

2022 PPB Annual Stops Data Report

PCCEP SETTLEMENT AND POLICY SUB-COMMITTEE MEETING

OCTOBER 25, 2023

Strategic Services Division

- Entirely Professional Staff
 - 3 Managers
 - 15 Analysts

- Lauren Brown – Manager, Strategic Services Division

- Aubrey Perry – Crime Data Analyst

Overview

- Review 2022 PPB Stops Data Annual Report
 - Driver Stops in 2022
 - Perceived Race / Ethnic Demographics of Driver Stops
 - Benchmarks
 - Driver Stop Reasons
 - Searches
 - Consent Search Requests / Denials
 - Completed Searches
 - Search Findings
 - Stop Disposition (Outcome)
 - FIT Stops

Stops Analysis Overview

- Goal is to use research-support best practices from academic institutions, other law enforcement agencies, and community groups
 - Methodologies and Conclusions may vary – that's expected!
- Separate analysis by two broad organizational divisions – Traffic and Non-Traffic
 - Data over 10 years highlight that these two groups stop people for different reasons due to the variation in their operational goals
 - Necessitates different benchmarks to describe activity

The Benchmarking Problem

“Benchmarking Problem” – it is difficult to determine the underlying population of those that could be reasonably stopped by Police

- Driving vs. Non-Driving Population
- Geographic Distribution of Populations
- Time of Day / Day of Week
- Behaviors that Attract Police Attention

The perfect benchmark addresses all concerns and perfectly describes the population that might be stopped by police

- Perfection does not exist

The Benchmarking Problem

Census

- Easiest to attain – but doesn't account for any of the variables outlined
 - Highly variable year-to-year (American Community Survey)
- No benchmark might be better than a highly-flawed benchmark

