

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

3RD QUARTER REPORT 2016

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CHARLIE HALES, MAYOR
MICHAEL MARSHMAN, 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 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 9,160 traffic and pedestrian stops between July 1, 2016 and September 30, 2016 in the City of Portland. We excluded 223 unusable records (e.g., duplicate and canceled stops), which left 8,937 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.

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 3rd Quarter of 2016, traffic and patrol stopped 8,937 drivers and pedestrians. Of those stopped by traffic and patrol, 99 percent (8,878) represented driver stops and 1 percent (59) represented pedestrian stops.

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	16	0.2%
Asian	435	4.9%
Black/African American	1,198	13.5%
Hispanic	714	8.0%
White	6,074	68.4%
Unknown/Other	441	5.0%
Total	8,878	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	3.4%
Black/African American	6	10.2%
Hispanic	3	5.1%
White	48	81.4%
Unknown/Other	0	0.0%
Total	59	100.0%

TRAFFIC DIVISION

This section examines drivers and pedestrians stopped by traffic units. Traffic officers' primary focus are 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 3, 2016, traffic stopped 5,721 drivers and pedestrians. Of those stopped by traffic, 99 percent (5,702) were driver stops and 1 percent (19) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	4	0.1%
Asian	309	5.4%
Black/African American	514	9.0%
Hispanic	425	7.5%
White	4,145	72.7%
Unknown/Other	305	5.3%
Total	5,702	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	0	0.0%
White	19	100.0%
Unknown/Other	0	0.0%
Total	19	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 July through September 2016, the patrol division made a total of 3,216 driver and pedestrian stops. Of those stopped by patrol, 99 percent (3,176) were driver stops and 1 percent (40) were pedestrian stops.

Table 5. Race of Drivers Stopped Patrol, Citywide

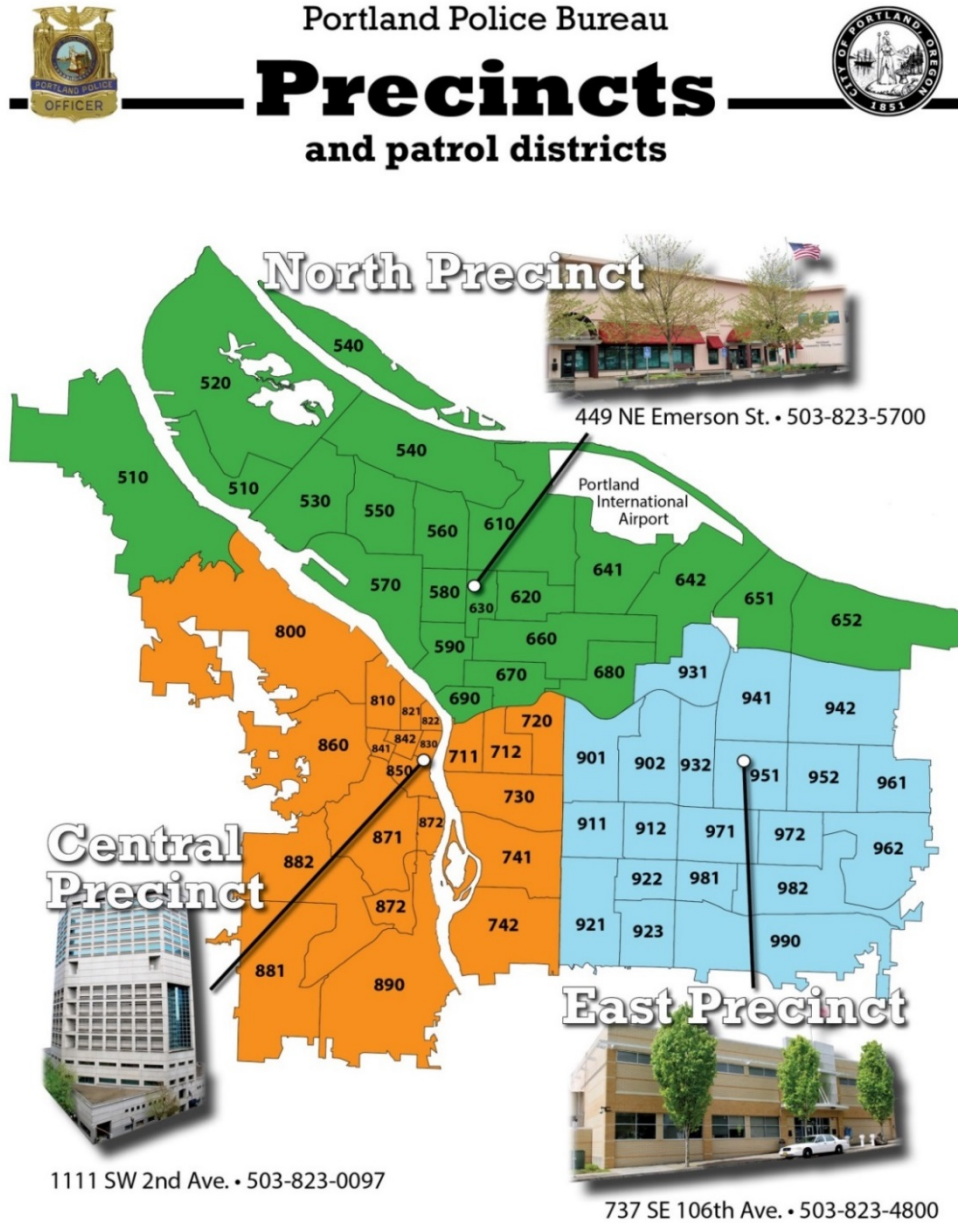
Race/Ethnicity	Count	Percent
American Indian/Alaskan	12	0.4%
Asian	126	4.0%
Black/African American	684	21.5%
Hispanic	289	9.1%
White	1,929	60.7%
Unknown/Other	136	4.3%
Total	3,176	100.0%

