

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

1ST QUARTER REPORT 2018

APRIL 30, 2018



TED WHEELER, MAYOR
DANIELLE OUTLAW, 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 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 9,545 reported stops between January 1, 2018 and March 31, 2018 made by PPB officers. We excluded 1,638 unusable records (e.g., duplicate and canceled stops), which left 7,907 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 1st Quarter of 2018, Portland Police personnel stopped 7,907 drivers and pedestrians. Driver stops accounted for 99 percent (7,857) of all stops.

Table 1. Race of Drivers Stopped by PPB Officers, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	30	0.4%
Asian	392	5.0%
Black/African American	1,482	18.9%
Hispanic	714	9.1%
White	4,859	61.8%
Unknown/Other	380	4.8%
Total	7,857	100.0%

Table 2. Race of Pedestrians Stopped by PPB Officers, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	4.0%
Asian	2	4.0%
Black/African American	4	8.0%
Hispanic	1	2.0%
White	40	80.0%
Unknown/Other	1	2.0%
Total	50	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 the first quarter of 2018, Traffic officers stopped 3,296 drivers and pedestrians. Of those stopped by Traffic, more than 99 percent (3,283) were driver stops and less 1 percent (13) were pedestrian stops.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	0.1%
Asian	185	5.6%
Black/African American	378	11.5%
Hispanic	291	8.9%
White	2,233	68.0%
Unknown/Other	194	5.9%
Total	3,283	100.0%

Table 4. Race of Pedestrians Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	7.7%
Asian	0	0.0%
Black/African American	1	7.7%
Hispanic	0	0.0%
White	10	76.9%
Unknown/Other	1	7.7%
Total	13	100.0%

PATROL, INVESTIGATIVE, AND SUPPORT UNITS

Officers assigned to other divisions in the Portland Police Bureau, specifically Patrol, Investigative, and Support Units including the Gang Enforcement Team, initiate traffic and pedestrian stops to help prevent and reduce crime, particularly violent crime, and respond to citizen concerns and complaints. Most officers are assigned to precincts and conduct patrols or respond to calls for service on foot, bicycle, or in patrol cars.

From January through March 2018, the non-Traffic officers made a total of 4,611 driver and pedestrian stops. Of those individuals stopped, 99 percent (4,574) were driver stops and 1 percent (37) were pedestrian stops.

Table 5. Race of Drivers Stopped by Non-Traffic Officers, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	28	0.6%
Asian	207	4.5%
Black/African American	1,104	24.1%
Hispanic	423	9.3%
White	2,626	57.4%
Unknown/Other	186	4.1%
Total	4,574	100.0%

Table 6. Race of Pedestrians Stopped by Non-Traffic Officers, Citywide

Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	2.7%
Asian	2	5.4%
Black/African American	3	8.1%
Hispanic	1	2.7%
White	30	81.1%
Unknown/Other	0	0.0%
Total	37	100.0%

STOP LOCATIONS

The City of Portland is divided into three precincts with each precinct divided into 20 smaller patrol districts. The districts generally take into account neighborhood association boundaries, but are primarily designed to maximize response time to crimes and incidents in the City of Portland. Patrol officers are assigned to districts, but respond to incidents anywhere within their assigned precinct while Traffic, Investigative, and other Support units respond across the City.

 **Portland Police Bureau** 

Precincts

and patrol districts



Of the 7,857 driver stops initiated in the 1st Quarter of 2018, 4,723 (60.1%) were successfully coded to a location. Of those stops with an identified location, 4,654 (98.5%) occurred within Portland.

Table 7. Counts of Drivers Stopped by PPB Officers in Each Precinct

Precinct	Count	Percent
Central Precinct	1,039	22.0%
East Precinct	1,730	36.6%
North Precinct	1,885	39.9%
Outside Portland	69	1.5%
Total	4,723	100.0%

Table 8. Race of Drivers Stopped by PPB Officers in Central Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	7	0.7%
Asian	48	4.6%
Black/African American	179	17.2%
Hispanic	91	8.8%
White	664	63.9%
Unknown/Other	50	4.8%
Total	1,039	100.0%

Table 9. Race of Drivers Stopped by PPB Officers Assigned in East Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	10	0.6%
Asian	110	6.4%
Black/African American	376	21.7%
Hispanic	179	10.3%
White	978	56.5%
Unknown/Other	77	4.5%
Total	1,730	100.0%

Table 10. Race of Drivers Stopped by PPB Officers Assigned in North Precinct

Race/Ethnicity	Count	Percent
American Indian/Alaskan	11	0.6%
Asian	56	3.0%
Black/African American	543	28.8%
Hispanic	160	8.5%
White	1,054	55.9%
Unknown/Other	61	3.2%
Total	1,885	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 all units and divisions.

In Quarter 1, 2018, Portland Police officers stopped 7,983 drivers, passengers and pedestrians¹. Of this total, there were no perceived mental health issues in 94 percent (7,491) of individuals contacted, perceived mental health issues in less than 1 percent of individuals contacted (33), and 6 percent (459) of individuals contacted where the mental health status was unknown.

Table 11. Perceived Mental Health Status of Drivers, Passengers, and Pedestrians Stopped by Portland Police Bureau Personnel

	No Perceived Mental Health Issues	Perceived Mental Health Issues	Unknown Mental Health Issues
Traffic	3,107	6	211
Non-Traffic	4,384	27	248
Total	7,491	33	459

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"/>		