Observational Data

- Accounts for the most variables
- Extremely expensive to obtain

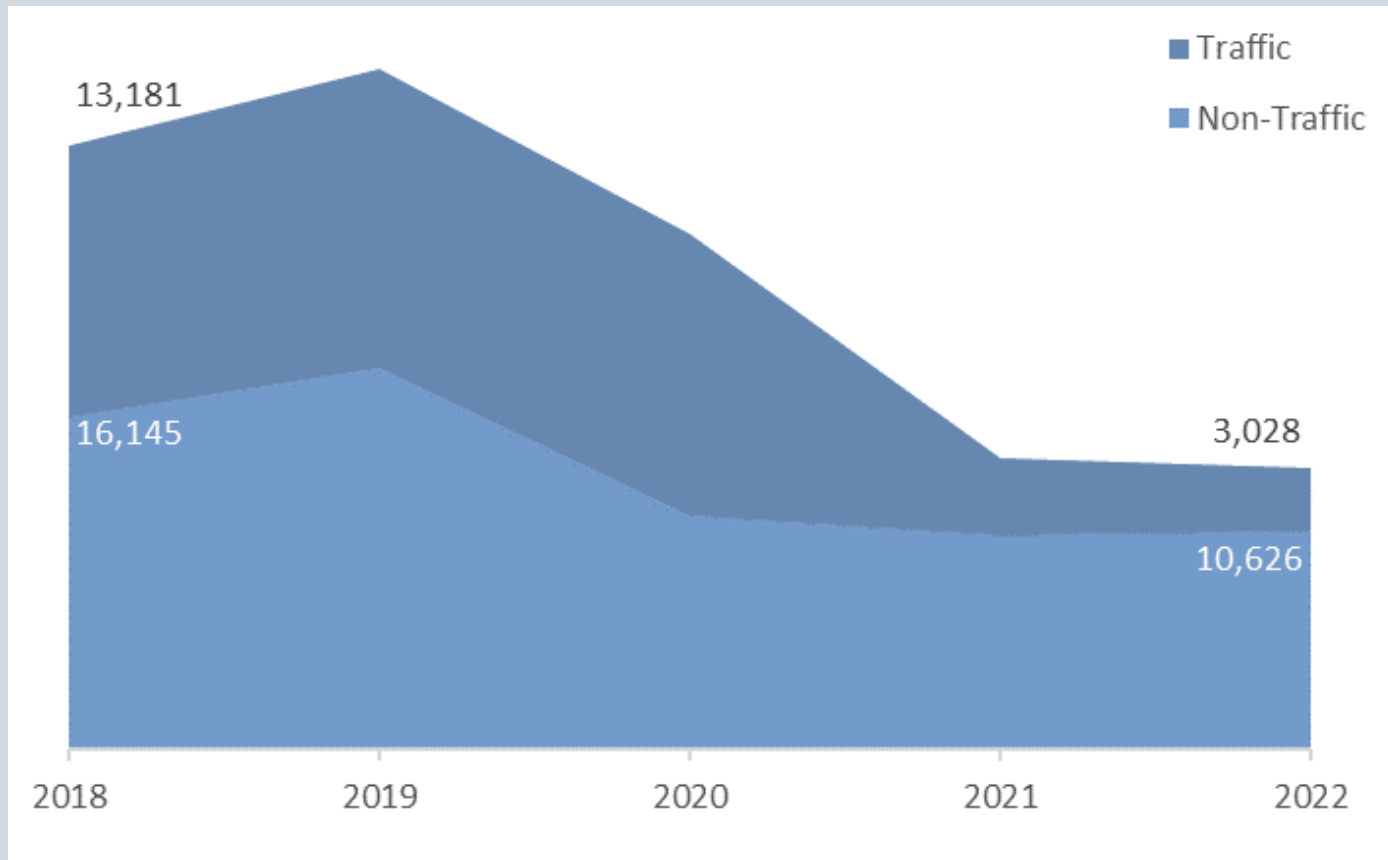
Other Data Sources

- Potential introduction of system and institutional bias

How We Choose our Benchmarks

1. Research Supported
2. Up-To-Date
3. Continuously Available
4. Limited Introduction of Bias

Number of Stops



- 13,654 total traffic stops
- Lowest on record
- 3 percent decline since 2021

- Non-Traffic - ↑

- Traffic - ↓

Stopped Driver Demographics – Traffic

Race/Ethnicity	2018		2019		2020		2021		2022	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	16	0.1%	30	0.2%	33	0.2%	14	0.4%	10	0.3%
Asian	703	5.3%	813	5.6%	678	5.0%	203	5.5%	169	5.6%
Black/African American	1,392	10.6%	1,630	11.2%	1,714	12.6%	468	12.6%	327	10.8%
Hispanic or Latino	1,131	8.6%	1,429	9.8%	1,519	11.1%	449	12.1%	395	13.0%
Middle Eastern*	101	0.8%	182	1.3%	139	1.0%	30	0.8%	43	1.4%
Native Hawaiian*	48	0.4%	89	0.6%	77	0.6%	13	0.4%	25	0.8%
White	9,405	71.4%	10,359	71.3%	9,464	69.5%	2,535	68.3%	2,059	68.0%
Unknown/Other^	385	2.9%	--	--	--	--	--	--	--	--
Traffic Total	13,181	100%	14,532	100%	13,624	100%	3,712	100%	3,028	100%

Primary Mission: Reduce dangerous driving behaviors that frequently lead to deaths / serious injuries

- Federally- and State-funded missions
- High-Crash Network

Traffic Driver Benchmark

The Injury Collision Benchmark is the race / ethnicity of all drivers involved in injury collisions – regardless of at-fault

- Identified as a best-practice benchmark in research literature
- Unbiased indicator since injury collisions usually require a police response
- Can also be a general indicator of driving quantity and behavior

