

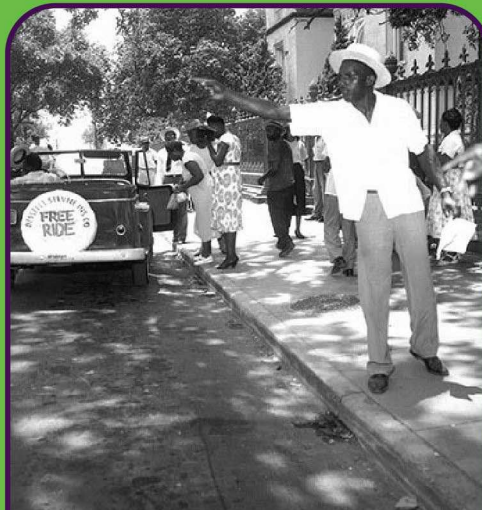
Executive Summary
The Street Trust & Multnomah County REACH
Transportation Crash & Safety Report



At the Intersection of Transportation and Health
SPRING 2026



Elizabeth Jennings Graham (1827 - 1901) was a Black teacher and activist that fought for transportation equity.



1953 Baton Rouge Bus Boycott led by **Reverend T.J. Jemison**.



Rosa Parks walks with NAACP Montgomery Chapter President Ed Nixon on Dec 5th, 1955 before the start of the 381-day Montgomery Bus Boycott.

2026 REACH Transportation and Crash Safety Report Draft

Acknowledgment

This report was written in continuation of the 2021 publication *Multnomah County Transportation Crash and Safety Report: At the Intersection of Transportation, Health, Race and Justice* (TSR).¹ The original report drew from the work of partners such as the Coalition of Communities of Color and the Portland Bureau of Transportation (PBOT). This updated report aims to build on the previous publication with updated context, literature, and data from the past four years.

While this report focuses on the transportation-related health inequities facing Black, African American, Immigrant, and Refugee communities in Multnomah County, especially in North and East Portland, it is not a reflection of community deficits. These communities hold deep strengths, lived wisdom, and resilience. The disparities documented here would be even more severe without those strengths. Groups such as the ACHIEVE² Coalition help ground the report in relevancy and feasibility and words can't begin to reflect how vital they are to the work REACH does.

The data in this report reflect real lives: families, neighbors, and community members whose health and safety are shaped by systems and structures that too often fail them. The findings are difficult, and they may evoke discomfort or even grief. We ask that you sit with that discomfort and use it as motivation to pursue meaningful change. Allow the information in this report to be a call to action.

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¹ Haggerty, B., Hamberg, A., McGee, C., & Campbell, A. (2021). *Multnomah County REACH Transportation Crash and Safety Report*. <https://multco.us/info/traffic-safety-report>

² *Action Communities for Health, Innovation and Environmental Change* Coalition is a group of multisectoral partners who have a collective vision of ending health inequities in chronic diseases for African-Americans and African immigrants/refugees in Multnomah County.



APPENDIX: Research Methods

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Executive Summary

Public health and transportation is an intersection that interacts with all of us in the built environment. In Multnomah County the third leading cause of mortality (after Cancer and Heart disease) is *unintentional injury*³. From 2015 to 2023 we have seen a 25% increase in car crash deaths, and a 59% increase in pedestrian deaths. In the *Traffic Crash Deaths in Multnomah County (2023)* public health data report, Multnomah County Health Department reported that in 2020-2021 traffic (related) crashes was the leading cause of death from unintentional injury for those aged 5 - 24.⁴ For ages 25 - 84, it was the second leading cause of death from unintentional injury. The *Racial Ethnic Approaches to Community Health* team (REACH) works with local organizations, other government programs and agencies, businesses and community members to prevent chronic disease and improve the collective health of Black and African communities (including immigrants and refugees) of Multnomah County. The REACH focus tracts⁵ are home to an alarming number of high injury corridors across the county (77% as of 2021).⁶ These high injury corridors exist through a high concentration of Black residential communities, making this a severe equity concern for all residents and agencies alike.

