PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

2022 ANNUAL REPORT

JULY 10, 2023

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ITEMS OF NOTE

The following report provides in-depth statistical analysis of the decision points within the traffic & pedestrian stops conducted by the Portland Police Bureau during 2022. This section highlights changes from prior reports and actions the Police Bureau is undertaking to address areas of concern noted within the analysis.

- **Stop Numbers:** Officers from the Portland Police Bureau reported performing 13,654 driver stops across the City in 2022 – a 3 percent decrease over the previous year. The declining trend in stop numbers is expected to end with the partial restaffing of Traffic Division in 2023.

- **Stop Reasons:** In 2022, Portland Police Bureau – and especially Non-Traffic personnel – reported utilizing Non-Moving Violations (38.3%) at a higher rate than in 2021 (34.9%) and nearly equal to 2020 (38.7%). A missing or expired license plate was the primary stop reason among Non-Traffic personnel. Drivers perceived to be Black / African American were significantly more likely to be stopped for a Non-Moving Violation than other perceived racial / ethnic groups.

  Action Item: With the partial restaffing of Traffic Division in May 2023 and the enactment of Senate Bill 1510 (2022) that limited stop reasons for some non-moving offenses, the Bureau should reconsider the communication and guidance previously announced to ensure it aligns with State policy and the enforcement priorities of the City of Portland.

- **Consent Searches:** In 2022, data indicates less than one percent of drivers were asked to consent to a voluntary search – the lowest rate recorded since data collection for this element began in 2018. Additionally, 2022 was the first year where there were no significant differences in the request rate between different perceived racial / ethnic groups of drivers. The impact of the August 4, 2022 enactment of Directive 0650.00 – Search, Seizures, and Inventories on consent searches could not be measured due to compliance issues with the reporting requirements outlined in the directive.

  Action Item: Additional training should be provided to officers to improve understanding of stops data collection and search criteria and to ensure reporting requirements compliance.

- **Stop Disposition:** Non-Moving Offenses were simultaneously predictive of an arrest occurring or no enforcement action at the end of stop when compared to other traffic-based stop reasons. The similar pattern emerged for drivers that were stopped with the probable cause or reasonable suspicion of a non-traffic crime compared to subjects stopped solely for traffic offenses. The dichotomy of outcomes potentially highlight the relative inefficiency of utilizing traffic stops as a criminal prevention and interdiction method as it can lead to cases of mistaken identity or pursuit of false leads.

  Action Item: The use of "pretext" stops – especially those that end with no enforcement action – can undermine the sense of procedural justics and the Bureau should consider providing guidance to reduce the number of stops that end without an enforcement action.

INTRODUCTION

The Portland Police Bureau produces an annual report to increase the transparency of the Bureau's use of stops in contacting members of the community. The data, and subsequent reports, highlight the demographics of people stopped by sworn PPB personnel and how those demographics have changed over time. Additionally, the report examines the discretionary decision making practices of police before, during, and after a stop to identify potential disparities across the bureau and within different operational divisions.

It should be noted that the data contained in this report are not necessarily an accurate proxy to aid in the determination of racial profiling. Instead, these data allow for an examination of disparities in stops between different demographic groups from an empirical standpoint. As such they allow for a more informed community-wide discussion about how best to keep the community safe and how to accomplish this in the most equitable manner possible. Through community and police partnerships, we can identify areas of potential concern, find solutions on ways to reduce racial bias and perceptions of racial bias, and develop new strategies for community policing and accountability.

Background

The Portland Police Bureau has been collecting data on traffic and pedestrian stops since 2001 based on recommendations from the Blue Ribbon Panel on Racial Profiling. From the program's outset, officers were required to log their perceptions of driver/pedestrian race, gender, and general age (minor vs. adult); the reason for the stop; whether a search was conducted, the type of search conducted, and results of the search; and the overall outcome of the stop. The Bureau's stops application automatically connects to the Bureau's computer-aided-dispatch (CAD) and electronic citation (eCite) systems to aid in the accountability of Stops report completion. The newest version of the stops data collection system launched on June 27, 2018. An example of the current Stops application system is provided in Appendix B.

POLICE BUREAU DISPARITY BENCHMARKS

Most discussion on the relative merits of different type of benchmarking strategies, including U.S. Census data, focus on their ability to accurately describe the racial and ethnic characteristics of the population in areas where law enforcement personnel operate (for a more detailed discussion of this topic, please refer to Appendix D). There are other reasons stop patterns may differ in the absence of bias, including the operational mission of officers[1]. Where a unit operates, and who they may come in contact with, can be heavily influenced by their operational goals and objectives. To account for this differential, and how it may affect who is exposed to police activity, the Portland Police Bureau utilizes two different research-supported benchmarks for the different personnel divisions that initiate traffic stops.

TRAFFIC DIVISION BENCHMARK

Academic researchers have identified the demographics of drivers involved in injury collisions as a best-practice for benchmarking traffic stops[2]. Collision statistics are a reasonable proxy of road users because it describes the frequency that drivers are operating a vehicle, increasing their risk of being involved in a collision or being stopped by law enforcement personnel. Injury collision statistics also act as a proxy for driving location, as the most dangerous locations are over-represented in the statistics. The data can also describe the type of driving behavior that might warrant the attention of police – especially when at-fault drivers are included[3]. Finally, the data is an unbiased benchmark because police are required to respond to injury collisions, making it independent of any discretionary behavior that could intentionally, or unintentionally, alter the subject demographics.

Traditionally, officers assigned to the Traffic Division acted as the primary traffic enforcement arm of the Portland Police Bureau. In 2021, that changed on February 4, 2021, when all non-investigative Traffic Officers – a total of 20 officers – were reassigned to precinct-based patrol units. Some of these officers continued working on traffic enforcement missions utilizing overtime to address behaviors of road users, including drivers, bicycle riders, and pedestrians, that might lead to a collision. Officers on traffic patrol spend the majority of their time patrolling the City's High Crash Network where more than half of the City's deadly crashes occur[4]. Many miles of the High Crash Network overlap low-income neighborhoods and communities of color[5], increasing the likelihood that members of those groups could be involved in an injury collision or to be contacted by

Table 1. 2022 Injury Collision Statistics, by Race of Drivers

	2022	
Race/Ethnicity	**Count**	**Percent**
American Indian/Alaskan	6	0.5%
Asian	65	5.1%
Black/African American	187	14.7%
Hispanic	151	11.9%
Native Hawaiian	4	0.3%
White	855	67.4%
Total	**1,268**	**100.0%**

[1] Withrow, B.L., Dailey, J.D., & Jackson, H. (2009). The utility of an internal benchmark strategy in racial profiling surveillance. *Justice Research and Policy, 19,* 19 – 47.
[2] Alpert, G. P., Smith, M.R., Dunham, R.G. (2004). Toward a better benchmark: Assessing the utility of not-at-fault traffic crash data in racial profiling research. *Justice Research and Policy, 6,* 43 – 69.
[3] Withrow, B.L. & Williams, H. (2015). Proposing a benchmark based on vehicle collision data in racial profiling research. *Criminal Justice Review, 40,* 449 – 469.
[4] https://www.portlandoregon.gov/transportation/54892
[5] Portland Bureau of Transportation. (2016). *Vision Zero action plan.* Retrieved from https://www.portlandoregon.gov/transportation/71730

police. The 2022 Injury Collision Benchmark[6] summarizes the identified race / ethnicity of involved drivers[7] in injury collisions investigated by Portland Police Bureau officers[8]. Based on research-indentified best-practices, the Injury Collision Benchmark is used for all stop analyses involving traffic officers, either working a regular shift or on overtime.

NON-TRAFFIC DIVISIONS BENCHMARK

The mission of officers from other Non-Traffic divisions in the Portland Police Bureau, including patrol officers, Neighborhood Response Teams, and other specialty units, primarily relates to the reduction and prevention of violent crime in the City. The average patrol officer does not initiate traffic stops solely based on risky or dangerous driving behavior; rather, they use discretionary traffic stops to contact potential subjects of interest and investigate crimes in addition to reducing injury collisions. As described above, Non-Traffic officers primarily operate in parts of Portland that generate a high volume of 9-1-1 calls (and other calls for service) and have higher levels of violent crime. Utilizing an injury collision benchmark is not appropriate for Non-Traffic officers as it does not adequately describe their mission and population they are serving.

Discerning a race-based benchmark, predicated on crime involvement, is a tricky proposition. Some jurisdictions and researchers[9] have utilized arrest demographics as an internal benchmark for comparison with stopped subject demographics. However, analyses of this sort often fall short as they fail to discern biased behavior when the agency or jurisdiction as a whole is acting in a biased way in all aspects of police work[10]. National[11] and local[12] statistics highlight long standing disparities in the criminal justice system for people of color, particularly African American individuals. Researchers have utilized reports from community members of individuals involved in suspicious activity to benchmark[13]; however, this can also be a biased measure because it incorporates biased behavior from community in regards to race[14].

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[6] The PPB's records management system, RegJIN, does not include "Middle Eastern" as possible racial / ethnic category so the group cannot be included in any benchmark analyses.
[7] RegJIN does not include an indicator if involved drivers were "at-fault", so all drivers are included in the analysis.
[8] An additional 48 drivers involved in injury collisions were classified as "Unknown" in RegJIN. These were excluded from all benchmark totals.
[9] Gelman, A., Kiss, A., & Fagan, J. (2005). *An analysis of the NYPD's stop-and-frisk policy in the context of claims of racial bias.* (Columbia Public Law Research Paper No. 05-95). New York: Columbia University. Retrieved from https://scholarship.law.columbia.edu/faculty_scholarship/1390
[10] Walker, S. (2001). Searching for the denominator: Problems with police traffic stop data and an early warning system solution. *Justice Research and Policy, 3,* 63 – 95.
[11] Puzzanchera, C. (2018). *Juvenile Arrests, 2016*. (Office of Juvenile Justice and Delinquency Prevention National Report Series Bulletin NCJ 251861). Washington, DC: U.S. Department of Justice.
[12] Ferguson, J. (2016). *Racial and ethnic disparities and the relative rate index (RRI): Summary of data in Multnomah County*. Retrieved from http://media.oregonlive.com/portland_impact/other/RRI%20Report%20Final-1.pdf.
[13] Ridgeway, G. (2007). *Analysis of racial disparities in the New York Police Department's stop, question, and frisk practices*. Technical Report TR-534-NYCPF, RAND Corporation.
[14] Beckett, K. (2012). Race, drugs, and law enforcement: Toward equitable policing. *Criminology & Public Policy, 11,* 641 – 653.

Given suspect demographic reporting is unable to escape broader systemic and institutional racism, agencies and researchers have investigated using victims as a proxy to benchmark the population[15]. Not all crime is reported equally – the National Crime Victimization Survey[16] routinely shows that many crimes go unreported each year, however almost all serious violent crimes are reported to law enforcement. Reported victimization can also vary significantly by race (in combination with other factors)[17], however, the seriousness of the crime is consistently found as the strongest predictor of reporting[18]. The 2022 Crime Victimization Benchmark[19] summarizes the profiles of victims of FBI Indexed Crimes – Homicides, Forcible Sex Offenses, Robberies and Aggravated Assaults that occurred in the City of Portland[20] and is used for all stop analyses involving PPB Non-Traffic officers.