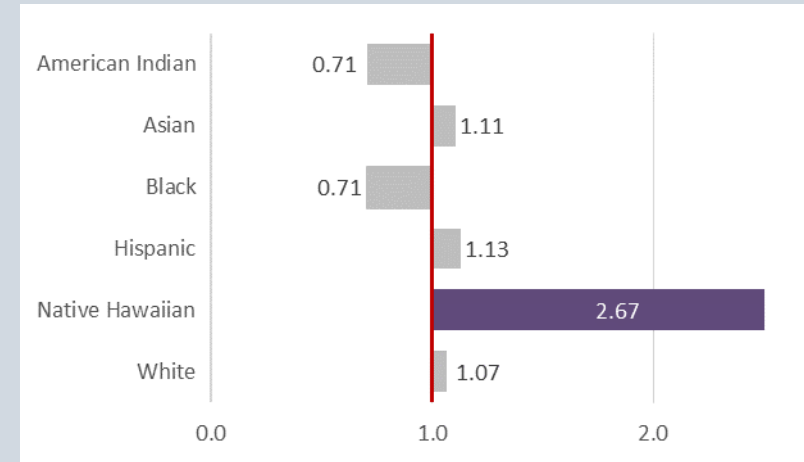
Race/Ethnicity	2022	
	Count	Percent
American Indian/Alaskan	6	0.5%
Asian	65	5.1%
Black/African American	187	14.7%
Hispanic	151	11.9%
Native Hawaiian	4	0.3%
White	855	67.4%
Total	1,268	100.0%

Stop Disparity Index - Traffic

Compares the stop rates for each perceived race / ethnic group to the rates observed in the Injury Collision Benchmark

In 2022, there were no disparities observed in the five largest groups of drivers

- Long standing trend



Stopped Driver Demographics – Non-Traffic

Race/Ethnicity	2018		2019		2020		2021		2022	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	116	0.7%	125	0.7%	60	0.5%	47	0.5%	74	0.7%
Asian	752	4.7%	842	4.6%	472	4.2%	405	3.9%	343	3.2%
Black/African American	3,774	23.4%	4,058	21.9%	2,554	22.5%	2,048	19.7%	2,256	21.2%
Hispanic or Latino	1,602	9.9%	1,855	10.0%	1,133	10.0%	1,160	11.2%	1,301	12.2%
Middle Eastern*	123	0.8%	297	1.6%	156	1.4%	150	1.4%	154	1.4%
Native Hawaiian*	63	0.4%	159	0.9%	104	0.9%	90	0.9%	97	0.9%
White	9,418	58.3%	11,167	60.4%	6,888	60.6%	6,481	62.4%	6,401	60.2%
Unknown/Other^	297	1.8%	--	--	--	--	--	--	--	--
Non-Traffic Total	16,145	100%	18,503	100%	11,367	100%	10,381	100%	10,626	100%

Primary Mission: Reduce and investigate crime in the City of Portland

- Areas of patrol are highly correlated with areas of crime occurrence and/or high numbers of calls for service (9-1-1 and non-emergency)
- Officers also utilize traffic stops in interest of traffic safety missions

Non-Traffic Driver Benchmark

The Violent Crime Victimization Benchmark is used to estimate the racial / ethnic demographics of individuals that may come in contact with patrol personnel

- Benchmark acts as a proxy by assuming that the victim demographics of violent crime are reasonable estimates of the communities they live, play, and work
- Less utilization as a benchmark across the country

Race/Ethnicity	2022	
	Count	Percent
American Indian/Alaskan	50	1.0%
Asian	226	4.5%
Black/African American	889	17.6%
Hispanic	580	11.5%
Native Hawaiian	39	0.8%
White	3,258	64.6%
Total	5,042	100.0%

Stop Disparity Index – Non-Traffic

Compares the stop rates for each perceived race / ethnic group to the rates observed in the Crime Victimization Benchmark

In 2022, there were no disparities observed

- Long standing trend



Overall Stop Reason

PPB personnel indicate by ORS the exact reason for stop

- Traffic Offenses or Non-Traffic Offenses
- The vast majority of drivers in 2022 were stopped solely for traffic reasons