Since 2021, Multnomah County has seen noticeable improvements in transit infrastructure, as well as organizational planning. Portland Bureau of Transportation (PBOT) recently released their 2025 Deadly Crash Report, where 2025 reported 39 traffic deaths in the Portland Boundary. Almost 75% of the deadly crashes in 2025 occurred on the high crash network, and disparities are still shown to exist between people of color (particularly Black and Latine persons).⁷ Major reductions in traffic deaths in places like East Portland

³ Unintentional Injury - Refers to fatal and nonfatal injuries not deliberately inflicted, including any such injury described as an "accident," regardless of whether inflicted by oneself or by another person (CDC).

⁴ Traffic Crash Deaths in Multnomah County, 2020-2021, (August, 2023). https://multco.us/file/new_report%3A_traffic_crash_deaths_in_multnomah_county%3A_taking_a_safe_system_approach_to_address_traffic-related_fatality_trends_%26_contributing_factors/download

⁵ REACH focus tract is defined as a boundary with poverty rates at or greater than 20% within Multnomah County

⁶ Multnomah County REACH Transportation Crash and Safety Report. 2021. https://multco.us/file/reach_traffic_safety_report/download

should be applauded, and continued efforts need to be sustained in order to erase racial disparities with the goal of Vision Zero in both our minds and hearts. Metro's 2025 *Annual Safe Streets Plan* also denotes county decreases (14%) in traffic deaths from 2023 to 2024. Similarly, people of color (Black, American Indian, and Latine) are disproportionately represented in the traffic death data.⁸

Examining the reason for the disproportionate impacts can be attributed to the intentional deployment of exclusion laws in Oregon's history that institutionalized redlining, zoning restrictions, and transformative infrastructure development. For example, Black communities in North and North East Portland were radically changed once I-5 was constructed. Between fractured communities, and housing demolitions residents in North and North East Portland began transitioning more East.⁹ Despite the historical disinvestment in communities of low-wealth and color, agencies and advocates are committing to addressing the racist history head-on. The [Albina Vision Trust](#), a community non-profit, "...created to buy back land, rebuild community, and reroot Black legacies and Black futures in the heart of Portland's central city;" is partnering with Oregon Department of Transportation (ODOT) during the I-5 Rose Quarter Project. These partnerships help to ensure that further infrastructure transformation happens in the best interest of those most impacted. Smaller examples of authentic community collaboration include PBOT's partnership with the Division Midway Alliance & Coalition of Communities of Color where these organizations created the Beyond Traffic Safety Toolkit. The toolkit focuses on community experiences while providing actionable opportunities for both government and community based organizations to engage in making public spaces safer. These intentional authentic collaborations pave the way for transformative change, and Multnomah County is beginning to see the fruits of these authentic partnerships.

This REACH Traffic Safety Report (TSR) also builds upon the foundational six dimensions framework from the 2021 REACH TSR:

- Fatal Traffic Crash Injuries
- Non-Fatal Traffic Crash Injuries
- Biased Policing & Traffic Law Enforcement
- Violent Crime
- Bias Crime & Incidents (*previously Harassment*)
- Biased Behavior amongst Road User

⁷ Portland Bureau of Transportation. (2026, March). *Portland 2025 Deadly Traffic Crash Report Summary*. City of Portland.

<https://www.portland.gov/transportation/vision-zero/documents/portland-2025-deadly-traffic-crash-report/download>

⁸ Metro. (2025, December). Annual Safe Streets Update. p.3. <https://www.oregonmetro.gov/sites/default/files/2026-04/2025-safe-streets-update.pdf>

⁹ Hughes, J., Bureau of Planning and Sustainability. (2019). *Historical Context of Racist Planning: A History of How Planning Segregated Portland*. City of Portland, p. 13. <https://www.portland.gov/bps/planning/adap/history-racist-planning-portland>

The Table below briefly describes key findings from the aforementioned six dimensions. *Minus signs (-) indicate areas that need improvement, and plus signs (+) indicate areas of success.*

