

PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

2013 ANNUAL REPORT

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INTRODUCTION AND BACKGROUND

In 2011 the Portland Police Bureau (PPB), using recommendations from Portland State University's Criminal Justice Policy Research Institute, revamped how it collected stops data. These recommendations included identifying separately Traffic Division and Precinct Patrol stops data. All of the recommendations can be found at: <http://www.portlandoregon.gov/police/article/305171>.

The PPB released the first report on these data in February 2014 to the Community and Police Relations Committee (CPRC). These numbers are released to the public in order to provide the necessary data to help facilitate discussion surrounding racial disparity in stops. This report can be found at: <http://www.portlandoregon.gov/police/article/481668>.

When an officer conducts a stop, a Stops Data Collection (SDC) form is completed at the time of the stop or immediately following the stop. A primary recommendation made by the CPRC was for a table (or set of tables) which easily allowed the community to measure changes in the disparities of stops over time. These tables are provided in this report on page 21.

In general when comparing 2012 and 2013:

- The percentage of Black/African-American drivers stopped in 2013 decreased slightly by 0.3% (13.1% of stops in 2012 and 12.8% in 2013).
- The percentage of Hispanic drivers stopped in 2013 increased slightly by 0.2% (7.0% in 2012 and 7.2% in 2013).
- The percentage of White drivers stopped between 2012 and 2013 remained flat (71.7% in 2012 and 71.7% in 2013).

While 2011 data were available for only approximately five months (August through December), it is of interest that in comparing 2011 and 2013 data the percentage of Non-White/Non-Hispanic drivers increased slightly (roughly 2.2%). However, this increase does not appear to be as a result of fewer stops of White driver (which decrease by only 0.1%). Instead it appears to be the result of better reporting as the percentage of Unknown/Other race drivers fell by 2.2%.

Additional requests by the CPRC included the continued inclusion of "hit rates" for stops and additional mapping and analysis. The Strategic Services Division was unable to fulfill the mapping request due to staffing. To overcome this limitation, in 2014, the PPB asked for and received authority to hire an additional analyst to assist with stops data analysis.

METHODOLOGY

The Portland Police Bureau has been collecting data, in some form, on police stops since 2001. These data are available at: <http://www.portlandoregon.gov/police/42284>.

The PPB's goal is to be a leader in the collection and analysis of stops data and to continually improve the quality of both processes. The PPB recognizes that although there are limitations to analyzing stop and search data, examining disparate outcomes is an important part of assessing our services to the community.

Data is collected at the time of the stop or following the stop by all officers through the use of the Portland Police Data System (PPDS) and the use of the Stops Data Collection (SDC) Form (see Appendix A). Unusable records are removed from the dataset before performing analyses. Reasons that data may be thrown out include duplicate records or cancelling of the stop (see Table 2), calls belonged to surrounding police departments, or the focus of the record was on the passenger of the vehicle.

QUALITY CONTROL

Reason for cancelling a stop

Efforts at improving quality control include requiring officers to provide a reason if cancelling a SDC to increase transparency and ensure that any SDC form that is cancelled is being done for a legitimate reason (for instance, if he or she were attached to call by dispatch accidentally, if the officer was not the primary officer on the call, or if the call was not actually a stop). Table 1 includes the reasons officers have cancelled SDC forms:

Table 1. Reasons for Cancelling Stop

Reason	Count	Percent
Duplicate Stop	2,080	2.7%
Flagged Down (no stop)	111	0.1%
Mere Conversation (no stop)	4,303	5.6%
Welfare Check (no stop)	626	0.8%
Other	894	1.2%
Not Cancelled	68,697	89.6%
Total	76,711	100.0%

Ensuring completion of SDC form

In the event an officer logs off without completing an SDC, that officer is notified when he or she logs onto the Portland Police Data System (PPDS). As an additional layer of accountability, that officer's lieutenant is notified via email weekly that there is an outstanding SDC form until it is completed. This is important as officers are often forced to abruptly end a stop in order to respond

to an emergency call. This system helps ensure that SDC forms are completed, even in the event that an emergency or other factor prevents the officer from immediately completing the form.

Addressing issue of overreliance on unknown race

The SDC format includes questions surrounding the perceived race of the driver both before and after the stop. This has reduced the number of unknown/other race drivers from 29% in 2010 (prior to changes in the way the SDC form collected the perceived race of the individual) to 3.3% in 2013. This question format went live in August 2011.

WHO IS STOPPED AND SEARCHED

The next several pages provide the stops and searches analyses with the following breakdowns:

- Traffic and Patrol Stops of Drivers Combined
- Traffic Stops of Drivers Only
- Patrol Stops of Drivers Only
- Pedestrian Stops by Patrol Only

The data for Traffic and Patrol Officers are broken down because officers focusing on traffic enforcement have different criteria for stops, operate in different areas and at different times of the day than Patrol Officers, who tend to be more focused on crime reduction as opposed to traffic law enforcement. The following analysis does not include an analysis of stops of passengers of vehicles. This category is excluded because it generally represents a very small percentage of stops (approximately 0.5% of stops in 2013) and the number of stops is not large enough to allow for meaningful comparisons between demographic groups.

CITYWIDE STOPS (TRAFFIC AND PATROL)

The first section of the analysis examines stops for both the PPB's Traffic Division 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) as well as specialized units such as members of the Gang Enforcement Team (GET).

These data are important because they examine stops for the entire Bureau. Table One displays traffic stops of drivers (these are stops of vehicles) by members of both the Traffic Division and Patrol Division.

