

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

2ND QUARTER REPORT 2015

JULY 31, 2015



CHARLIE HALES, MAYOR
LAWRENCE P. O'DEA III, 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. The 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.

Data used in this quarterly report originated from the Stops Data Collection System, which was derived from both traffic and patrol units. At the time of a stop or following a stop, officers enter information into a Stops Data Collection (SDC) form. Some of the data collected include race, gender, age, and mental health status. For a complete list of fields, see the SDC form in Appendix A.

As part of this study, we extracted a total of 13,709 traffic and pedestrian stops in the City of Portland between April 1, 2015 and June 30, 2015. We excluded 2,916 unusable records, which left 10,793 records to analyze.

For analyses examining stops by race, we analyzed 10,752 out of 10,793 records. We excluded 41 stops from the original dataset because they were missing an entry under race and ethnicity. For analyses examining stops and mental illness, we analyzed 10,745 out of 10,793 records, excluding 48 stops from the original dataset because they were missing an entry under mental health issues. The missing entries were caused by a technical glitch which prevented records in handheld devices from fully uploading into our Stops Data Collection System.

While the PPB collects a broad range of variables in its traffic stops, limited resources prevent the full analysis of this data on a quarterly basis. 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, integrity, and completeness of its data. These enhancements included the collection of additional variables not previously tracked, tracking explanations on canceled stops, and implementing a notification system for outstanding entries. As a result of these enhancements to its data collection process, PPB has not only been able to guard against the entry of duplicate incidents or non-incidents, but also ensures the timely and comprehensive entry of incidents. The enhancements are described in detail below.

Reason for canceling a stop

PPB made an improvement to its data collection process by requiring officers to provide a reason for canceling an SDC report. Circumstances where 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 have canceled a stop for legitimate reasons. In addition, this process helps to improve the quality of the data by eliminating 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 are forced to end a stop abruptly in order to respond to an emergency call. If an officer logs off his/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.

WHO IS STOPPED?

The purpose of this report was (1) to show the racial and ethnic distribution in police stops and (2) to identify the frequency of contact between police and community members with perceived mental illness, as required by the Department of Justice and City of Portland Settlement Agreement.

In examining the racial and ethnic distribution of stops, we analyzed driver and pedestrian stops data in various ways to account for differences in policing strategies, job purpose, and policed areas. Traffic officers, for instance, enforce traffic violations and perform their jobs in areas with high traffic intersections and accidents rates. By contrast, patrol officers focus more on crime reduction and operate in areas with high rates of crime and calls for service. To account for the effect these differences may have on traffic and patrol stop data, we disaggregated the data and organized the report by: (1) traffic and patrol stops of drivers and pedestrians, (2) traffic stops of drivers and pedestrians, and (3) patrol stops of drivers and pedestrians.

The second part of the report examines the frequency of contact between police and those with perceived mental illness. In October 2014, the PPB began collecting data on the perceived mental health status of drivers and pedestrians stopped by traffic and patrol officers in response to a Department of Justice and City of Portland Settlement Agreement. It should be noted that the data pertaining to mental health was not based on assessments by qualified mental health professionals, but rather through observations from patrol and traffic officers. As such, the mental health data presented in the report may not reflect the actual number of encounters between police and those with a perceived mental illness. Attempts to improve the accuracy of this data would require intrusive questioning of the stopped person about their mental health status. Despite this limitation, the mental health data provides a general indication of the amount of contact between PPB and community members with perceived mental illness. The findings will be used to identify areas where closer scrutiny in policing practices may be needed.

TRAFFIC & PATROL

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 2, 2015, traffic and patrol stopped 10,752 drivers and pedestrians. Of those stopped by traffic and patrol, 99.2 percent (10,664) represented driver stops and 0.8 percent (88) represented pedestrian stops.