Six Transportation Dimensions	Key Findings
<p><i>Fatal Traffic Crash Injuries</i></p>	<ul style="list-style-type: none"> - Between 2020 and 2024, 47 Black persons died in transport-related crashes, an increase compared to 2013–2017. - From 2020 - 2024 Black persons continued to experience the highest rate of traffic crash deaths in Multnomah County. - Black persons experience a higher rate of years of potential life lost before age 75 compared to other races and ethnicities in Multnomah County. - Despite a wide variety in annual transport-related fatalities for Black persons over the past five years (2 in 2022, 17 in 2023), the 5-year rolling average reached a peak in 2024.
<p><i>Non-Fatal Traffic Crash Injuries</i></p>	<ul style="list-style-type: none"> - Black residents in Multnomah County are disproportionately represented among emergency room and urgent care visits for traffic and pedestrian-related injury. - Black residents make up almost 20% of traffic-related injury visits, while only accounting for 8% of the County population.
<p><i>Biased Policing & Traffic Law Enforcement</i></p>	<ul style="list-style-type: none"> - (Perceived) Black drivers in Portland are more likely to be stopped by non-traffic personnel for a non moving violation when compared to (perceived) White Drivers. + (Consent) Search rates from 2020 to 2024 decreased across all (perceived) racial groups due to the incorporation of a 2019 Oregon Supreme Court Ruling, and improved police officer training. + Most traffic stops that occurred in Gresham ended with a warning. + Automatic Traffic Enforcement in the 8 fixed speed locations in Portland saw a 43% decrease in traffic crashes from 2019-2022.

Six Transportation Dimensions	Key Findings
<i>Violent Crime</i>	<ul style="list-style-type: none"> - Black persons in Multnomah County have experienced a greater violent crime victimization rate. - Road rage incidents involving a firearm have been increasing nationally since 2015. - Currently, there aren't any specific road rage laws in Oregon, which makes classifying road rage elusive.
<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. - County-wide reporting is needed to understand Bias Crimes past the Portland boundary.
<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

Despite the areas in need of continued improvement, policy recommendations outlined in the first REACH Traffic Safety Report have shown the widespread commitment from governmental agencies, and community based organizations. Please note, for a more detailed description of the policy recommendations and the *recommendations in action*, please read the full policy section starting on page 36.

Minus signs (-) indicate areas that need improvement, and plus signs (+) indicate areas of success.

(2021) Policy Recommendation	Recommendation in Action (2021 - 2025)	Recommendation Response Update
<i>Demand transportation decision making bodies to establish a policy and practice of authentic engagement with communities of color.</i>	<ul style="list-style-type: none"> + The Oregon Department of Transportation is managing the I-5 Rose Quarter project, and implemented the Historic Albina Advisory Board (HAAB) in 2021 to elevate voices in the Black Community to ensure that project outcomes reflect community interest and values. + HB 2985, passed in 2021, requires that ODOT diversify its advisory committees to reflect Oregon's racial, ethnic, and ability population composition. 	This recommendation should continue to be implemented.

(2021) Policy Recommendation	Recommendation in Action (2021 - 2025)	Recommendation Response Update
<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>This recommendation should continue to be implemented.</p>
<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. The report highlights that the active transportation network is generally "more complete" in equity focused areas (when compared to non-equity focused areas). + In April 2024, Division Midway Alliance, Coalition Communities of Color and PBOT Vision Zero partnered to launch the Beyond Traffic Safety Toolkit. This toolkit identified 14 ways government agencies and community based organizations could increase community safety and belonging along Portland streets and public spaces. 	<p>This recommendation should continue to be implemented.</p>
<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"> + PBOT was awarded a \$20 million grant by the Department of Transportation to make safety improvements along 122nd avenue. 122nd is one of the most dangerous corridors in Portland, in addition to hosting a racially diverse community. City Council accepted the grant agreement on May 29th, 2024 and several investments have been funded with others proposed. 	<p>This recommendation should continue to be implemented.</p>

