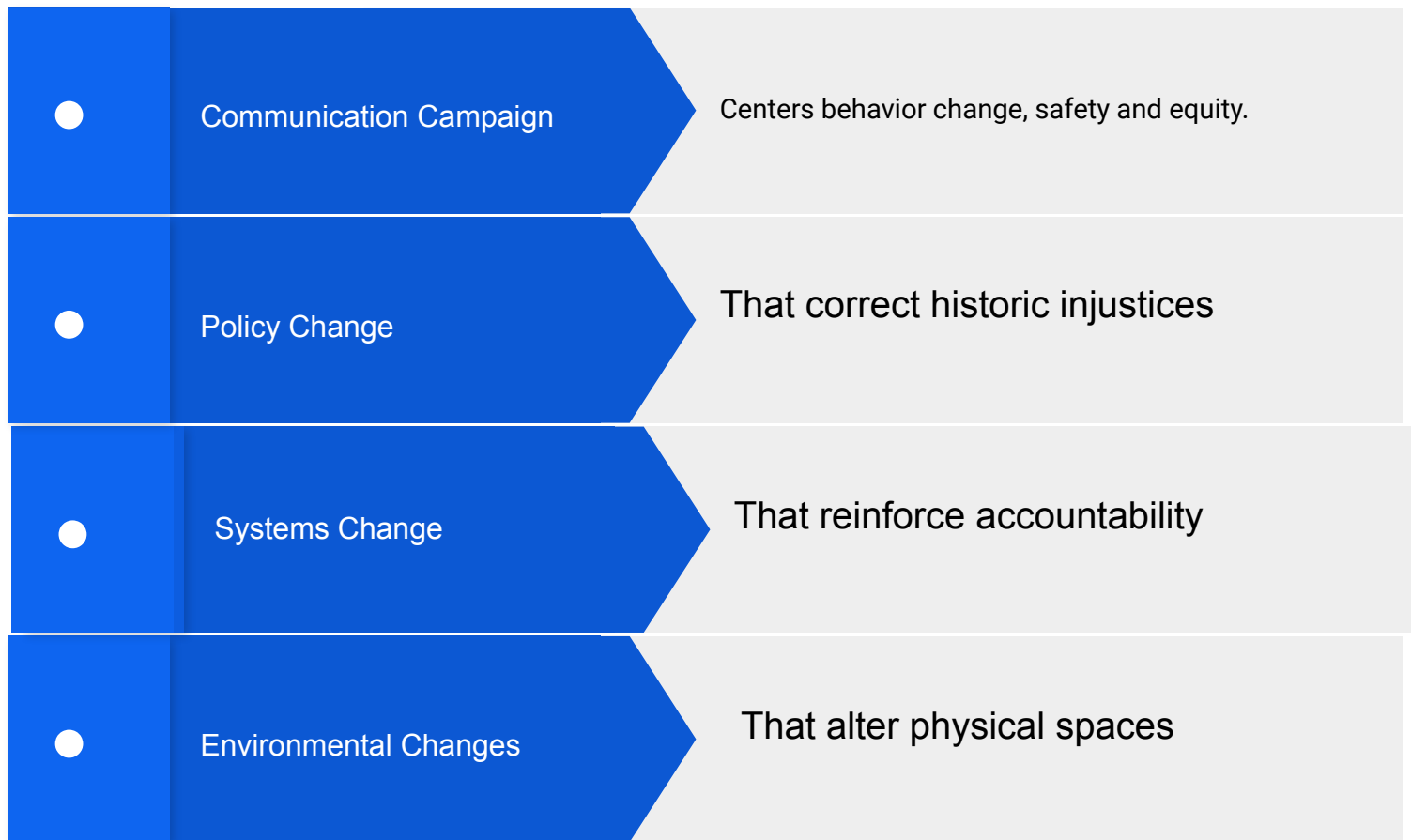
in direct health care costs

**\$18
million**

in indirect costs of illness



Recommendations: CPSEs



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

THANK YOU!