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	35	0.3%
Asian	478	4.5%
Black/African American	1,360	12.8%
Hispanic	761	7.1%
White	7,375	69.2%
Unknown/Other	655	6.1%
Total	10,664	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	1.1%
Asian	0	0.0%
Black/African American	15	17.0%
Hispanic	6	6.8%
White	61	69.3%
Unknown/Other	5	5.7%
Total	88	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 crime and 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 2, 2015, traffic stopped 5,490 drivers and pedestrians. Of those stopped by traffic, 99.5 percent (5,465) were driver stops and 0.5 percent (25) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	9	0.2%
Asian	250	4.6%
Black/African American	474	8.7%
Hispanic	363	6.6%
White	4,190	76.7%
Unknown/Other	179	3.3%
Total	5,465	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	3	12.0%
Hispanic	2	8.0%
White	17	68.0%
Unknown/Other	3	12.0%
Total	25	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 2, 2015, the patrol division made a total of 5,262 driver and pedestrian stops. Of those stopped by patrol, 98.8 percent (5,199) were driver stops and 1.2 percent (63) were pedestrian stops.

Table 5. Race of Drivers Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	26	0.5%
Asian	228	4.4%
Black/African American	886	17.0%
Hispanic	398	7.7%
White	3,185	61.3%
Unknown/Other	476	9.2%
Total	5,199	100.0%

Table 6. Race of Pedestrians Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	1.6%
Asian	0	0.0%
Black/African American	12	19.0%
Hispanic	4	6.3%
White	44	69.8%
Unknown/Other	2	3.2%
Total	63	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 Caesar 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



CENTRAL PRECINCT

Central Precinct consists of Southwest Portland, Downtown Portland, Inner Southeast Portland, as well as Northwest Portland excluding the Linnton Neighborhood which is patrolled by North Precinct.