(2021) Policy Recommendation	Recommendation in Action (2021 - 2025)	Recommendation Response Update
<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. 	<p>This recommendation should continue to be implemented.</p>
<p><i>TriMet should continue to prioritize service improvements in neighborhoods with a high proportion of Black residents. Transportation agencies should make investments that enhance feelings of safety and belonging.</i></p>	<ul style="list-style-type: none"> + In TriMet's 2023 regional Transit Oriented Development (TOD) plan update there is a prioritization framework that includes an equity lens screening. This allows TOD to potentially elevate more disadvantaged neighborhoods, and sites in need of development or if the development will work to reduce inequalities the community experiences. + Through 2024 TriMet has improved lighting at 60% of their MAX platforms, while more than 80% of the MAX platforms have seen camera improvements. In October 2021 TriMet improved MAX Blue, Green and Red lines in the Lloyd District related to track improvements. In 2025, the NE 82nd Ave MAX station saw improvements and upgrades pertaining to rebuilt stairways, a refurbished shelter, and better sight lines (and a guardrail) for improved safety. - In July 2025 TriMet announced a \$300 million dollar gap. This budget gap is the result of rising operation costs, and decreased revenue. 	<p>This recommendation should continue to be implemented if future funding can be secured. Also, monitoring of any cuts in low-income communities, and communities of color; especially communities that have high Black resident populations across Multnomah County should be captured.</p>
<p><i>Transportation and public health agencies should collaborate to undertake transportation messaging campaigns that center the Black experience, along with safety, equity and justice.</i></p>	<ul style="list-style-type: none"> + In 2023, REACH's increased capacity led to participation in the East Multnomah County Transportation Committee (EMCTC-TAC) technical advisory subcommittee. + (2024) Multnomah County Health Department, specifically its public health division, supported the WA state Department of Health, Clark County Public Health, Cowlitz Indian Tribe, and the Oregon Health Authority in the creation of the Interstate Bridge Replacement Program Health Analysis. 	<p>This recommendation should continue to be implemented.</p>

(2021) Policy Recommendation	Recommendation in Action (2021 - 2025)	Recommendation Response Update
<p><i>Transportation and public health agencies should collaborate to undertake transportation messaging campaigns that center the Black experience, along with safety, equity and justice.</i></p>	<p>+ (2025) The REACH team joined the technical subgroup for the Oregon Department of Transportation (ODOT) in the Northeast Sandy Boulevard Investment Strategy project.</p>	<p>This recommendation should continue to be implemented.</p>

This report updates and expands the 2021 Multnomah County REACH Transportation Crash and Safety Report. It uses new data, recent research, and deeper community context to examine transportation safety across six dimensions: fatal crashes, non-fatal injuries, biased policing & traffic law enforcement, violent crime, bias crimes, and biased behavior among road users. A seventh dimension has been added that seeks to account for the historical and contemporary experiences of racism that shape mobility for Black and African communities.

Several indicators show progress. The fatal crash disparity between Black and White residents narrowed from 2013 to 2022, and overall racial equity has become more central to transportation policy discussions. Portland saw the people killed in crashes begin to track down since its 2023 high number. 2025's 39 traffic fatalities even show a further decrease from 2024's 58 number. Portland Police *Search Rates* involving (perceived) Black/African Americans drivers also saw an 83% decrease from 2020 to 2024. Additionally, Automated Traffic Enforcement has shown early success in reducing traffic crashes along Portland's High Crash Network.

Progress should not equal complacency: Introducing the 7th dimension to traffic Safety

Black residents remain overrepresented nearly threefold in emergency and urgent care visits for traffic injuries. Disparities in non-moving traffic violations, violent crime victimization, and exposure to *Bias Crime & Incidents*. These patterns reflect long-standing structural inequities. Historically Black neighborhoods were shaped by exclusion laws, redlining, urban renewal, freeway construction, and displacement. Today, many Black Multnomah County residents live in areas with fewer sidewalks, lower intersection density, higher traffic volumes, and slower emergency response times. The compounding effects of racism in policing, public transportation, and public space further limit freedom of movement and contribute to poor health outcomes. This report centers these realities by naming transportation safety as both a mobility issue and a racial justice issue. However, "centering" will not be enough, the work needs a paradigm shift to include a 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 health promotion, policy reformation, funding support, and social cohesion. Protecting assets, the 7th dimension, will work in tandem with how the other 6 dimensions of traffic safety are utilized. The difference being that instead of working to "reduce inequities" prioritized in the first 6 dimensions, the 7th dimension will shift areas of focus to community and cultural assets and the importance of protecting them.