Non-Traffic personnel are significantly more likely to stop a driver for non-traffic related offenses

	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Count	Percent	Count	Percent	Count	Percent
Traffic						
Race/Ethnicity						
American Indian/Alaskan	10	100.0%	0	0.0%	0	0.0%
Asian	169	100.0%	0	0.0%	0	0.0%
Black/African American	327	100.0%	0	0.0%	0	0.0%
Hispanic or Latino	395	100.0%	0	0.0%	0	0.0%
Middle Eastern	43	100.0%	0	0.0%	0	0.0%
Native Hawaiian	25	100.0%	0	0.0%	0	0.0%
White	2,057	100.0%	0	0.0%	1	0.0%
Total	3,026	100.0%	0	0.0%	1	0.0%
Non-Traffic						
Race/Ethnicity						
American Indian/Alaskan	71	97.3%	2	2.7%	0	0.0%
Asian	337	98.5%	2	0.6%	3	0.9%
Black/African American	2,137	94.9%	51	2.3%	65	2.9%
Hispanic or Latino	1,257	96.6%	15	1.2%	29	2.2%
Middle Eastern	150	97.4%	0	0.0%	4	2.6%
Native Hawaiian	93	95.9%	1	1.0%	3	3.1%
White	6,146	96.1%	81	1.3%	171	2.7%
Total	10,191	96.0%	152	1.4%	275	2.6%

Traffic Stop Reasons – Traffic Division

Traffic Division personnel performed stops almost exclusively due to the observance of Dangerous Driving Behaviors

Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
	Dangerous		Minor		Count	Percent	Count	Percent
	Count	Percent	Count	Percent				
American Indian/Alaskan	5	50.0%	3	30.0%	2	20.0%	0	0.0%
Asian	154	91.1%	11	6.5%	4	2.4%	0	0.0%
Black/African American	262	80.1%	41	12.5%	24	7.3%	0	0.0%
Hispanic or Latino	337	85.3%	41	10.4%	17	4.3%	0	0.0%
Middle Eastern	37	86.0%	3	7.0%	3	7.0%	0	0.0%
Native Hawaiian	24	96.0%	1	4.0%	0	0.0%	0	0.0%
White	1,679	81.5%	248	12.0%	130	6.3%	2	0.1%
Total	2,498	82.5%	348	11.5%	180	5.9%	2	0.1%

No significant statistical differences in the stop rates based on the perceived race / ethnicity of the driver

Traffic		
	Count	Percent
Speeding	1,318	43.5%
Distracted Driving	813	26.9%
Safety Belt Violations	301	9.9%
Failure to Obey Traffic Control Devices	248	8.2%
Turning Violations	153	5.1%

Traffic Stop Reasons – Non-Traffic

Non-Traffic personnel significantly more likely to stop a driver for a Non-Moving or Minor Moving Violation

Drivers perceived to be Black / African American were significantly more likely to be stopped for a Minor Moving or Non-Moving Violation than other drivers

Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
	Dangerous		Minor		Count	Percent	Count	Percent
	Count	Percent	Count	Percent				
American Indian/Alaskan	31	41.9%	8	10.8%	34	45.9%	1	1.4%
Asian	231	67.3%	38	11.1%	70	20.4%	4	1.2%
Black/African American	1,058	46.9%	245	10.9%	884	39.2%	69	3.1%
Hispanic or Latino	695	53.4%	117	9.0%	460	35.4%	29	2.2%
Middle Eastern	94	61.0%	11	7.1%	45	29.2%	4	2.6%
Native Hawaiian	60	61.9%	7	7.2%	27	27.8%	3	3.1%
White	2,962	46.3%	712	11.1%	2,552	39.9%	175	2.7%
Total	5,131	48.3%	1,138	10.7%	4,072	38.3%	285	2.7%

