

BPCAC Meeting

05/13/26

REACH Traffic Safety

Report 2.0



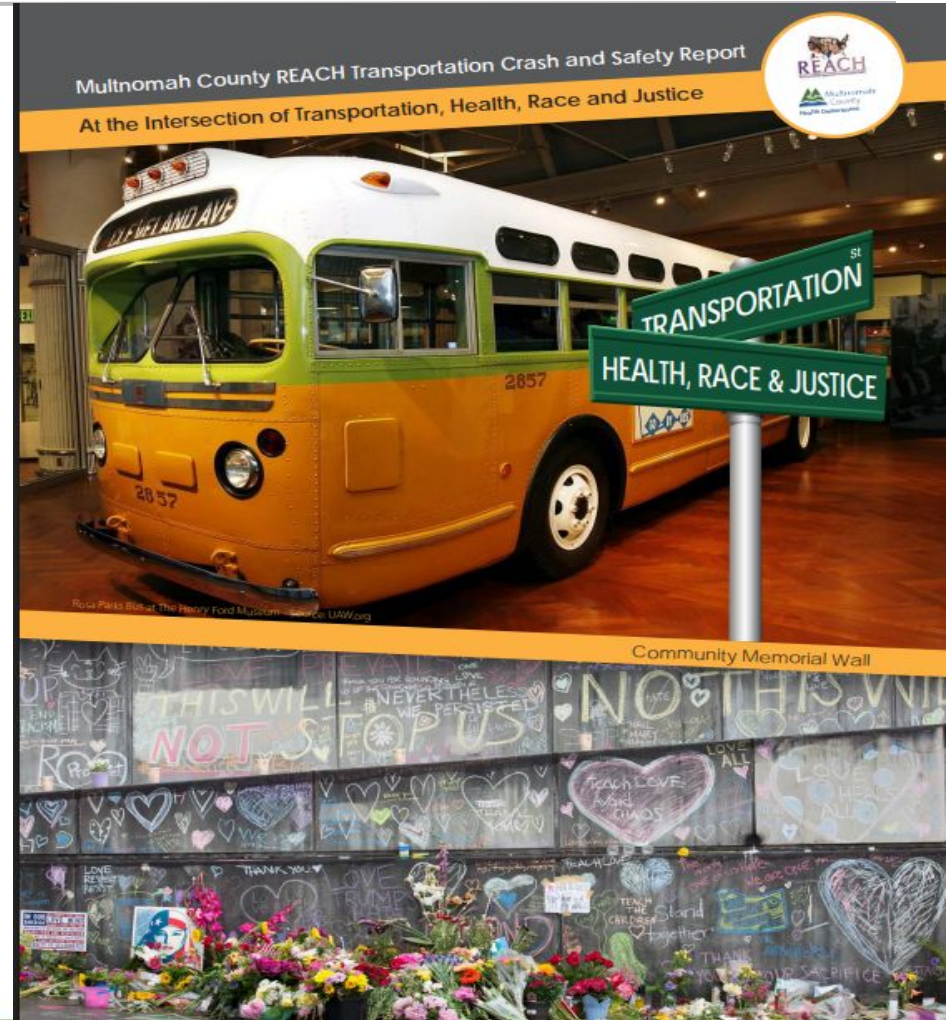
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The Legacy of the REACH TSR 1.0

First Published in 2021 the REACH TSR was tasked with elevating reports from partners such as the Coalition of Communities of Color, and Portland Bureau of Transportation.

The report emphasized health injustices examined transportation at the intersection of Health, Race, and Justice.



The Legacy of the REACH TSR 1.0

The report drew on 6 familiar transportation concepts, and focused them through the lens of the Black *Built Environment* experience.

1. *Fatal Injuries*
2. *Non-Fatal Injuries*
3. *Biased Policing*
4. *Violent Crime*
5. *Harassment*
6. *Biased Behavior among Road Users*



The Legacy of the REACH TSR 1.0

The REACH TSR 1.0 also provided recommendations on for change based on three tier approach:

- **Policy** - Examples include *authentic* engagement with communities of color.
- **System** - Examples include regularly collaborate with public health agencies to analyze safety data disaggregated by race and evaluate progress on racial equity goals.
- **Environmental** - Scientifically supported infrastructure changes such as traffic calming, speed control, and mode separation.



REACH TSR 2.0 What's New - The Street Trust

- Contracted partner with the REACH team for several years
- Work across the county
- Pairing a transportation advocate's voice with public health, and also community
- Committed to the work beyond this report



REACH TSR 2.0 What's New - Data

****Updated** Fatal & Non-Fatal Injuries** - REACH and the Street Trust worked with transportation agencies to get most up-to-date data that was possible. TSR 1.0 focused on a five-year window from 2013-2017. TSR 2.0 focused on five-year window from 2020-2024

****New** Biased Policing & Traffic Law Enforcement** - Examines Traffic Stops data from Portland Police, as well as Gresham Police.