Table 2. 2022 Crime Victimization Benchmark, by Race of Victim

	2022	
Race/Ethnicity	**Count**	**Percent**
American Indian/Alaskan	50	1.0%
Asian	226	4.5%
Black/African American	889	17.6%
Hispanic	580	11.5%
Native Hawaiian	39	0.8%
White	3,258	64.6%
Total	**5,042**	**100.0%**

Benchmarking Conclusion

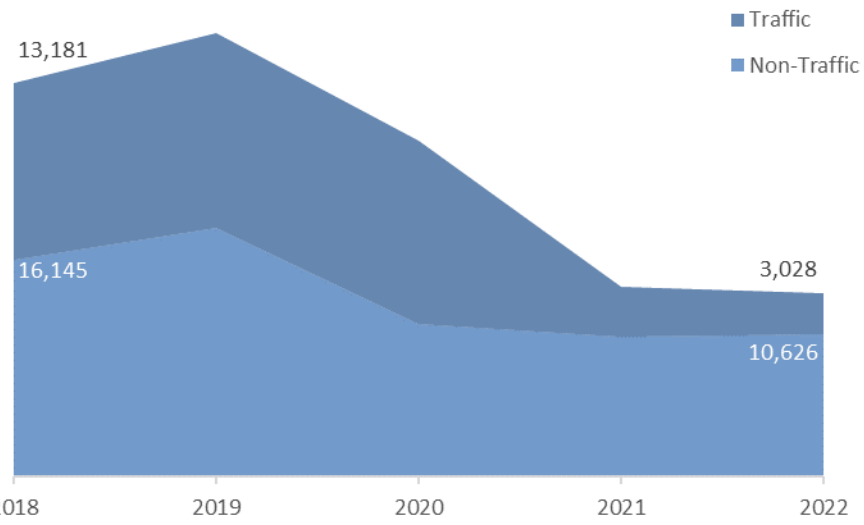
Determining the proper population benchmark is a complicated, but key, step to conduct an analysis of PPB's traffic stops. Using U.S. Census data is generally not advisable due to it being primarily focused on the residential population of an area. Additionally, the data does not account for differential exposure with police while being outdated in a city growing as rapidly as Portland. To account for the differing missions of the PPB, two different benchmarks are utilized: Injury Collision Statistics for Traffic Division officers and Crime Victimization Rates for Non-Traffic officers. Both measures provide a more accurate, less-biased measure of the individuals living, working, commuting, and visiting in areas that officers operate.

[15] Gaines, L.K. (2006). An analysis of traffic stop data in Riverside, California. *Police Quarterly, 9,* 210 – 233.
[16] Morgan, R. E. & Truman, J.L. (2018). *Criminal Victimization, 2017* (NCJ 252472). Washington, DC: Bureau of Justice Statistics. Retrieved from https://www.bjs.gov/index.cfm?ty=pbdetail&iid=6466
[17] Powers, R., Khachatryan, N., & Socia, K. (2018). Reporting victimization to the police: The role of racial dyad and bias motivation. *Policing & Society*, 1 – 17.
[18] Bosick, S.J., Rennison, C.M., Gover, A.R., & Dodge, M. (2012). Reporting violence to the police: Predictors through the life course. *Journal of Criminal Justice, 40*, 441 – 451.
[19] The PPB's records management system, RegJIN, does not include "Middle Eastern" as possible racial / ethnic category so the group cannot be included in any benchmark analyses.
[20] An additional 139 victims were classified as "Unknown" in RegJIN. These were excluded from all benchmark totals.

BUREAU-WIDE STOPS OF DRIVERS

Officers from the Portland Police Bureau reported performing 13,654 driver stops across the City in 2022 – a 3 percent decrease over the previous year and the lowest number of completed stops since the Bureau began reporting Stops data since 2012. Non-Traffic officers reported a slight increase of 2.3 percent in the total number of driver stops in 2022 (10,381 stops in 2021 vs. 10,626 in 2022), whereas the Traffic Division reported an 18.4 percent decrease over 2021 totals (3,712 in 2021 vs. 3,028 in 2022). The decline in the number of stops from the Traffic Division is attributable to reassignment all non-investigative Traffic personnel – a total of 20 officers – to precinct-based patrol units on February 4, 2021. Some Traffic Officers continued working on traffic enforcement missions utilizing overtime and grant money[21]; however, the vast majority of their time is spent responding to calls for service within their particular precincts.

Figure 1. Bureau personnel performed the fewest number of traffic stops since data recording began in 2012.



Within Non-Traffic divisions[22], officers from East Precinct are the most active as they represented about half of all reported traffic stops (51.9%) not performed by the Traffic Division[23]. Additionally, East Precinct personnel perform the highest number of stops across any responsibility unit in the Bureau, doubling the stop output of other precincts[24]. Personnel from the Specialized Resources Division – namely the Focused Intervention Team (FIT) – were the only other unit to conduct a sizeable number of stops in 2022[25].

Table 3. East Precinct personnel performed the most stops across the Bureau.

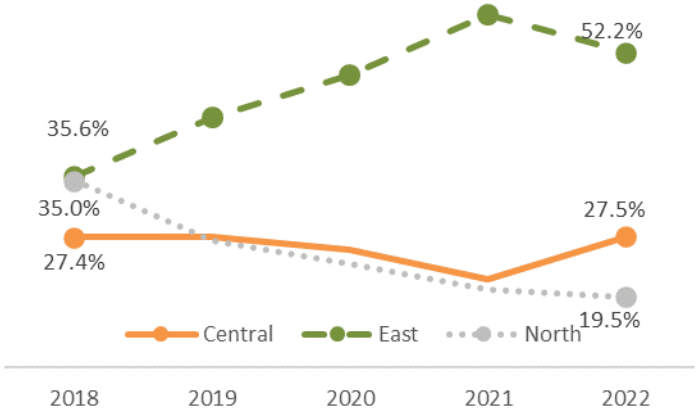
	2022	
Responsibility Unit	**Count**	**Percent**
East Precinct	5,355	40.1%
Traffic Division	3,028	22.7%
Central Precinct	2,560	19.2%
North Precinct	1,679	12.6%
Specialized Resources	710	5.3%
Other Divisions / Units	20	0.1%
Traffic Total	**13,352**	**100%**

[21] Stops made while conducting overtime enforcement missions are attributed to "Traffic Division stops" throughout this report due to their varying mission from regular patrol activities.
[22] Please refer to Appendices J – L for detail precinct results.
[23] A small number of stops – 302 – could not be accurately assigned to a unit at the time the stop occurred and are excluded from all analyses involving operational units.
[24] Analysis of data collected as part of the Stolen Vehicle Operations in East Precinct identified missing Stops reports for 136 additional interactions. Please review Appendix D for a more detailed account of these missing reports.
[25] Please refer to Appendix I for detailed Focused Intervention Team (FIT) analyses.

Stop Locations

Portland Police Bureau officers typically focus on a distinct geographic area during the shift (such as Patrol officers work a particular patrol district or Traffic officers monitoring a High Crash Corridor), but may respond to incidents and initiate stops anywhere in the state. Of the stops with a valid location[26], the majority of driver stops in 2022 occurred in East Precinct, followed by North Precinct and Central Precinct. Officers from two different responsibility units – East Precinct and Specialized Resources Division – perform the majority of their stops in East Precinct while Traffic officers also performed a large proportion of stops in East Precinct. Even though the number of stops inside the borders of East Precinct slightly declined in 2022, it is the only precinct to have shown a significant upward trend over the past five years[27] (35.6% in 2018 vs. 52.3% in 2022). The number of stops in North Precinct (35.6% in 2018 vs. 19.5% in 2022) have seen a significant decrease[28] over the same time frame, whereas Central Precinct has remained steady[29] (27.4% in 2018 vs. 27.9% in 2022). Stop rates for locations outside of Portland have also significantly declined since 2018[30] (2.0% in 2018 vs. 0.8% in 2022).

Figure 2. East Precinct has seen the most driver stops over the past five years.



Stopped Drivers Demographics

Traffic and Non-Traffic officers execute traffic stops of drivers in support of different missions in an overall effort to improve the safety and livability for residents and visitors in Portland. These diverse missions lead officers to concentrate their efforts in different areas of the City, often encountering diverse communities and people during their missions. The differences in missions and the populations encountered make using a single benchmark to discern any potential bias as a Bureau-wide measure difficult; rather different benchmark analyses are used for the broad operation groups of the Portland Police Bureau (Traffic vs. Non-Traffic).

On June 27, 2018, the PPB transitioned to a new data collection application for Stops data to meet new State reporting requirements outlined in ORS 131.935[31]. 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 in June 2018: "Middle Eastern"

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[26] About 6 percent of stops since 2018 cannot have their location verified by the system due to non-standard location entries, such as landmarks or highway ramps, or typographical errors. These stops are excluded from location analyses.

[27] $p < .05$, $r^2 = .79$

[28] $p < .02$, $r^2 = .90$

[29] $p < .56$, $r^2 = .12$

[30] $p < .04$, $r^2 = .81$

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

and "Native Hawaiian or Other Pacific Islander"[32]. The State also mandated that officers assign a named category for each stopped subject, eliminating the use of the "Other" and "Unknown" categories after June 2018. The PPB has not traditionally included this group in quantitative and benchmark comparisons due to low sample sizes and interpretation problems. Additionally, the removal of these groups, along with the addition of two other racial groups, complicate the analysis of long-term trends for all racial groups[33]. Without a systematic way to account for these changes, and acknowledging the utility of long-term trend analysis, the best method is to approach interpretation of results with caution until the new perceived classification system has been active for several years.

Table 4. Racial Demographics of Stopped Drivers, since 2018.

		2018		2019		2020		2021		2022	
	Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	American Indian/Alaskan	16	0.1%	30	0.2%	33	0.2%	14	0.4%	10	0.3%
	Asian	703	5.3%	813	5.6%	678	5.0%	203	5.5%	169	5.6%
	Black/African American	1,392	10.6%	1,630	11.2%	1,714	12.6%	468	12.6%	327	10.8%
	Hispanic or Latino	1,131	8.6%	1,429	9.8%	1,519	11.1%	449	12.1%	395	13.0%
	Middle Eastern*	101	0.8%	182	1.3%	139	1.0%	30	0.8%	43	1.4%
	Native Hawaiian*	48	0.4%	89	0.6%	77	0.6%	13	0.4%	25	0.8%
	White	9,405	71.4%	10,359	71.3%	9,464	69.5%	2,535	68.3%	2,059	68.0%
	Unknown/Other^	385	2.9%	--	--	--	--	--	--	--	--
	Traffic Total	**13,181**	**100%**	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**

		2018		2019		2020		2021		2022	
	Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	American Indian/Alaskan	116	0.7%	125	0.7%	60	0.5%	47	0.5%	74	0.7%
	Asian	752	4.7%	842	4.6%	472	4.2%	405	3.9%	343	3.2%
	Black/African American	3,774	23.4%	4,058	21.9%	2,554	22.5%	2,048	19.7%	2,256	21.2%
	Hispanic or Latino	1,602	9.9%	1,855	10.0%	1,133	10.0%	1,160	11.2%	1,301	12.2%
	Middle Eastern*	123	0.8%	297	1.6%	156	1.4%	150	1.4%	154	1.4%
	Native Hawaiian*	63	0.4%	159	0.9%	104	0.9%	90	0.9%	97	0.9%
	White	9,418	58.3%	11,167	60.4%	6,888	60.6%	6,481	62.4%	6,401	60.2%
	Unknown/Other^	297	1.8%	--	--	--	--	--	--	--	--
	Non-Traffic Total	**16,145**	**100%**	**18,503**	**100%**	**11,367**	**100%**	**10,381**	**100%**	**10,626**	**100%**

* Middle Eastern and Native Hawaiian options were added as an available option on June 27, 2018.

^ Unknown / Other options were removed as an available option on June 27, 2018.

TRAFFIC DIVISION

Officers from the Traffic Division are the primary traffic enforcement arm of the Portland Police Bureau. Officers routinely patrol the High Crash Network[34], Portland's most dangerous streets and intersections for road and sidewalk users, to help prevent road injuries and change user behavior. Traffic officers, in conjunction with the Portland Bureau of Transportation, also perform enforcement missions to support the City's Vision Zero Action Plan, whose goal is to eliminate deaths and serious injuries on Portland streets by 2025. Given the intense focus by Traffic officers

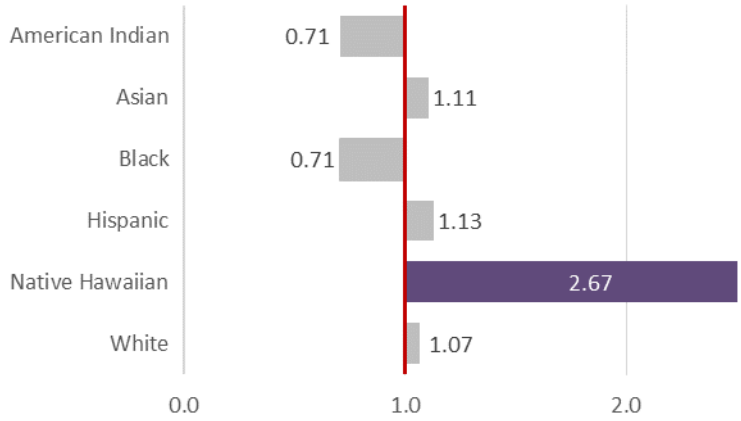
[32] Shortened to "Native Hawaiian" in all tables and charts.

