PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

4ᵀᴴ QUARTER REPORT 2022

JANUARY 25, 2023

TED WHEELER, MAYOR
CHUCK LOVELL, CHIEF OF POLICE

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EXECUTIVE SUMMARY

- From October 1, 2022 through December 31, 2022, PPB personnel reported stopping 2,598 drivers and pedestrians – a slight increase over the 2,283 stops made last quarter.
  - White subjects accounted for 58% of all stops citywide, followed by Black or African American (21%), Hispanic or Latino (15%), Asian (4%), Middle Eastern (2%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (1%).
  - PPB officers stopped Hispanic or Latino (15% vs. 12%) subjects more than the prior quarter and White (58% vs. 61%) subjects less than the prior quarter.

- Traffic Division officers stopped 353 drivers and 0 pedestrians.
  - White subjects accounted for 70% of all stops citywide, followed by Hispanic or Latino (16%), Black or African American (8%), Asian (5%), Middle Eastern (1%), Native Hawaiian or Other Pacific Islander (less than 1%), and American Indian or Alaskan Native (0%).
  - Traffic Division officers stopped Hispanic or Latino (16% vs. 11%) subjects more than the prior quarter and White (70% vs. 72%) subjects less than the prior quarter.

- Officers from patrol, investigation, and other support divisions completed 2,235 driver stops and 10 pedestrian stops.
  - White subjects accounted for 56% of all stops citywide, followed by Black or African American (23%), Hispanic or Latino (14%), Asian (3%), Middle Eastern (2%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (1%).
  - Officers from patrol, investigative, and other support divisions stopped subjects of different perceived race / ethnic groups at similar rates to the prior quarter.

- 1 percent of individuals contacted had a perceived mental health issue, similar to prior quarters

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.

On June 27, 2018, the PPB transitioned to a new data collection system to meet State reporting requirements outlined in ORS 131.935[1]. Sworn personnel from all divisions use the new Stops system to report information about the stop including perceived demographic characteristics of the stopped individual, the statutory reason for the stop, and the outcome of the stop, including if a search was conducted.

From October 1, 2022 through December 31, 2022, PPB officers recorded 3,052 interactions using the Stops data collection application. Of those reports, 454 records were excluded as a duplicate record, misclassified interaction, or passenger stop, leaving 2,598 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*.

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[1] https://www.oregonlegislature.gov/bills_laws/ors/ors131.html

DATA OVERVIEW

During 79th Legislative Assembly in 2017, the Oregon State Legislature passed HB 2355 which required the Portland Police Bureau to collect specific data related to officer-initiated traffic and pedestrian stops by July 1, 2018. The law required the Bureau, which first began collecting data on officer-initiated traffic and pedestrian stops in 2001, to make some minor adjustments to become compliant with new State standards. The Bureau also took the opportunity to refine and enhance the existing Stops Data Collection (SDC) that was in place since 2011. Some of these adjustments and enhancements are described below.

Modified perceived race and ethnicity options

The State of Oregon Criminal Justice Commission (CJC) mandated several changes to PPB's collection of the perceived race and ethnicity of stopped subjects. Two new race/ethnicity categories were added: Middle Eastern and Native Hawaiian or Other Pacific Islander. The State also mandated that officers assign a named category for each stopped subject, eliminating the use of Other and Unknown categories. PPB officers have been trained to only use their perception of the stopped subject's race and/or ethnicity instead of verbally inquiring. These changes make comparisons to prior reports problematic and difficult.

Pedestrian stop definition

The State of Oregon originally defined a pedestrian stop in the 2017 as "a detention of a pedestrian… not associated with a call for service, when the detention results in a citation, an arrest, or a consensual search." This was a narrower definition than the PPB uses as the Bureau requires a Stops report for all pedestrian interactions, not associated with a call for service, where an officer "reasonably suspects that a person has committed or is about to commit a crime"[2] – regardless of the Stop's outcome. However, the State revised the law in June 2019 to more closely match the Bureau's definition of a stop. Due to the variation in definitions, PPB's self-reported pedestrian stop numbers will be higher than State-generated statistics.

Data accuracy and accountability

Since 2011, the PPB has implemented a notification system to track and alert police personnel of incomplete records. Officers initiating an interaction receive a notification through the CAD system that a report needs to be completed with a "flag" remaining present on the officer's home screen inside the MDT until the report is completed. 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.

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[2] ORS 131.615

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 4th Quarter of 2022, Portland Police personnel stopped 2,598 drivers and pedestrians. Driver stops accounted for 99 percent (2,588) of all analyzed stops.

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

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	13	0.5%
Asian	85	3.3%
Black or African American	544	21.0%
Hispanic or Latino	377	14.6%
Middle Eastern	42	1.6%
Native Hawaiian or Other Pacific Islander	20	0.8%
White	1,507	58.2%
Total	**2,588**	**100.0%**

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

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	0	0.0%
Asian	0	0.0%
Black or African American	2	20.0%
Hispanic or Latino	1	10.0%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	7	70.0%
Total	**10**	**100.0%**

TRAFFIC DIVISION

This section examines drivers and pedestrians stopped by officers assigned to, or working overtime for, 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 fourth quarter of 2022, Traffic officers stopped 353 drivers and 0 pedestrians.

