PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

3RD QUARTER REPORT 2017

OCTOBER 20, 2017

TED WHEELER, MAYOR
DANIELLE OUTLAW, CHIEF OF POLICE

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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 the Traffic Division, the Patrol Division, and the Specialty Units. This same SDC system was used to retrieve data for both drivers and pedestrians.

As part of this study, we extracted a total of 7,205 traffic and pedestrian stops between July 1, 2017 and September 30, 2017 made by PPB officers. We excluded 1,256 unusable records (e.g., duplicate and canceled stops), which left 5,949 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/65520*.

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 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 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.

BUREAU-WIDE STOP DEMOGRAPHICS

The first section of the analysis examines drivers and pedestrians stopped by all sworn Portland Police Bureau personnel, regardless of assignment or subdivision. Most stops performed by PPB officers occur inside Portland city limits; however, a limited number of stops occur in other jurisidictions, such as Multnomah County, Beaverton, and Gresham.

In the 3rd Quarter of 2017, Portland Police personnel stopped 5,949 drivers and pedestrians. Of those stopped by traffic and patrol, 99 percent (5,899) represented driver stops and 1 percent (50) represented pedestrian stops.

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	22	0.4%
Asian	253	4.3%
Black/African American	947	16.1%
Hispanic	486	8.2%
White	3,953	67.0%
Unknown/Other	238	4.0%
Total	**5,899**	**100.0%**

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	1	2.0%
Black/African American	5	10.0%
Hispanic	3	6.0%
White	38	76.0%
Unknown/Other	3	6.0%
Total	**50**	**100.0%**

TRAFFIC DIVISION

This section examines drivers and pedestrians stopped by officers assigned to the Traffic Division. These units are not spread evenly throughout the city but instead provide focused traffic enforcement on Portland roadways and highways with traffic safety issues. This often includes enforcement missions on main arterials such as Highway 30, the Interstate Highways and major roadways such as Division Street, Powell Boulevard or 82nd Avenue.

In Quarter 3 2017, traffic officers stopped 3,116 drivers and pedestrians. Of those stopped by traffic, 99 percent (3,097) were driver stops and 1 percent (21) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	0.1%
Asian	149	4.8%
Black/African American	321	10.4%
Hispanic	218	7.0%
White	2,254	72.8%
Unknown/Other	153	4.9%
Total	**3,097**	**100.0%**

Table 4. Race of Pedestrians Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	0	0.0%
Black/African American	0	0.0%
Hispanic	1	4.8%
White	18	85.7%
Unknown/Other	2	9.5%
Total	**21**	**100.0%**

SPECIALTY UNITS

Officers assigned to specialty units focus on specific missions, such as the Gang Enforcement Team (GET), Transit Police, and the Youth Services Division. In the 3rd Quarter of 2017, specialty units accounted for 329 driver and pedestrian stops performed by PPB personnel. Of those stops performed by officers assigned to specialty units, 99 percent (326) were driver stops and 1 percent (3) were pedestrian stops.

Table 5. Race of Drivers Stopped by Specialty Units, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	0.3%
Asian	11	3.4%
Black/African American	110	33.7%
Hispanic	27	8.3%
White	164	50.3%
Unknown/Other	13	4.0%
Total	**326**	**100.0%**

Table 6. Race of Pedestrians Stopped by Specialty Units, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	0	0.0%
Black/African American	2	66.7%
Hispanic	0	0.0%
White	1	33.3%
Unknown/Other	0	0.0%
Total	**3**	**100.0%**

PATROL DIVISION

This section examines stops of drivers and pedestrians by patrol only. Patrol encompasses officers assigned to precincts 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.

From July through September 2017, the patrol division made a total of 2,502 driver and pedestrian stops. Of those stopped by patrol, 99 percent (2,476) were driver stops and 1 percent (26) were pedestrian stops.