Non-Traffic		
	Count	Percent
Missing or Expired License Plates	3,528	33.2%
Speeding	1,731	16.3%
Failure to Obey Traffic Control Devices	1,673	15.7%
Turning Violations	616	5.8%
Careless / Reckless Driving	455	4.3%

Consent Search Requests

Less than 1 percent of all drivers were asked to consent to a search

- Lowest on record

No significant differences in who was asked to consent or who denied consent

- First year since 2018 with no significant differences in search requests
- Second straight year with no significant differences in denial rate

Race/Ethnicity	Consent Search			
	Requests	Rate	Refusals	Rate
American Indian/Alaskan	1	0.0%	0	0.0%
Asian	8	0.7%	1	12.5%
Black/African American	25	2.2%	8	32.0%
Hispanic or Latino	21	1.6%	6	28.6%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	1	3.9%	0	0.0%
White	70	1.4%	22	31.4%
Total	126	1.6%	37	29.4%

Completed Searches

1.3% of all stopped drivers were searched in 2022

- Lowest search rate on record

No significant differences who was searched based on their perceived race / ethnic identity

Historically, PPB officers searched Black / African American drivers at a higher rate – second straight year with no disparate differences

	Total Subjects		Consent		Warrant		Warrant Exception			
	Searched		Count	Percent	Count	Percent	Count	Percent		
	Searches	Rate								
Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--		
	Asian	0	0.0%	--	--	--	--	--		
	Black/African American	3	0.8%	0	0.0%	1	33.3%	3	100.0%	
	Hispanic or Latino	2	1.3%	1	50.0%	1	50.0%	1	50.0%	
	Middle Eastern	0	0.0%	--	--	--	--	--	--	
	Native Hawaiian	0	0.0%	--	--	--	--	--	--	
	White	15	0.7%	4	26.7%	3	20.0%	11	73.3%	
	Total	20	0.8%	5	25.0%	5	25.0%	15	75.0%	
	Non-Traffic	American Indian/Alaskan	1	6.4%	1	100.0%	0	0.0%	0	0.0%
		Asian	9	2.2%	7	77.8%	1	11.1%	3	33.3%
Black/African American		44	4.6%	17	38.6%	8	18.2%	22	50.0%	
Hispanic or Latino		26	3.7%	14	53.8%	3	11.5%	12	46.2%	
Middle Eastern		0	2.0%	--	--	--	--	--	--	
Native Hawaiian		1	8.9%	1	100.0%	0	0.0%	0	0.0%	
White		82	2.9%	44	53.7%	7	8.5%	42	51.2%	
Total		163	3.3%	84	51.5%	19	11.7%	79	48.5%	

- NOTE: More than one search type can be utilized and recorded on each interaction

Contraband Hit Rates

Race/Ethnicity	Total Searches		Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count		Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	1		1	100.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Asian	9		4	44.4%	0	0.0%	2	22.2%	0	0.0%	2	22.2%	0	0.0%	2	22.2%
Black/African American	47		36	76.6%	22	46.8%	8	17.0%	7	14.9%	3	6.4%	1	2.1%	6	12.8%
Hispanic or Latino	28		17	60.7%	7	25.0%	5	17.9%	3	10.7%	3	10.7%	1	3.6%	6	21.4%
Middle Eastern	0		--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	1		1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
White	97		69	71.1%	28	28.9%	26	26.8%	17	17.5%	4	4.1%	5	5.2%	9	9.3%
Total	183		128	69.9%	57	31.1%	42	23.0%	28	15.3%	12	6.6%	7	3.8%	23	12.6%

Officers are significantly more successful at finding contraband than they were five years ago (37% in 2018 vs. 70% in 2022)

No significant differences in recovery rate based on the perceived race / ethnicity of the driver