[33] As an example, did a particular perceived racial / ethnic group increase due to a greater number of stops of that population or because people previously categorized as "Unknown" or "Other" were predominantly reclassified as that group?

[34] https://www.portland.gov/transportation/vision-zero/high-crash-network

on driving behavior, the Injury Collision Benchmark (see Table 1) is the best indicator to assess potential biases of officers enforcing traffic laws.

Figure 3. Native Hawaiian or Other Pacific Islander drivers were the only group overrepresented in stops in 2022



The racial demographics of drivers stopped by PPB Traffic officers has significantly changed over the past five years, with officers stopping significantly more[35] Hispanic (8.6% in 2018 vs. 13.0% in 2022) drivers while stopping significantly fewer[36] White drivers (71.4% in 2018 vs. 68.0% in 2022). This trend mirrors the overall demographic patterns in the area, with the Hispanic / Latino resident population growing at a faster rate in the region than White individuals. The stop rate of Black / African American (10.6% in 2018 vs. 10.8% in 2022) drivers have remained statistically steady[37] over the past five years. In 2022, drivers perceived to be Native Hawaiian or Other Pacific Islander were the only group to be stopped at a disparate rate compared to the 2022 Injury Collision Benchmark[38]; however, the group represents less than 1 percent of all performed stops and drivers involved in injury collisions and is susceptible to small-sample size analysis problems. No other groups were over- or under-represented in stops performed by Traffic Officers over the entire year.

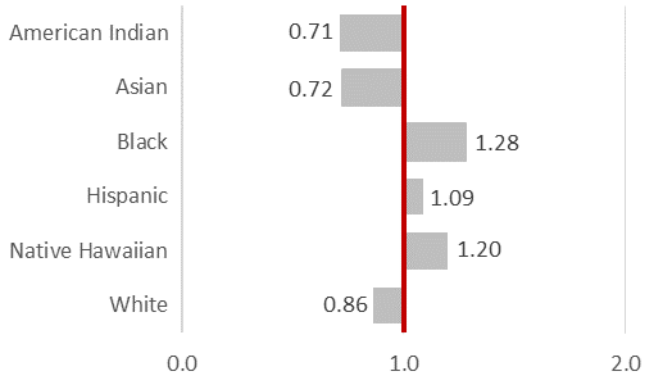
NON-TRAFFIC DIVISIONS

Officers from Non-Traffic divisions – namely, Patrol, investigations, and other support divisions – focus on preventing and responding to criminal activity in the city. By focusing on crime interdiction, officers are likely to spend more time in communities with a high preponderance of violent crime. The Crime Victimization Benchmark[39] (see Table 2) is used as a proxy measure for drivers in these areas, regardless if they are residents, commuters, or visitors to the community.

[35] $p < .001$, $r^2 > .99$
[36] $p < .009$, $r^2 = .93$
[37] $p < .62$, $r^2 = .09$
[38] The Disparity Index compares the proportion of stopped drivers to a benchmark for each racial group. Races with a disparity index greater than 2.0 would indicate a meaningful overrepresentation, while a value below 0.5 would indicate a meaningful underrepresentation of the stopped group.
[39] The benchmark includes all Portland victims of the FBI Indexed Crimes of Homicide, Forcible Sex Offenses, Robbery, and Aggravated Assault.

Non-Traffic divisions have seen slight changes in demographic stop rates over the past five years. Officers have increased the number of stops on drivers perceived to be Hispanic / Latino [40] (9.9% in 2018 vs. 12.2% in 2022) while stopping significantly fewer[41] Asian drivers over the same time frame (4.7% in 2018 vs. 3.2% in 2022). White drivers were stopped slightly more[42] than in prior years (58.3% in 2018 vs. 60.2% in 2022) whereas Black / African American drivers (23.4% in 2018 vs. 21.2% in 2022) were stopped at a slightly lower rate[43]; however, both changes were non-significant. In 2022, no group of drivers based on their perceived race / ethnicity were over- or under-represented in stops performed by Non-Traffic Officers over the entire year when compared to the Crime Victimization Benchmark..

Figure 4. Non-Traffic officers stopped drivers in-line with the Crime Victimization Benchmark in 2022.



Driver Stop Reasons

Differential stop patterns based on the intersection between the driver's perceived race and the severity of the alleged infraction can highlight biased police behavior; specifically, non-White drivers being stopped at a higher rate for more minor infractions can be an indicator of biased policing. A key action of Vision Zero centers on curbing dangerous behaviors that contribute to fatal and serious injury crashes (including speed, impairment, and other dangerous behaviors) through traffic enforcement. Since Non-Moving Violations rarely contribute to fatal and serious injury crashes, they represent a greater portion of an officer's discretionary judgement on whether to initiate a traffic stop.

In the 2020 Annual Report, it was identified that the Bureau exhibited differential stop patterns based on the perceived race of the driver being stopped; specifically, Black / African American drivers were significantly more likely to be stopped for Non-Moving Violations by officers across the Bureau. Given these stops are often executed under the guise of "investigatory" or "pretext" practices[44] – they have been routinely defined as a form of systemic or institutional racism[45] due to their disparate impact echoed in Stops results across the nation. In response to the observed patterns and the reduction of staff available for primary traffic enforcement missions, the Portland Police Bureau announced on June 22, 2021 a change in focus on traffic stops as a way to mitigate the disparities and prioritize traffic enforcement. Specifically, the Chief of Police announced:

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[40] $p < .04$, $r^2 = .80$
[41] $p < .008$, $r^2 = .94$
[42] $p < .25$, $r^2 = .41$
[43] $p < .15$, $r^2 = .56$
[44] Epp, C.R., Maynard-Moody, S., & Haider-Markel, D.P. (2014). *Pulled over: How police stops define race and citizenship.* University of Chicago Press.
[45] Baumgartner, F.R., Epp, D.A., & Shoub, K. (2018). *Suspect citizens: What 20 million traffic stops tells us about policing and race.* Cambridge University Press.

> "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."

Nearly all drivers stopped by Bureau personnel – regardless of division – in 2022 were reported as solely for a traffic offense[46]. Officers reported having probable cause or reasonable suspicion of another crime on only three percent of driver stops. Non-Traffic Officers were significantly more likely to report stopping an individual for some other reason than a traffic offense[47], whereas Traffic Officers almost exclusively only stopped drivers for traffic offenses. Non-Traffic displayed differential stop patterns based on the perceived race of the driver[48], with Black / African American significantly more likely to be stopped for a traffic offense and other crime when compared to White subjects. Additionally, stopped drivers perceived to be Asian were significantly more likely to be stopped only for a traffic offense than Black / African American drivers. Personnel assigned to East Precinct were significantly more likely[49] to stop a subject solely for non-traffic offenses. None of the personnel from any of the three precincts displayed differential stop behaviors based on the perceived race / ethnicity of the subject when compared to White individuals.

Table 5. Nearly all drivers stopped in 2022 were solely for traffic offenses.

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	10	100.0%	0	0.0%	0	0.0%
	Asian	169	100.0%	0	0.0%	0	0.0%
	Black/African American	327	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	395	100.0%	0	0.0%	0	0.0%
	Middle Eastern	43	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	25	100.0%	0	0.0%	0	0.0%
	White	2,057	100.0%	0	0.0%	1	0.0%
	Total	**3,026**	**100.0%**	**0**	**0.0%**	**1**	**0.0%**

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	71	97.3%	2	2.7%	0	0.0%
	Asian	337	98.5%	2	0.6%	3	0.9%
	Black/African American	2,137	94.9%	51	2.3%	65	2.9%
	Hispanic or Latino	1,257	96.6%	15	1.2%	29	2.2%
	Middle Eastern	150	97.4%	0	0.0%	4	2.6%
	Native Hawaiian	93	95.9%	1	1.0%	3	3.1%
	White	6,146	96.1%	81	1.3%	171	2.7%
	Total	**10,191**	**96.0%**	**152**	**1.4%**	**275**	**2.6%**

The majority of driver stops initiated by Portland Police Bureau officers in 2022 were for Dangerous Driving Behaviors (55.9%), the lowest on record across the Bureau. Part of the decline is due to the decrease in stops performed by Traffic Division personnel, as their stop rate for Dangerous Driving Behaviors has always represented at least 75 percent of their stops in a given year. In contrast, Non-Traffic personnel stop for significantly different reasons[50], as less than half of their stops in 2022 were for Dangerous Driving Behaviors (48.3%). Nearly forty percent (38.3%) of their stops were for Non-Moving Offenses. Missing or expired license plates continue to be the predominant stop reason from Non-Traffic personnel (33.2% in 2022). In contrast, Speeding was the primary concern Traffic Officers observed, with only about 5 percent of all stops reserved for some sort of license or tag violation (5.1% in 2022).

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[46] Due to a technical error, the reason for stop was not recorded on 9 stops in 2022. Bureau staff investigated and implemented a patch to prevent this error for future reports.

[47] $x^2 = 124.702, p < .001, df = 2$

[48] $x^2 = 20.269, p < .003, df = 6$

[49] $x^2 = 9.722, p < .05, df = 4$

[50] $x^2 = 586.042, p < .001, df = 6$

The three precincts differed significantly[51] among one another in the reasons they use to stop drivers. East Precinct personnel were significantly more likely to stop an individual for Non-Moving Offenses (50.5%) than either Central (28.5%) or North Precinct (24.7%) personnel. Conversely, the majority of stops performed by Central (59.8%) and North (61.1%) Precincts were for Dangerous Driving Behaviors whereas they only represented a minority of stops from East Precinct (37.5%) personnel. Failure to Obey a Traffic Control Device – such as running a red light or failing to stop at a stop sign – were the number one stop reason among Central (29.1% in 2022) and North Precinct (21.0%) personnel whereas East Precinct personnel were most likely to stop for a missing or expired license plate (44.2%).

Table 6. Non-Traffic Officers were significantly more likely to stop a driver for a Non-Moving Violation or Non-Traffic Offense in 2022.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	5	50.0%	3	30.0%	2	20.0%	0	0.0%
	Asian	154	91.1%	11	6.5%	4	2.4%	0	0.0%
	Black/African American	262	80.1%	41	12.5%	24	7.3%	0	0.0%
	Hispanic or Latino	337	85.3%	41	10.4%	17	4.3%	0	0.0%
	Middle Eastern	37	86.0%	3	7.0%	3	7.0%	0	0.0%
	Native Hawaiian	24	96.0%	1	4.0%	0	0.0%	0	0.0%
	White	1,679	81.5%	248	12.0%	130	6.3%	2	0.1%
	Total	**2,498**	**82.5%**	**348**	**11.5%**	**180**	**5.9%**	**2**	**0.1%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	31	41.9%	8	10.8%	34	45.9%	1	1.4%
	Asian	231	67.3%	38	11.1%	70	20.4%	4	1.2%
	Black/African American	1,058	46.9%	245	10.9%	884	39.2%	69	3.1%
	Hispanic or Latino	695	53.4%	117	9.0%	460	35.4%	29	2.2%
	Middle Eastern	94	61.0%	11	7.1%	45	29.2%	4	2.6%
	Native Hawaiian	60	61.9%	7	7.2%	27	27.8%	3	3.1%
	White	2,962	46.3%	712	11.1%	2,552	39.9%	175	2.7%
	Total	**5,131**	**48.3%**	**1,138**	**10.7%**	**4,072**	**38.3%**	**285**	**2.7%**

Table 7. Specific reasons for stop substantially varied between the two operational divisions.