Table 2. Citywide Race at Stop of Driver (Traffic & Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	142	0.2%
Asian	3,232	4.8%
Black/African American	8,616	12.8%
Hispanic	4,876	7.2%
White	48,387	71.7%
Unknown/Other	2,253	3.3%
Total	67,506	100.0%

*Note: Two stops missing the race of driver.

The following table provides the reasons for stops of drivers by both Traffic and Patrol Officers. These reasons include:

- City Code Violations - These are not state crimes or infractions, but are ordinances put in place by municipalities.
- Equipment – Examples of this would include having a headlight or taillight out or other issues with the condition of the vehicle.
- License – This would normally include expired tags for a vehicles license plate.
- Major – This includes serious driving offenses such as careless driving, failure to obey a traffic control device (running a red light or stop sign) or other serious traffic violations.
- Minor – This category includes less serious traffic violations such as failing to signal a lane change.
- Other – this category includes anything not covered in one of the above categories.

Generally speaking Minor violations cover about half of all traffic stops and Minor, Major and Equipment violations consist of 95% of all traffic stops. The following table breaks down the reasons for traffic stops by demographic group.

Table 3. Citywide Reasons for Stops of Drivers

Race/Ethnicity	City Code		Equipment		License		Major ¹		Minor ²		Other		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	34	23.9%	10	7.0%	35	24.6%	62	43.7%	1	0.7%	142	100.0%
Asian	2	0.1%	375	11.6%	95	2.9%	1,195	37.0%	1,543	47.7%	22	0.7%	3,232	100.0%
Black/African American	23	0.3%	1,567	18.2%	542	6.3%	2,460	28.6%	3,909	45.4%	115	1.3%	8,616	100.0%
Hispanic	7	0.1%	741	15.2%	197	4.0%	1,562	32.0%	2,312	47.4%	57	1.2%	4,876	100.0%
White	43	0.1%	6,272	13.0%	1,719	3.6%	15,133	31.3%	24,916	51.5%	304	0.6%	48,387	100.0%
Unknown/Other	4	0.2%	275	12.2%	61	2.7%	615	27.3%	1,142	50.7%	156	6.9%	2,253	100.0%
Total	79	0.1%	9,264	13.7%	2,624	3.9%	21,002	31.1%	33,884	50.2%	655	1.0%	67,508	100.0%

¹ Major Moving Violation (Traffic crime, Class A or B infraction)

² Minor Moving Violation (Class C or D infraction)

*Note two stops missing race of driver. Both drivers were stopped for a major violation. These are included in the major violation total and grand total.

Searches are conducted in a small percentage of stops (5% or 1 in 20 stops resulted in any kind of search in 2013). There are several potential reasons for a search which can roughly be categorized as discretionary searches (the officers involved are making a conscious decision to search the person on the stop) and non-discretionary searches (officers observe the contraband by chance or are required to conduct a search by policy). Examples of discretionary searches include:

- **Consent** – Subject to certain limitations officers are allowed to ask an individual if they may search them as part of an investigation or contact. Officers ask for consent to search in 2.9% of all traffic stops. Officers often ask for consent even if they have probable cause or other legal reasons to search because, if they receive consent, it may protect the search from being excluded from court. This is one reason consent searches are more common than others.
- **Plain View** – While not necessarily a “search”, plain view consists of those instances where an officer observes contraband or other evidence without conducting a search. An example of this might include observing a weapon tucked underneath a seat in a car, if the weapons was visible from outside the vehicle and the officer did not have to intrude on the occupants of the car to observe it. Officers “conducted” (observed evidence in plain view) plain view searches in 0.7% of all traffic stops.
- **Probable Cause** – Officers often conduct searches (or inventories) after making an arrest. Examples of an inventory may include searching an individual prior to booking that person into jail. This is required for the safety of the subject and jail staff. Technically probable cause searches include searching for additional evidence after an officer already has probable cause for an arrest. An example of this might include searching a subject’s pockets for narcotics after the officer observed them selling drugs. Officers conducted probable cause searches in 1.1% of all traffic stops.
- **Weapons Pat Down** – In certain circumstances the courts allow officers to pat a subject down for weapons. The officer does not need consent to conduct this type of search, however, it is limited in scope to areas where an officer might find a weapons (generally this search literally consists of “patting” the pockets, waistband and perhaps sleeves and

legs of a subject and does not include reaching into pockets or searching for small items). Officers conducted pat downs in .2% of all traffic stops.

The following table provides demographic breakdowns for the reasons of searches conducted by PPB Officers in 2013:

Table 4. Reasons for Searches of Drivers Citywide (% by Ethnicity/Race)*

Race/Ethnicity	Consent		No Search		Plain View		Probable Cause		Weapons Pat Down		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	10	7.0%	127	89.4%	1	0.7%	3	2.1%	1	0.7%	142	100.0%
Asian	44	1.4%	3,149	97.4%	19	0.6%	14	0.4%	6	0.2%	3,232	100.0%
Black/African American	667	7.7%	7,651	88.8%	73	0.8%	183	2.1%	42	0.5%	8,616	100.0%
Hispanic	205	4.2%	4,556	93.4%	35	0.7%	68	1.4%	12	0.2%	4,876	100.0%
White	1,009	2.1%	46,490	96.1%	334	0.7%	470	1.0%	84	0.2%	48,387	100.0%
Unknown/Other	34	1.5%	2,179	96.7%	12	0.5%	16	0.7%	12	0.5%	2,253	100.0%
Total*	1,969	2.9%	64,154	95.0%	474	0.7%	754	1.1%	157	0.2%	67,508	100.0%

*Note 2 stops missing race of driver, however none of these stops resulted in a search of the driver. These stops were added to the No Search and Total columns.