APPENDIX: Research Methods

This section contains an overview of the methods used for the six safety outcome dimensions. Data was accumulated from a variety of sources, including:

- Multnomah County Health Department (MCHD)
- Oregon Department of Transportation (ODOT)
- METRO
- TRIMET
- City of Portland (COP) & Portland Bureau of Transportation (PBOT)
- City of Gresham
- State of Oregon
- FBI Database(s)
- Academic Literature
- Other publicly available data sources

Methods for Fatal Injury

Oregon Health Authority: Oregon Public Health Assessment Tool (OPHAT)

Data for fatal injury includes counts, rates, and years of potential life lost per 100,000 residents. Mortality rates are presented in two non-overlapping five-year periods to evaluate change over time (2013-2017 and 2020-2024). Using five-year periods, this tool smooths year-to-year variation in death rates from traffic crashes, and the larger count increases the reliability of rates when cross-tabulating. Rates are age-adjusted because we expect race groups to have different age distributions, and traffic deaths are age-related. Young people are more likely to be in a crash and older people are more likely to die from injuries. Demographics were categorized into “single race alone or in combination with other race(s).” This option helps reflect diverse identities and provides more accurate data to understand disparities. Rates for Hispanic ethnicity are calculated separately.

All death data is summarized from Oregon Death Certificates made accessible through the Oregon Public Health Assessment Tool (OPHAT) compiled by the Oregon Health Authority (OHA) Public Health Division. In accordance with guidance from OPHAT, non-overlapping 95% confidence intervals are interpreted as significant. OPHAT guidance requires rates based on five or fewer events to be suppressed. Traffic deaths are identified by injury intent and mechanism selecting the following categories of unintentional injury: All injury > All transport.

Methods for Non-Fatal Injury

Oregon Electronic Surveillance System for the Early Notification of Community-Based Epidemics (ESSENCE)

The primary data set for non-fatal injury reporting are emergency department and urgent care visits available in a statewide syndromic surveillance system known as the Oregon Electronic Surveillance System for the Early Notification of Community-Based Epidemics (Oregon ESSENCE). Using ESSENCE, staff identified emergency department and urgent care clinic visits related to traffic-related injuries (TRI) for all modes, as well as specifically pedestrian-related injuries (PRI). The queries focus on the chief complaint and discharge diagnosis fields.

Visit counts were cross-tabulated with the 'race' field. Race categories are defined by the ESSENCE system and health care providers enter values into the race field. Providers often enter more than one race into the 'race' field. These visits were categorized as "Two or more races." Race is not consistently reported. Between 2018-2024, race was missing or unknown for 8% of all visits, 10% of all traffic-related injury visits, and 11% of pedestrian-related injury visits. Rates presented are calculated per 100,000 residents using American Community Survey ([ACS](#)) five-year estimates.

ESSENCE data includes only the subset of people injured in crashes who seek care at an emergency department or urgent care clinic. For example, someone who sustains a TRI, but chooses to not seek care due to financial limitations, is not included in this data. This data also does not include fatal TRI that are never seen in emergency departments. ESSENCE data are visit-specific, not patient specific, so multiple visits from the same person for the same injuries would be counted multiple times. The data do not include any categorization of injury severity such as serious, critical, incapacitating, etc. that are commonly included in law enforcement reports. This characteristic limits comparability to other sources of crash injury data. The data does not include standard collection of crash location, type, or other crash-specific context. Subgroup counts fewer than five are aggregated into larger groups.

