

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

1ST QUARTER REPORT 2016

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CHARLIE HALES, MAYOR
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DATA SOURCE

The Portland Police Bureau's (PPB) goal is to be a leader in the collection and analysis of traffic and pedestrian stops data and to continually improve the quality of the processes involved in both collecting and analyzing the data. PPB recognizes that examining police stops is an important part of understanding policing practices, assessing services to the community, and identifying areas that may benefit from change.

We used the Stops Data Collection (SDC) System to retrieve data on stops conducted by both the Patrol Division and the Traffic Division. This same SDC system was used to retrieve data for both drivers and pedestrians.

As part of this study, we extracted a total of 12,383 traffic and pedestrian stops between January 1, 2016 and March 31, 2016 in the City of Portland. We excluded 2,424 unusable records (e.g., duplicate and canceled stops), which left 9,959 records to analyze.

The PPB quarterly reports are intended to provide timely analysis on key metrics related to stops by PPB officers. Annual reports and special updates are intended to provide a more comprehensive review of the available data.

Historical data on police stops collected since 2001 can be found at the following web address, <http://www.portlandoregon.gov/police/42284>.

QUALITY CONTROL

In 2011, the PPB implemented enhancements to its data collection process to help improve the quality and completeness of its data. These enhancements included the collection of more data variables, such as explanations on canceled stops; the implementation of a notification system for outstanding entries; and modifications to a query for extracting data to eliminate duplicate entries. As a result of these enhancements, PPB has been able to reduce the entry of duplicate incidents or non-incidents and ensure the timely and comprehensive entry of incidents. The enhancements are described in detail below.

Reason for canceling a stop

PPB requires officers to provide a reason for canceling an SDC report. Circumstances in which an officer may cancel a stop include: an officer was erroneously included on a call by dispatch, an officer was not the primary officer on the call, or an officer finds that a call was not a stop. By tracking reasons for stop cancelations, PPB ensures that officers canceled a stop for a legitimate reason. Also, this process helps to improve the quality of the data by reducing the entry of duplicate incidents or non-incidents.

Ensuring completion of SDC form

PPB also implemented a new notification system that alerts police personnel of incomplete records. On occasion officers end a stop abruptly to respond to an emergency call. If an officer logs off his or her computer without completing a stops entry, the officer is notified of the outstanding SDC form the next time he or she logs onto PPB's record management system. As an additional layer of accountability, the officer's lieutenant is also notified by email about the outstanding entry each week until the form is completed. This new system helps ensure that officers complete their entry, thus improving the completeness of the data set.

Limiting duplicate SDC records

In Quarters 3 and 4 of 2015, PPB made more modifications to its query for extracting data for SDC reports to eliminate duplicate entries for a single incident. As described in a February 2014 report on PPB stops (available at: <https://www.portlandoregon.gov/police/article/481668>, see page 10 of the above mentioned report), PPB identified a flaw where the SDC System was capturing multiple entries for a single incident. In areas with poor radio and computer reception, an officer would hit the send button multiple times, due to uncertainties about whether the report processed successfully. This created duplicate entries for the same stop. To correct for this, we modified our query to filter out duplicate entries and allow for only one entry per stop.

TRAFFIC AND PATROL DIVISIONS

The first section of the analysis examines drivers and pedestrians stopped by traffic and patrol officers. These data represent the entire data set for the PPB and include officers from units such as the precincts (Central, East and North), specialized units such as members of the Gang Enforcement Unit (GET), and Traffic Division.

In Quarter 1, 2016, traffic and patrol stopped 9,959 drivers and pedestrians. Of those stopped by traffic and patrol, 99.3 percent (9,892) represented driver stops and 0.7 percent (67) represented pedestrian stops.

Table 1. Race of Drivers Stopped by Traffic and Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	32	0.3%
Asian	526	5.3%
Black/African American	1254	12.7%
Hispanic	762	7.7%
White	6,818	68.9%
Unknown/Other	500	5.1%
Total¹	9,892	100.0%

¹ 69 stops removed as race data were not entered

Table 2. Race of Pedestrians Stopped by Traffic and Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	2	3.0%
Black/African American	7	10.4%
Hispanic	4	6.0%
White	48	71.6%
Unknown/Other	6	9.0%
Total	67	100.0%

TRAFFIC DIVISION

This section examines drivers and pedestrians stopped by traffic units. Traffic officers' primary focus should be violations related to traffic law. These units are not spread evenly throughout the city but instead provide focused traffic enforcement in areas with traffic safety issues. This often includes enforcement on main arterials such as Highway 30, the Interstate Highways and major roadways such as Division Street, Powell Boulevard or 82nd Avenue.

