

Safely Navigating Roadways in Dark and Rainy Conditions

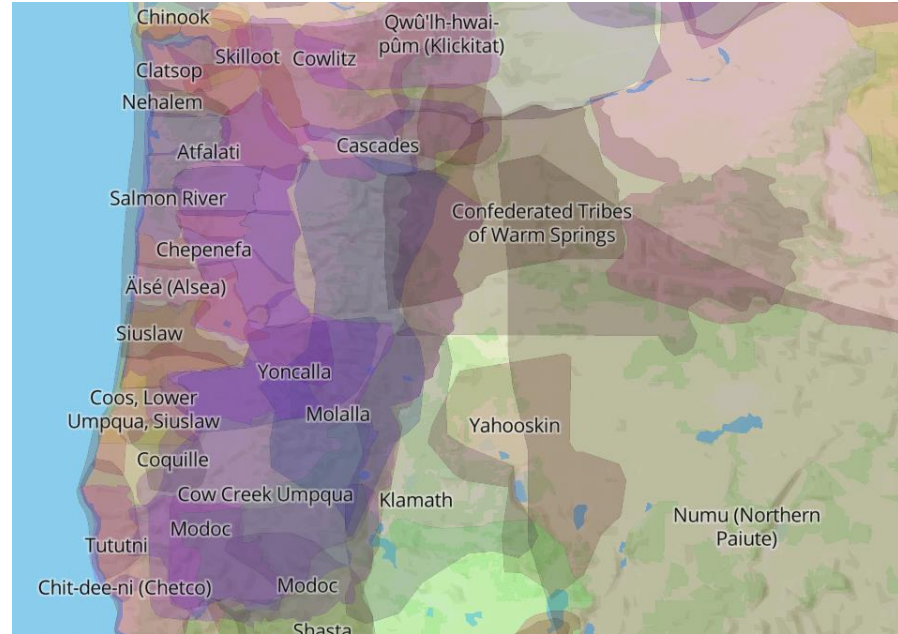
Joint Committee on Transportation, Oregon Legislature
December 9, 2022

About The Street Trust



Land Acknowledgement

We are gathered on the land of the Kalapuya, who today are represented by the Confederated Tribes of the Grand Ronde and the Confederated Tribes of Siletz Indians, whose relationship with this land continues to this day.



Why we are here

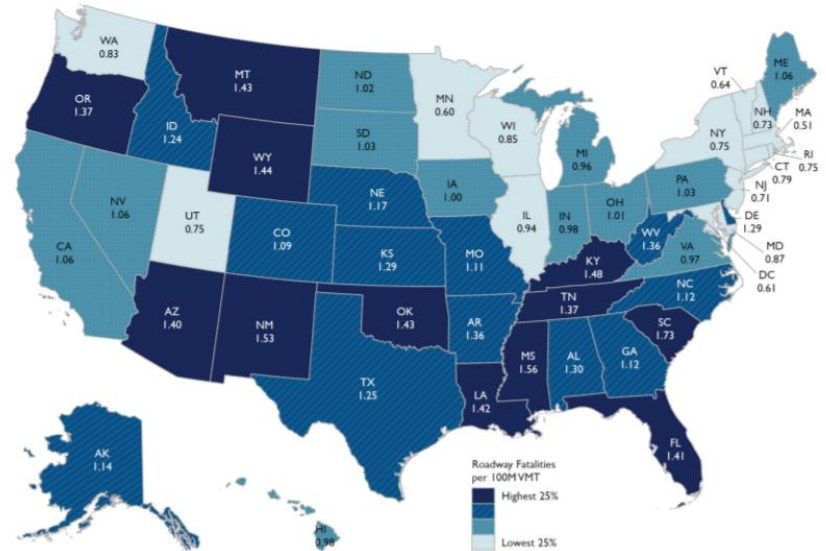
1. Provide data and information about on the **stealth epidemic** of traffic violence on our roadways
2. Highlight the **racial & socioeconomic disparities** of this crisis
3. Outline immediate and longer-range **solutions** to ensure people can safely navigate roadways in dark & rainy conditions
4. Answer your **questions**



The Crisis We Face

Oregon has the 10th highest traffic fatality rate in the country – with 1.45 roadway deaths for every 100 million miles traveled, according to data for the first half of 2022 from the National Highway Traffic Safety Administration.

Roadway Fatality Rate (per 100 Million Vehicle Miles Traveled) by State, 2019



Source: Fatality Analysis Reporting System



The Crisis We Face

For the first half of 2022 on state-owned roads:

- Traffic deaths are down 7.6% overall from same period in 2021
- Pedestrian deaths, however, are up 61%

