

2021 Stops Annual Report Findings

PORTLAND POLICE BUREAU

SEPTEMBER 21, 2022

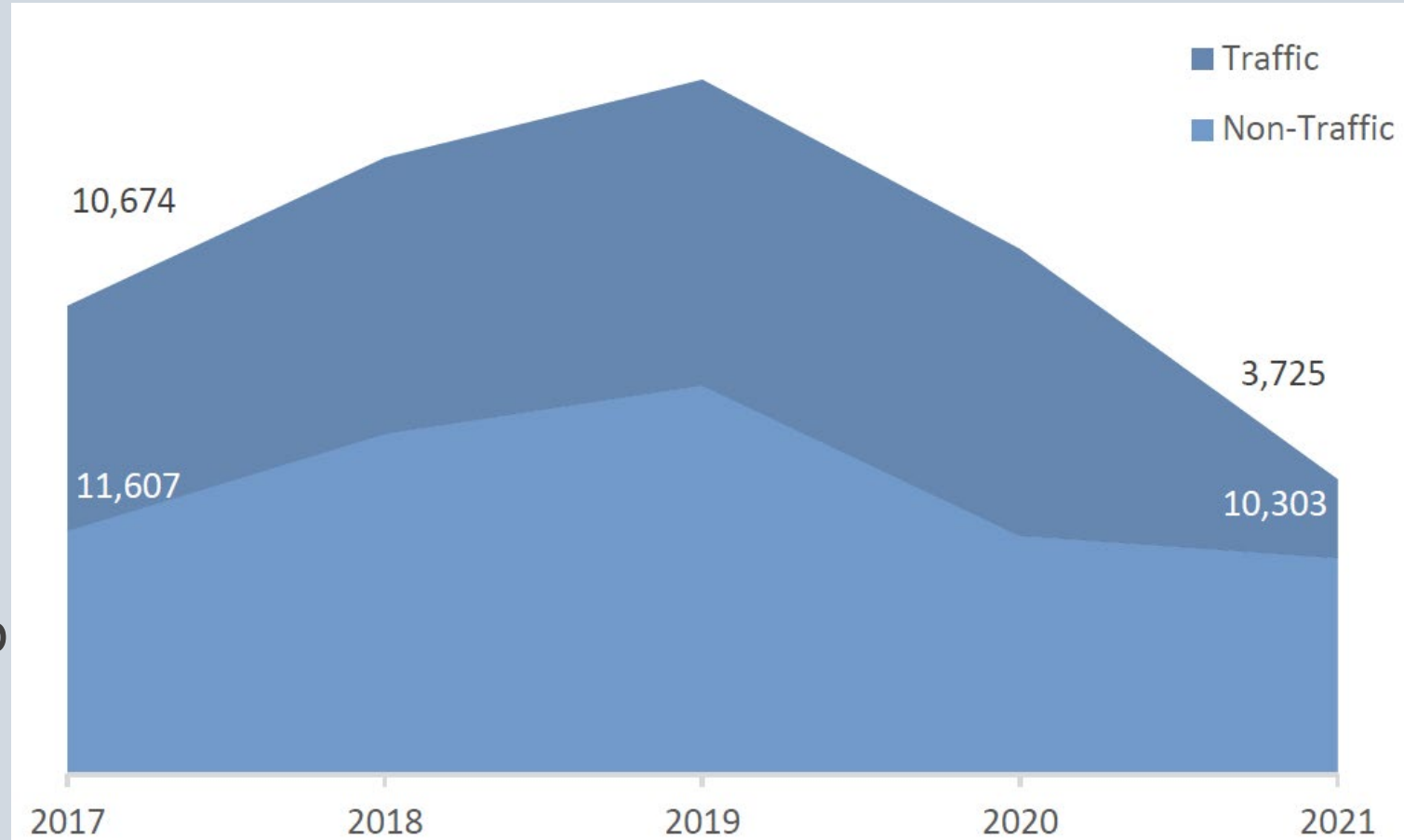
2021 Total Stops

- 14,028 Driver Stops

- 44% decrease over 2020
- 10 Year Low

- Traffic Division Biggest Drop

- On February 4, 2021 Chief Lovell reassigned all traffic patrol personnel (20 officers) to precincts