“Hit rates” represent the percentage of time contraband is found during a stop. They can provide a useful means of comparing the productivity of stops. Ideally, hit rates should be roughly similar between various demographic groups, although small variations may occur. The following table examines hit rates for various types of contraband between different demographic groups.

Table 5. Hit Rates of Stopped Drivers Citywide (Traffic & Patrol) for all Contraband, Alcohol, Drugs and Weapons¹

Race/Ethnicity	Total Searches	All Contraband		Alcohol		Drugs		Weapons		Contraband Excluding Alcohol	
		Hits	Percent	Hits	Percent	Hits	Percent	Hits	Percent	Hits	Percent
American Indian/Alaskan	15	8	53.3%	1	6.7%	7	46.7%	3	20.0%	7	46.7%
Asian	83	26	31.3%	6	7.2%	19	22.9%	1	1.2%	20	24.1%
Black/African American	965	324	33.6%	71	7.4%	199	20.6%	38	3.9%	253	26.2%
Hispanic	320	109	34.1%	39	12.2%	50	15.6%	19	5.9%	70	21.9%
White	1,897	739	39.0%	137	7.2%	472	24.9%	84	4.4%	602	31.7%
Unknown/Other	74	23	31.1%	4	5.4%	6	8.1%	1	1.4%	19	25.7%
All Non-White ²	1,457	490	33.6%	121	8.3%	281	19.3%	62	4.3%	369	25.3%
Total³	3,354	1,229	36.6%	258	7.7%	753	22.5%	146	4.4%	971	29.0%

¹ Officers can choose between the following results: Alcohol, Drugs, Other, Nothing Found, Stolen Property, and Weapons. Stolen property and other are not included individually but are included in all contraband.

² This category is created by subtracting white driver results from the total and is not unique in the original data set. It includes unknown/other race individuals.

³ Total Searches may not equal search results because multiple items can be recovered in the same search.

TRAFFIC DIVISION

This section examines vehicle stops by the Traffic Division. The primary focus of Traffic Officers should be violations related to traffic law. These units are not spread evenly throughout the city but instead focus traffic enforcement on areas with crime and 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. The following table examines the stops by Traffic Officers:

Table 6. Citywide Race at Stop of Driver (Traffic Division)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	20	0.1%
Asian	1,528	4.7%
Black/African American	2,462	7.5%
Hispanic	2,003	6.1%
White	25,851	79.2%
Unknown/Other	794	2.4%
Total*	32,660	100.0%

*Note: Two stops missing race of driver

The following table provides the reasons for stops of drivers by Traffic Division Officers. These reasons include:

- City Code Violations - These are not state crimes or infractions, but are ordinances put in place by municipalities.
- Equipment – Examples of this would include having a headlight or taillight out or other issues with the condition of the vehicle.
- License – This would normally include expired tags for a vehicles license plate.
- Major – This includes serious driving offenses such as careless driving, failure to obey a traffic control device (running a red light or stop sign) or other serious traffic violations.
- Minor – This category includes less serious traffic violations such as failing to signal a lane change.
- Other – this category includes anything not covered in one of the above categories.

Generally speaking Minor and Major violations cover about 90% of all Traffic Division stops and Minor, Major and Equipment violations consist of 98% of all traffic stops. The following table breaks down the reasons for traffic stops by demographic group.

Table 7. Citywide Reasons for Stops of Drivers (Traffic Division)

Race/Ethnicity	City Code		Equipment		License		Major ¹		Minor ²		Other		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	2	10.0%	0	0.0%	5	25.0%	13	65.0%	0	0.0%	20	100.0%
Asian	0	0.0%	76	5.0%	20	1.3%	598	39.1%	829	54.3%	5	0.3%	1,528	100.0%
Black/American Indian	0	0.0%	237	9.6%	51	2.1%	936	38.0%	1,230	50.0%	8	0.3%	2,462	100.0%
Hispanic	0	0.0%	160	8.0%	16	0.8%	742	37.0%	1,080	53.9%	5	0.2%	2,003	100.0%
White	2	0.01%	1,682	6.5%	281	1.1%	9,077	35.1%	14,762	57.1%	47	0.2%	25,851	100.0%
Unknown/Other	0	0.0%	40	5.0%	6	0.8%	324	40.8%	423	53.3%	1	0.1%	794	100.0%
Total*	2	0.01%	2,197	6.7%	374	1.1%	11,684	35.8%	18,337	56.1%	66	0.2%	32,660	100.0%

¹ Major Moving Violation (Traffic crime, Class A or B infraction)

² Minor Moving Violation (Class C or D infraction)

*Note: Includes two stops without race of driver. Both stops were Major Moving Violations. These stops are included in the major violation and total columns.

In 2013 only 1% of Traffic Division stops resulted in a search. There are several potential reasons for a search which can roughly be categorized as discretionary searches (the officers involved are making a conscious decision to search the person on the stop) and non-discretionary searches (officers observe the contraband by chance or are required to conduct a search by policy). Examples of discretionary searches include:

- **Consent** – Subject to certain limitations officers are allowed to ask an individual if they may search them as part of an investigation or contact. Traffic Division Officers ask for consent to search in 0.2% of all traffic stops. Officers often ask for consent even if they have probable cause or other legal reasons to search because, if they receive consent, it may protect the search from being excluded from court. This is one reason consent searches are more common than others.
- **Plain View** – While not necessarily a “search”, plain view consists of those instances where an officer observes contraband or other evidence without conducting a search. An example of this might include observing a weapon tucked underneath a seat in a car, if the weapons was visible from outside the vehicle and the officer did not have to intrude on the occupants of the car to observe it. Traffic Division Officers “conducted” (observed evidence in plain view) plain view searches in 0.2% of all traffic stops.
- **Probable Cause** – Officers often conduct searches (or inventories) after making an arrest. Examples of an inventory may include searching an individual prior to booking that person into jail. This is required for the safety of the subject and jail staff. Technically probable cause searches include searching for additional evidence after an officer already has probable cause for an arrest. An example of this might include searching a subject’s pockets for narcotics after the officer observed them selling drugs. Officers conducted probable cause searches in 1.1% of all traffic stops.
- **Weapons Pat Down** – In certain circumstances the courts allow officers to pat a subject down for weapons. The officer does not need consent to conduct this type of search, however, it is limited in scope to areas where an officer might find a weapons (generally this search literally consists of “patting” the pockets, waistband and perhaps sleeves and legs of a subject and does not include reaching into pockets or searching for small items). Officers conducted pat downs in .2% of all traffic stops.