Portland Police Bureau



Precincts and patrol districts

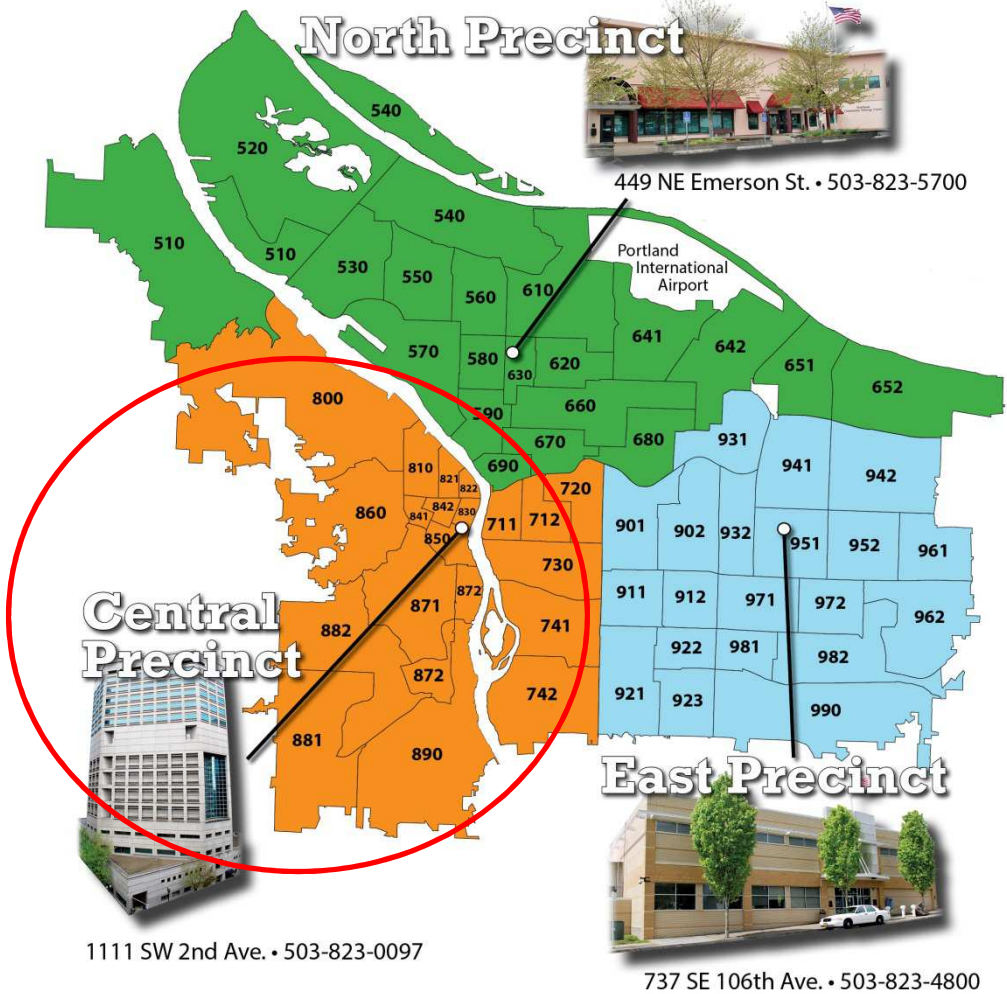


Table 7. Race of Drivers Stopped by Patrol in Central Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	0.2%
Asian	22	4.1%
Black/African American	45	8.4%
Hispanic	33	6.2%
White	403	75.3%
Unknown/Other	31	5.8%
Total	535	100.0%

EAST PRECINCT

East Precinct starts at Cesar Chavez Boulevard and continues east until the Gresham City limits. Its northern boundary is I-84, with the exception of the Madison South Neighborhood. During the most recent precinct reconfiguration Madison South expressed a strong desire to remain in East Precinct and the Bureau did not want to disrupt that relationship.

Portland Police Bureau
Precincts
and patrol districts

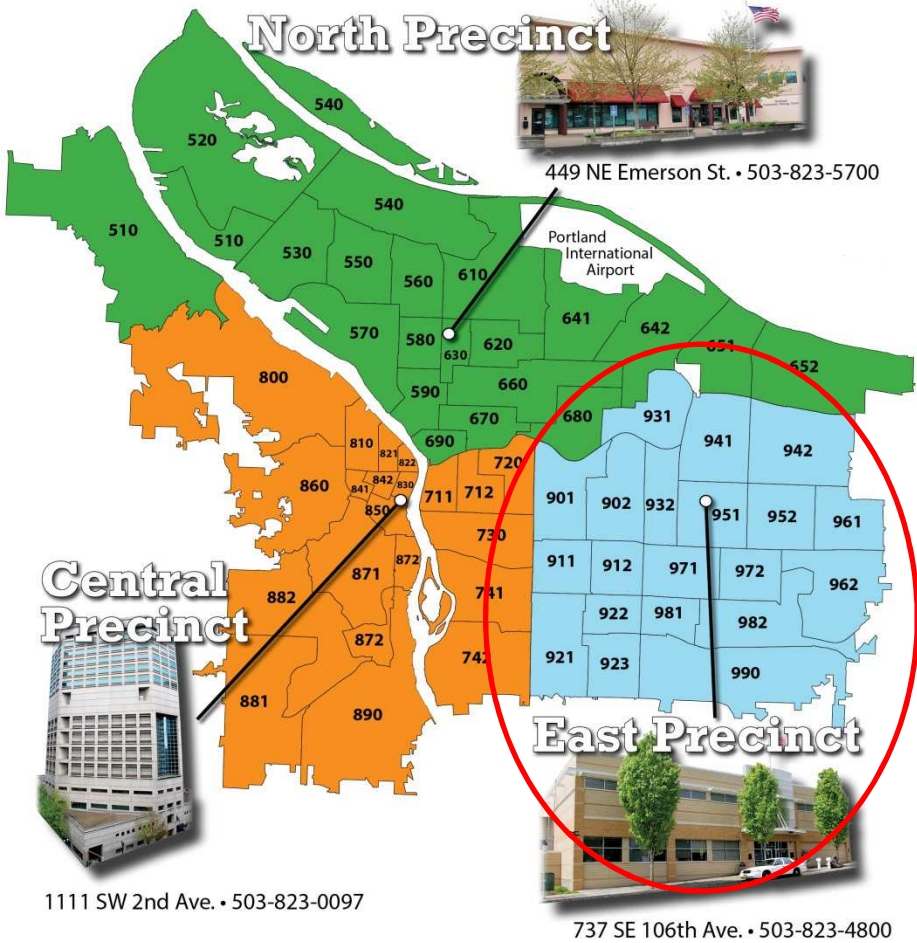



Table 8. Race of Drivers Stopped by Patrol in East Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	4	0.4%
Asian	33	3.3%
Black/African American	114	11.3%
Hispanic	66	6.5%
White	533	52.7%
Unknown/Other	262	25.9%
Total	1,012	100.0%


NORTH PRECINCT

North Precinct runs from Washington County to Gresham. East of the Willamette River, it is generally the area north of I-84 (with the exception of the Madison South Neighborhood which is patrolled by East Precinct). North precinct also covers the Linnton Neighborhood which lies west of the Willamette River.