Commuting

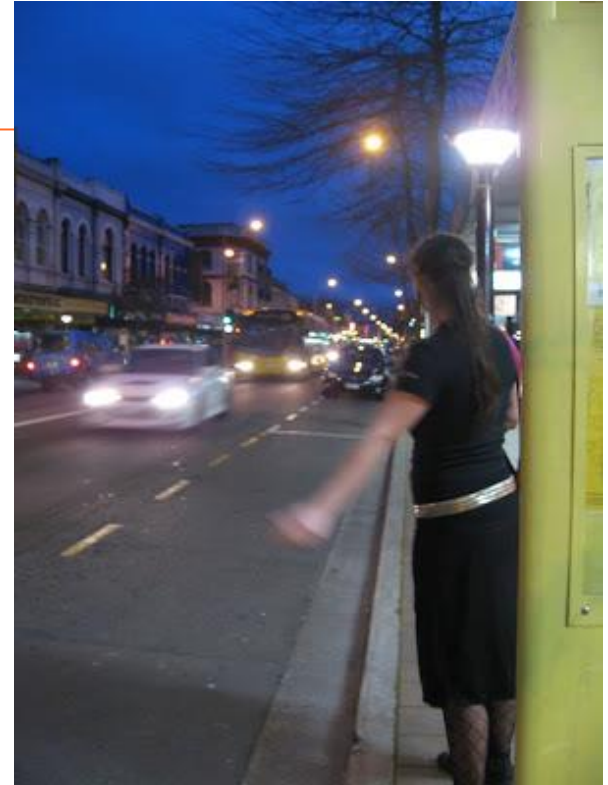
Oregon traffic fatalities ease in early 2022 but pedestrian deaths climb

Published: Jul. 09, 2022, 7:00 a.m.



The Crisis We Face

- 2009-2017 45% increase in pedestrian fatalities; 85% of those were at night (Ferenchek & Abadi, 2021)
- 75% of pedestrian fatalities at night; 2009-2018, 90% of increase at night (Sanders, Schneider, Proulx, 2022)
- 50% increase in pedestrian fatalities since 2010 (Shill, 2022)



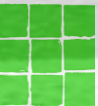
The Crisis We Face

- COVID pandemic impacts persist - reckless driving
- Climate impacts - warmer nights, wetter days
- Health impacts of GHG pollution
- Racial disparities increasing



Racial Disparities

- 2015 - 2019 per capita traffic deaths for American Indians and Alaskan natives 3X higher than white people across all modes; Black road users were the second highest (GHSA)
- 2019 - 20 Deaths among Black road users surged 23% (NHTSA)
- In 2021, Black Americans had the highest traffic fatality rate per mile traveled (VMT) across all modes, followed by Hispanics (BU/Harvard)
- During evening hours, race/ethnicity disparities in traffic deaths were exacerbated for walking; Black pedestrians were 3.4 times more likely to die while walking during this time of the day than white (BU/Harvard)



Racial Disparities

- Multnomah Co. 2013 - 17 Black residents killed in traffic 2X rate as white (REACH, 2021)
- Portland - majority of deadly crashes in BIPOC and low-income n'hoods (PBOT, 2021)
- Oregon Walks Fatal Crash Report (2021) - Black pedestrians in Portland 3X more likely to die in crashes than white people



Death by policy, not accident.

Our roads are dangerous because they've been engineered for frictionless driving, not human health and safety. Crashes are a function of vehicle speed and volume.