The following table provides demographic breakdowns for the reasons of searches conducted by Traffic Division Officers in 2013:

Table 8. Reasons for Searches of Drivers by Traffic Division (% by Ethnicity/Race)*

Race/Ethnicity	Consent		No Search		Plain View		Probable Cause		Weapons Pat Down		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	20	100.0%	0	0.0%	0	0.0%	0	0.0%	20	100.0%
Asian	3	0.2%	1,517	99.3%	2	0.1%	6	0.4%	0	0.0%	1,528	100.0%
Black/African American	12	0.5%	2,413	98.0%	3	0.1%	30	1.2%	4	0.2%	2,462	100.0%
Hispanic	6	0.3%	1,969	98.3%	8	0.4%	20	1.0%	0	0.0%	2,003	100.0%
White	48	0.2%	25,631	99.1%	47	0.2%	121	0.5%	4	0.0%	25,851	100.0%
Unknown/Other	2	0.3%	789	99.4%	0	0.0%	3	0.4%	0	0.0%	794	100.0%
Total*	71	0.2%	32,341	99.0%	60	0.2%	180	0.6%	8	0.0%	32,660	100.0%

*Note: Two stops missing race of driver, however none of these stops resulted in a search of the driver. These stops were added to the No Search and Total columns.

“Hit rates” represent the percentage of time contraband is found during a stop. They can provide a useful means of comparing the productivity of stops. Ideally, hit rates should be roughly similar between various demographic groups, although small variations may occur. The following table examines hit rates for various types of contraband between different demographic groups.

Table 9. Hit Rates of Stopped Drivers by Traffic Division for all Contraband, Alcohol, Drugs and Weapons¹

Race/Ethnicity	Total Searches	All Contraband		Alcohol		Drugs		Weapons		Contraband Excluding Alcohol	
		Hits	Percent	Hits	Percent	Hits	Percent	Hits	Percent	Hits	Percent
American Indian/Alaskan	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Asian	11	4	36.4%	2	18.2%	4	36.4%	0	0.0%	2	18.2%
Black/African American	49	15	30.6%	6	12.2%	7	14.3%	2	4.1%	9	18.4%
Hispanic	34	11	32.4%	6	17.6%	3	8.8%	0	0.0%	5	14.7%
White	220	90	40.9%	40	18.2%	27	12.3%	3	1.4%	63	28.6%
Unknown/Other	5	1	20.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%
All Non-White ²	99	31	31.3%	14	14.1%	14	14.1%	2	2.0%	17	17.2%
Total³	319	121	37.9%	54	16.9%	41	12.9%	5	1.6%	80	25.1%

¹ Officers can choose between the following results: Alcohol, Drugs, Other, Nothing Found, Stolen Property, and Weapons. Stolen property and others are not included individually but are included in all contraband.

² This category is created by subtracting white driver results from the total and is not unique in the original data set. It includes unknown/other race individuals.

³ Total Searches may not equal search results because multiple items can be recovered in the same search.

PATROL DIVISION

This section examines stops of the drivers of vehicles by Portland Police Bureau Patrol Officers. Patrol encompasses the officers working precincts and specialty units that are in patrol cars responding to calls or in the field. 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. The following table examines the stops of drivers by Patrol Officers:

Table 10. Citywide Race at Stop of Driver (by Patrol Officers)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	122	0.4%
Asian	1,704	4.9%
Black/African American	6,154	17.7%
Hispanic	2,873	8.2%
White	22,536	64.7%
Unknown/Other	1,459	4.2%
Total	34,848	100.0%

The following table provides the reasons for stops of drivers by Patrol Officers. These reasons include:

- City Code Violations - These are not state crimes or infractions, but are ordinances put in place by municipalities.
- Equipment – Examples of this would include having a headlight or taillight out or other issues with the condition of the vehicle.
- License – This would normally include expired tags for a vehicles license plate.
- Major – This includes serious driving offenses such as careless driving, failure to obey a traffic control device (running a red light or stop sign) or other serious traffic violations.
- Minor – This category includes less serious traffic violations such as failing to signal a lane change.
- Other – this category includes anything not covered in one of the above categories.

Generally speaking Minor and Major violations cover about 70% of all Patrol Officer stops and Minor, Major and Equipment violations consist of 90% of Patrol Officer stops. The following table breaks down the reasons for traffic stops by demographic group.

