

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

4TH QUARTER REPORT 2016

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TED WHEELER, 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 5,961 traffic and pedestrian stops between October 1, 2016 and December 31, 2016 in the City of Portland. We excluded 914 unusable records (e.g., duplicate and canceled stops), which left 5,047 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 of their computer without completing a stops entry, the officer is notified of the outstanding SDC form the next time they log 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 4th Quarter of 2016, traffic and patrol stopped 5,047 drivers and pedestrians. Of those stopped by traffic and patrol, 99 percent (5,002) represented driver stops and 1 percent (45) represented pedestrian stops.

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	20	0.4%
Asian	247	4.9%
Black/African American	719	14.4%
Hispanic	432	8.6%
White	3,381	67.6%
Unknown/Other	203	4.1%
Total	5,002	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	0	0.0%
Black/African American	6	13.3%
Hispanic	3	6.7%
White	34	75.6%
Unknown/Other	2	4.4%
Total	45	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 2,335 drivers and pedestrians. Of those stopped by traffic, 99 percent (2,319) were driver stops and 1 percent (16) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	4	0.2%
Asian	126	5.4%
Black/African American	189	8.2%
Hispanic	174	7.5%
White	1,717	74.0%
Unknown/Other	109	4.7%
Total	2,319	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	1	6.3%
Hispanic	1	6.3%
White	14	87.5%
Unknown/Other	0	0.0%
Total	16	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 October through December 2016, the patrol division made a total of 2,712 driver and pedestrian stops. Of those stopped by patrol, 99 percent (2,683) were driver stops and 1 percent (29) were pedestrian stops.

Table 5. Race of Drivers Stopped Patrol, Citywide

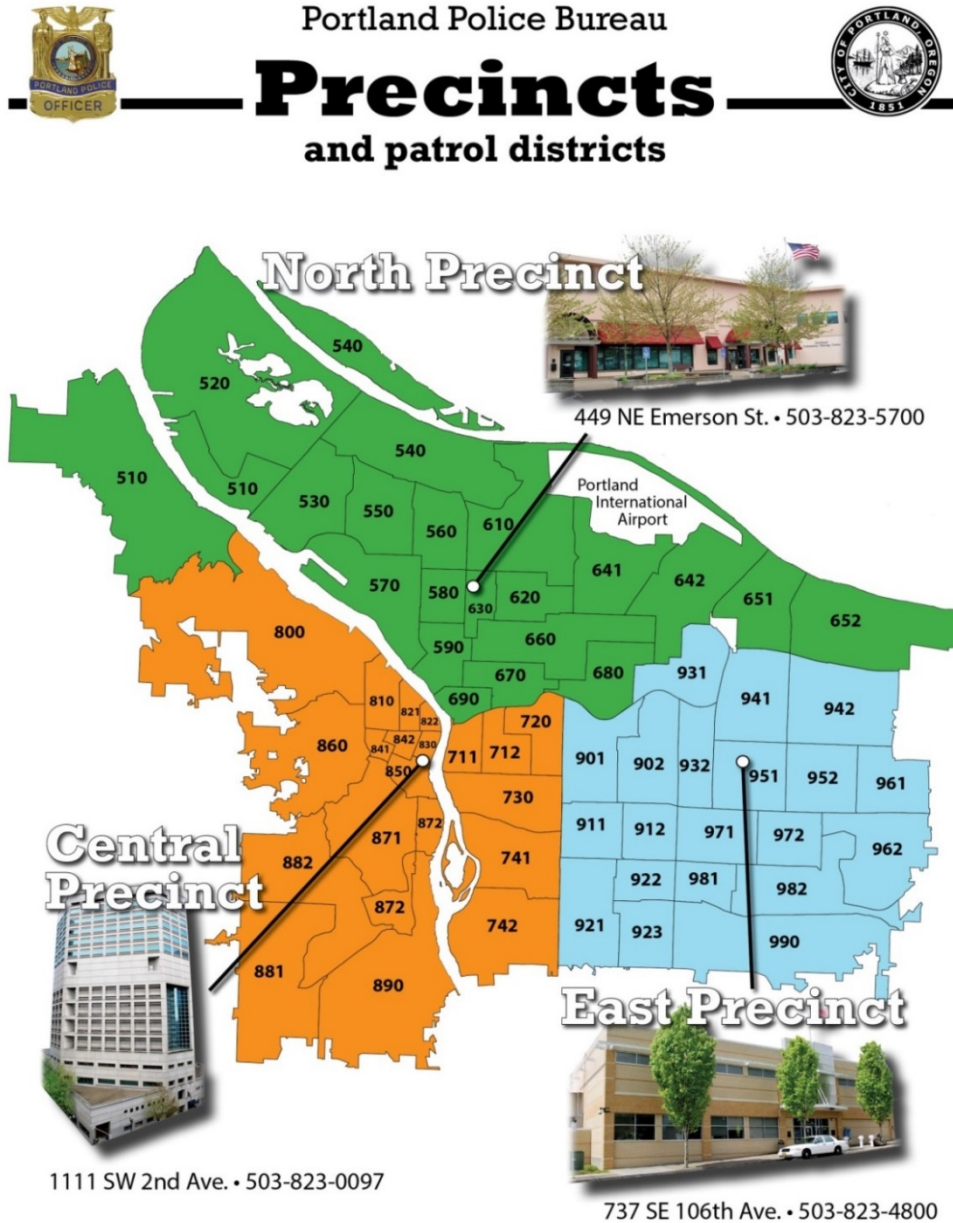
Race/Ethnicity	Count	Percent
American Indian/Alaskan	16	0.6%
Asian	121	4.5%
Black/African American	530	19.8%
Hispanic	258	9.6%
White	1,664	62.0%
Unknown/Other	94	3.5%
Total	2,683	100.0%

Table 6. Race of Pedestrians Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	0	0.0%
Black/African American	5	17.2%
Hispanic	2	6.9%
White	20	69.0%
Unknown/Other	2	6.9%
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 to the Clackamas County border. The figure below displays the Portland police precincts.



In the 4th Quarter of 2016, patrol division officers made a total of 2,683 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 28 stops (1%) occurred in other jurisdictions, including Gresham and unincorporated Multnomah County. Another 90 stops (3%) likely occurred within Portland boundaries, but could not be coded to a particular precinct due to spelling errors or non-specific addresses. The 2,565 stops (96%) that were geographically-defined in a Portland precinct are included below.

Table 7. Counts of Drivers Stopped by Patrol in Each Precinct

Precinct	Count	Percent
Central Precinct	630	24.6%
East Precinct	856	33.4%
North Precinct	1,079	42.1%
Total	2,565	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	0.3%
Asian	33	5.2%
Black/African American	73	11.6%
Hispanic	39	6.2%
White	453	71.9%
Unknown/Other	30	4.8%
Total	630	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	5	0.6%
Asian	42	4.9%
Black/African American	160	18.7%
Hispanic	100	11.7%
White	525	61.3%
Unknown/Other	24	2.8%
Total	856	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	8	0.7%
Asian	41	3.8%
Black/African American	283	26.2%
Hispanic	106	9.8%
White	603	55.9%
Unknown/Other	38	3.5%
Total	1,079	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 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 4, 2016, traffic and patrol stopped 5,071 drivers, passengers and pedestrians¹. Of this total, there were no perceived mental health issues in 91 percent (4,629) of individuals contacted, perceived mental health issues in less than 1 percent of individuals contacted (23), and 8 percent (419) 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	2,499	17	211	2,727
Traffic	2,130	6	208	2,344
Total	4,629	23	419	5,071

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"/>	
	<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"/>	