

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

3RD QUARTER REPORT 2019

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EXECUTIVE SUMMARY

- From July 1, 2019 through September 30, 2019, PPB personnel reported stopping 9,326 drivers and pedestrians – an increase over the 8,569 stops made last quarter.
 - White subjects accounted for 67% of all stops citywide, followed by Black or African American (16%), Hispanic or Latino (10%), Asian (5%), Middle Eastern (1%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (1%).
 - All groups of perceived race / ethnicity subjects were stopped at similar rates to the prior quarter.

- Traffic Division officers stopped 4,777 drivers and 25 pedestrians during the time period.
 - White subjects accounted for 72% of all stops citywide, followed by Black or African American (11%), Hispanic or Latino (9%), Asian (6%), Middle Eastern (1%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (less than 1%).
 - All groups of perceived race / ethnicity subjects were stopped at similar rates to the prior quarter.

- Officers from patrol, investigation, and other support divisions completed 4,334 driver stops and 190 pedestrian stops.
 - White subjects accounted for 61% of all stops citywide, followed by Black or African American (21%), Hispanic or Latino (10%), Asian (4%), Middle Eastern (2%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (1%).
 - All groups of perceived race / ethnicity subjects were stopped at similar rates to the prior quarter.

- Less than 1 percent of individuals contacted had a perceived mental health issue, similar to prior quarters

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.

On June 27, 2018, the PPB transitioned to a new data collection system to meet State reporting requirements outlined in ORS 131.935¹. Sworn personnel from all divisions use the new Stops system to report information about the stop including perceived demographic characteristics of the stopped individual, the statutory reason for the stop, and the outcome of the stop, including if a search was conducted.

From July 1, 2019 through September 30, 2019, PPB officers recorded 10,810 interactions using the Stops data collection application. Of those reports, 1,484 records were excluded as a duplicate record, misclassified interaction, or passenger stop, leaving 9,326 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>.

¹ https://www.oregonlegislature.gov/bills_laws/ors/ors131.html

DATA OVERVIEW

During 79th Legislative Assembly in 2017, the Oregon State Legislature passed HB 2355 which required the Portland Police Bureau to collect specific data related to officer-initiated traffic and pedestrian stops by July 1, 2018. The law required the Bureau, which first began collecting data on officer-initiated traffic and pedestrian stops in 2001, to make some minor adjustments to become compliant with new State standards. The Bureau also took the opportunity to refine and enhance the existing Stops Data Collection (SDC) that was in place since 2011. Some of these adjustments and enhancements are described below.

Modified perceived race and ethnicity options

The State of Oregon Criminal Justice Commission (CJC) mandated several changes to PPB's collection of the perceived race and ethnicity of stopped subjects. Two new race/ethnicity categories were added: Middle Eastern and Native Hawaiian or Other Pacific Islander. The State also mandated that officers assign a named category for each stopped subject, eliminating the use of Other and Unknown categories. PPB officers have been trained to only use their perception of the stopped subject's race and/or ethnicity instead of verbally inquiring. These changes make comparisons to prior reports problematic and difficult.

Pedestrian stop definition

The State of Oregon defines a pedestrian stop as “a detention of a pedestrian... not associated with a call for service, when the detention results in a citation, an arrest, or a consensual search.”² This is a narrower definition than the PPB uses as the Bureau requires a Stops report for all pedestrian interactions, not associated with a call for service, where an officer “reasonably suspects that a person has committed or is about to commit a crime”³ – regardless of the Stop's outcome. Due to the variation in definitions, PPB's self-reported pedestrian stop numbers will be higher than State-generated statistics.

Data accuracy and accountability

Since 2011, the PPB has implemented a notification system to track and alert police personnel of incomplete records. Officers initiating an interaction receive a notification through the CAD system that a report needs to be completed with a “flag” remaining present on the officer's home screen inside the MDT until the report is completed. 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.

² ORS 131.930

³ ORS 131.615

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 jurisdictions, such as Multnomah County, Beaverton, and Gresham.

In the 3rd Quarter of 2019, Portland Police personnel stopped 9,326 drivers and pedestrians. Driver stops accounted for 98 percent (9,111) of all analyzed stops.

Table 1. Race of Drivers Stopped by PPB Officers, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	38	0.4%
Asian	454	5.0%
Black or African American	1,472	16.2%
Hispanic or Latino	895	9.8%
Middle Eastern	132	1.4%
Native Hawaiian or Other Pacific Islander	80	0.9%
White	6,040	66.3%
Total	9,111	100.0%

Table 2. Race of Pedestrians Stopped by PPB Officers, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	8	3.7%
Asian	4	1.9%
Black or African American	24	11.2%
Hispanic or Latino	11	5.1%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	168	78.1%
Total	215	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 the third quarter of 2019, Traffic officers stopped 4,802 drivers and pedestrians. Of those stopped by Traffic, about 99 percent (4,777) were driver stops and 1 percent (25) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	11	0.2%
Asian	263	5.5%
Black or African American	535	11.2%
Hispanic or Latino	436	9.1%
Middle Eastern	55	1.2%
Native Hawaiian or Other Pacific Islander	38	0.8%
White	3,439	72.0%
Total	4,777	100.0%

Table 4. Race of Pedestrians Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	1	4.0%
Asian	0	0.0%
Black or African American	2	8.0%
Hispanic or Latino	0	0.0%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	22	88.0%
Total	25	100.0%

PATROL, INVESTIGATIVE, AND SUPPORT UNITS

Officers assigned to other divisions in the Portland Police Bureau, specifically Patrol, Investigative, and Support Units including the Gun Violence Reduction Team, initiate traffic and pedestrian stops to help prevent and reduce crime, particularly violent crime, and respond to citizen concerns and complaints. Most officers are assigned to precincts and conduct patrols or respond to calls for service on foot, bicycle, or in patrol cars.