Table 11. Citywide Reasons for Stops of Drivers (Patrol)

Race/Ethnicity	City Code		Equipment		License		Major ¹		Minor ²		Other		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	32	26.2%	10	8.2%	30	24.6%	49	40.2%	1	0.8%	122	100.0%
Asian	2	0.1%	299	17.5%	75	4.4%	597	35.0%	714	41.9%	17	1.0%	1,704	100.0%
Black/African American	23	0.4%	1,330	21.6%	491	8.0%	1,524	24.8%	2,679	43.5%	107	1.7%	6,154	100.0%
Hispanic	7	0.2%	581	20.2%	181	6.3%	820	28.5%	1,232	42.9%	52	1.8%	2,873	100.0%
White	41	0.2%	4,590	20.4%	1,438	6.4%	6,056	26.9%	10,154	45.1%	257	1.1%	22,536	100.0%
Unknown/Other	4	0.3%	235	16.1%	55	3.8%	291	19.9%	719	49.3%	155	10.6%	1,459	100.0%
Total	77	0.2%	7,067	20.3%	2,250	6.5%	9,318	26.7%	15,547	44.6%	589	1.7%	34,848	100.0%

¹ Major Moving Violation (Traffic crime, Class A or B infraction)² Minor Moving Violation (Class C or D infraction)

In 2013 the Portland Police Bureau enlisted the Community Police Relations Committee to help review its stops data collection reporting. One request was for a simplified table reporting the race of individuals searched by Patrol Officers. The following table provides this information:

Table 12. Citywide Race of Searches at Stops of Drivers (Patrol Units)

Race/Ethnicity	Stops Count	Search Count	Stops with Search
American Indian/Alaskan	122	15	12.3%
Asian	1,704	72	4.2%
Black/African American	6,154	916	14.9%
Hispanic	2,873	286	10.0%
White	22,536	1,677	7.4%
Unknown/Other	1,459	69	4.7%
Total	34,848	3,035	8.7%

In 2013 approximately 9% of Patrol Officer stops resulted in a search. There are several potential reasons for a search which can roughly be categorized as discretionary searches (the officers involved are making a conscious decision to search the person on the stop) and non-discretionary searches (officers observe the contraband by chance or are required to conduct a search by policy). Examples of discretionary searches include:

- **Consent** – Subject to certain limitations officers are allowed to ask an individual if they may search them as part of an investigation or contact. Officers ask for consent to search in 5.4% of Patrol officer traffic stops. Officers often ask for consent even if they have probable cause or other legal reasons to search because, if they receive consent, it may protect the search from being excluded from court. This is one reason consent searches are more common than others.
- **Plain View** – While not necessarily a “search”, plain view consists of those instances where an officer observes contraband or other evidence without conducting a search. An example of this might include observing a weapon tucked underneath a seat in a car, if the weapons was visible from outside the vehicle and the officer did not have to intrude on the occupants of the car to observe it. Officers “conducted” plain view searches in 1.2% of Patrol Officer traffic stops.
- **Probable Cause** – Officers often conduct searches (or inventories) after making an arrest. Examples of an inventory may include searching an individual prior to booking that

person into jail. This is required for the safety of the subject and jail staff. Technically probable cause searches include searching for additional evidence after an officer already has probable cause for an arrest. An example of this might include searching a subject's pockets for narcotics after the officer observed them selling drugs. Patrol Officers conducted probable cause searches in 1.6% of all traffic stops.

- **Weapons Pat Down** – In certain circumstances the courts allow officers to pat a subject down for weapons. The officer does not need consent to conduct this type of search, however, it is limited in scope to areas where an officer might find a weapons (generally this search literally consists of “patting” the pockets, waistband and perhaps sleeves and legs of a subject and does not include reaching into pockets or searching for small items). Patrol Officers conducted pat downs in 0.4% of all traffic stops.

The following table provides demographic breakdowns for the reasons of searches conducted by Patrol Officers in 2013:

Table 13. Reasons for Searches of Drivers by Patrol Division (% by Ethnicity/Race)

Race/Ethnicity	Consent		No Search		Plain View		Probable Cause		Weapons Pat Down		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	10	8.2%	107	87.7%	1	0.8%	3	2.5%	1	0.8%	122	100.0%
Asian	41	2.4%	1,632	95.8%	17	1.0%	8	0.5%	6	0.4%	1,704	100.0%
Black/African American	655	10.6%	5,238	85.1%	70	1.1%	153	2.5%	38	0.6%	6,154	100.0%
Hispanic	199	6.9%	2,587	90.0%	27	0.9%	48	1.7%	12	0.4%	2,873	100.0%
White	961	4.3%	20,859	92.6%	287	1.3%	349	1.5%	80	0.4%	22,536	100.0%
Unknown/Other	32	2.2%	1,390	95.3%	12	0.8%	13	0.9%	12	0.8%	1,459	100.0%
Total	1,898	5.4%	31,813	91.3%	414	1.2%	574	1.6%	149	0.4%	34,848	100.0%

“Hit rates” represent the percentage of time contraband is found during a stop. They can provide a useful means of comparing the productivity of stops. Ideally, hit rates should be roughly similar between various demographic groups, although small variations may occur. The following table examines hit rates for various types of contraband between different demographic groups.

Table 14. Hit Rates of Stopped Drivers by Patrol Units for all Contraband, Alcohol, Drugs and Weapons¹

Race/Ethnicity	Total Searches	All Contraband		Alcohol		Drugs		Weapons		Contraband Excluding Alcohol	
		Hits	Percent	Hits	Percent	Hits	Percent	Hits	Percent	Hits	Percent
American Indian/Alaskan	15	8	53.3%	1	6.7%	7	46.7%	3	20.0%	7	46.7%
Asian	72	22	30.6%	4	5.6%	15	20.8%	3	4.2%	18	25.0%
Black/African American	916	312	34.1%	65	7.1%	192	21.0%	41	4.5%	247	27.0%
Hispanic	286	100	35.0%	33	11.5%	47	16.4%	19	6.6%	67	23.4%
White	1,677	649	38.7%	97	5.8%	445	26.5%	81	4.8%	552	32.9%
Unknown/Other	69	23	33.3%	4	5.8%	6	8.7%	1	1.4%	19	27.5%
All Non-White ²	1,358	465	34.2%	107	7.9%	267	19.7%	67	4.9%	358	26.4%
Total³	3,035	1,114	36.7%	204	6.7%	712	23.5%	148	4.9%	910	30.0%

¹ Officers can choose between the following results: Alcohol, Drugs, Other, Nothing Found, Stolen Property, and Weapons. Stolen property and others are not included individually but are included in all contraband.