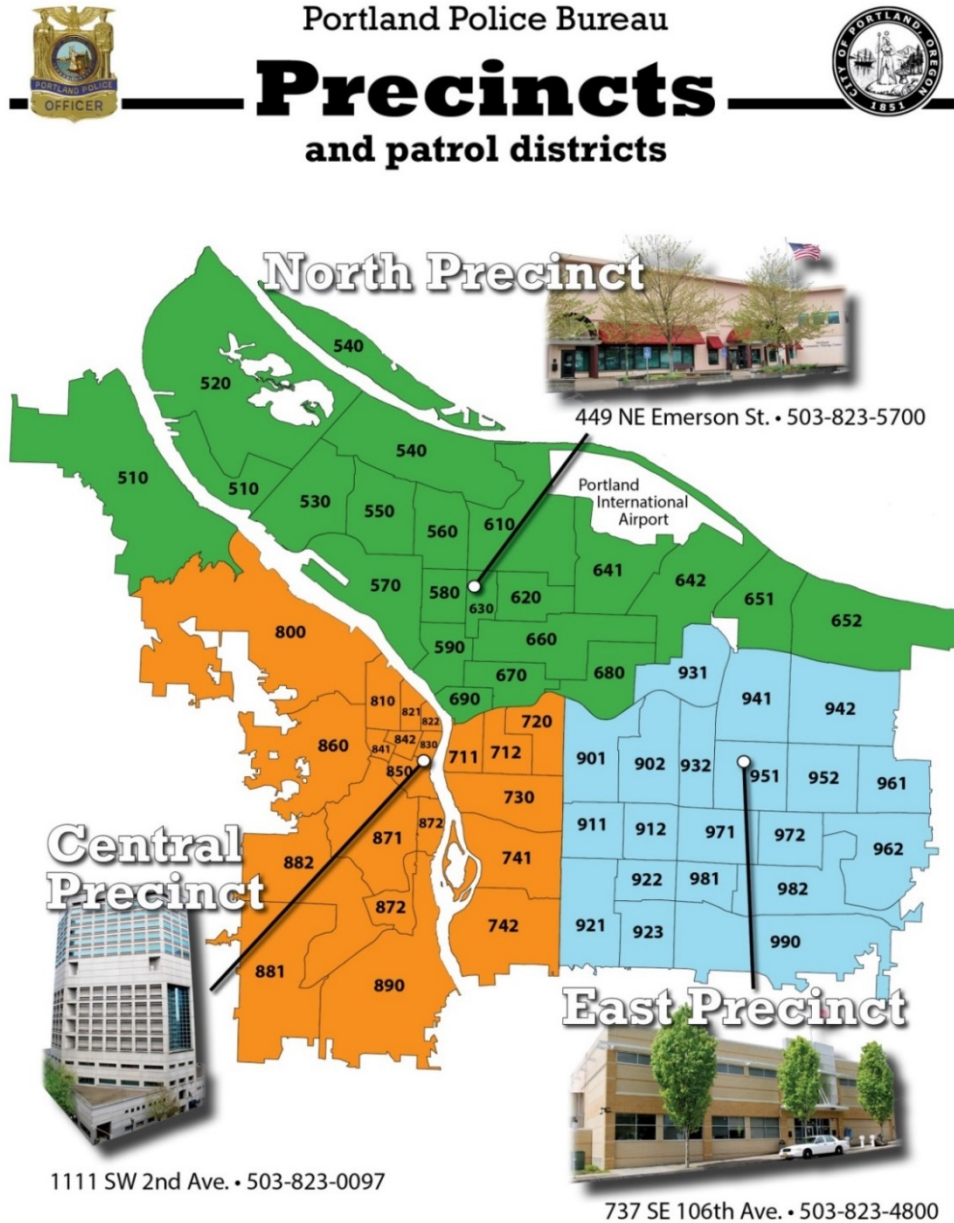**Table 7. Race of Drivers Stopped by Patrol, Citywide**

Race/Ethnicity	Count	Percent
American Indian/Alaskan	19	0.8%
Asian	93	3.8%
Black/African American	516	20.8%
Hispanic	241	9.7%
White	1,535	62.0%
Unknown/Other	72	2.9%
Total	**2,476**	**100.0%**

Table 8. Race of Pedestrians Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	1	3.8%
Black/African American	3	11.5%
Hispanic	2	7.7%
White	19	73.1%
Unknown/Other	1	3.8%
Total	**26**	**100.0%**

PATROL PRECINCTS

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 to the Clackamas County border. The figure below displays the Portland police precincts.

