

PORTLAND POLICE BUREAU  
STRATEGIC SERVICES DIVISION

# STOPS DATA COLLECTION

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3<sup>RD</sup> QUARTER REPORT 2022

OCTOBER 25, 2022



TED WHEELER, MAYOR  
CHUCK LOVELL, CHIEF OF POLICE

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## EXECUTIVE SUMMARY

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- From July 1, 2022 through September 30, 2022, PPB personnel reported stopping 3,283 drivers and pedestrians – a substantial decrease over the 4,497 stops made last quarter.
  - White subjects accounted for 61% of all stops citywide, followed by Black or African American (20%), Hispanic or Latino (12%), Asian (4%), Middle Eastern (1%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (1%).
  - PPB officers stopped Black or African American (20% vs. 17%) subjects more than the prior quarter and White (61% vs. 64%) subjects less than the prior quarter.
  
- Traffic Division officers stopped 670 drivers and 1 pedestrian.
  - White subjects accounted for 72% of all stops citywide, followed by Hispanic or Latino (11%), Black or African American (9%), Asian (6%), Middle Eastern (1%), Native Hawaiian or Other Pacific Islander (less than 1%), and American Indian or Alaskan Native (less than 1%).
  - Traffic Division officers stopped Hispanic or Latino (11% vs. 14%) subjects more than the prior quarter and White (72% vs. 67%) subjects less than the prior quarter.
  
- Officers from patrol, investigation, and other support divisions completed 2,560 driver stops and 52 pedestrian stops.
  - White subjects accounted for 58% of all stops citywide, followed by Black or African American (22%), Hispanic or Latino (13%), Asian (3%), Middle Eastern (1%), Native Hawaiian or Other Pacific Islander (1%) and American Indian or Alaskan Native (1%).
  - Officers from patrol, investigative, and other support divisions stopped Black or African American (22% vs. 19%) subjects more than the prior quarter and White (58% vs. 64%) subjects less than the prior quarter.
  
- 1 percent of individuals contacted had a perceived mental health issue, similar to prior quarters

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## DATA SOURCE

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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 July 1, 2022 through September 30, 2022, PPB officers recorded 3,890 interactions using the Stops data collection application. Of those reports, 607 records were excluded as a duplicate record, misclassified interaction, or passenger stop, leaving 3,283 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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<sup>1</sup> [https://www.oregonlegislature.gov/bills\\_laws/ors/ors131.html](https://www.oregonlegislature.gov/bills_laws/ors/ors131.html)

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## DATA OVERVIEW

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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.

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<sup>2</sup> ORS 131.615

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## BUREAU-WIDE STOP DEMOGRAPHICS

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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 3rd Quarter of 2022, Portland Police personnel stopped 3,283 drivers and pedestrians. Driver stops accounted for 98 percent (3,230) of all analyzed 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	26	0.8%
Asian	118	3.7%
Black or African American	646	20.0%
Hispanic or Latino	399	12.4%
Middle Eastern	46	1.4%
Native Hawaiian or Other Pacific Islander	29	0.9%
White	1,966	60.9%
<b>Total</b>	<b>3,230</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	2	3.8%
Asian	2	3.8%
Black or African American	1	1.9%
Hispanic or Latino	2	3.8%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	46	86.8%
<b>Total</b>	<b>53</b>	<b>100.0%</b>

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## TRAFFIC DIVISION

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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 third quarter of 2022, Traffic officers stopped 670 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	4	0.6%
Asian	39	5.8%
Black or African American	60	9.0%
Hispanic or Latino	72	10.7%
Middle Eastern	8	1.2%
Native Hawaiian or Other Pacific Islander	4	0.6%
White	483	72.1%
<b>Total</b>	<b>670</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, 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 July through September 2022, Non-Traffic officers made a total of 2,612 driver and pedestrian stops. Of those individuals stopped, 98 percent (2,560) were driver stops and 2 percent (52) 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	22	0.9%
Asian	79	3.1%
Black or African American	586	22.9%
Hispanic or Latino	327	12.8%
Middle Eastern	38	1.5%
Native Hawaiian or Other Pacific Islander	25	1.0%
White	1,483	57.9%
<b>Total</b>	<b>2,560</b>	<b>100.0%</b>