² This category is created by subtracting white driver results from the total and is not unique in the original data set. It includes unknown/other race individuals.

³ Total Searches may not equal search results because multiple items can be recovered in the same search.

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 Caesar Chavez Boulevard to Gresham for the area south of I-84.



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The following tables examine stops of drivers by Patrol Officers:

Table 15. Central Precinct Race at Stop of Drivers (Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	25	0.3%
Asian	368	4.3%
Black/African American	660	7.8%
Hispanic	484	5.7%
White	6,584	77.7%
Unknown/Other	351	4.1%
Total	8,472	100.0%

Table 16. East Precinct Race at Stop of Drivers (Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	32	0.3%
Asian	821	6.7%
Black/African American	1,926	15.7%
Hispanic	1,147	9.3%
White	7,814	63.7%
Unknown/Other	528	4.3%
Total	12,268	100.0%

Table 17. North Precinct Race at Stop of Drivers (Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	53	0.5%
Asian	396	3.4%
Black/African American	3,205	27.6%
Hispanic	1,015	8.7%
White	6,481	55.7%
Unknown/Other	480	4.1%
Total	11,630	100.0%

PEDESTRIANS

Pedestrians are stopped much less frequently than drivers. In 2013, there were 827 stops of pedestrians compared with over 67,000 traffic stops. The following table examines pedestrian stops by all officers (both Traffic Division and Patrol) in 2013:

Table 18. Citywide Race at Stop of Pedestrians (Traffic & Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	8	1.0%
Asian	25	3.0%
Black/African American	141	17.0%
Hispanic	48	5.8%
White	586	70.9%
Unknown/Other	19	2.3%
Total	827	100.0%

Pedestrians can be stopped for a number of reasons (see previous tables for a description of the reasons). Some violations (such as equipment violations) may seem odd but can be coded because of incident such as stopping bicycles, scooters etc.

Table 19. Citywide Reasons for Stops of Pedestrians

Race/Ethnicity	City Code		Equipment		License		Major ¹		Minor ²		Other		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	2	25.0%	0	0.0%	0	0.0%	0	0.0%	3	37.5%	3	37.5%	8	100.0%
Asian	2	8.0%	2	8.0%	2	8.0%	5	20.0%	13	52.0%	1	4.0%	25	100.0%
Black/American Indian	32	22.7%	10	7.1%	1	0.7%	15	10.6%	54	38.3%	29	20.6%	141	100.0%
Hispanic	10	20.8%	4	8.3%	0	0.0%	8	16.7%	19	39.6%	7	14.6%	48	100.0%
White	103	17.6%	38	6.5%	5	0.9%	129	22.0%	224	38.2%	87	14.8%	586	100.0%
Unknown/Other	1	5.3%	4	21.1%	0	0.0%	0	0.0%	11	57.9%	3	15.8%	19	100.0%
Total	150	18.1%	58	7.0%	8	1.0%	157	19.0%	324	39.2%	130	15.7%	827	100.0%

¹ Major Moving Violation (Traffic crime, Class A or B infraction)

² Minor Moving Violation (Class C or D infraction)

The following table examines pedestrian stops by Patrol:

Table 20. Citywide Race at Stop of Pedestrians (Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	7	1.3%
Asian	11	2.1%
Black/African American	120	22.9%
Hispanic	33	6.3%
White	341	65.1%
Unknown/Other	12	2.3%
Total	524	100.0%

The following table examines pedestrian stops by Traffic:

Table 21. Citywide Race at Stop of Pedestrians (Traffic)		
Race/Ethnicity	Count	Percent
American Indian/Alaskan	1	0.3%
Asian	14	4.6%
Black/African American	21	6.9%
Hispanic	15	5.0%
White	245	80.9%
Unknown/Other	7	2.3%
Total	303	100.0%

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 Caesar Chavez Boulevard to Gresham for the area south of I-84.



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The following tables examine stops of pedestrians by precinct:

Table 22. Central Precinct Race at Stop of Pedestrians (Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	1.1%
Asian	4	2.1%
Black/African American	23	12.1%
Hispanic	12	6.3%
White	144	75.8%
Unknown/Other	5	2.6%
Total	190	100.0%

Table 23. East Precinct Race at Stop of Pedestrians (Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	2	1.3%
Asian	3	2.0%
Black/African American	41	27.5%
Hispanic	11	7.4%
White	89	59.7%
Unknown/Other	3	2.0%
Total	149	100.0%

Table 24. North Precinct Race at Stop of Pedestrians (Patrol)

Race/Ethnicity	Count	Percent
American Indian/Alaskan	3	2.0%
Asian	4	2.7%
Black/African American	43	29.3%
Hispanic	7	4.8%
White	89	60.5%
Unknown/Other	1	0.7%
Total	147	100.0%

THREE-YEAR COMPARISON

The following tables examine changes in the demographic distribution of stops over the last three years. These tables were included as a result of requests made by the Community Police Relations Committee in their review of Portland Police Bureau (PPB) stops data. Please refer to previous sections for definitions and explanations of each type of stop.