Traffic		
	Count	Percent
Speeding	1,318	43.5%
Distrracted Driving	813	26.9%
Safety Belt Violations	301	9.9%
Failure to Obey Traffic Control Devices	248	8.2%
Turning Violations	153	5.1%

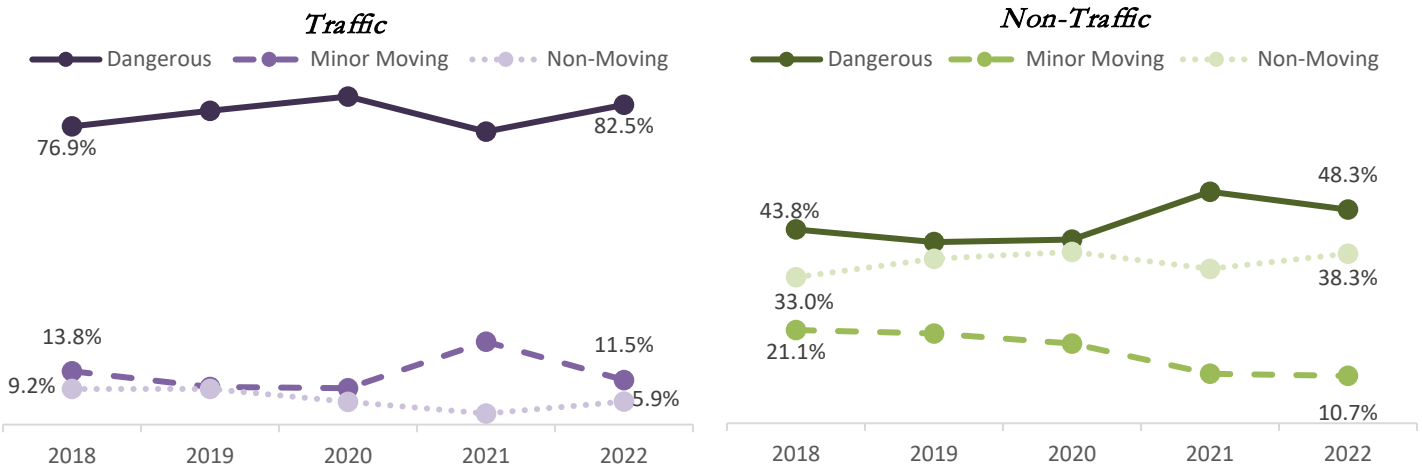
Non-Traffic		
	Count	Percent
Missing or Expired License Plates	3,528	33.2%
Speeding	1,731	16.3%
Failure to Obey Traffic Control Devices	1,673	15.7%
Turning Violations	616	5.8%
Careless / Reckless Driving	455	4.3%

Personnel from patrol, investigative, and support divisions displayed differential stop behavior based on the perceived race of the driver[52]. Drivers perceived to be Black / African American were significantly more likely to be stopped for a Minor or Non-Moving Offense – compared to a Dangerous Driving Behaviors offense – than nearly all other perceived racial / ethnic groups, including White individuals. These differences disappear when examining results at the precinct-level, indicating a broader organization concern with inequitable outcomes – similar to the results discussed in the 2020 Annual Report that prompted the stop reason recommendation changes. The only differential behavior[53] displayed by Traffic Division personnel in 2022 is that drivers perceived to be Asian were significantly more likely

[51] $x^2 = 145.848, p < .001, df = 6$
[52] $x^2 = 145.848, p < .001, df = 6$
[53] $x^2 = 14.210, p < .03, df = 6$

to be stopped for Dangerous Driving Behaviors (91.1%) than either White (81.5%) or Black / African American (80.1%) subjects.

Figure 5. Stops for Non-Moving Violations increased in 2022 despite the request from the Chief's Office



Both operational groups have gradually increased – at a non-significant rate[54] – the number of stops performed for Dangerous Driving Behaviors over the past four-and-a-half years[55], however they have differed as to the reason why. Personnel associated with the Traffic Division has gradually curtailed[56] stops for Non-Moving Offenses (9.2% in 2018 vs. 5.9% in 2022) while Non-Traffic personnel have significantly reduced[57] the rate of stops for Minor Moving Violations (21.1% in 2018 vs. 10.7% in 2022). Officers from Patrol, investigative, and support divisions increased the rate of stops performed for Non-Moving Offenses in 2022 (34.9% in 2021 vs. 38.3% in 2022), nearly equaling the all-time record observed in 2020 (38.7%) prior to the direction to focus on dangerous driving behaviors. Across the entire Bureau, about 42 percent of all stops were initiated for either a Minor Moving or Non-Moving Violations and only two percent of those were paired with the probable cause / reasonable suspicion of another crime. It is not possible to determine if there were any additional safety components or actionable investigative factors that led to these stops without an associated police report.

The June 2021 announcement to change focus of traffic stops had an immediate impact, with analyses showing the intended change in stops reasons. However, since then, the increase in stops for Non-Moving Violations – coupled with the return of significant stop reasons differences across different perceived race / ethnic groups – is a regression of results for 2022. With the partial restaffing of Traffic Division in May 2023 and the enactment of Senate Bill 1510 (2022) that limited stop reasons for some non-moving offenses, the Bureau should reconsider the communication and guidance previously announced to ensure it aligns with State policy and the enforcement priorities of the City of Portland.

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[54] Traffic: $p < .70$, $r^2 = .06$; Non-Traffic: $p < .23$, $r^2 = .44$

[55] The collection of stop violation by specific statute began on June 27, 2018.

[56] $p < .14$, $r^2 = .58$

[57] $p < .02$, $r^2 = .90$

Consent Search Requests

On August 4th, 2022, the Portland Police Bureau enacted a revised version of Directive 0650.00 – Search, Seizures, and Inventories [58] governing the proper documentation of consent searches. This directive was developed, in part, to help address equity concerns identified in prior versions of the Stops Annual Report. This revised directive implemented several new policies as it related to search and seizures, notably requiring personnel to notify a subject of their right to refuse a consent search, to create an audio or video recording of the subject throughout the consent and search process, and to document the entirely of the search – including the reasons for the search – in a police report. To better understand the potential impact the new reporting requirements had on 2022 results, an internal audit was performed to review the compliance with the directive.

From August 4th through the end of the year, PPB officers reported requesting a consent search on 39 traffic stops. Of those 39 events, 6 cases were related to a Field Sobriety Test and did not require a consent search documentation. The other 33 events were referred for supervisory investigations to identify the causes of the reporting deficiencies. The results of those investigations indicated that 30 of the 33 events were mis-entered as a consent search request. In 23% of those events, officers specifically indicated that touchscreen and handheld devices made it easy to accidentally select the wrong response for the consent search question. The results of the investigation also indicated issues with the understanding of what constitutes a search - either with consent or other search criteria -- and how to correctly complete the search questions in the stops app. A final issue identified was the officer assigned to complete the stops data collection was not involved in the entirety of the stop and could not accurately report on whether or not searches occurred.

Taken as a whole, the results of the supervisory investigations indicate that approximately 90 percent of the consent search requests reported after the directive enacement date could be incorrect. This raises concerns about the overall accuracy of data collected through the Stops application and the viability of any findings discerned from the analyses. For the 2022 Annual Report, the analysis uses the data as reported in the application without any modifications. It is not possible to accurately update the data points within the Stops Application based on the results of the supervisory reviews. Consequently, the findings the Consent Search Requests, Search Rates, Contraband Hit Rates, and Stop Outcomes sections of this annual report may be impacted. The Bureau is developing recommendations to address the identified issues to improve the accuracy of data collection for future analysis years. The Bureau should provide additional training to officers to ensure compliance with reporting requirements and improve understanding of search criteria. The Bureau has communicated reminders on directive and consent search requirements to select personnel. Compliance with stops data and consent search reporting requirements will continue to be monitored.

In 2022, less than one percent of drivers were asked to consent to a voluntary search – the lowest rate recorded since data collection for this element began in 2018. Additionally, 2022 was the first year

Table 8. All perceived racial / ethnic groups were asked to consent to a search at approximately the same rate in 2022.

	Consent Search			
Race/Ethnicity	**Requests**	**Rate**	**Refusals**	**Rate**
American Indian/Alaskan	1	0.0%	0	0.0%
Asian	8	0.7%	1	12.5%
Black/African American	25	2.2%	8	32.0%
Hispanic or Latino	21	1.6%	6	28.6%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	1	3.9%	0	0.0%
White	70	1.4%	22	31.4%
Total	**126**	**1.6%**	**37**	**29.4%**

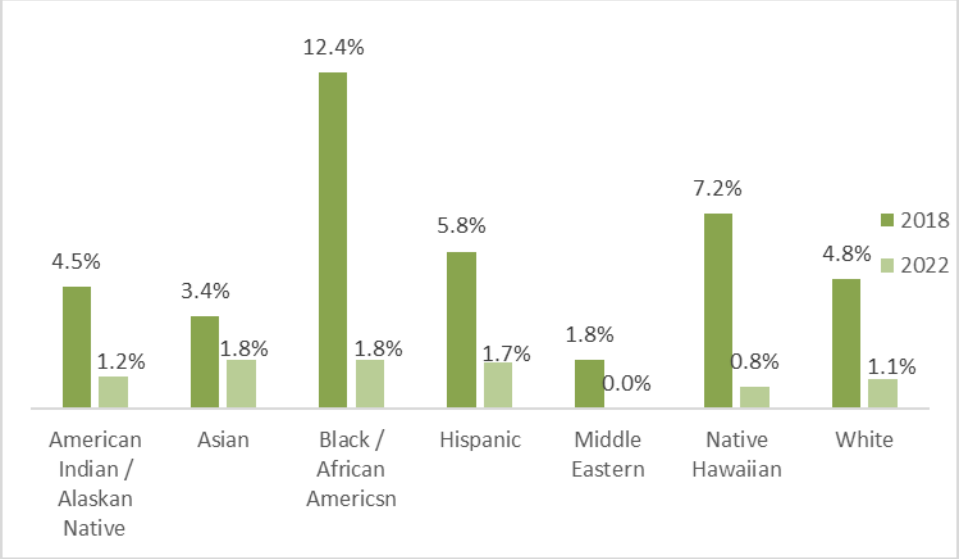
[58] https://www.portlandoregon.gov/police/article/800155

where there were no significant differences[59] in the request rate between different perceived racial / ethnic groups of drivers in the City of Portland. In all prior report years, subjects perceived to be Black / African American were asked at a higher rate than almost all other groups of subjects and especially those identified in-White; however, in 2022 the group had the second-lowest request rate overall. There were no significant differences[60] in the rate that members of different perceived racial / ethnic groups refused to consent to a search, with Black / African American, Hispanic or Latino, and White subjects all denying a search about 30 percent of the time. This is the second straight year with no observed disparities in the denial rate and overall more drivers are denying a consent search now than they did five years ago (16.6% in 2018 vs. 29.4% in 2022).

Search Rates

A common measure for examining bias policing is to examine racial disparities in searches. Police can exercise their discretion in one of two ways during a search—low discretion or high discretion search. In low discretion searches, policy or training dictates the likelihood of a search occurring. For example, if police stop an individual and take custody of them to administer a breathalyzer test, policy would require that the subject be searched for weapons prior to being transported. In high discretion searches, such as consent searches, police officers exercise more judgment in their decision to search. Racial profiling experts maintain that if police overuse high discretion searches on people of color, especially when combined with a lower rate of recovering contraband, it could suggest that police are engaged in biased policing[61].

Figure 6. Search rates have declined for all racial groups 2018.



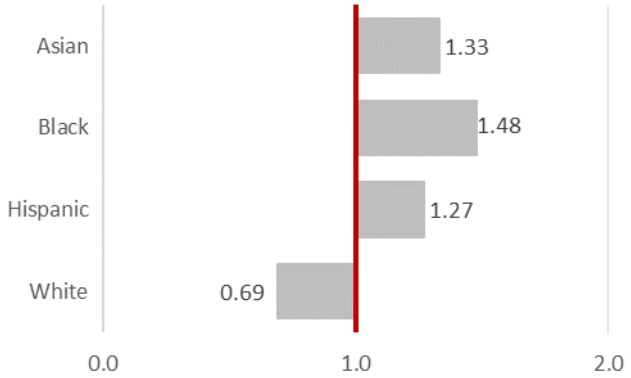
In 2022, approximately 1 out of every 75 stops (1.3% of all stops) performed by Portland Police Bureau on drivers included a discretionary search. Non-Traffic officers perform the bulk of searches associated with driver stops in the Bureau, accounting for about 91 percent of all searches conducted since 2018. The 2022 search rate is the lowest on record for the Portland Police Bureau, primarily due to the significant and consistent decline in overall searches conducted by Non-Traffic officers[62]. The number of searches conducted by Traffic officers have remained nearly stable over the past five

[59] $x^2 = 4.918, p < .18, df = 3$
[60] $x^2 = 0.075, p < .97, df = 2$
[61] Knowles, J., Persico, N., & Todd, P. (2001). Racial bias in motor vehicle searches: Theory and evidence. *Journal of Political Economy, 109.*
[62] $p < .0001, r^2 = .99$

years[63]. Drivers stopped by personnel from the Specialized Resources Division (4.1% discretionary search rate) are significantly more likely[64] to be searched than any other responsibility unit, with the three precincts(Central: 1.5% ; East: 1.3% ; North: 1.2%) and the Traffic Division (0.7%) similar in search rates.

