

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

2ND QUARTER REPORT 2017

JULY 20, 2017



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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 the Traffic Division, the Patrol Division, and the Specialty Units. This same SDC system was used to retrieve data for both drivers and pedestrians.

As part of this study, we extracted a total of 6,756 traffic and pedestrian stops between April 1, 2017 and June 30, 2017 made by PPB officers. We excluded 1,215 unusable records (e.g., duplicate and canceled stops), which left 5,541 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.

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 2nd Quarter of 2017, Portland Police personnel stopped 5,541 drivers and pedestrians. Of those stopped by traffic and patrol, 99 percent (5,492) represented driver stops and 1 percent (49) represented pedestrian stops.

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	20	0.4%
Asian	242	4.4%
Black/African American	886	16.1%
Hispanic	443	8.1%
White	3,644	66.4%
Unknown/Other	257	4.7%
Total	5,492	100.0%

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

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	2.0%
Asian	2	4.1%
Black/African American	9	18.4%
Hispanic	0	0.0%
White	36	73.5%
Unknown/Other	1	2.0%
Total	49	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 Quarter 2 2017, traffic officers stopped 2,628 drivers and pedestrians. Of those stopped by traffic, 99 percent (2,616) were driver stops and 1 percent (12) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	119	4.5%
Black/African American	246	9.4%
Hispanic	192	7.3%
White	1,910	73.0%
Unknown/Other	149	5.7%
Total	2,616	100.0%

Table 4. Race of Pedestrians Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	1	8.3%
Black/African American	0	0.0%
Hispanic	0	0.0%
White	11	91.7%
Unknown/Other	0	0.0%
Total	12	100.0%

SPECIALTY UNITS

Officers assigned to specialty units focus on specific missions, such as the Gang Enforcement Unit (GET), Transit Police, and the Youth Services Division. In the 2nd Quarter of 2017, specialty units accounted for 369 driver and pedestrian stops performed by PPB personnel. Of those stops performed by officers assigned to specialty units, 98 percent (361) were driver stops and 2 percent (8) were pedestrian stops.

Table 5. Race of Drivers Stopped by Specialty Units, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	0.6%
Asian	10	2.8%
Black/African American	139	38.5%
Hispanic	28	7.8%
White	168	46.5%
Unknown/Other	14	3.9%
Total	361	100.0%

Table 6. Race of Pedestrians Stopped by Specialty Units, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	0	0.0%
Black/African American	2	25.0%
Hispanic	0	0.0%
White	6	75.0%
Unknown/Other	0	0.0%
Total	8	100.0%

PATROL DIVISION

This section examines stops of drivers and pedestrians by patrol only. Patrol encompasses officers assigned to precincts 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.

From April through June 2017, the patrol division made a total of 2,543 driver and pedestrian stops. Of those stopped by patrol, 99 percent (2,515) were driver stops and 1 percent (28) were pedestrian stops.