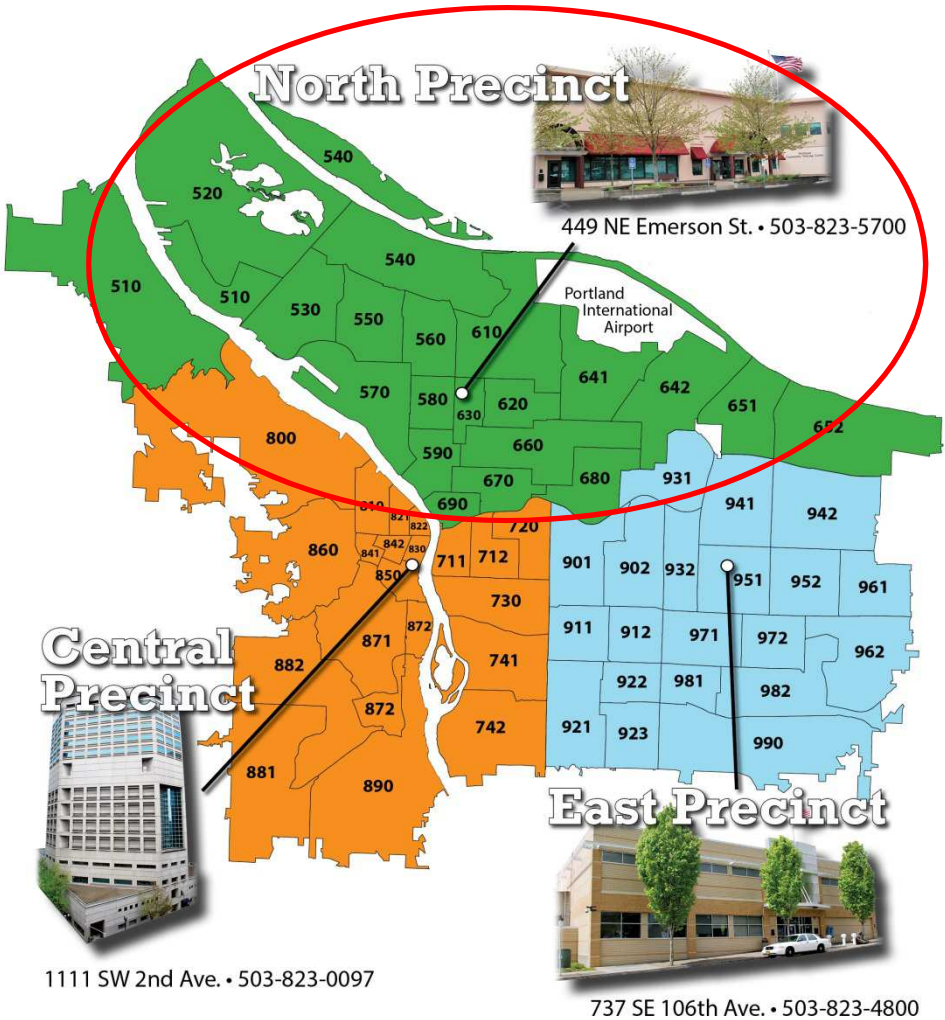
Portland Police Bureau



Precincts



and patrol districts



North Precinct
449 NE Emerson St. • 503-823-5700

Central Precinct
1111 SW 2nd Ave. • 503-823-0097

East Precinct
737 SE 106th Ave. • 503-823-4800

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	3	0.5%
Asian	26	4.5%
Black/African American	137	24.0%
Hispanic	39	6.8%
White	298	52.1%
Unknown/Other	69	12.1%
Total	572	100.0%

STOP DEMOGRAPHICS AND MENTAL HEALTH STATUS

The PPB began collecting data on the perceived mental health status of drivers and pedestrians stopped by traffic and patrol officers in October 2014. The following tables provide baseline analyses of pedestrians and drivers stopped by traffic and patrol officers and their mental health status. Given the low stops counts of those with a perceived mental illness, it was difficult to draw meaningful conclusions about the data.