Portland Police Bureau officers showed significant differences[65] at how they searched drivers of different perceived race / ethnicities – but not at concerning disparate rates. Drivers perceived to be White were generally searched less than all other groups in 2022, but no single groups of drivers were searched at an inequitable rate. Historically, Bureau personnel have disparately searched Black / African American drivers; however, this is the second straight year that the search rate for this group has moved closer to the overall search rate of White drivers. The search rate of drivers has declined over the past five years, and none more so than Black / African American drivers. The racial / ethnic group has seen an 85 percent decline in searches over the past five years, a significantly stronger decline[66] than drivers perceived to be Asian, Hispanic or Latino, or White. The results highlight the strong relationship between the number of individuals searched and the observed disparities – namely, the more often Portland Police Bureau personnel utilize discretionary searches, the more likely they are to conduct those searches in a disparate way. The promising results in 2022 cannot be traced back to any particular training, policy, or practice change enacted by the Bureau, so it is difficult to predict whether the changing trend will continue into the future or is now a permanent – and hopeful – staple of Bureau results.

Figure 7. There were no observed disparities in the conducted searches in 2022.



Historically, Consent searches have been the most utilized search type in the Bureau, always representing at least half of all searches conducted. However, for the second straight year, Consent searches (48.6% of all searches in 2022 and 0.7% of all driver stops in 2022) were displaced by Warrant Exception (51.4% of all searches in 2022 and 0.7% of all driver stops in 2022) searches as the top search method[67]. Searches conducted by Non-Traffic Officers were significantly more likely to utilize Consent[68] whereas Traffic Officers were significantly more likely to utilize a Warrant Exception[69]. Non-Traffic officers did not display any differential search patterns based on the

[63] $p < .85$, $r^2 = .01$
[64] $x^2 = 52.554$, $p < .001$, $df = 4$
[65] $x^2 = 8.283$, $p < .05$, $df = 3$
[66] $F = 41.480$, $p < .011$, $df = 3$
[67] Officers can indicate more than one search type per stop.
[68] $x^2 = 5.256$, $p < .03$, $df = 1$
[69] $x^2 = 5.021$, $p < .03$, $df = 1$

perceived race / ethnicity of the subject for either Consent[70] or Warrant Exception[71] searches. There were too few searches conducted in 2022 to conduct any pairwise analyses based on the perceived race / ethnicity of the subject for individuals precincts and responsibility units within the Bureau.

The decline in conducted Consent Searches is likely due – at least in part – to the 2019 Oregon Supreme Court ruling[72] that limited the ability of law enforcement personnel to conduct consent searches during legal stops – unless it was directly related to the reason for the stop or additional information was uncovered during the course of the stop. Bureau personnel received additional training on the updates to case law and were advised to end the formal stop interaction – and therefore, allowing the subject to leave if they wish – prior to requesting a consent search. Despite this guidance, the overall number of consent searches conducted by PPB personnel has only slightly dropped in the past three years. It is unclear if any of these consent search requests are occurring after the stop or if the stopped subjects are accurately perceiving the consent search request – if it occurs after the stop – as a new interaction, thereby giving them the freedom to leave the scene if they wish.

Table 9. Non-Traffic officers are significantly more likely to utilize Consent for a search, whereas Traffic officers are significantly more likely to use a Warrant Exception.

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	0	0.0%	--	--	--	--	--	--
	Black/African American	3	0.8%	0	0.0%	1	33.3%	3	100.0%
	Hispanic or Latino	2	1.3%	1	50.0%	1	50.0%	1	50.0%
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--
	White	15	0.7%	4	26.7%	3	20.0%	11	73.3%
	Total	**20**	**0.8%**	**5**	**25.0%**	**5**	**25.0%**	**15**	**75.0%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	1	6.4%	1	100.0%	0	0.0%	0	0.0%
	Asian	9	2.2%	7	77.8%	1	11.1%	3	33.3%
	Black/African American	44	4.6%	17	38.6%	8	18.2%	22	50.0%
	Hispanic or Latino	26	3.7%	14	53.8%	3	11.5%	12	46.2%
	Middle Eastern	0	2.0%	--	--	--	--	--	--
	Native Hawaiian	1	8.9%	1	100.0%	0	0.0%	0	0.0%
	White	82	2.9%	44	53.7%	7	8.5%	42	51.2%
	Total	**163**	**3.3%**	**84**	**51.5%**	**19**	**11.7%**	**79**	**48.5%**

- NOTE: More than one search type can be utilized and recorded on each interaction

[70] $x^2 = 2.643, p < .27, df = 2$

[71] $x^2 = 0.189, p < .92, df = 2$

[72] Oregon v. Arreola-Botello. 64 Or. 695 (2019).

Contraband Hit Rates

Over the past five years, Portland Police Bureau personnel have become significantly[73] more-effective at uncovering contraband during searches. In 2022, 70 percent of all searches ended with a PPB officer detecting prohibited material, including alcohol, drugs, stolen property, firearms[74], other weapons, and other illegal contraband – up from 37 percent in 2018. The hit rate for both Divisions was nearly identical (Traffic: 70.0% hit rate in 2022 ; Non-Traffic: 69.9% hit rate in 2022) and both divisions have significantly improved hit rates over the past five years[75]. Warrant and Warrant Exceptions searches are the most likely to discover contraband, while Consent searches are the least likely to be successful[76].

Table 10. Consent Searches are the least likely search type to uncover contraband.

	Total Searches	Found Contraband	
Search Type	Count	Count	Percent
Consent	89	53	59.6%
Warrant	24	19	79.2%
Warrant Exception	94	74	78.7%

Table 11. Alcohol is the most commonly uncovered item during driver searches.

	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
Race/Ethnicity	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	1	1	100.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Asian	9	4	44.4%	0	0.0%	2	22.2%	0	0.0%	2	22.2%	0	0.0%	2	22.2%
Black/African American	47	36	76.6%	22	46.8%	8	17.0%	7	14.9%	3	6.4%	1	2.1%	6	12.8%
Hispanic or Latino	28	17	60.7%	7	25.0%	5	17.9%	3	10.7%	3	10.7%	1	3.6%	6	21.4%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
White	97	69	71.1%	28	28.9%	26	26.8%	17	17.5%	4	4.1%	5	5.2%	9	9.3%
Total	**183**	**128**	**69.9%**	**57**	**31.1%**	**42**	**23.0%**	**28**	**15.3%**	**12**	**6.6%**	**7**	**3.8%**	**23**	**12.6%**

The overall hit rates for each perceived racial group have generally increased over the last five years, with American Indian / Alaskan Native, Black / African American and White subjects increasing at a significant rate[77]. The perceived race of the driver is not a significant predictor whether or not contraband will be found as there were no significant differences between the different groups for contraband hit rates[78]. There are also little differences in the found contraband between different perceived race / ethnic groups, with drugs and/or alcohol the most commonly recovered item across nearly all groups.

Stop Outcomes

Stop disposition, or the outcome of the stop, is a common method to assess disparities among stops made by law enforcement personnel on different groups of people in a community. More locally, Portland community members have cited equitable stop outcomes as an important goal. In the 2009 plan to address racial profiling, community members raised concerns that traffic stops that result in no enforcement action can feel like harassment, especially to people of color. Large differences between racial and ethnic groups may imply an unequal impact on a particular race. Additionally, the progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern what role, if any, implicit or explicit racial bias plays in stop disposition. To best account for the multiple decision points that occur within a stop interaction, multiple binary logistic

[73] $p < .006, r^2 = .95$

[74] Previously, firearm recoveries and other weapon recoveries were reported as a singular "weapons" category.

[75] Non-Traffic: $p < .004, r^2 = .96$; Traffic: $p < .05, r^2 = .77$

[76] In prior years, statistical analyses were conducted to determine which search types were statistically significant in uncovering contraband. However, the search type field is now a multiple response variable, making it unsuitable for any statistical analysis between the different categories.

[77] Native: $p < .02, r^2 = .89$; Black: $p < .001, r^2 = .99$; White: $p < .02, r^2 = .89$

[78] $x^2 = 1.815, p < .40, df = 2$

regressions were run on stop disposition to better understand how perceived race, stop reason, search results, and the interactions between those variables, can contribute to the officer's decision to cite or arrest an individual.

The largest number of driver stops performed by PPB sworn personnel in 2022 (58.3%) resulted in a warning issued to the vehicle operator. Interactions ending with a Cite-in-Lieu of an arrest have significantly increased[79] over past the five years, while warnings and stops ending without an enforcement action have also increased over the past five years – although at non-significant rates[80]. Citations are the only disposition type to have declined over the past five years – although at a non-significant rate[81]. These changes in the long-term trends can generally be explained by the shifting workload across the Bureau and the general decline of the Traffic Division. In 2022 – as in prior years, the final disposition of the stop varies significantly[82] based on the organization unit making the stop, with Traffic officers significantly more likely to dispense a citation and Non-Traffic more likely to use every other disposition type.

Figure 8. Traffic officers end most of their interactions with a citation, while Non-Traffic officers mainly issue warnings.

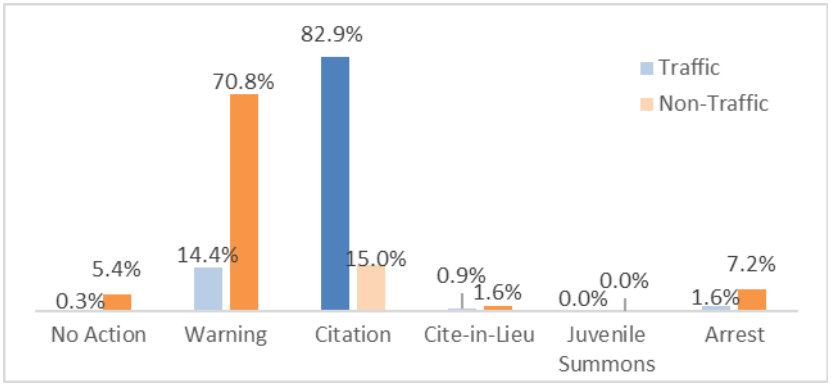


Table 12. Non-Traffic officers are significantly more likely to arrest a stopped driver while Traffic officers are significantly more likely to issue a citation.