Stop Disposition - Traffic

Race/Ethnicity	Total Stops		Enforcement Action											
	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
			Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	10	0.3%	1	10.0%	3	30.0%	4	40.0%	1	10.0%	0	0.0%	1	10.0%
Asian	169	5.6%	0	0.0%	19	11.2%	145	85.8%	5	3.0%	0	0.0%	0	0.0%
Black/African American	327	10.8%	1	0.3%	44	13.5%	274	83.8%	5	1.5%	0	0.0%	3	0.9%
Hispanic or Latino	395	13.0%	1	0.3%	57	14.4%	323	81.8%	2	0.5%	0	0.0%	12	3.0%
Middle Eastern	43	1.4%	0	0.0%	6	14.0%	37	86.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	25	0.8%	0	0.0%	1	4.0%	23	92.0%	1	4.0%	0	0.0%	0	0.0%
White	2,059	68.0%	6	0.3%	306	14.9%	1,703	82.7%	13	0.6%	0	0.0%	31	1.5%
Total	3,028	100.0%	9	0.3%	436	14.4%	2,509	82.9%	27	0.9%	0	0.0%	47	1.6%

Traffic Officers are significantly more likely to issue a citation

- Drivers committing a Dangerous Driving Behavior significantly more likely to be cited
- No significant differences between perceived race / ethnicity of the driver

Stop Disposition – Non-Traffic

Race/Ethnicity	Total Stops		Enforcement Action											
	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
			Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	74	0.7%	7	9.5%	42	56.8%	8	10.8%	4	5.4%	0	0.0%	13	17.6%
Asian	343	3.2%	11	3.2%	254	74.1%	62	18.1%	3	0.9%	0	0.0%	13	3.8%
Black/African American	2,256	21.2%	88	3.9%	1,700	75.4%	240	10.6%	39	1.7%	1	0.0%	188	8.3%
Hispanic or Latino	1,301	12.2%	57	4.4%	958	73.6%	182	14.0%	21	1.6%	0	0.0%	83	6.4%
Middle Eastern	154	1.4%	9	5.8%	117	76.0%	24	15.6%	1	0.6%	0	0.0%	3	1.9%
Native Hawaiian	97	0.9%	6	6.2%	62	63.9%	18	18.6%	1	1.0%	0	0.0%	10	10.3%
White	6,401	60.2%	398	6.2%	4,393	68.6%	1,056	16.5%	98	1.5%	1	0.0%	455	7.1%
Total	10,626	100.0%	576	5.4%	7,526	70.8%	1,590	15.0%	167	1.6%	2	0.0%	765	7.2%

Non-Traffic Officers significantly more likely to issue no enforcement action, warn, or arrest a subject

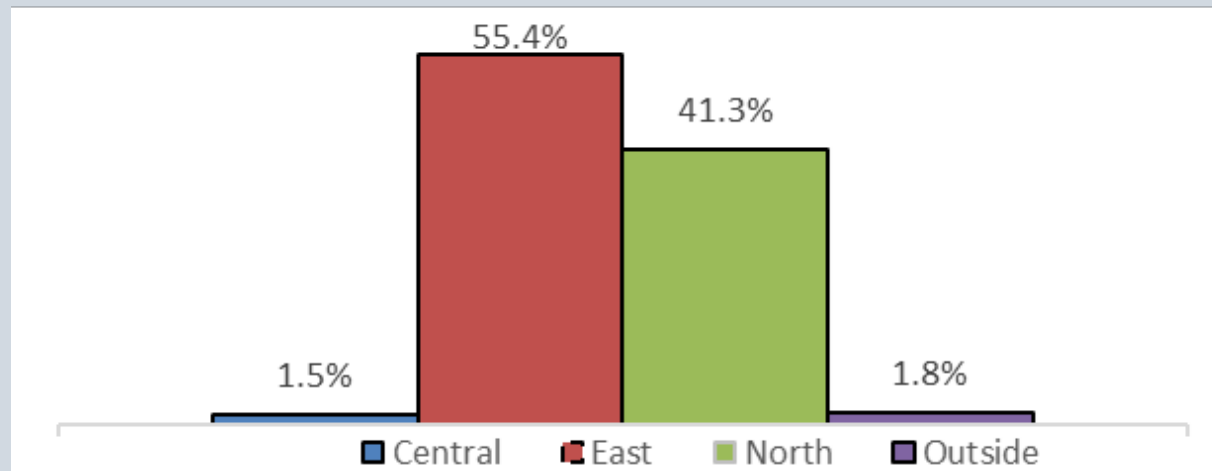
- Drivers stopped for a Non-Moving Violation were significantly more likely to be arrested or released with no enforcement action
- Black / African American and Hispanic or Latino drivers were significantly more likely to be warned – instead of cited – than their White counterparts

