

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

2ND QUARTER REPORT 2016

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TABLE OF CONTENTS

Data Source..... 3
Quality Control..... 4
Traffic and Patrol Divisions 5
Traffic Division 6
Patrol Division..... 7
Patrol Precincts..... 8
Appendix A..... 11

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 10,742 traffic and pedestrian stops between April 1, 2016 and June 30, 2016 in the City of Portland. We excluded 1,207 unusable records (e.g., duplicate and canceled stops), which left 9,535 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 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.

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 the 2nd Quarter of 2016, traffic and patrol stopped 9,535 drivers and pedestrians. Of those stopped by traffic and patrol, 99 percent (9,448) represented driver stops and 1 percent (87) represented pedestrian stops.

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	37	0.4%
Asian	473	5.0%
Black/African American	1,294	13.7%
Hispanic	815	8.6%
White	6,398	67.7%
Unknown/Other	431	4.6%
Total	9,448	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	2	2.3%
Black/African American	16	18.4%
Hispanic	7	8.0%
White	61	70.1%
Unknown/Other	1	1.1%
Total	87	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 2, 2016, traffic stopped 5,518 drivers and pedestrians. Of those stopped by traffic, 99 percent (5,460) were driver stops and 1 percent (58) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	7	0.1%
Asian	280	5.1%
Black/African American	502	9.2%
Hispanic	429	7.9%
White	3,983	72.9%
Unknown/Other	259	4.7%
Total	5,460	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	8	14.0%
Hispanic	4	7.0%
White	45	78.9%
Unknown/Other	1	0.0%
Total	58	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.

From April through June 2016, the patrol division made a total of 4,017 driver and pedestrian stops. Of those stopped by patrol, 99 percent (3,988) were driver stops and 1 percent (29) were pedestrian stops.

Table 5. Race of Drivers Stopped Patrol, Citywide

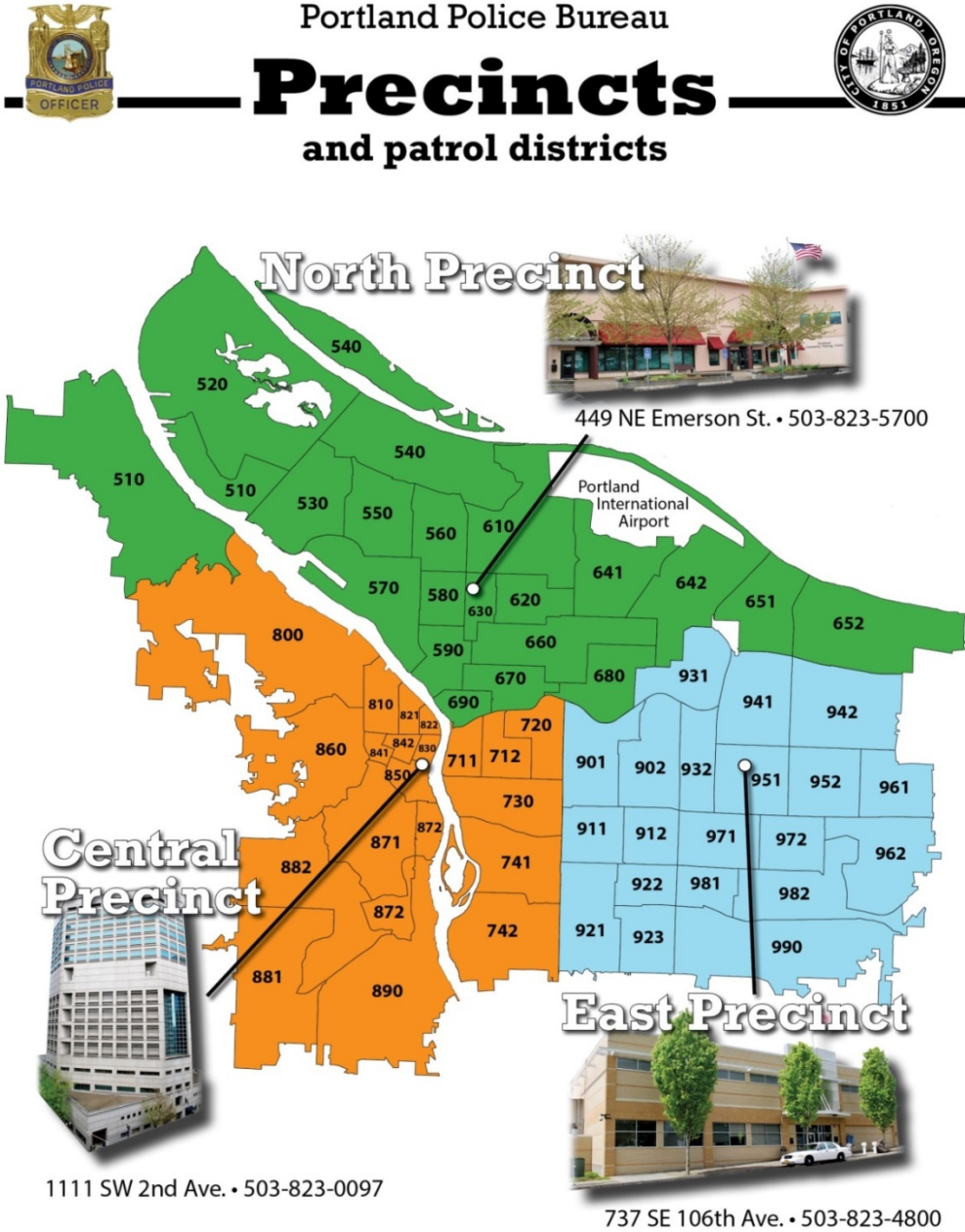
Race/Ethnicity	Count	Percent
American Indian/Alaskan	30	0.8%
Asian	193	4.8%
Black/African American	792	19.9%
Hispanic	386	9.7%
White	2,415	60.6%
Unknown/Other	172	4.3%
Total	3,988	100.0%

Table 6. Race of Pedestrians Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	2	6.9%
Black/African American	8	27.6%
Hispanic	3	10.3%
White	16	55.2%
Unknown/Other	0	0.0%
Total	29	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. The figure below displays the Portland police precincts.



In the 2nd Quarter of 2016, patrol division officers made a total of 3,988 driver stops across the Portland metro area; however, not all stops made by patrol occurred within the boundaries of a Portland precinct. A total of 46 stops (1%) occurred in other jurisdictions, including Gresham and unincorporated Multnomah County. Another 170 stops (4%) likely occurred within Portland boundaries, but could not be coded to a particular precinct due to spelling errors or non-specific addresses. The 3,772 stops (95%) that were geographically-defined in a Portland precinct are included below.

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

Precinct	Count	Percent
Central Precinct	863	22.9%
East Precinct	1,673	44.4%
North Precinct	1,236	32.8%
Total	3,772	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	7	0.8%
Asian	54	6.3%
Black/African American	78	9.0%
Hispanic	63	7.3%
White	611	70.8%
Unknown/Other	50	5.8%
Total	863	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	13	0.8%
Asian	86	5.1%
Black/African American	305	18.2%
Hispanic	179	10.7%
White	1,023	61.1%
Unknown/Other	67	4.0%
Total	1,673	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	8	0.6%
Asian	39	3.2%
Black/African American	368	29.8%
Hispanic	125	10.1%
White	653	52.8%
Unknown/Other	43	3.5%
Total	1,236	100.0%

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		
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"/>		
<input type="button" value="SUBMIT"/>		