

PORTLAND POLICE BUREAU  
STRATEGIC SERVICES DIVISION

# STOPS DATA COLLECTION

---

1<sup>ST</sup> QUARTER REPORT 2024

APRIL 18, 2024



TED WHEELER, MAYOR  
ROBERT DAY, CHIEF OF POLICE

## TABLE OF CONTENTS

Executive Summary .....	3
Data Source.....	4
Data Overview .....	5
Bureau-Wide Stop Demographics.....	6
Traffic Division .....	7
Patrol, Investigative, and Support Units .....	8
Stop Locations.....	9
Perceived Mental Health Status .....	11

---

## EXECUTIVE SUMMARY

---

- From January 1, 2024 through March 31, 2024, PPB personnel reported stopping 6,405 drivers and pedestrians – a decrease over the 4,699 stops made last quarter.
  - White subjects accounted for 59% of all stops citywide, followed by Black or African American (17%), Hispanic or Latino (15%), Asian (6%), Middle Eastern (2%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (1%).
  - PPB personnel stopped subjects of different perceived race / ethnic groups at similar rates to the prior quarter.
  
- Traffic Division officers stopped 3,121 drivers and 1 pedestrian.
  - White subjects accounted for 63% of all stops citywide, followed by Hispanic or Latino (15%), Black or African American (13%), Asian (6%), Middle Eastern (2%), Native Hawaiian or Other Pacific Islander (less than 1%) and American Indian or Alaskan Native (less than 1%).
  - Traffic Division officers stopped subjects of different perceived race / ethnic groups at similar rates to the prior quarter.
  
- Officers from patrol, investigation, and other support divisions completed 3,275 driver stops and 8 pedestrian stops.
  - White subjects accounted for 56% of all stops citywide, followed by Black or African American (21%), Hispanic or Latino (15%), Asian (5%), Middle Eastern (2%), American Indian or Alaskan Native (1%) and Native Hawaiian or Other Pacific Islander (1%).
  - Officers from patrol, investigative, and other support divisions stopped subjects of different perceived race / ethnic groups at similar rates to the prior quarter.
  
- Less than 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<sup>1</sup>. 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 January 1, 2024 through March 31, 2024, PPB officers recorded 7,165 interactions using the Stops data collection application. Of those reports, 760 records were excluded as a duplicate record, misclassified interaction, or passenger stop, leaving 6,405 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>.

---

<sup>1</sup> [https://www.oregonlegislature.gov/bills\\_laws/ors/ors131.html](https://www.oregonlegislature.gov/bills_laws/ors/ors131.html)

---

## DATA OVERVIEW

---

During 79<sup>th</sup> 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”<sup>2</sup> – 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.

---

<sup>2</sup> 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 1st Quarter of 2024, Portland Police personnel stopped 6,405 drivers and pedestrians. Driver stops accounted for more than 99 percent (6,396) of all reported stops.

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

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	45	0.7%
Asian	373	5.8%
Black or African American	1,078	16.9%
Hispanic or Latino	939	14.7%
Middle Eastern	122	1.9%
Native Hawaiian or Other Pacific Islander	37	0.6%
White	3,802	59.4%
<b>Total</b>	<b>6,396</b>	<b>100.0%</b>

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

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	0	0.0%
Asian	0	0.0%
Black or African American	1	11.1%
Hispanic or Latino	1	11.1%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	7	77.8%
<b>Total</b>	<b>9</b>	<b>100.0%</b>

---

## 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 82<sup>nd</sup> Avenue.

In the first quarter of 2024, Traffic officers stopped 3,121 drivers and 1 pedestrian.

**Table 3. Race of Drivers Stopped by Traffic, Citywide**

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	12	0.4%
Asian	199	6.4%
Black or African American	405	13.0%
Hispanic or Latino	457	14.6%
Middle Eastern	64	2.1%
Native Hawaiian or Other Pacific Islander	13	0.4%
White	1,971	63.2%
<b>Total</b>	<b>3,121</b>	<b>100.0%</b>

**Table 4. Race of Pedestrians Stopped by Traffic, Citywide**

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
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	1	100.0%
<b>Total</b>	<b>1</b>	<b>100.0%</b>

---

## 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, respond to citizen concerns and complaints, and interdict behaviors that can lead to serious injury or fatal collisions in the City of Portland. 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 2024, Non-Traffic officers made a total of 3,283 driver and pedestrian stops. Of those individuals stopped, more than 99 percent (3,275) were driver stops and less than 1 percent (8) were pedestrian stops.