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	10	0.3%	1	10.0%	3	30.0%	4	40.0%	1	10.0%	0	0.0%	1	10.0%
	Asian	169	5.6%	0	0.0%	19	11.2%	145	85.8%	5	3.0%	0	0.0%	0	0.0%
	Black/African American	327	10.8%	1	0.3%	44	13.5%	274	83.8%	5	1.5%	0	0.0%	3	0.9%
	Hispanic or Latino	395	13.0%	1	0.3%	57	14.4%	323	81.8%	2	0.5%	0	0.0%	12	3.0%
	Middle Eastern	43	1.4%	0	0.0%	6	14.0%	37	86.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	25	0.8%	0	0.0%	1	4.0%	23	92.0%	1	4.0%	0	0.0%	0	0.0%
	White	2,059	68.0%	6	0.3%	306	14.9%	1,703	82.7%	13	0.6%	0	0.0%	31	1.5%
	Total	**3,028**	**100.0%**	**9**	**0.3%**	**436**	**14.4%**	**2,509**	**82.9%**	**27**	**0.9%**	**0**	**0.0%**	**47**	**1.6%**

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	74	0.7%	7	9.5%	42	56.8%	8	10.8%	4	5.4%	0	0.0%	13	17.6%
	Asian	343	3.2%	11	3.2%	254	74.1%	62	18.1%	3	0.9%	0	0.0%	13	3.8%
	Black/African American	2,256	21.2%	88	3.9%	1,700	75.4%	240	10.6%	39	1.7%	1	0.0%	188	8.3%
	Hispanic or Latino	1,301	12.2%	57	4.4%	958	73.6%	182	14.0%	21	1.6%	0	0.0%	83	6.4%
	Middle Eastern	154	1.4%	9	5.8%	117	76.0%	24	15.6%	1	0.6%	0	0.0%	3	1.9%
	Native Hawaiian	97	0.9%	6	6.2%	62	63.9%	18	18.6%	1	1.0%	0	0.0%	10	10.3%
	White	6,401	60.2%	398	6.2%	4,393	68.6%	1,056	16.5%	98	1.5%	1	0.0%	455	7.1%
	Total	**10,626**	**100.0%**	**576**	**5.4%**	**7,526**	**70.8%**	**1,590**	**15.0%**	**167**	**1.6%**	**2**	**0.0%**	**765**	**7.2%**

Historically, subjects that were discovered to have contraband after a search were the strongest – and often sole – predictor if a driver was arrested by Non-Traffic Officers at the end of a stop. However, this was not the case in 2022 as being found with contraband was not a significant

[79] $p < .03$, $r^2 = .85$

[80] Warnings: $p < .17$, $r^2 = .52$; No Enforcement Action: $p < .09$, $r^2 = .68$

[81] $p < .14$, $r^2 = .57$

[82] $x^2 = 5276.043$, $p < .001$, $df = 4$

predictor[83] of who was arrested by Non-Traffic officers[84] in a simple-effects model. The only significant predictor of arrest –when accounting for the race of the driver, if probable cause or reasonable suspicion for another crime was present, and the search outcome – was the negative influence of being stopped for a Non-Moving Offense[85]. Substantively, this means that individuals pulled over for a Non-Moving Offenses were significantly less likely to be arrested than drivers stopped for other reasons. Being stopped for a Minor Moving Offense[86], Non-Moving Offense[87], or the probable cause or reasonable suspicion for another crime[88] were significant predictors of an arrest when no search occurred during the interaction[89]. For stops where the subject was not arrested and released from the scene without a warning or citation[90], subjects that were stopped with the probable cause or reasonable suspicion of another crime[91] or for a Non-Moving Offense[92] were significantly more likely to not receive a warning or citation. Additionally, subjects perceived to be Black / African American[93] or Hispanic or Latino[94] were significantly more likely to receive a warning or citation than their White counterparts.

Combined, these complicated and somewhat contradictory results highlight the complex nature of utilizing traffic stops as an crime interdiction and investigation mechanism. In 2022, Non-Moving Offenses were simultaneously predictive of an arrest occurring or no enforcement action at the end of stop when compared to other traffic-based stop reasons. The similar pattern emerged for drivers that were stopped with the probable cause or reasonable suspicion of a non-traffic crime compared to subjects stopped solely for traffic offenses. This dichotomy highlights the relative inefficiency of utilizing traffic stops as a "pretext" to potentially contact individuals connected to criminal activity. Additionally, the reported increase in the utilization of Non-Moving Offenses in traffic stops has lead to a return in racial disparities of stop reasons in 2022. Coupled together, the use of "pretext" stops along with the significantly differently deployment of traffic stop reasons by Bureau personnel can undermine the sense of procedural justice and police legitimacy that the community lends to its' law enforcement personnel[95]. The Bureau should consider providing guidance to reduce the number of stops that end without an enforcement action.

The limited number of stops performed by Traffic Officers in 2022 preclude comprehensive statistical analysis on all outcomes except the decision to issue a citation vs. a warning or no enforcement[96]. Overall, a simple-effects model revealed the Traffic Officers were much significantly more likely to issue a citation when the driver committed a Dangerous Driving Behavior[97]. No other

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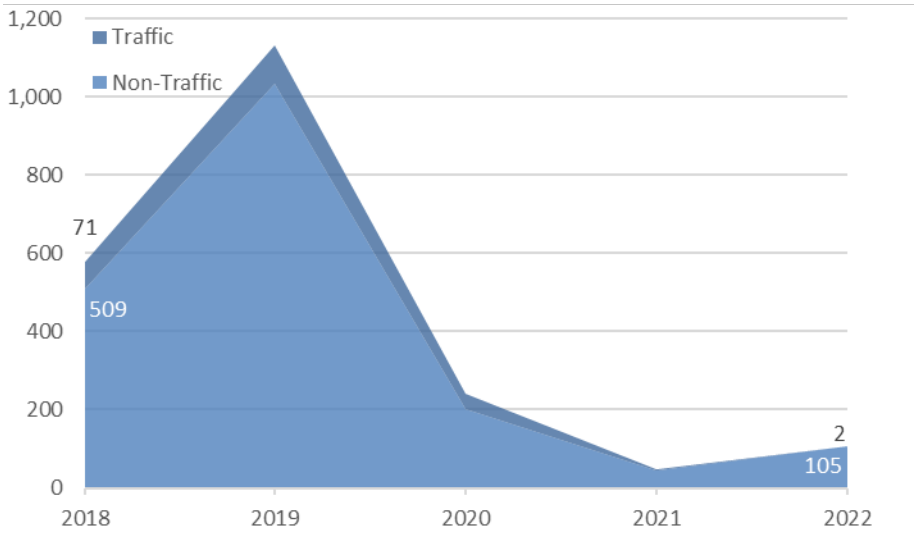
[83] *Wald = 3.286, B = 0.707, p < .08*
[84] Omnibus Test: $x^2 = 14.767$, $p < .03$, $df = 6$, $r^2 = .128$
[85] *Wald = 8.079, B = -1.163, p < .005*
[86] *Wald = 5.278, B = 0.282, p < .03*
[87] *Wald = 4.623, B = 0.177, p < .04*
[88] *Wald = 248.199, B = 1.874, p < .001*
[89] Omnibus Test: $x^2 = 205.953$, $p < .001$, $df = 5$, $r^2 = .049$
[90] Omnibus Test: $x^2 = 184.894$, $p < .001$, $df = 6$, $r^2 = .056$
[91] *Wald = 201.295, B = 2.077, p < .001*
[92] *Wald = 6.473, B = 0.241, p < .02*
[93] *Wald = 18.307, B = -0.526, p < .001*
[94] *Wald = 5.719, B = -0.352, p < .02*
[95] Blanks, J. (2016). Thin blue lies: How pretextual stops undermine police legitimacy. *Case Western Law Review, 66,* 931-946.
[96] Omnibus Test: $x^2 = 65.938$, $p < .001$, $df = 6$, $r^2 = .039$
[97] *Wald = 51.569, B = 0.983, p < .001*

variable -- including the perceived race / ethnicity of the driver – were predictive of a citation in 2022. Last year, subjects perceived to be Hispanic or Latino were found to be significantly more likely to receive a citation than other groups of drivers and those findings are not replicated in this year's annual report.

BUREAU-WIDE STOPS OF PEDESTRIANS

In 2022, Portland Police Bureau officers reported stopping 107 pedestrians[98] - a 127 percent increase over the prior year. After reaching an all-time low in 2021, the Bureau increased the number of pedestrian stops for the first time three years. The gain is exclusively due to Non-Traffic officers, as Traffic personnel reduced the total number of pedestrian stops completed in 2022 when compared to 2021.

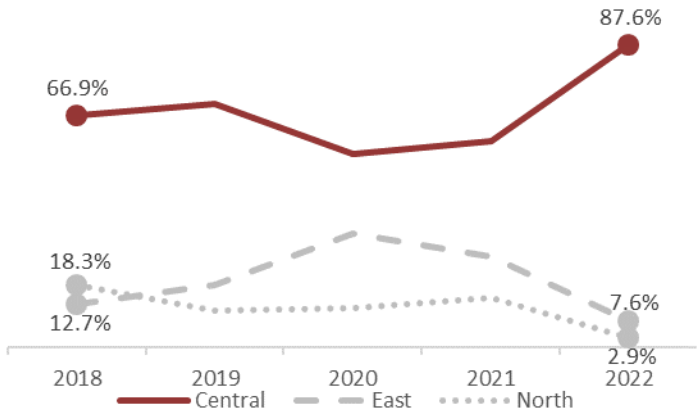
Figure 9. Pedestrian stops increased by 127 percent in 2022.



Stop Locations

Central Precinct is the primary location for pedestrian stops completed by PPB officers in the City of Portland. For the past five years, the largest number of pedestrian stops occurred in the Precinct and it has accounted for a majority of the stops over the past four years. The precinct encompasses a number of highly-trafficked pedestrian-friendly areas, including Downtown, SE Hawthorne Blvd., and NW 23rd St., where sworn personnel are more likely to encounter people walking in the area.

Figure 10. Central Precinct has been the primary location for pedestrian stops over the past five years



[98] All "pedestrian" analyses also include stops of subjects on a bicycle.

Stopped Pedestrian Demographics

Portland Police Bureau officers contact pedestrians in support of the broad operational mission for their divisions, namely road safety for Traffic officers and crime response and prevention for Non-Traffic officers. However, it is more difficult to determine the appropriate benchmark for comparison to stop demographic statistics as there is no commonly utilized measure in academic literature. Population demographics from the decennial Census and associated products (such as the American Community Survey) do not account for visitors, commuters, and houseless individuals in the area, which can be especially problematic since people of color are more likely to utilize public transportation or walk to commute to work (see Appendix D). The small number of pedestrian stops proves problematic as the stopped individuals are not likely to be a random sampling across a city or precinct and be heavily weighted by officers that patrol more pedestrian-friendly districts. Due to these methodological challenges, no disparity analysis was conducted on pedestrian stops.

Table 13. Pedestrian stop rates for perceived racial / ethnic groups has remained steady over the last five years.

		2018		2019		2020		2021		2022	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	2	2.8%	1	1.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	4	5.6%	3	3.1%	2	5.3%	0	0.0%	0	0.0%
	Black/African American	7	9.9%	7	7.2%	9	23.7%	0	0.0%	0	0.0%
	Hispanic or Latino	1	1.4%	2	2.1%	2	5.3%	0	0.0%	0	0.0%
	Middle Eastern*	0	0.0%	2	2.1%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian*	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	56	78.9%	82	84.5%	25	65.8%	4	100.0%	2	100.0%
	Unknown/Other^	1	1.4%	--	--	--	--	--	--	--	--
	Traffic Total	**71**	**100%**	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**

		2018		2019		2020		2021		2022	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	13	2.6%	23	2.2%	4	2.0%	2	4.7%	4	3.8%
	Asian	8	1.6%	10	1.0%	1	0.5%	0	0.0%	2	1.9%
	Black/African American	89	17.5%	171	16.5%	37	18.2%	8	18.6%	5	4.8%
	Hispanic or Latino	29	5.7%	62	6.0%	12	5.9%	2	4.7%	11	10.5%
	Middle Eastern*	3	0.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian*	3	0.6%	4	0.4%	1	0.5%	0	0.0%	0	0.0%
	White	363	71.3%	764	73.9%	148	72.9%	31	72.1%	83	79.0%
	Unknown/Other^	1	0.2%	--	--	--	--	--	--	--	--
	Non-Traffic Total	**509**	**100%**	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**

* Middle Eastern and Native Hawaiian options were added as an available option on June 27, 2018.

^ Unknown / Other options were removed as an available option on June 27, 2018.

Across all divisions, there have been virtually no changes in the stop demographics of pedestrians over the last five years. No perceived racial / ethnic group significantly increased, or decreased, over the time period. Pedestrians perceived to be White (79.4% in 2022) have consistently been the most stopped group, with Hispanic or Latino (10.3%) the second most stopped group in 2022, followed by Black / African Americans (4.7%) pedestrians. No other perceived group has represented more than 5 percent of all pedestrian stops over the past five years. The limited number of pedestrian stops prevented any inferential statistical analysis based on the demographics of the stopped pedestrian.

Pedestrian Stop Reasons

In 2022, a plurality of pedestrians (49.5%) were stopped based on the reasonable suspicion or probably cause of their involvement for another crime without an accompanying traffic violation. This is significantly different[99] than the reasons given for driver stops and highlights the varying purpose of pedestrian stops. Historically, PPB officers have always stopped pedestrians at a higher rate for Non-Traffic offenses. By their very nature, pedestrian stops are often focused on apprehending and identifying known or suspected suspects because without the aid of a moving motor vehicle, individuals are more easily identified. No additional analyses could be conducted on the stop reasons for pedestrians – including disaggregation by race and organizational unit – due to a limited sample size.