From July through September 2019, Non-Traffic officers made a total of 4,524 driver and pedestrian stops. Of those individuals stopped, 96 percent (4,334) were driver stops and 4 percent (190) were pedestrian stops.

Table 5. Race of Drivers Stopped by Non-Traffic Officers, Citywide

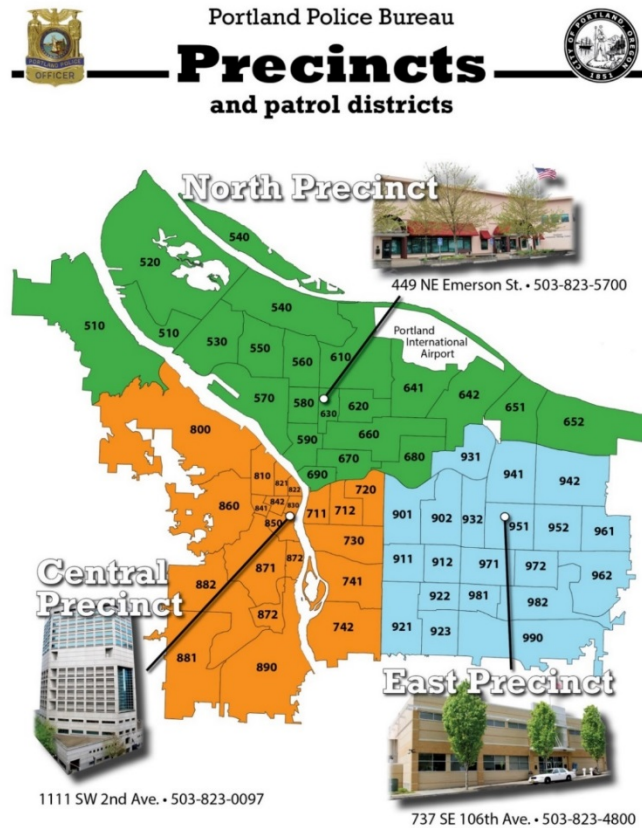
Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	27	0.6%
Asian	191	4.4%
Black or African American	937	21.6%
Hispanic or Latino	459	10.6%
Middle Eastern	77	1.8%
Native Hawaiian or Other Pacific Islander	42	1.0%
White	2,601	60.0%
Total	4,334	100.0%

Table 6. Race of Pedestrians Stopped by Non-Traffic Officers, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	7	3.7%
Asian	4	2.1%
Black or African American	22	11.6%
Hispanic or Latino	11	5.8%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	146	76.8%
Total	190	100.0%

STOP LOCATIONS

The City of Portland is divided into three precincts with each precinct divided into 20 smaller patrol districts.



Of the 9,111 driver stops initiated in the 3rd Quarter of 2019, 90 percent (8,223) were successfully coded to a location. Of those stops with an identified location, 99 percent (8,120) occurred within Portland.

Table 7. Counts of Drivers Stopped by PPB Officers in Each Precinct

Precinct	Count	Percent
Central Precinct	2,378	28.9%
East Precinct	3,564	43.3%
North Precinct	2,178	26.5%
Outside Portland	103	1.3%
Total	8,223	100.0%

Table 8. Race of Drivers Stopped by PPB Officers in Central Precinct

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	7	0.3%
Asian	104	4.4%
Black or African American	274	11.5%
Hispanic or Latino	173	7.3%
Middle Eastern	51	2.1%
Native Hawaiian or Other Pacific Islander	17	0.7%
White	1,752	73.7%
Total	2,378	100.0%

Table 9. Race of Drivers Stopped by PPB Officers in East Precinct

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	16	0.4%
Asian	216	6.1%
Black or African American	673	18.9%
Hispanic or Latino	359	10.1%
Middle Eastern	35	1.0%
Native Hawaiian or Other Pacific Islander	30	0.8%
White	2,235	62.7%
Total	3,564	100.0%

Table 10. Race of Drivers Stopped by PPB Officers in North Precinct

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	12	0.6%
Asian	91	4.2%
Black or African American	429	19.7%
Hispanic or Latino	257	11.8%
Middle Eastern	30	1.4%
Native Hawaiian or Other Pacific Islander	20	0.9%
White	1,339	61.5%
Total	2,178	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 all units and divisions.

In Quarter 3, 2019, Portland Police officers stopped 9,393 drivers, passengers and pedestrians⁴. Of this total, there were no perceived mental health issues in 98 percent (9,249) of individuals contacted, perceived mental health issues in less than 1 percent of individuals contacted (47), and 1 percent (97) of individuals contacted where the mental health status was unknown.

Table 11. Perceived Mental Health Status of Drivers, Passengers, and Pedestrians Stopped by Portland Police Bureau Personnel

	No Perceived Mental Health Issues	Perceived Mental Health Issues	Unknown Mental Health Issues
Traffic	4,821	28	0
Non-Traffic	4,428	19	97
Total	9,249	47	97

⁴ The total population of analysis differs from overall stops report as passengers are included in the analysis of perceived mental health status.