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

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	33	1.0%
Asian	174	5.3%
Black or African American	673	20.5%
Hispanic or Latino	482	14.7%
Middle Eastern	58	1.8%
Native Hawaiian or Other Pacific Islander	24	0.7%
White	1,831	55.9%
<b>Total</b>	<b>3,275</b>	<b>100.0%</b>

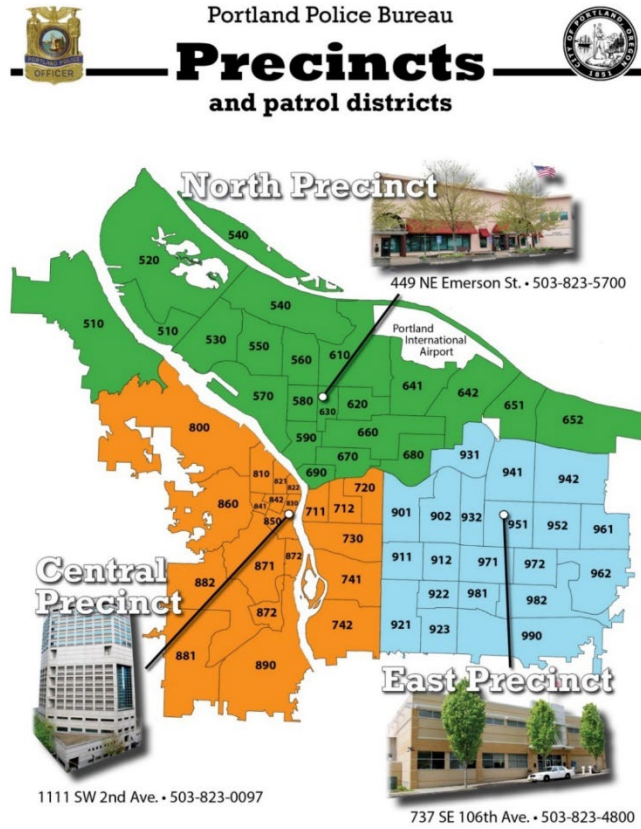
**Table 6. Race of Pedestrians Stopped by Non-Traffic Officers, Citywide**

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	0	0.0%
Asian	0	0.0%
Black or African American	1	12.5%
Hispanic or Latino	1	12.5%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	8	75.0%
<b>Total</b>	<b>8</b>	<b>100.0%</b>



## STOP LOCATIONS

The City of Portland is divided into three precincts with each precinct divided into 20 smaller patrol districts.



Of the 6,396 driver stops initiated in the 1st Quarter of 2024, 93 percent (5,960) were successfully coded to a location. Of those stops with an identified location, 99 percent (5,898) occurred within Portland.

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

Precinct	Count	Percent
Central Precinct	2,230	37.4%
East Precinct	2,095	35.2%
North Precinct	1,573	26.4%
Outside Portland	62	1.0%
<b>Total</b>	<b>5,960</b>	<b>100.0%</b>

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

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	8	0.4%
Asian	159	7.1%
Black or African American	285	12.8%
Hispanic or Latino	265	11.9%
Middle Eastern	61	2.7%
Native Hawaiian or Other Pacific Islander	6	0.3%
White	1,446	64.8%
<b>Total</b>	<b>2,230</b>	<b>100.0%</b>

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

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	12	0.6%
Asian	127	6.1%
Black or African American	430	20.5%
Hispanic or Latino	326	15.6%
Middle Eastern	34	1.6%
Native Hawaiian or Other Pacific Islander	21	1.0%
White	1,145	54.7%
<b>Total</b>	<b>2,095</b>	<b>100.0%</b>

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

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	22	1.4%
Asian	64	4.1%
Black or African American	304	19.3%
Hispanic or Latino	251	16.0%
Middle Eastern	20	1.3%
Native Hawaiian or Other Pacific Islander	8	0.5%
White	904	57.5%
<b>Total</b>	<b>1,573</b>	<b>100.0%</b>

---

**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 of 2024, Portland Police officers stopped 6,435 drivers, passengers and pedestrians<sup>3</sup>. Of this total, there were no perceived mental health issues in 99 percent (6,353) of individuals contacted, perceived mental health issues in less than 1 percent of individuals contacted (27), and 1 percent (55) 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	3,129	16	1
Non-Traffic	3,224	11	54
<b>Total</b>	<b>6,353</b>	<b>27</b>	<b>55</b>

---

<sup>3</sup> The total population of analysis differs from overall stops report as passengers are included in the analysis of perceived mental health status.