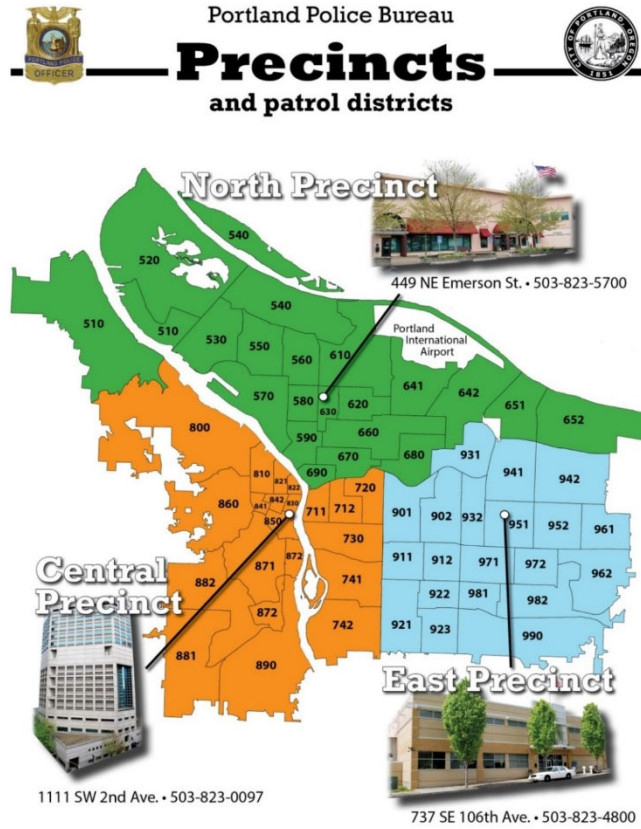
**Table 6. Race of Pedestrians Stopped by Non-Traffic Officers, Citywide**

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percent</b>
American Indian or Alaskan Native	2	3.8%
Asian	2	3.8%
Black or African American	1	1.9%
Hispanic or Latino	2	3.8%
Middle Eastern	0	0.0%
Native Hawaiian or Other Pacific Islander	0	0.0%
White	45	86.5%
<b>Total</b>	<b>52</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 3,230 driver stops initiated in the 3rd Quarter of 2022, 96 percent (3,113) were successfully coded to a location. Of those stops with an identified location, more than 99 percent (3,091) occurred within Portland.

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

Precinct	Count	Percent
Central Precinct	949	30.5%
East Precinct	1,553	49.9%
North Precinct	589	18.9%
Outside Portland	22	0.7%
<b>Total</b>	<b>3,113</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	4	0.4%
Asian	33	3.5%
Black or African American	139	14.6%
Hispanic or Latino	92	9.7%
Middle Eastern	28	3.0%
Native Hawaiian or Other Pacific Islander	4	0.4%
White	649	68.4%
<b>Total</b>	<b>949</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	18	1.2%
Asian	60	3.9%
Black or African American	347	22.3%
Hispanic or Latino	217	14.0%
Middle Eastern	12	0.8%
Native Hawaiian or Other Pacific Islander	15	1.0%
White	884	56.9%
<b>Total</b>	<b>1,553</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	4	0.7%
Asian	18	3.1%
Black or African American	145	24.6%
Hispanic or Latino	74	12.6%
Middle Eastern	4	0.7%
Native Hawaiian or Other Pacific Islander	6	1.0%
White	338	57.4%
<b>Total</b>	<b>589</b>	<b>100.0%</b>

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## PERCEIVED MENTAL HEALTH STATUS

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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 3 2022, Portland Police officers stopped 3,306 drivers, passengers and pedestrians<sup>3</sup>. Of this total, there were no perceived mental health issues in 98 percent (3,230) of individuals contacted, perceived mental health issues in 1 percent of individuals contacted (26), and 2 percent (50) 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	672	8	1
Non-Traffic	2,558	18	49
<b>Total</b>	<b>3,230</b>	<b>26</b>	<b>50</b>

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<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.