In the 3rd Quarter of 2017, patrol division officers made a total of 2,476 driver stops across the Portland metro area. Precinct level data identfies where the officer making the stop is assigned.

Table 9. Counts of Drivers Stopped by Patrol in Each Precinct

Precinct	Count	Percent
Central Precinct	679	27.4%
East Precinct	819	33.1%
North Precinct	978	39.5%
Total	**2,476**	**100.0%**

Table 10. Race of Drivers Stopped by Patrol Officers Assigned to Central Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	4	0.6%
Asian	38	5.6%
Black/African American	85	12.5%
Hispanic	72	10.6%
White	455	67.0%
Unknown/Other	25	3.7%
Total	**679**	**100.0%**

Table 11. Race of Drivers Stopped by Patrol Officers Assigned to East Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	7	0.9%
Asian	29	3.5%
Black/African American	157	19.2%
Hispanic	79	9.6%
White	529	64.6%
Unknown/Other	18	2.2%
Total	**819**	**100.0%**

Table 12. Race of Drivers Stopped by Patrol Officers Assigned to North Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	8	0.8%
Asian	26	2.7%
Black/African American	274	28.0%
Hispanic	90	9.2%
White	551	56.3%
Unknown/Other	29	3.0%
Total	**978**	**100.0%**

PERCEIVED MENTAL HEALTH STATUS

This section of the analysis examines the perceived mental health status of drivers, pedestrians and passengers of individuals contacted during traffic stops. These data represent the entire data set for the PPB and include officers assigned to precincts (Central, East and North), specialized units such as members of the Gang Enforcement Team (GET), and the Traffic Division.

In Quarter 3, 2017, Portland Police officers stopped 6,019 drivers, passengers and pedestrians[1]. Of this total, there were no perceived mental health issues in 90 percent (5,401) of individuals contacted, perceived mental health issues in less than 1 percent of individuals contacted (25), and 10 percent (593) of individuals contacted where the mental health status was unknown.

Table 13. Perceived Mental Health Status of Drivers, Passengers, and Pedestrians Stopped by PPB Personnel

Division	No Perceived Mental Health Issues	Perceived Mental Health Issues	Unknown Mental Health Issue	Total
Patrol	2,277	18	220	2,515
Specialty	312	2	18	332
Traffic	2,812	5	355	3,172
Total	**5,401**	**25**	**593**	**6,019**

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[1] The total population of analysis differs from overall stops report as passengers are included in the analysis of perceived mental health status.

APPENDIX A

TRAFFIC STOP DATA

CITE NBR: |

CANCEL REASON :
[▼]

[SUBMIT]

1. DATA FOR :
[▼]

2. PERCEIVED RACE PRIOR TO STOP
[UNKNOWN ▼]

3. PERCEIVED GENDER PRIOR TO STOP
[UNKNOWN ▼]

4. PERCEIVED AGE PRIOR TO STOP
[UNKNOWN ▼]

5. PERCEIVED MENTAL HEALTH ISSUES PRIOR TO STOP
[UNKNOWN ▼]

6. PERCEIVED RACE AT STOP
[▼]

7. PERCEIVED GENDER AT STOP
[▼]

8. PERCEIVED AGE AT STOP
[▼]

9. PERCEIVED MENTAL HEALTH ISSUES AT STOP
[▼]

10. REASON FOR STOP (SELECT MOST SERIOUS)
[▼]

11. SEARCH TYPE (DISCRETIONARY)
[▼]

12. RESULTS OF SEARCH

| ☐ DRUGS | ☐ STOLEN PROPERTY | ☐ NOTHING FOUND |
| ☐ ALCOHOL | ☐ WEAPON(S) | ☐ OTHER |

13. NUMBER OF PASSENGERS (EXCLUDING DRIVER)
NOTE: Use N/A for Subject Stop
[▼]

14. ACTION TAKEN
[▼]

[SUBMIT]