2021 Stop Demographics – Traffic

- Traffic Stops are compared to the demographics of drivers involved in injury collisions in the City of Portland
- Compared to 2021 Injury Collision statistics, Traffic Officers did not display any differential treatment based on the perceived race of the stopped driver

	Injury Collision Benchmark		2021 Traffic Stops	
	<i>N</i>	%	<i>N</i>	%
American Indian / Alaskan Native	15	1.2%	14	0.4%
Asian	91	7.0%	203	5.4%
Black / African American	195	15.1%	472	12.7%
Hispanic or Latino	152	11.8%	451	12.1%
Middle Eastern	--	--	30	0.8%
Native Hawaiian	3	0.2%	13	0.3%
White	837	64.7%	2,542	68.2%
TOTAL	1,293	100%	3,725	100%

2021 Stop Demographics – Non-Traffic

- Non-Traffic Stops are compared to the demographics of violent crime victims in the City of Portland
- Compared to 2021 Crime Victimization statistics, Non-Traffic Officers did not display any differential treatment based on the perceived race of the stopped driver

	Crime Victim Benchmark		2021 Non-Traffic Stops	
	<i>N</i>	%	<i>N</i>	%
American Indian / Alaskan Native	49	1.0%	47	0.5%
Asian	224	4.4%	402	3.9%
Black / African American	1,004	19.6%	2,037	19.8%
Hispanic or Latino	568	11.1%	1,150	11.2%
Middle Eastern	--	--	149	1.4%
Native Hawaiian	31	0.6%	90	0.9%
White	3,234	63.3%	6,428	62.4%
TOTAL	5,110	100%	10,303	100%

2021 Stop Reasons – Chief’s Direction

- 2020 Stop Results indicated differential stop reasons based on the perceived race / ethnicity of the driver
 - Black / African American drivers significantly more likely to be stopped for Minor Moving or Non-Moving Violations
- On June 22, 2021, Chief Lovell provided guidance on how to potentially reduce disparities while still utilizing traffic stops as an enforcement mechanism:

“I am directing sworn personnel to focus on safety violations and enforcement in high crash corridors (these are determined by PBOT). We need to focus on behaviors that result in serious or fatal crashes, such as speeding, driving while impaired, distracted driving, etc. Stops for non-moving violations or lower level infractions are still allowed, but with an emphasis on safety component or have an actionable investigative factor to it, such as specific suspect information.”

2021 Stop Reasons – Overall Stop Reason

- 98% of all drivers were stopped solely for Traffic Reason
- Non-Traffic Officers significantly more likely to have PC / RS for another crime
- No significant differences between perceived race / ethnic groups

	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only		
	Count	Percent	Count	Percent	Count	Percent	
	Race/Ethnicity						
Traffic	American Indian/Alaskan	14	100.0%	0	0.0%	0	0.0%
	Asian	202	99.5%	1	0.5%	0	0.0%
	Black/African American	472	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	450	99.8%	0	0.0%	1	0.2%
	Middle Eastern	30	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	13	100.0%	0	0.0%	0	0.0%
	White	2,538	99.8%	1	0.0%	3	0.1%
	Total	3,719	99.8%	2	0.1%	4	0.1%
	Non-Traffic	American Indian/Alaskan	46	97.9%	1	2.1%	0
Asian		400	99.5%	2	0.5%	0	0.0%
Black/African American		1,993	97.8%	21	1.0%	23	1.1%
Hispanic or Latino		1,116	97.0%	13	1.1%	21	1.8%
Middle Eastern		149	100.0%	0	0.0%	0	0.0%
Native Hawaiian		88	97.8%	1	1.1%	1	1.1%
White		6,259	97.4%	57	0.9%	112	1.7%
Total		10,051	97.6%	95	0.9%	157	1.5%