Table 6. Race of Pedestrians Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	2	5.0%
Black/African American	6	15.0%
Hispanic	3	7.5%
White	29	72.5%
Unknown/Other	0	0.0%
Total	40	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 2016, patrol division officers made a total of 3,176 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 16 stops (1%) occurred in other jurisdictions, including Gresham and unincorporated Multnomah County. Another 127 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 3,033 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	741	24.4%
East Precinct	1,178	38.8%
North Precinct	1,114	36.7%
Total	3,033	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	0.1%
Asian	30	4.0%
Black/African American	95	12.8%
Hispanic	65	8.8%
White	509	68.7%
Unknown/Other	41	5.5%
Total	741	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	6	0.5%
Asian	54	4.6%
Black/African American	214	18.2%
Hispanic	120	10.2%
White	734	62.3%
Unknown/Other	50	4.2%
Total	1,178	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	5	0.4%
Asian	37	3.3%
Black/African American	349	31.3%
Hispanic	92	8.3%
White	592	53.1%
Unknown/Other	39	3.5%
Total	1,114	100.0%

PERCEIVED MENTAL HEALTH STATUS

The first 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 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 3, 2016, traffic and patrol stopped 9,042 drivers, passengers and pedestrians¹. Of this total, there were no perceived mental health issues in 91 percent (8,192) of individuals contacted, perceived mental health issues in less than 1 percent of individuals contacted (25), and 9 percent (825) of individuals contacted where the mental health status was unknown.

Table 11. Perceived Mental Health Status of Drivers, Passengers, and Pedestrians Stopped by Traffic and Patrol

Division	No Perceived Mental Health Issues	Perceived Mental Health Issues	Unknown Mental Health Issue	Total
Patrol	3,005	14	222	3,241
Traffic	5,187	11	603	5,801
Total	8,192	25	825	9,042

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:	<input type="text"/>	
CANCEL REASON :	<input type="text"/>	
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"/>	
SUBMIT		