Methods for Biased Policing

Portland Police Bureau Stops Data

PPB has been collecting data on traffic and pedestrian stops since 2001, following recommendations from the Blue Ribbon Panel on Racial Profiling. Officers record details such as their perception of the individual's race, gender, and age, the reason for the stop, whether a search was conducted, the type and outcome of any search, and the overall result of the stop. In 2011, the PPB launched an electronic data collection system to enhance accuracy and efficiency. Following the passage of Oregon House Bill 2355 in 2017, which mandated standardized data collection practices, the PPB updated its system in 2018 to comply with state requirements. This updated system integrates with the Bureau's computer-aided dispatch and electronic citation systems, ensuring comprehensive and accountable data collection. In the use of this data set, it is important to mention the potential for inaccuracy in police reports. Further, accurate police reporting is dependent on the ethical behavior of the police officer.¹⁰¹

¹⁰¹ Güss, C. D., Tuason, M. T., & Devine, A. (2020). Problems With Police Reports as Data Sources: A Researchers' Perspective. *Frontiers in Psychology*, 11, 582428. <https://doi.org/10.3389/fpsyg.2020.582428>

Gresham Police Department (GPD)

The Gresham Police Department provided traffic citation csv data from June 2018 to March 2025.

Automatic Traffic Enforcement (ATE)

This section includes data from the City of Portland's use of speed cameras to improve traffic safety. Per City of Portland's Vision Zero webpage:

“Oregon state law allows cities to use speed and intersection safety cameras to improve traffic safety. To achieve Portland's Vision Zero goal of eliminating traffic deaths and serious injuries on our streets, we're installing speed and intersection safety cameras at and along the highest crash streets and intersections. Portland's High Crash Network represents just 8% of Portland's streets but accounted for 67% of deadly crashes from 2020 to 2024.

Portland's cameras are concentrated on the High Crash Network. These cameras will play a critical part to help enforce safe driving behaviors along with infrastructure and education.”

Photo Enforcement reports can be found at the bottom of this [webpage](#). State law requires each Oregon jurisdiction operating a photo radar program to report to the legislature each biennium. Portland submits separate reports for its speed safety cameras (Fixed Speed) and the intersection camera and mobile van cameras (Photo Radar and Red Light Running (2023-24)).

Methods for Violent Crime

Violent Crime

The analysis in this report relies on data from the Law Enforcement Agency Reported Crime Analysis Tool (LEARCAT) to examine the impact of violent crime on Black and African American populations in Multnomah County. LEARCAT provides incident and victimization data reported to the FBI's National Incident-Based Reporting System (NIBRS) from 2016 to 2023, allowing for detailed demographic analysis. Crime rates are calculated per 100,000 individuals using U.S. Census Bureau population estimates, ensuring a standardized comparison across racial groups. This dataset enables an assessment of disparities in victimization rates, offering critical insights into the disproportionate impact of violent crime on Black residents. While police-reported data may contain inherent biases and limitations, LEARCAT remains a vital tool for understanding racial disparities in public safety.

Road Rage

Road Rage data was captured using research done in combination between the [Pew Research Center](#), and [Gun Violence Archive](#). The *Road Rage* incidents referred in the report were only recorded if a firearm was present in the altercation. Furthermore, the research presented speaks to a larger national trend that is not indicative of more regional Multnomah County *Road Rage* incidents involving a firearm. The Gun Violence Archive's open database provided information pertaining to Road Rage incidents involving a firearm in Portland & Gresham. However, more research is needed to fully understand *Road Rage* in scenarios where both a firearm is and isn't present in altercations around Multnomah County.

Methods for Bias Crimes & Incidents

Portland Police Bureau: Reported Bias Crime & Bias Incidents Statistics

The data consists of both Bias Crimes and Bias Incidents, as collected by the Portland Police Bureau (PPB) and reported to the FBI's National Incident-Based Reporting System (NIBRS). A Bias Crime is determined when an investigation confirms that an offender's actions were motivated, in part or in whole, by bias. These cases meet both Oregon Senate Bill 577 and FBI criteria for bias crimes.