Table 7. Race of Drivers Stopped by Patrol, Citywide

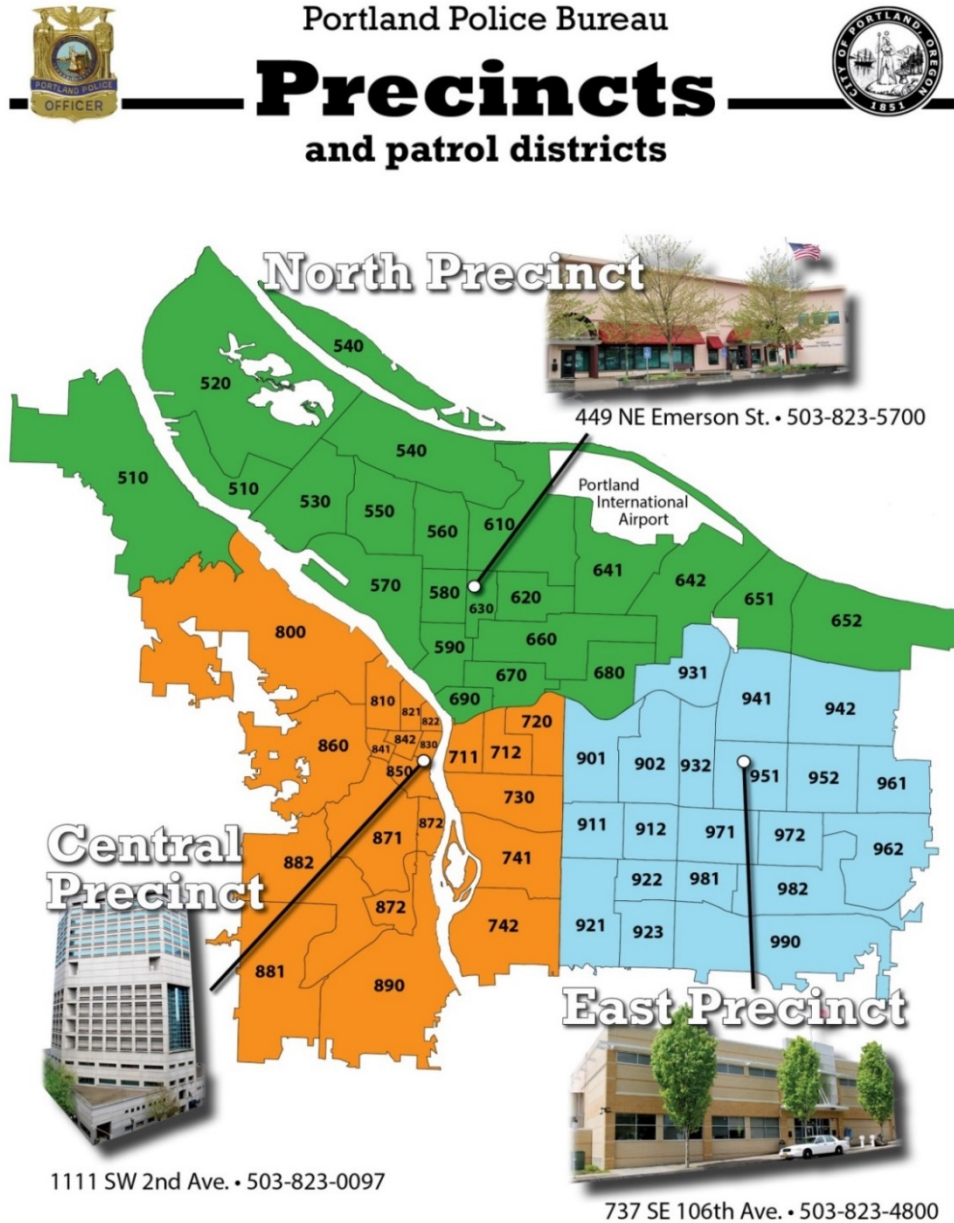
Race/Ethnicity	Count	Percent
American Indian/Alaskan	18	0.7%
Asian	113	4.5%
Black/African American	501	19.9%
Hispanic	223	8.9%
White	1,566	62.3%
Unknown/Other	94	3.7%
Total	2,515	100.0%

Table 8. Race of Pedestrians Stopped by Patrol, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	3.4%
Asian	1	3.4%
Black/African American	7	24.1%
Hispanic	0	0.0%
White	19	65.5%
Unknown/Other	1	3.4%
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 2nd Quarter of 2017, patrol division officers made a total of 2,515 driver stops across the Portland metro area. Precinct level data identifies where the officer making the stop is assigned.

Table 9. Counts of Drivers Stopped by Patrol in Each Precinct

Precinct	Count	Percent
Central Precinct	784	31.2%
East Precinct	884	35.1%
North Precinct	847	33.7%
Total	2,515	100.0%

Table 10. Race of Drivers Stopped by Patrol Officers Assigned to Central Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	0.1%
Asian	32	4.1%
Black/African American	107	13.6%
Hispanic	54	6.9%
White	550	70.2%
Unknown/Other	40	5.1%
Total	784	100.0%

Table 11. Race of Drivers Stopped by Patrol Officers Assigned to East Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	11	1.2%
Asian	50	5.7%
Black/African American	163	18.4%
Hispanic	79	8.9%
White	556	62.9%
Unknown/Other	25	2.8%
Total	884	100.0%

Table 12. Race of Drivers Stopped by Patrol Officers Assigned to North Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	6	0.7%
Asian	31	3.7%
Black/African American	231	27.3%
Hispanic	90	10.6%
White	460	54.3%
Unknown/Other	29	3.4%
Total	847	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 precincts (Central, East and North), specialized units such as members of the Gang Enforcement Unit (GET), and the Traffic Division.

In Quarter 1, 2017, Portland Police officers stopped 5,607 drivers, passengers and pedestrians¹. Of this total, there were no perceived mental health issues in 89 percent (5,010) of individuals contacted, perceived mental health issues in less than 1 percent of individuals contacted (15), and 10 percent (582) of individuals contacted where the mental health status was unknown.

Table 13. Perceived Mental Health Status of Drivers, Passengers, and Pedestrians Stopped by PPB Personnel

Division	No Perceived Mental Health Issues	Perceived Mental Health Issues	Unknown Mental Health Issue	Total
Patrol	2,308	8	245	2,561
Specialty	341	1	30	372
Traffic	2,361	6	307	2,674
Total	5,010	15	582	5,607

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		
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"/>		