****New** Violent Crime** - Violent Crime victimization rates & Road Rage

****New** Biased Crimes (previously Harassment)** - Focuses on the bias crimes and incidents where Black people are the victim in public road spaces.



REACH TSR 2.0 What's New - Key Findings

| Six Transportation Dimensions | Key Findings |
|--|--|
| <i>Fatal Traffic Crash Injuries</i> | <ul style="list-style-type: none"> - 47 Black persons died in transport-related crashes an 11 person increase from 2013-2017. |
| <i>Non-Fatal Traffic Crash Injuries</i> | <ul style="list-style-type: none"> - Black residents in Multnomah County are disproportionately represented among. |
| <i>Biased Policing & Traffic Law Enforcement</i> | <ul style="list-style-type: none"> + (Consent) Search rates from 2020 to 2024 decreased across all (perceived) racial groups. |
| <i>Violent Crime</i> | <ul style="list-style-type: none"> - Road rage incidents involving a firearm have been increasing nationally since 2015. |
| <i>Bias Crimes & Incidents</i> | <ul style="list-style-type: none"> - Anti-Black or African American Bias Crimes and Incidents in Portland public spaces have been increasing. |
| <i>Biased Behavior amongst Road Users</i> | <ul style="list-style-type: none"> + PBOT has responded to the bias behavior among road users by investing the strategies and policies geared toward community engagement, and infrastructure changes |



REACH TSR 2.0 What's New - Policy Retrospect

| Policy Recommendation | Recommendation (2021 - 2025) |
|--|---|
| <p><i>Demand transportation decision making bodies to establish a policy and practice of authentic engagement with communities of color.</i></p> | <ul style="list-style-type: none"> + In April 2024, PBOT's Vision Zero Program partnered with the Division Midway Alliance (DMA), and the Coalition of Communities of Color developed a toolkit titled, Beyond Traffic Safety: Building community belonging and safety in public spaces. |
| <p><i>Transportation agencies should adopt a policy of establishing measurable equity goals and engaging in routine evaluation to assess progress.</i></p> | <ul style="list-style-type: none"> + Metro, at the end of 2022, released their 2023 Regional Transportation Plan Update. The update, similar to PBOT's equity direction, reiterated the focus of prioritizing transportation investments, and eliminating transportation related disparities for historically marginalized communities |
| <p><i>Transportation agencies should invest in scientifically supported infrastructure changes such as traffic calming, speed control, and mode separation to reduce injuries.</i></p> | <ul style="list-style-type: none"> + The Urban East Multnomah County Transportation Safety Action Plan (TSAP), adopted on Jan 15th, 2025, identifies key safety challenges and proposes actionable strategies with the goal of eliminating traffic related injuries and deaths by 2035. |

REACH TSR 2.0, The 7th Dimension ***New***

Another difference between what the previous report did, and what this will report will do is be a conduit to the conversation around community strength. Community strength will be what is called the *7th dimension*. This 7th dimension, one of assets, will demand that when we speak about marginalized communities in Multnomah County, we leverage these assets as an opportunity to support communities in policy reformation, and funding support. Below is an example:

What we hear - “Vance Park isn’t safe, there have been shootings, and illicit activities that occur there.”

7th Dimension - “I come to Vance Park to experience the walking paths, community events, and to decompress.”



Questions?



BPCAC

May 13th, 2026

**Request for Letter of Support
Safe Streets for All**

Planning and Demonstration Grant

*Developing an evidence based and informed
Community-driven strategy to reduce DUII crashes
in East Multnomah County*

Nsilo Berry

Multnomah County Health Department REACH



Project Description & Expected Outcomes

Multnomah County Health Department is proposing a Public Health focused project that involves two Health Department programs - REACH and Healthy Homes and Communities (Environmental Health) in response to the Safe Streets and Roads funding opportunity issued by the USDOT Safe Streets for All (SS4A).

The two programs will work together to:

- 1) Address gaps in data collection and analysis
- 2) Increase community involvement in addressing substance in outreach and prevention efforts in East Multnomah County, building off the East County Transportation Safety Action Plan (TSAP), which will inform post-crash response.



What's needed from BPCAC

The Grant application is due May 26th, 2026 and we'd like a letter of support from the BPCAC.

Since the BPCAC has a strong interest in bicycle and pedestrian issues safer people in the built environment not only benefit motorist, but also pedestrians and cyclists. In my role with REACH I do a lot of work in East County, and see the impact of high crash arterials, broken sidewalk connections, and non-protected bike lanes. Funding is competitive, and if the REACH can make a difference; we have to try.

The grant will pull together transportation agencies, PSU, East County Vendors, community groups, and the Multnomah County Health Department, and First Responders, specifically EMS.



Questions?