2021 Stop Reasons – Traffic Stop Reason

- Overall stop rates for Minor Moving or Non-Moving Violations decreased in 2021

- However, they still represent 35 percent of driver stops

- No significant differences between perceived race / ethnic groups

	Moving Violations				Non-Moving Violations		Non-Traffic Offenses		
	Dangerous		Minor		Count	Percent	Count	Percent	
	Count	Percent	Count	Percent					
Traffic	Race/Ethnicity								
	American Indian/Alaskan	9	64.3%	5	35.7%	0	0.0%	0	0.0%
	Asian	151	74.4%	48	23.6%	4	2.0%	0	0.0%
	Black/African American	355	75.2%	94	19.9%	23	4.9%	0	0.0%
	Hispanic or Latino	359	79.6%	81	18.0%	10	2.2%	1	0.2%
	Middle Eastern	30	100.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	12	92.3%	1	7.7%	0	0.0%	0	0.0%
	White	1,897	74.6%	566	22.3%	72	2.8%	7	0.3%
Total	2,813	75.5%	795	21.3%	109	2.9%	8	0.2%	
Non-Traffic	Race/Ethnicity								
	American Indian/Alaskan	25	53.2%	8	17.0%	14	29.8%	0	0.0%
	Asian	256	63.7%	45	11.2%	101	25.1%	0	0.0%
	Black/African American	1,021	50.1%	231	11.3%	761	37.4%	24	1.2%
	Hispanic or Latino	633	55.0%	135	11.7%	361	31.4%	21	1.8%
	Middle Eastern	111	74.5%	11	7.4%	27	18.1%	0	0.0%
	Native Hawaiian	44	48.9%	15	16.7%	30	33.3%	1	1.1%
	White	3,281	51.0%	711	11.1%	2,316	36.0%	120	1.9%
Total	5,371	52.1%	1,156	11.2%	3,610	35.0%	166	1.6%	

2021 Stop Reasons – Consent Searches

- Black / African American subjects significantly more likely to receive a consent search request

- Similar to findings in 2018, 2019, and 2020

- No significant differences between perceived race / ethnic groups on consent denials

- Similar to findings in 2018, 2019, and 2020 Annual Reports
- Still a concern due to large difference in percentage rate between groups

Race/Ethnicity	Consent Search			
	Requests	Rate	Refusals	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	4	0.7%	2	50.0%
Black/African American	56	2.2%	7	12.5%
Hispanic or Latino	26	1.6%	7	26.9%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	4	3.9%	1	25.0%
White	129	1.4%	26	20.2%
Total	219	1.6%	43	19.6%