Table 25. Citywide Race at Stop of Driver - Traffic & Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	66	0.3%	161	0.2%	142	0.2%
Asian	1,121	4.5%	3,106	4.5%	3,232	4.8%
Black/African American	2,946	11.8%	8,992	13.1%	8,616	12.8%
Hispanic	1,539	6.2%	4,802	7.0%	4,876	7.2%
White	17,943	71.8%	49,377	71.7%	48,387	71.7%
Unknown/Other	1,378	5.5%	2,431	3.5%	2,253	3.3%
Total**	24,993	100.0%	68,869	100.0%	67,506	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

**Five (2011), Two (2012), and Two (2013) stops were missing the race of the driver and are not included in the total.

Table 26. Citywide Race at Stop of Pedestrians - Traffic & Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	10	1.6%	15	1.2%	8	1.0%
Asian	12	2.0%	20	1.7%	25	3.0%
Black/African American	120	19.6%	230	19.0%	141	17.0%
Hispanic	37	6.0%	58	4.8%	48	5.8%
White	410	66.9%	854	70.6%	586	70.9%
Unknown/Other	24	3.9%	32	2.6%	19	2.3%
Total	614**	100.0%	1,209	100.0%	827	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

**Note: Includes one stop without the race of the pedestrian.

Table 27. Citywide Race at Stop of Driver - Traffic (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	18	0.1%	33	0.1%	20	0.1%
Asian	570	4.1%	1,526	4.5%	1,528	4.7%
Black/African American	985	7.1%	2,610	7.7%	2,462	7.5%
Hispanic	670	4.9%	1,810	5.3%	2,003	6.1%
White	10,784	78.3%	27,063	79.8%	25,851	79.2%
Unknown/Other	745	5.4%	865	2.6%	794	2.4%
Total**	13,777	100.0%	33,909	100.0%	32,660	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

**Five (2011), Two (2012), and Two (2013) stops were missing the race of the driver and are included in the total count.

Table 28. Citywide Race at Stop of Driver - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	48	0.4%	128	0.4%	122	0.4%
Asian	551	4.9%	1,580	4.5%	1,704	4.9%
Black/African American	1,961	17.5%	6,382	18.3%	6,154	17.7%
Hispanic	869	7.7%	2,992	8.6%	2,873	8.2%
White	7,159	63.8%	22,314	63.8%	22,536	64.7%
Unknown/Other	633	5.6%	1,566	4.5%	1,459	4.2%
Total	11,221	100.0%	34,962	100.0%	34,848	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 29. Citywide Race at Stop of Pedestrians - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	10	2.1%	13	1.7%	7	1.3%
Asian	10	2.1%	10	1.3%	11	2.1%
Black/African American	107	22.1%	197	25.7%	120	22.9%
Hispanic	32	6.6%	46	6.0%	33	6.3%
White	305	63.0%	479	62.5%	341	65.1%
Unknown/Other	20	4.1%	22	2.9%	12	2.3%
Total	484	100.0%	767	100.0%	524	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 30. Central Precinct Race at Stop of Pedestrians - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	5	2.3%	7	2.5%	2	1.1%
Asian	2	0.9%	3	1.1%	4	2.1%
Black/African American	39	17.6%	42	15.2%	23	12.1%
Hispanic	13	5.9%	12	4.3%	12	6.3%
White	157	71.0%	210	75.8%	144	75.8%
Unknown/Other	5	2.3%	3	1.1%	5	2.6%
Total	221	100.0%	277	100.0%	190	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 31. East Precinct Race at Stop of Pedestrians - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	1	1.1%	4	1.9%	2	1.3%
Asian	3	3.4%	3	1.4%	3	2.0%
Black/African American	17	19.1%	48	22.4%	41	27.5%
Hispanic	4	4.5%	18	8.4%	11	7.4%
White	55	61.8%	130	60.7%	89	59.7%
Unknown/Other	9	10.1%	11	5.1%	3	2.0%
Total	89	100.0%	214	100.0%	149	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 32. North Precinct Race at Stop of Pedestrians - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	2	1.7%	2	1.1%	3	2.0%
Asian	4	3.3%	3	1.6%	4	2.7%
Black/African American	37	30.6%	72	38.3%	43	29.3%
Hispanic	10	8.3%	12	6.4%	7	4.8%
White	63	52.1%	91	48.4%	89	60.5%
Unknown/Other	5	4.1%	8	4.3%	1	0.7%
Total	121	100.0%	188	100.0%	147	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 33. Central Precinct Race at Stop of Drivers - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	6	0.2%	35	0.4%	25	0.3%
Asian	105	4.2%	338	4.0%	368	4.3%
Black/African American	199	7.9%	669	8.0%	660	7.8%
Hispanic	129	5.1%	429	5.1%	484	5.7%
White	1979	78.3%	6,472	77.1%	6,584	77.7%
Unknown/Other	111	4.4%	449	5.4%	351	4.1%
Total	2529	100.0%	8,392	100.0%	8,472	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 34. East Precinct Race at Stop of Drivers - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	16	0.4%	41	0.3%	32	0.3%
Asian	265	7.0%	715	5.7%	821	6.7%
Black/African American	563	14.8%	2,008	16.1%	1,926	15.7%
Hispanic	346	9.1%	1,236	9.9%	1,147	9.3%
White	2402	63.2%	7,985	63.9%	7,814	63.7%
Unknown/Other	210	5.5%	512	4.1%	528	4.3%
Total	3802	100.0%	12,497	100.0%	12,268	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 35. North Precinct Race at Stop of Drivers - Patrol (2011, 2012, 2013)

Race/Ethnicity	2011*		2012		2013	
	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	17	0.5%	42	0.4%	53	0.5%
Asian	110	3.1%	395	3.6%	396	3.4%
Black/African American	1006	28.6%	3,223	29.0%	3,205	27.6%
Hispanic	263	7.5%	1,035	9.3%	1,015	8.7%
White	1873	53.2%	5,954	53.6%	6,481	55.7%
Unknown/Other	250	7.1%	461	4.1%	480	4.1%
Total	3519	100.0%	11,110	100.0%	11,630	100.0%

*Data for 2011 spanned from August 5th to December 31st and may not be comparable.