Number of Stops - FIT

FIT personnel performed 545 driver and 0 pedestrian stops in 2022

- 2.2 stops per working day

Nearly all stops were in either North or East Precincts



Stopped Subject Demographics – FIT

FIT personnel stop a significantly different group of drivers than PPB personnel from other divisions and units

- Black / African American significantly more
- Asian and White significantly less

Race/Ethnicity	2022*	
	Count	Percent
American Indian/Alaskan	0	0.0%
Asian	10	1.8%
Black/African American	199	36.5%
Hispanic or Latino	67	12.3%
Middle Eastern*	3	0.6%
Native Hawaiian*	5	0.9%
White	261	47.9%
Traffic Total	545	100%

* Includes all stops initiated by FIT personnel on and after January 6, 2022.

FIT Benchmark

No research-supported benchmark for describing the underlying population that may be stopped by units focused on gun violence intervention

- Most studies are benchmarking an entire organization and not small, specialized teams

Hyper localized nature of FIT missions makes it difficult to determine who regularly lives, visits, or works in an area

- Smallest level of analysis is “blocks” in the decennial census
 - Only speaks to residential population not the driving population

FIT Overall Stop Reason

FIT personnel stop subjects for significantly different reasons

- Larger number of subjects stopped for other crimes – either with or without and accompanying traffic violation

No significant differences based on the perceived race / ethnicity of the subject

Race/Ethnicity	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	0	--	0	--
Asian	9	90.0%	0	0.0%	1	10.0%
Black/African American	136	68.3%	35	17.6%	28	14.1%
Hispanic or Latino	49	73.1%	8	11.9%	10	14.9%
Middle Eastern	1	33.3%	0	0.0%	2	66.7%
Native Hawaiian	4	80.0%	0	0.0%	1	20.0%
White	170	65.1%	40	15.3%	51	19.5%
Total	369	67.7%	83	15.2%	93	17.1%

FIT Traffic Stop Reasons

FIT personnel are significantly more likely to stop a driver for a Minor Moving Violation

- Less likely to stop a driver for a Dangerous Driving Behavior

No significant differences based on the perceived race / ethnicity of the driver

Race/Ethnicity	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
	Dangerous		Minor		Count	Percent	Count	Percent
	Count	Percent	Count	Percent				
American Indian/Alaskan	0	--	0	--	0	--	0	--
Asian	4	40.0%	1	10.0%	4	40.0%	1	10.0%
Black/African American	84	42.2%	42	21.1%	45	22.6%	28	14.1%
Hispanic or Latino	27	40.3%	13	19.4%	17	25.4%	10	14.9%
Middle Eastern	0	0.0%	0	0.0%	1	33.3%	2	66.7%
Native Hawaiian	1	20.0%	2	40.0%	1	20.0%	1	20.0%
White	95	36.4%	44	16.9%	71	27.2%	51	19.5%
Total	211	38.7%	102	18.7%	139	25.5%	93	17.1%

Traffic Violations		
	Count	Percent
Missing or Expired License Plates	120	22.0%
Reckless / Careless Driving	96	17.6%
Turning Violations	64	11.7%
Speeding	43	7.9%
Failure to Obey Traffic Control Devices	34	6.2%
Non-Traffic Offenses		
	Count	Percent
Unauthorized Use of a Motor Vehicle	85	48.3%
Assault Offenses	32	18.2%
Warrant / Failure to Appear	15	8.5%
Weapons Offenses	12	6.8%
Homicide Offenses	11	6.3%