In Quarter 1, 2016, traffic stopped 5,702 drivers and pedestrians. Of those stopped by traffic, 99.4 percent (5,669) were driver stops and 0.6 percent (33) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	7	0.1%
Asian	305	5.4%
Black/African American	488	8.6%
Hispanic	382	6.7%
White	4,156	73.3%
Unknown/Other	331	5.8%
Total¹	5,669	100.0%

¹ 69 stops removed as race data were not entered

Table 4. Race of Pedestrians Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
Black/African American	1	3.0%
Asian	1	3.0%
Hispanic	3	9.1%
White	24	72.7%
Unknown/Other	4	12.1%
Total	33	100.0%

PATROL DIVISION

This section examines stops of drivers and pedestrians by patrol only. Patrol encompasses officers in precincts and specialty units conducting patrols or responding to calls while on foot or in patrol cars. These units are not spread evenly throughout the city but instead are concentrated in areas with more crime (particularly violent crime) and calls for service. Table 5 examines the stops of drivers by patrol officers.

In Quarter 1, 2016, the patrol division made a total of 4,257 driver and pedestrian stops. Of those stopped by patrol, 99.2 percent (4,223) were driver stops and 0.8 percent (34) were pedestrian stops.

Table 5. Race of Drivers Stopped Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	25	0.6%
Asian	221	5.2%
Black/African American	766	18.1%
Hispanic	380	9.0%
White	2,662	63.0%
Unknown/Other	169	4.0%
Total	4,223	100.0%

Table 6. Race of Pedestrians Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
Asian	1	2.9%
Black/African American	6	17.6%
Hispanic	1	2.9%
White	24	70.6%
Unknown/Other	2	5.9%
Total	34	100.0%

The City of Portland is broken into three Precincts. Central Precinct encompasses most of the western section of Portland and inner southeast Portland. North Precinct runs from Washington County to Gresham and includes all the northern most areas of Portland. East Precinct covers Portland from Cesar Chavez Boulevard to Gresham for the area south of I-84. The figure below displays the Portland police precincts.

 **Portland Police Bureau** 
Precincts
and patrol districts



Table 7. Counts of Drivers Stopped by Patrol Assigned to Each Precinct

Race/Ethnicity	Count	Percent
Central Precinct	927	23.3%
East Precinct	1,902	47.9%
North Precinct	1,144	28.8%
Total	3,973	100.0%

Table 8. Race of Drivers Stopped by Patrol in Central Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	0.2%
Asian	60	6.5%
Black/African American	108	11.7%
Hispanic	67	7.2%
White	657	70.9%
Unknown/Other	33	3.6%
Total	927	100.0%

Table 9. Race of Drivers Stopped by Patrol in East Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	16	0.8%
Asian	103	5.4%
Black/African American	300	15.8%
Hispanic	184	9.7%
White	1,226	64.5%
Unknown/Other	73	3.8%
Total	1,902	100.0%

Table 10. Race of Drivers Stopped by Patrol in North Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	7	0.6%
Asian	45	3.9%
Black/African American	313	27.4%
Hispanic	106	9.3%
White	624	54.5%
Unknown/Other	49	4.3%
Total	1,144	100.0%

APPENDIX A

TRAFFIC STOP DATA		
CITE NBR: <input type="text"/>		
CANCEL REASON :		
<input type="text"/>		
SUBMIT		
1. DATA FOR :		
<input type="text"/>		
2. PERCEIVED RACE PRIOR TO STOP		
UNKNOWN <input type="text"/>		
3. PERCEIVED GENDER PRIOR TO STOP		
UNKNOWN <input type="text"/>		
4. PERCEIVED AGE PRIOR TO STOP		
UNKNOWN <input type="text"/>		
5. PERCEIVED MENTAL HEALTH ISSUES PRIOR TO STOP		
UNKNOWN <input type="text"/>		
6. PERCEIVED RACE AT STOP		
<input type="text"/>		
7. PERCEIVED GENDER AT STOP		
<input type="text"/>		
8. PERCEIVED AGE AT STOP		
<input type="text"/>		
9. PERCEIVED MENTAL HEALTH ISSUES AT STOP		
<input type="text"/>		
10. REASON FOR STOP (SELECT MOST SERIOUS)		
<input type="text"/>		
11. SEARCH TYPE (DISCRETIONARY)		
<input type="text"/>		
12. RESULTS OF SEARCH		
<input type="checkbox"/> DRUGS	<input type="checkbox"/> STOLEN PROPERTY	<input type="checkbox"/> NOTHING FOUND
<input type="checkbox"/> ALCOHOL	<input type="checkbox"/> WEAPON(S)	<input type="checkbox"/> OTHER
13. NUMBER OF PASSENGERS (EXCLUDING DRIVER)		
NOTE: Use N/A for Subject Stop		
<input type="text"/>		
14. ACTION TAKEN		
<input type="text"/>		
SUBMIT		