Table 3. Race of Drivers Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	0	0.0%
Asian	16	4.5%
Black or African American	28	7.9%
Hispanic or Latino	58	16.4%
Middle Eastern	3	0.8%
Native Hawaiian or Other Pacific Islander	1	0.3%
White	247	70.0%
Total	**353**	**100.0%**

Table 4. Race of Pedestrians Stopped by Traffic, Citywide

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	0	0.0%
Asian	0	0.0%
Black or African American	0	0.0%
Hispanic or Latino	0	0.0%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	0	0.0%
Total	**0**	**100.0%**

PATROL, INVESTIGATIVE, AND SUPPORT UNITS

Officers assigned to other divisions in the Portland Police Bureau, specifically Patrol, Investigative, and Support Units, 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 October through December 2022, Non-Traffic officers made a total of 2,245 driver and pedestrian stops. Of those individuals stopped, 99 percent (2,235) were driver stops and 1 percent (10) were pedestrian stops.

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

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	13	0.6%
Asian	69	3.1%
Black or African American	516	23.1%
Hispanic or Latino	319	14.3%
Middle Eastern	39	1.7%
Native Hawaiian or Other Pacific Islander	19	0.9%
White	1,260	56.4%
Total	**2,235**	**100.0%**

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

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	0	0.0%
Asian	0	0.0%
Black or African American	2	20.0%
Hispanic or Latino	1	10.0%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	7	70.0%
Total	**10**	**100.0%**

STOP LOCATIONS

The City of Portland is divided into three precincts with each precinct divided into 20 smaller patrol districts.
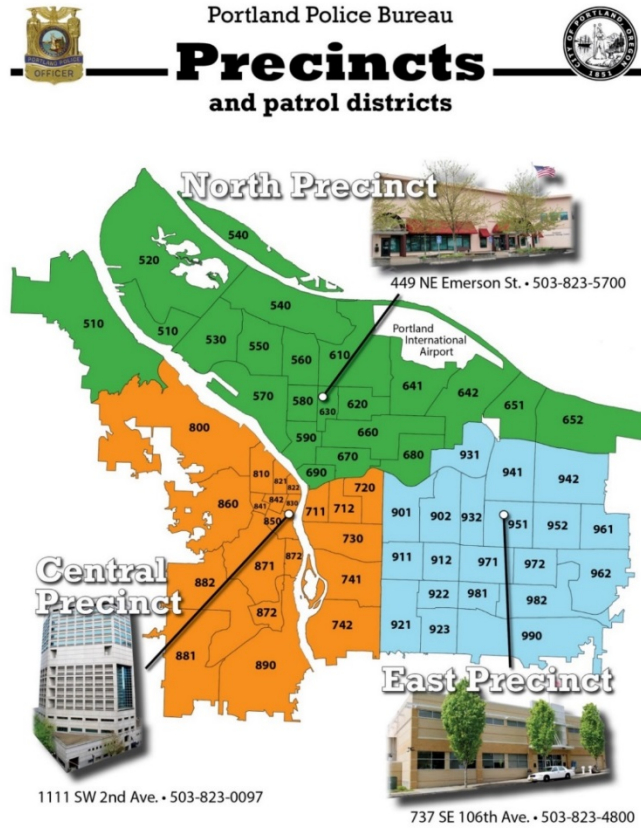
Of the 2,588 driver stops initiated in the 4th Quarter of 2022, 96 percent (2,492) were successfully coded to a location. Of those stops with an identified location, 99 percent (2,458) occurred within Portland.

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

Precinct	Count	Percent
Central Precinct	623	25.0%
East Precinct	1,357	54.5%
North Precinct	478	19.2%
Outside Portland	34	1.4%
Total	**2,492**	**100.0%**

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

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	3	0.5%
Asian	17	2.7%
Black or African American	94	15.1%
Hispanic or Latino	58	9.3%
Middle Eastern	19	3.0%
Native Hawaiian or Other Pacific Islander	6	1.0%
White	426	68.4%
Total	**623**	**100.0%**

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

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	7	0.5%
Asian	52	3.8%
Black or African American	304	22.4%
Hispanic or Latino	221	16.3%
Middle Eastern	18	1.3%
Native Hawaiian or Other Pacific Islander	10	0.7%
White	745	54.9%
Total	**1,357**	**100.0%**

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

Race/Ethnicity	Count	Percent
American Indian or Alaskan Native	3	0.6%
Asian	13	2.7%
Black or African American	129	27.0%
Hispanic or Latino	73	15.3%
Middle Eastern	3	0.6%
Native Hawaiian or Other Pacific Islander	3	0.6%
White	254	53.1%
Total	**478**	**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 4 2022, Portland Police officers stopped 2,612 drivers, passengers and pedestrians[3]. Of this total, there were no perceived mental health issues in 97 percent (2,541) of individuals contacted, perceived mental health issues in 1 percent of individuals contacted (13), and 2 percent (58) 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	357	2	1
Non-Traffic	2,184	11	57
Total	**2,541**	**13**	**58**

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[3] The total population of analysis differs from overall stops report as passengers are included in the analysis of perceived mental health status.