Table 14. A plurality of pedestrians were stopped for Non-Traffic Offenses in 2022.

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	0	0.0%
	Asian	0	0.0%	0	0.0%	0	0.0%
	Black/African American	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%
	White	2	100.0%	0	0.0%	0	0.0%
	Total	**2**	**100.0%**	**0**	**0.0%**	**0**	**0.0%**

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	2	50.0%	0	0.0%	2	50.0%
	Asian	0	0.0%	0	0.0%	2	100.0%
	Black/African American	2	40.0%	1	20.0%	2	40.0%
	Hispanic or Latino	8	72.7%	0	0.0%	3	27.3%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%
	White	37	44.6%	2	2.4%	44	53.0%
	Total	**49**	**46.7%**	**3**	**2.9%**	**53**	**50.5%**

Table 15. Non-Moving Violations are the most common traffic stop reason for pedestrians.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	1	50.0%	1	50.0%	0	0.0%	0	0.0%
	Total	**1**	**50.0%**	**1**	**50.0%**	**0**	**0.0%**	**0**	**0.0%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	2	50.0%	2	50.0%
	Asian	0	0.0%	0	0.0%	0	0.0%	2	100.0%
	Black/African American	0	0.0%	1	20.0%	2	40.0%	2	40.0%
	Hispanic or Latino	1	9.1%	4	36.4%	3	27.3%	3	27.3%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	11	13.3%	11	13.3%	17	20.5%	44	53.0%
	Total	**12**	**11.4%**	**16**	**15.2%**	**24**	**22.9%**	**53**	**50.5%**

[99] $x^2 = 1038.502, p < .001, df = 1$

Search Rates

Pedestrians stopped by PPB officers are more likely to be searched – but not significantly[100] so – than their driver counterparts, as 1.9 percent of all pedestrian stops ended in a discretionary search in 2022. Total pedestrian searches have decreased, but non-significantly, since 2018[101] when 16 percent of all stops included a search. A reduced sample size of pedestrian stops from Traffic Officers prevented any statistical analyses to determine differences between the two operation groups or the perceived race / ethnicity of the stopped pedestrian. Consent was the only search type utilized in 2022.

Table 16. All asked pedestrians consented to a search in 2022.

	Consent Search			
Race/Ethnicity	Requests	Rate	Refusal	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	0	0.0%	--	--
Black/African American	1	20.0%	0	0.0%
Hispanic or Latino	0	0.0%	--	--
Middle Eastern	--	--	--	--
Native Hawaiian	--	--	--	--
White	1	1.2%	0	0.0%
Total	**2**	**1.9%**	**0**	**0.0%**

Table 17. Every pedestrian searched in 2022 was done with consent of the subject.

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	--	--	--	--	--	--	--	--
	Asian	--	--	--	--	--	--	--	--
	Black/African American	--	--	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	**0**	**0.0%**	**--**	**--**	**--**	**--**	**--**	**--**
Non-Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	0	0.0%	--	--	--	--	--	--
	Black/African American	1	20.0%	1	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	1	1.2%	1	100.0%	0	0.0%	0	0.0%
	Total	**2**	**1.9%**	**2**	**100.0%**	**0**	**0.0%**	**0**	**0.0%**

- NOTE: More than one search type can be utilized and recorded on each interaction

[100] $x^2 = 0.230$, $p < .64$, $df = 1$

[101] $p < .23$, $r^2 = .44$

Contraband Hit Rates

Portland Police Bureau personnel only completed two discretionary searches in 2022; therefore, no broad conclusions can be discerned from this year's search results. Traditionally, pedestrian searches have always been mostly successful, with the majority of searches since 2018 uncovering contraband. There were too few pedestrian stops and searches conducted in 2022 for any statistical analyses to discern if any differences exist between the perceived race / ethnicity groups and the different organizational divisions of the Bureau.

Table 18. Stolen property was the only type of contraband recovered in 2022.

	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
Race/Ethnicity	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hispanic or Latino	1	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**2**	**1**	**50.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**1**	**50.0%**	**0**	**0.0%**

Stop Outcomes

A plurality of stopped pedestrians in 2022 were issued a citation at the end of their interaction (40.2%). Warnings have traditionally been the most common disposition type among pedestrians, so the change in citation rates is notable; however the disposition rates for neither category have significantly changed over the past five years[102]. No other disposition type has significantly increased or decreased over the time period. No additional analyses – including a comparison between pedestrians and drivers, the different organizational divisions of the PPB, or the perceived race / ethnicity of the stopped pedestrian – could be conducted in 2022 due to the small pedestrian stop rates.

Table 19. A Citation or Warning were the two most common pedestrian stop dispositions in 2022.

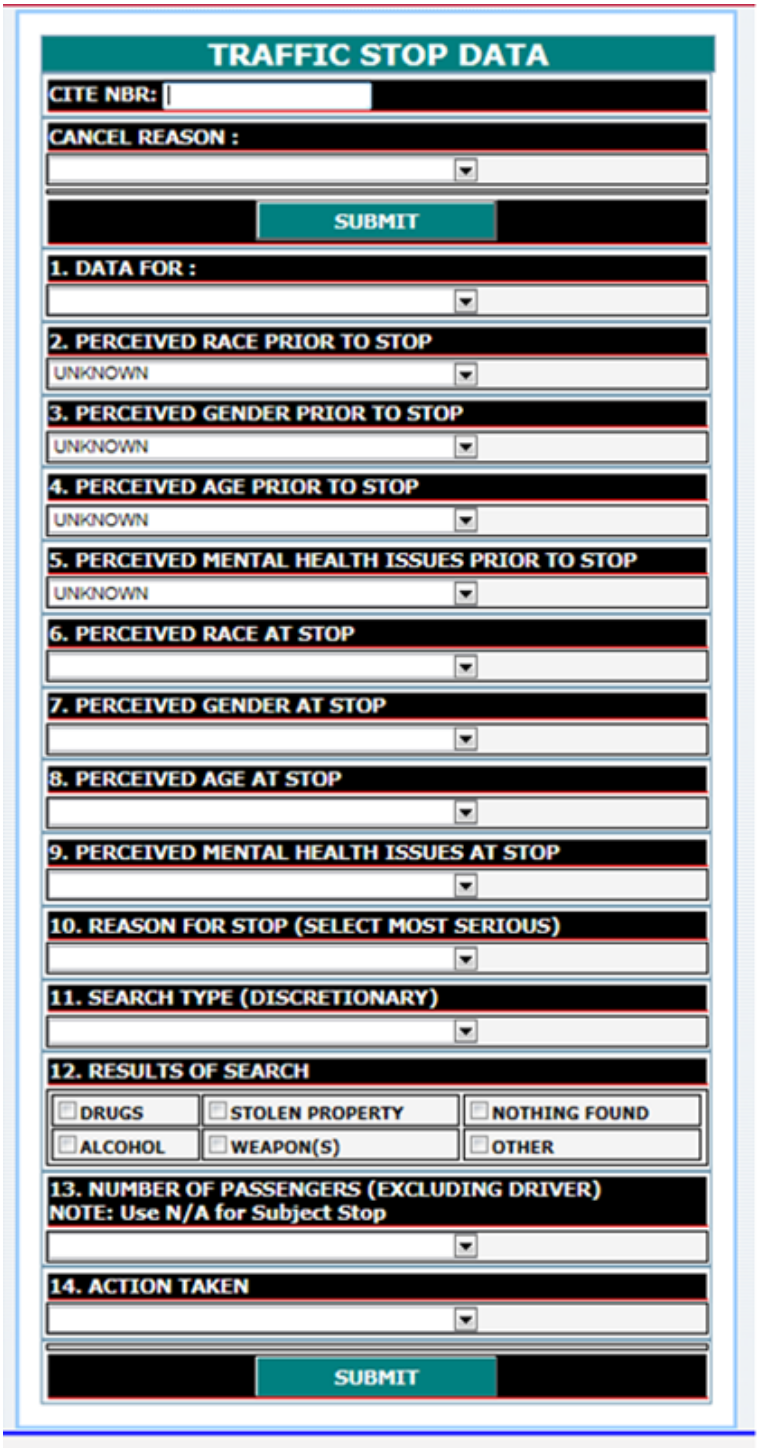
		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	White	2	100.0%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
	Total	**2**	**100.0%**	**0**	**0.0%**	**0**	**0.0%**	**2**	**100.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	4	3.8%	0	0.0%	2	50.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%
	Asian	2	1.9%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	5	4.8%	1	20.0%	1	20.0%	1	20.0%	0	0.0%	0	0.0%	2	40.0%
	Hispanic or Latino	11	10.5%	0	0.0%	8	72.7%	0	0.0%	1	9.1%	0	0.0%	2	18.2%
	Middle Eastern	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	White	83	79.0%	2	2.4%	27	32.5%	37	44.6%	5	6.0%	0	0.0%	12	14.5%
	Total	**105**	**100.0%**	**3**	**2.9%**	**38**	**36.2%**	**41**	**39.0%**	**7**	**6.7%**	**0**	**0.0%**	**16**	**15.2%**

[102] Warning: $p < .10$, $r^2 = .65$; Citation: $p < .09$, $r^2 = .67$

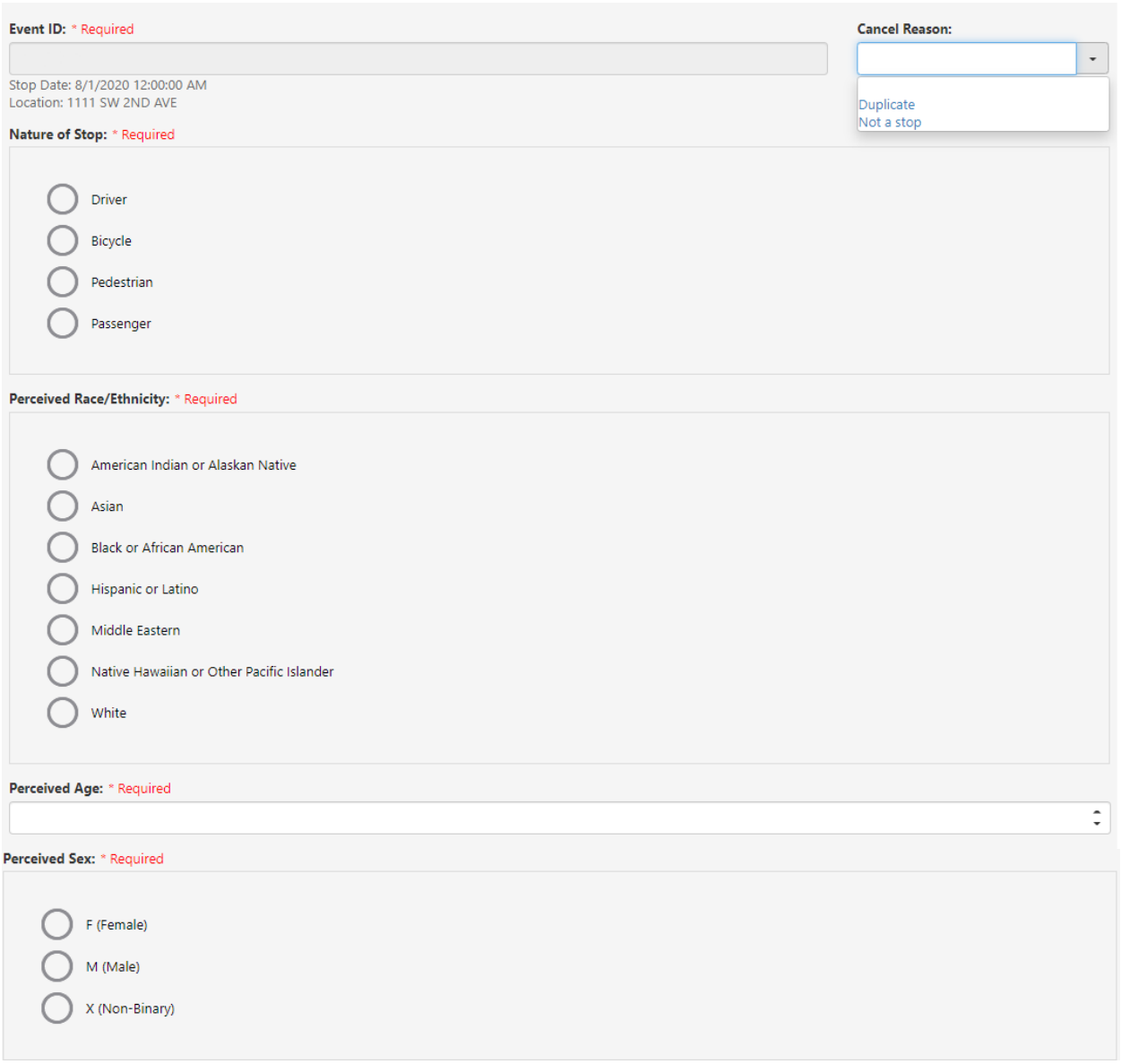
APPENDIX A: STOPS DATA COLLECTION MASK

The Stops Data Collection (SDC) system was in place from late 2011 through June 27, 2018.