Consent Search Requests - FIT

Significantly more likely to request consent to search than other PPB personnel

No significant differences between the request rates for subjects perceived to be Black / African American or White

Race/Ethnicity	Consent Search			
	Requests	Rate	Refusals	Rate
American Indian/Alaskan	--	--	--	--
Asian	0	0.0%	--	--
Black/African American	4	2.0%	1	25.0%
Hispanic or Latino	2	3.0%	1	50.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	10	3.8%	1	10.0%
Total	16	2.9%	3	18.8%

Completed Searches - FIT

FIT is significantly more likely to search a stopped subject than other PPB members

- More likely to utilize a consent search as well

No significant differences who was searched based on their perceived race / ethnic identity

Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
Asian	0	0.0%	--	--	--	--	--	--
Black/African American	7	3.5%	3	42.9%	2	28.6%	2	28.6%
Hispanic or Latino	1	1.5%	1	100.0%	0	0.0%	0	0.0%
Middle Eastern	0	0.0%	--	--	--	--	--	--
Native Hawaiian	0	0.0%	--	--	--	--	--	--
White	15	5.7%	9	60.0%	2	13.3%	4	26.7%
Total	23	4.2%	13	56.5%	4	17.4%	6	26.1%

- NOTE: More than one search type can be utilized and recorded on each interaction

Contraband Hit Rates - FIT

Race/Ethnicity	<u>Total Searches</u>	<u>Found Contraband</u>		<u>Alcohol</u>		<u>Drugs</u>		<u>Firearms</u>		<u>Other Weapons</u>		<u>Stolen Property</u>		<u>Other</u>	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	7	4	57.1%	1	14.3%	1	14.3%	3	42.9%	0	0.0%	0	0.0%	0	0.0%
Hispanic or Latino	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	15	11	73.3%	1	6.7%	7	46.7%	5	33.3%	0	0.0%	0	0.0%	2	13.3%
Total	23	16	69.6%	3	13.0%	9	39.1%	9	39.1%	0	0.0%	0	0.0%	2	8.7%

FIT personnel are equally as successful as recovering contraband as PPB personnel from other units and divisions

No significant differences in recovery rate based on the perceived race / ethnicity of the driver

Stop Disposition - FIT

Race/Ethnicity	Total Stops		Enforcement Action											
	Count	Percent	None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
			Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
Asian	10	1.8%	0	0.0%	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	199	36.5%	5	2.5%	155	77.9%	7	3.5%	1	0.5%	0	0.0%	31	15.6%
Hispanic or Latino	67	12.3%	5	7.5%	46	68.7%	3	4.5%	3	4.5%	0	0.0%	10	14.9%
Middle Eastern	3	0.6%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	5	0.9%	1	20.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%	2	40.0%
White	261	47.9%	20	7.7%	169	64.8%	17	6.5%	9	3.4%	0	0.0%	46	17.6%
Total	545	100.0%	32	5.9%	384	70.5%	27	5.0%	13	2.4%	0	0.0%	89	16.3%

FIT personnel are significantly more likely to arrest a subject at the end of the interaction than other Bureau personnel

PPB Stops Annual Report

Entire report is 78 pages long in 2022 and includes other results not detailed in this presentation

- Perceived Gender of Stopped Subject
- Perceived Age of Stopped Subject
- Perceived Mental Health Status of Stopped Subject
- Cross-Tabulations by Precinct

Benchmarking Methodology Section

Data Collection and Analysis Process

Stops Analysis Reports

PPB Quarterly and Annual Reports

- <https://www.portland.gov/police/open-data/stops-data>

State Annual Reports

- <https://www.oregon.gov/cjc/stop/Pages/default.aspx>

Additional Questions

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