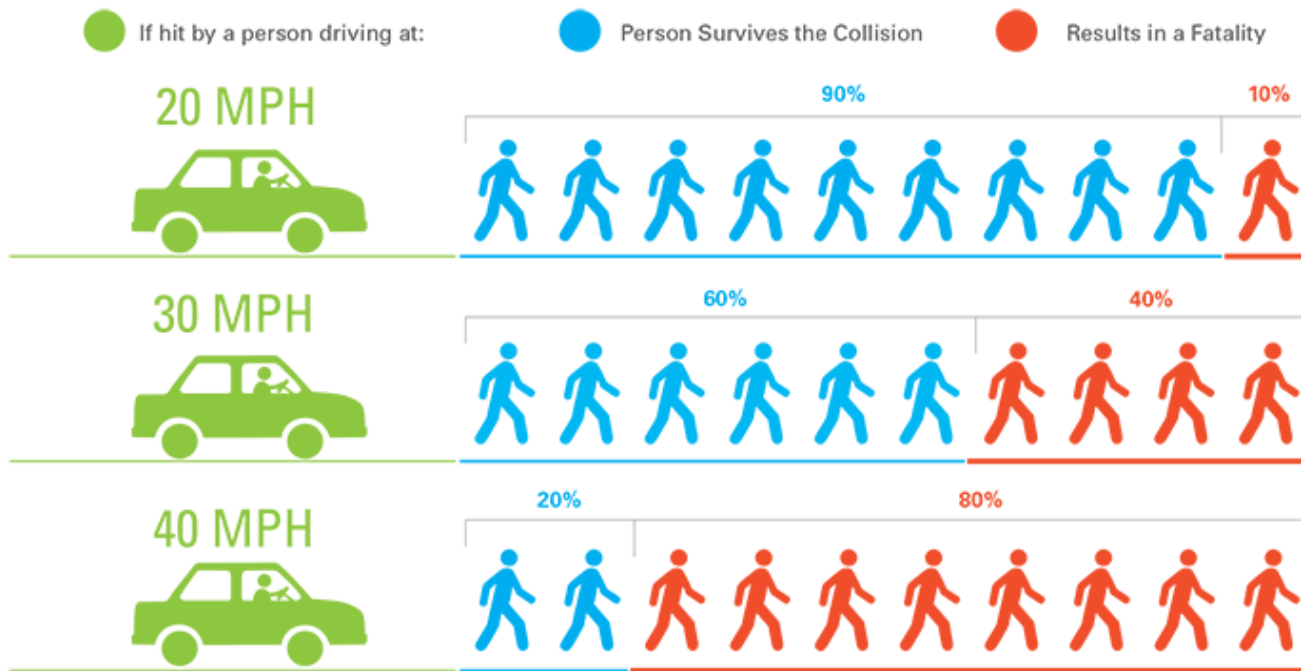


Solutions

1. Reduce Vehicle Speed
2. Reduce Vehicle Miles Traveled
3. Increase Transportation Options
4. Invest in Complete Streets
5. Rebalance Transportation Funding for Equity
6. (Reduce Vehicle Size)



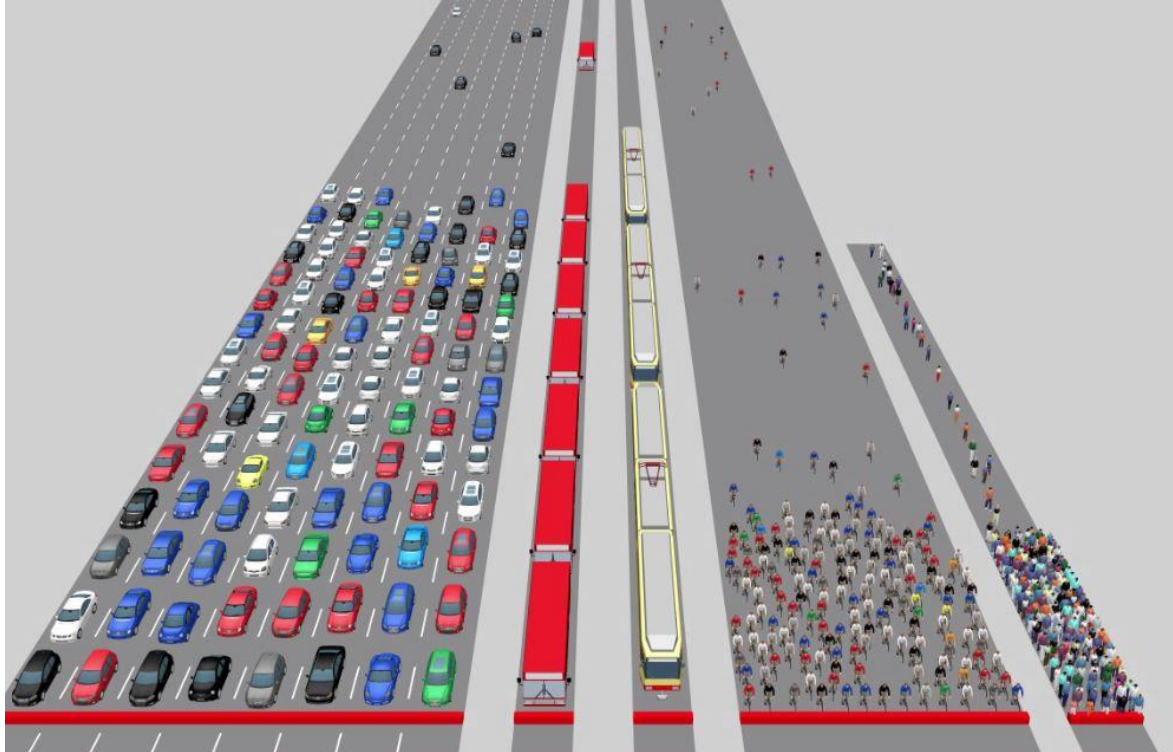
1. Reduce Vehicle Speed



2. Reduce Vehicle Miles Traveled (VMT)



3. Increase Transportation Options



4. Invest in Complete Streets



5. Rebalance Funding for Equity

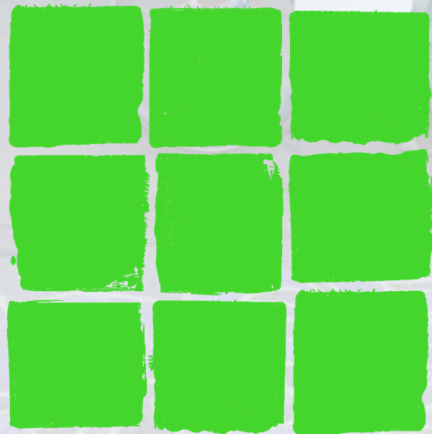
- Prioritize investment in Communities of Color facing highest traffic fatalities
- Prioritize investment where people have been killed or injured
- Prioritize investments in n'hoods where people rely on walking and transit most
- Prioritize improving streets that lack lighting, sidewalks, bus stops, or walking paths



Questions?

- What do you want to know more about?
- How can The Street Trust help you?





**THE
STREET
TRUST**

THANK YOU

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