In Quarter 2, 2015, traffic and patrol stopped 10,745 drivers and pedestrians. Of those stopped by traffic and patrol, 0.5 percent (54) were perceived as having a mental illness and 75.4 percent (8,097) were perceived as not having a mental illness. Officers were uncertain whether 24.1 percent (2,594) of those stopped had a mental illness.

Table 10. Mental Health Status of Drivers and Pedestrians Stopped by Traffic and Patrol, Citywide

Mental Health Status	Total	Percent
Mental Illness Perceived	54	0.5%
Mental Illness Not Perceived	8,097	75.4%
Unknown ¹	2,594	24.1%
Total	10,745	100.0%

¹Officer entered unknown in the SDC form.

Table 11. Mental Health Status and Gender of Drivers and Pedestrians Stopped by Traffic and Patrol, Citywide

Mental Health Status	Male		Female		Unknown ¹	
	Count	Percent	Count	Percent	Count	Percent
Mental Illness Perceived	36	0.5%	17	0.5%	1	0.3%
Mental Illness Not Perceived	5,445	78.2%	2,598	76.3%	21	6.1%
Unknown ¹	1,478	21.2%	790	23.2%	323	93.6%
Total²	6,959	100.0%	3,405	100.0%	345	100.0%

¹Officer entered unknown in the SDC form.

²We excluded 36 stops missing an entry under gender.

Table 12. Mental Health Status and Age Group of Drivers and Pedestrians Stopped by Traffic and Patrol, Citywide

Mental Health Status	<16		16 to 24		25+		Age Unknown ¹	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Mental Illness Perceived	9	42.9%	7	0.3%	38	0.5%	0	0.0%
Mental Illness Not Perceived	11	52.4%	1,584	78.5%	6,444	77.6%	25	6.9%
Unknown ¹	1	4.8%	428	21.2%	1,825	22.0%	337	93.1%
Total²	21	100.0%	2,019	100.0%	8,307	100.0%	362	100.0%

¹Officer entered unknown in the SDC form.

²We excluded 36 stops missing an entry under the age category.

Table 13. Mental Health Status and Race of Drivers and Pedestrians Stopped by Traffic and Patrol, Citywide

Race/Ethnicity	Mental Illness Perceived		Mental Illness Not Perceived		Unknown ¹	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	33	0.4%	3	0.1%
Asian	3	5.6%	364	4.5%	108	4.2%
Black/African American	2	3.7%	1,106	13.7%	260	10.0%
Hispanic	3	5.6%	613	7.6%	151	5.8%
White	45	83.3%	5,686	70.5%	1,674	64.6%
Unknown/Other	1	1.9%	262	3.2%	394	15.2%
Total²	54	100.0%	8,064	100.0%	2,590	100.0%

¹Officer entered unknown in the SDC form.

²We excluded 37 stops missing an entry under race and ethnicity.

APPENDIX A

TRAFFIC STOP DATA	
CITE NBR:	<input type="text"/>
CANCEL REASON :	<input type="text"/>
<input type="button" value="SUBMIT"/>	
1. DATA FOR :	<input type="text"/>
2. PERCEIVED RACE PRIOR TO STOP	<input type="text" value="UNKNOWN"/>
3. PERCEIVED GENDER PRIOR TO STOP	<input type="text" value="UNKNOWN"/>
4. PERCEIVED AGE PRIOR TO STOP	<input type="text" value="UNKNOWN"/>
5. PERCEIVED MENTAL HEALTH ISSUES PRIOR TO STOP	<input type="text" value="UNKNOWN"/>
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"/>
<input type="button" value="SUBMIT"/>	