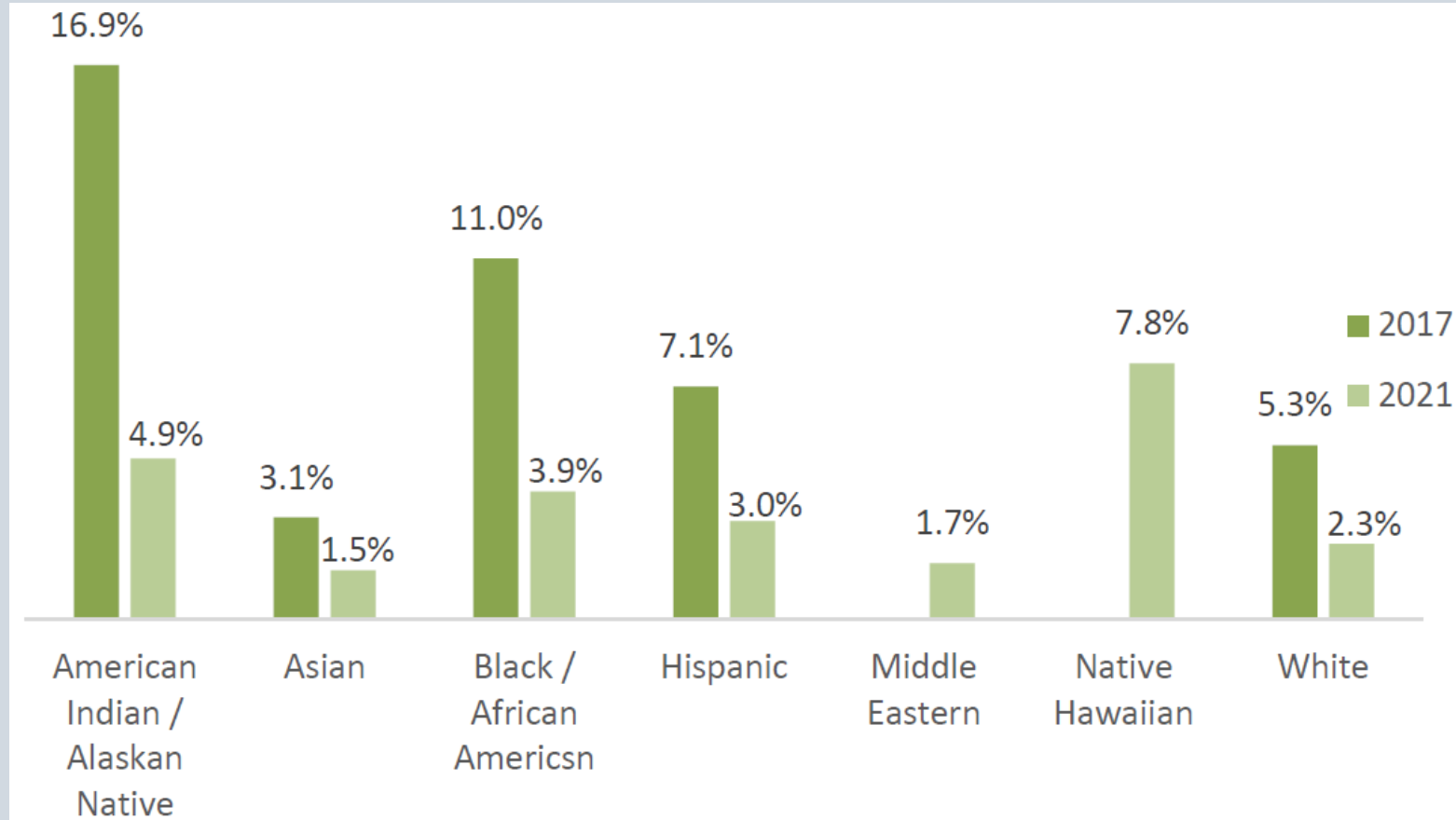
2021 Stop Reasons – Overall Searches

- Officers are searching fewer drivers than ever before

 - 1 out of 37 drivers (2.7%) are searched

- Warrant Exceptions represent majority of searches

- No disparate search rates based on perceived race / ethnicity



2021 Stop Reasons – Stop Disposition

- Traffic Officers are significantly more likely to issue a citation (72.1% vs. 19.2%) while Non-Traffic Officers are significantly more likely to arrest (5.8% vs. 1.6%), warn (68.3% vs. 24.1%), or end the interaction with no enforcement action (5.0% vs. 1.0%)
 - Long term trend that highlights the differing missions of two divisions
- Drivers perceived to be Hispanic or Latino are significantly more likely to receive a citation – regardless of the offense or operational division
 - Echoes some findings seen throughout the State

2021 Stop Reasons – Action Items

1. The overall number of stops initiated due to a Minor Moving or Non-Moving Violation decreased following the Chief's Direction; however, they still represent a large number of stops

Action Item: The current guidance is non-specific and could be interpreted a multitude of ways by Police personnel. The Bureau should consider publishing a specific list of violations that are no longer eligible for stops by Bureau personnel, barring additional safety or investigative components, to further improve the focus on serious driving behaviors.

2021 Stop Reasons – Action Items

2. Black / African American drivers were significantly more likely to be asked to consent to a search and were less likely to deny consent when compared to White drivers.

Action Item: The Portland Police Bureau instituted a new directive in August 2022 that requires officers to inform stopped persons of their right to refuse consent to search and to document in a written, video or audio record that the person gave informed and voluntary consent to search. Subjects are also provided written materials informing community members of their rights to deny searches. Future analyses will investigate the effectiveness of these tools.

2021 Stop Reasons – Action Items

3. Hispanic or Latino drivers were significantly more likely to receive a citation than other drivers, regardless of the stop reason.

Action Item: The Portland Police Bureau should develop additional training and guidance to ensure equitable stop outcomes for drivers perceived to be Hispanic or Latino.