Table 36. Citywide Hit Rates of Drivers (Traffic & Patrol) Three-Year Comparison

Race/Ethnicity	All Contraband ¹ Hit Percent			Weapons Hit Percent		
	2011 ²	2012	2013	2011 ²	2012	2013
American Indian/Alaskan ³	83.3%	23.1%	53.3%	0.0%	0.0%	20.0%
Asian	35.0%	33.3%	31.3%	5.0%	0.0%	1.2%
Black/African American	29.9%	28.3%	33.6%	4.8%	3.9%	3.9%
Hispanic	29.8%	32.7%	34.1%	3.2%	4.2%	5.9%
White	42.7%	37.9%	39.0%	3.7%	3.6%	4.4%
Unknown/Other	46.5%	28.7%	31.1%	2.3%	1.1%	1.4%
All Non-White ^{4,5}	31.9%	29.3%	33.6%	4.2%	3.6%	4.3%
Total	37.6%	33.7%	36.6%	3.9%	3.6%	4.4%

¹All Contraband category included Alcohol, Drugs, Weapons, Stolen Property and Other.

²Data for 2011 spanned from August 5th to December 31st and may not be comparable.

³Low number of stops result in unstable percentages and may not be comparable.

⁴This category is created by subtracting white driver results from the total and is not unique in the original data set.

⁵This category includes unknown/other race individuals.

Table 37. Citywide Hit Rates of Drivers by Traffic Division Three-Year Comparison

Race/Ethnicity	All Contraband ¹ Hit Percent			Weapons Hit Percent		
	2011 ²	2012	2013	2011 ²	2012	2013
American Indian/Alaskan ³	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Asian	50.0%	14.3%	36.4%	0.0%	0.0%	0.0%
Black/African American	26.3%	33.7%	30.6%	2.6%	1.1%	4.1%
Hispanic	30.4%	46.9%	32.4%	0.0%	6.3%	0.0%
White	53.2%	34.7%	40.9%	0.0%	1.1%	1.4%
Unknown/Other	33.3%	11.1%	20.0%	0.0%	0.0%	0.0%
All Non-White ^{4,5}	31.4%	33.3%	31.3%	1.4%	2.0%	2.0%
Total	45.9%	34.2%	37.9%	0.5%	1.4%	1.6%

¹All Contraband category included Alcohol, Drugs, Weapons, Stolen Property and Other.

²Data for 2011 spanned from August 5th to December 31st and may not be comparable.

³Low number of stops result in unstable percentages and may not be comparable.

⁴This category is created by subtracting white driver results from the total and is not unique in the original data set.

⁵This category includes unknown/other race individuals.

Table 38. Citywide Hit Rates of Drivers by Patrol Units Three-Year Comparison

Race/Ethnicity	All Contraband ¹ Hit Percent			Weapons Hit Percent		
	2011 ²	2012	2013	2011 ²	2012	2013
American Indian/Alaskan ³	75.0%	23.1%	53.3%	0.0%	0.0%	20.0%
Asian	31.3%	37.0%	30.6%	6.3%	0.0%	4.2%
Black/African American	31.0%	28.8%	34.1%	5.1%	4.4%	4.5%
Hispanic	29.7%	31.6%	35.0%	4.0%	3.9%	6.6%
White	39.7%	39.3%	38.7%	4.5%	4.1%	4.8%
Unknown/Other	47.5%	32.1%	33.3%	2.5%	1.3%	1.4%
All Non-White ^{4,5}	32.4%	29.8%	34.2%	4.6%	3.9%	4.9%
Total	36.0%	34.5%	36.7%	4.6%	4.0%	4.9%

¹All Contraband category included Alcohol, Drugs, Weapons, Stolen Property and Other.

²Data for 2011 spanned from August 5th to December 31st and may not be comparable.

³Low number of stops result in unstable percentages and may not be comparable.

⁴This category is created by subtracting white driver results from the total and is not unique in the original data set.

⁵This category includes unknown/other race individuals.

APPENDIX A

TRAFFIC STOP DATA		
CITE NBR:		
CANCEL REASON : 		
SUBMIT		
1. DATA FOR : 		
2. PERCEIVED RACE PRIOR TO STOP UNKNOWN		
3. PERCEIVED GENDER PRIOR TO STOP UNKNOWN		
4. PERCEIVED AGE PRIOR TO STOP UNKNOWN		
5. PERCEIVED MENTAL HEALTH ISSUES PRIOR TO STOP UNKNOWN		
6. PERCEIVED RACE AT STOP 		
7. PERCEIVED GENDER AT STOP 		
8. PERCEIVED AGE AT STOP 		
9. PERCEIVED MENTAL HEALTH ISSUES AT STOP 		
10. REASON FOR STOP (SELECT MOST SERIOUS) 		
11. SEARCH TYPE (DISCRETIONARY) 		
12. RESULTS OF SEARCH		
☐ DRUGS	☐ STOLEN PROPERTY	☐ NOTHING FOUND
☐ ALCOHOL	☐ WEAPON(S)	☐ OTHER
13. NUMBER OF PASSENGERS (EXCLUDING DRIVER) NOTE: Use N/A for Subject Stop 		
14. ACTION TAKEN 		
SUBMIT		

NOTE: Mental health issues associated with the stop and the number of passengers are being added to the SDC mask. This will be effective October, 2014.