A Bias Incident is tracked when an event has a bias-related nexus but does not meet the threshold for a criminal offense. These were not tracked until Q2 2020, following the enactment of SB 577.

Data is categorized by location type, rather than strict geographic coordinates. Location categories include:

- Business
- Place of Worship
- Public Space
- Residence

The Public Space category is used as a proxy for transportation-related environments, including streets, sidewalks, intersections, transit stops, and other shared public areas where pedestrian and traffic interactions occur. Since the report focuses on traffic and pedestrian safety for the Black population in Multnomah County, this category is the most relevant to capture potential bias-related safety concerns in transportation settings. Public Space captures the following areas:

- Air/Bus/Train Terminal
- Parking/Drop Lot/Garage
- Street/Highway/Road/Alley/Sidewalk

Data is updated quarterly following a review by the Bias Crime Detail detective. Notable limitations include

- Incidents without a police report are not investigated, meaning motivation and details cannot always be determined.
- Hate speech alone is not classified as a bias crime unless accompanied by criminal actions.
- Demographics (race, gender, and age) are available for victims and, when possible, offenders. If an offender is unidentified, demographic details may be incomplete or listed as "unknown."

A public [dashboard](#) can be accessed for further analysis. Per the Portland Police Bureau:

"The Reported Bias Crime Statistics dashboard is an interactive data visualization of incidents reported to the Portland Police Bureau (PPB) which meet the FBI's National Incident-Based Reporting System (NIBRS) guidelines for bias motivation. All cases flagged for potential bias motivation are reviewed by a PPB detective specifically assigned to investigate bias crimes."

Methods for Biased Behavior Among Road Users

Relevant Literature

Kahn, Kimberly, Jean McMahon, Tara Goddard and Arlie Adkins. 2017. Racial Bias in Drivers' Yielding Behavior at Crosswalks: Understanding the Effect. NITC-RR-869. Portland, OR: Transportation Research and Education Center (TREC).

Abstract

This project explores social identity factors (race and gender) that influence drivers' behavior in interactions with pedestrians at crosswalks. One dangerous potential point of conflict for pedestrians within the transportation system is interactions with drivers at crosswalks (NHTSA, 2009). In 2010, there was one crash-related pedestrian death every two hours and an injury every eight minutes, and racial minorities are disproportionately represented in these pedestrian fatalities (CDC, 2013). In light of this disparity, this project examines whether racial discrimination occurs at crosswalks, which may lead to disparate crossing experiences and disproportionate safety outcomes. Racial minorities experience racial discrimination across various domains in society. Consistent with this societal pattern, it is hypothesized that drivers will exhibit racial bias when making decisions about whether or not to stop for pedestrians waiting to cross the street at a crosswalk, which may reflect conscious or nonconscious biases.

Relevant Literature

Goddard, Tara, Kimberly Kahn and Arlie Adkins. 2015. "Racial Bias in Driver Yielding Behavior at Crosswalks." https://pdxscholar.library.pdx.edu/psy_fac/14/

Abstract

Psychological and social identity-related factors have been shown to influence drivers' behaviors toward pedestrians, but no previous studies have examined the potential for drivers' racial bias to impact yielding behavior with pedestrians. If drivers' yielding behavior results in differential behavior toward Black and White pedestrians, this may lead to disparate pedestrian crossing experiences based on race and potentially contribute to disproportionate safety outcomes for minorities. We tested the hypothesis that drivers' yielding behavior is influenced by pedestrians' race in a controlled field experiment at an unsignalized midblock marked crosswalk in downtown Portland, Oregon.

Relevant Literature

["Walking While Black" Focus Group 2018 Report](#)

Abstract

In 2017 the Portland Bureau of Transportation (PBOT) launched a community-informed process to update PedPDX, Portland's Citywide Pedestrian Plan. PedPDX will prioritize sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. A key element of the early PedPDX public involvement strategy included a survey asking Portlanders to tell PBOT their priorities for making Portland a more walkable city. The PedPDX survey distribution and engagement strategies focused on online survey, language-based engagement, public events and youth engagement activities.