APPENDIX B: STOPS APPLICATION

The STOPs data collection tool was launched on June 27, 2018. The tool was modified on December 21, 2020 to refine the questions related to reason for stop, search type categories, and whether an arrest was mandatory.



Reason for Stop: * Required

- [ ] Probable Cause of a Traffic Crime or Violation
- [ ] Probable Cause of Other Crime
- [ ] Reasonable Suspicion of Other Crime

Probable Cause of a Traffic Crime or Violation: * Required

Probable Cause of Other Crime: * Required

Reasonable Suspicion of Other Crime: * Required

Consent search: * Required

- ( ) No consent search requested
- ( ) Consent search requested but denied
- ( ) Consent search completed

Other Search Criteria (select all that apply): * Required

- [ ] None
- [ ] Field Sobriety Test
- [ ] Search Warrant
- [ ] Warrant Exception: Emergency Aid Doctrine / Community Caretaking
- [ ] Warrant Exception: Exigent Circumstances / Automobile (Motor Vehicle) / Hot Pursuit
- [ ] Warrant Exception: Incident to Arrest
- [ ] Warrant Exception: Inevitable Discovery
- [ ] Warrant Exception: Inventory
- [ ] Warrant Exception: Open Fields / Abandoned or Lost Property

Search Findings (select all that apply): * Required

- [ ] Nothing Found
- [ ] Alcohol
- [ ] Drugs
- [ ] Stolen Property
- [ ] Other Evidence
- [ ] Weapon(s) - Firearm
- [ ] Weapon(s) - Other

Stop Disposition: * Required

- ( ) No Action Taken
- ( ) Warning (Verbal or Written)
- ( ) Citation
- ( ) Cite-in-Lieu
- ( ) Juvenile Summons
- ( ) Arrest

Was this a mandatory arrest related to a warrant, restraining order violation, or domestic violence incident?: * Required

- ( ) Yes
- ( ) No

Did the subject of the stop have a perceived mental health issue?: * Required

- ( ) Yes
- ( ) No
- ( ) Unknown

✔ Submit | Cancel

APPENDIX C: GLOSSARY OF TERMS

Reason for Stop

Previously, the Bureau divided all statutes into four distinct categories for classification and analysis: Major Moving Violations, Minor Moving Violations, Non-Moving Violations, and Non-Traffic Offenses. The Chief's direction necessitated a modification to these categories as some behaviors specifically identified as dangerous, namely speeding, were classified as a Minor Moving Violation due to their statutory definition and punishment level[103]. Starting with the 2021 Annual Report, the four major classifications for Stop Reason analyses are as follows:

Dangerous Driving Behaviors – All traffic violations that are identified as a "Class A" or "Class B" by State statutes. Traffic-related criminal offenses (such as reckless driving or driving under the influence of intoxicants) are also included when the offense is defined as a misdemeanor or felony in the Oregon Revised Statutes. All speeding, DUII, and distracted driving offenses are also included in this classification.

Minor Moving Violations – All traffic violations that occurred while the driver is moving and are identified as a "Class C", "Class D", or "Specific Fine" are included in this group. Additionally, almost all driving violations issued under Portland City Code or Tri-Met Code are also included in this group. Improper turns, failing to signal while changing lanes, and failure to use a seat belt are some of the common offenses in this category.

Non-Moving Violations – All traffic-related violations that can occur regardless if the vehicle was being operated or not. The most common offenses in this group are related to the improper display of license plates, expired license plates, and improper equipment (such as headlights or turn signals).

Non-Traffic Offenses – All crimes and violations that are not related to driving on roadways. This would include almost all elements of the criminal code, including robbery, burglary, larceny, etc.

[103] ORS 811.109 (1)(a) defines driving 0 to 10 miles per hour in excess of the speed limit as a Class D Violation, whereas ORS 811.109 (1)(b) defines driving 11 to 20 miles per hour in excess as a Class C offense.

APPENDIX D: DATA AND METHODOLOGY

Data Collection History

During the 69th Legislative Assembly in 1997, the Oregon State Legislature passed HB 2433 which required all law enforcement agencies to adopt specific policies prohibiting stops and searches "motivated by the officer's perception of race, color, sex, or national origin" and to collect data on the topic. The Traffic Stop Data Collection committee, of the Governor's Public Safety Planning and Policy Council, formed the minimum standards for a voluntary data collection program for stopped subject demographics. The work of that committee, with input from community partners and law enforcement agencies around the state, lead to the development and passage of SB 415 in 2001 which encouraged law enforcement to voluntarily create and launch a standardized stops data collection program and provide public reports on demographics and stop outcomes. Concurrently in the year 2000, a panel of community leaders and PPB representatives was convened to help reduce concerns regarding racial profiling in the City of Portland. The Blue Ribbon Panel recommended the Bureau create a data collection documenting the perceived demographics of the stopped subject and police actions during the stop, including search and outcome information.

Sworn personnel from the Portland Police Bureau first began reporting subject demographics, search patterns, and stop outcomes on all officer-initiated driver, pedestrian, and bicycle stops (initially termed "contacts') in 2001. The data collection process went through minor revisions until February 2003 with the launch of the Stops Data Collection (SDC) system – the first Bureau-wide standardized system that was integrated and accessible with issued Mobile Digital Computers (MDCs). The Stops Data Collection operated untouched for the next 8 years until Late 2011 when the system was updated with an automated auditing and tracking tool to increase accountability and compliance with Bureau data collection policies. The new SDC (see Appendix A) also increased the number of data collection points to better reflect national best-practices.

In 2017, the 79th Legislative Assembly of the Oregon State Legislature passed HB 2355 (codified as ORS 131.930 through 131.945) which instituted the first mandatory data collection policy for all law enforcement agencies in the State beginning on June 1, 2018 for large agencies such as the Portland Police Bureau. The law mandated minor changes[104] to PPB's data collection to become compliant with the new State standards. The Bureau also took the opportunity to refine, modernize, and enhance the existing Stops Data Collection (SDC) system before launching the new Stops application (see Appendix B) on June 27, 2018. The application also submits a copy of all Stops records quarterly to the State of Oregon Criminal Justice Commission (CJC) for mandatory reporting and analysis.

On December 21, 2020, PPB modified to Stops Data Collection system to collect additional data points that provide additional clarity and detail on what happens during the interaction. The Bureau added multiple fields for the reason for Stop, specifically to allow officers to provide the exact statute when a Stop is made on the basis of probable cause or reasonable suspicion of a crime in addition to any traffic violations or crimes committed. The Bureau also added a question asking if the arrest was a mandatory arrest based on Oregon law, which could help explain differences in the arrest rates for Stops. Finally, the Bureau transitioned the search type categories to match the legal

[104] About 85 percent of required data points were already being collected by the Bureau prior to HB 2355.

definitions for legal search reasons, including warrants, warrant exceptions, and consent searches. This change simplifies the training and understanding needed to complete the Stops mask and will lead to more accurate search data analysis.

Data Source

The Stops application, like the SDC before it, is an automated auditing and tracking tool that flags interactions that require a completed "mask", or survey. Interactions are flagged for completion when (1) Traffic officers issue an electronic Warning or Citation through their handheld devices or (2) Non-Traffic officers notify dispatch they are making a formal stop of a driver or pedestrian (using the call codes of "TRASTP" or "77", respectively) when probable cause has been established for a violation or criminal act. The flagged records appear on a list of to-do items for the officer to complete on their Bureau-issued computer and remain there until the officer completes the mask, ideally immediately following the conclusion of the stop or at the end of their shift for motorcycle- or bicycle-based officers. Supervisors throughout the Bureau receive a weekly email highlighting stops reports that are outstanding to ensure complete data collection.

Table 20. About 85 percent of flagged interactions are verified as legitimate stops in the SDC system.

	2012		2013		2014		2015		2016		2017		2018	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Completed Stops	68,968	89.4%	68,053	89.1%	53,190	83.7%	31,474	78.8%	32,737	82.3%	22,470	82.6%	14,729	82.8%
Passenger Stops	447	0.6%	361	0.5%	309	0.5%	242	0.6%	291	0.7%	195	0.7%	142	0.8%
Non-PPB Initiated Stops	23	0.0%	49	0.1%	63	0.1%	122	0.3%	18	0.0%	7	0.0%	0	0.0%
Canceled Stops	7,671	9.9%	7,946	10.4%	10,024	15.8%	8,123	20.3%	6,714	16.9%	4,518	16.6%	2,928	16.5%
Total	**77,109**	**100%**	**76,409**	**100%**	**63,586**	**100%**	**39,961**	**100%**	**39,760**	**100%**	**27,190**	**100%**	**17,799**	**100%**

Through the lifespan of the Stops Data Collection system from January 1, 2012 through June 26, 2018, law enforcement personnel completed 351,595 masks related to the contact of a community member. The majority of masks (85.7%) represented completed driver or pedestrian stops, with a smaller number of interactions that were flagged by the system as a formal stop when it was actually another type of interaction (13.6%), including a flag down, mere conversation, or welfare check. Completed stops flagged as passenger stops or stops initiated by officers from other law enforcement agencies were also excluded from all analyses.

In June 2015, PPB made upgrades to the SDC which inadvertently impacted the use of a desktop computer to complete the form. This created an incomplete set of stop records, mainly from Traffic Division officers, between July and December 2015. Therefore, two separate databases were used to extract data from 2015. The SDC system was used to retrieve data conducted by all Non-Traffic units for January 2015 through December 2015 and stops conducted by Traffic Officers from January 2015 through June 2015. The eCite system was used to retrieve missing data on stop location and stop demographics for the second-half of 2015; however, the eCite system does not capture data on stop reasons, searches, search outcomes, and stop disposition at all or in a way that can be translated to the SDC format. These stops were excluded from post-stop statistical analyses, including stop reasons, search rates, hit rates, and stop outcomes.

Table 21. About 90 percent of interactions in the new Stops app were analyzed as completed stops.

	2018		2019		2020		2021		2021	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Completed Stops	15,177	90.2%	34,166	90.8%	25,232	89.9%	14,140	86.8%	13,761	84.6%
Passenger Stops	81	0.5%	184	0.5%	130	0.5%	115	0.7%	81	0.5%
Non-PPB Initiated Stops	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Canceled Stops	1,561	9.3%	3,260	8.7%	2,719	9.7%	2,042	12.5%	2,428	14.9%
Total	**16,819**	**100%**	**37,610**	**100%**	**28,081**	**100%**	**16,297**	**100%**	**16,270**	**100%**

From the launch of the new Stops application on June 27, 2018, PPB personnel completed 98,727 masks related to the contact of a community member. Prior to launch of the new Stops application, additional training was delivered to officers to reduce the number of interactions incorrectly classified as Stops. Additionally, the application was reconfigured to only trigger stops initiated by PPB personnel. To date, the number of masks representing a completed driver or pedestrian stop (89.0%) is higher than the SDC system, with fewer interactions classified as a canceled stop (10.4%).

Table 22. More than 99.9 percent of initiated stops have an accompanying stops survey.

	2018		2019		2020		2021		2022	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-PPB Initiated Stops	0	0.0%	8	12.1%	29	42.6%	1	2.0%	0	0.0%
PPB Assigned	0	0.0%	1	1.5%	13	19.1%	16	31.4%	12	35.3%
Unknown Assignment	17	100.0%	57	86.4%	26	38.2%	34	66.7%	22	64.7%
Total	**17**	**100%**	**66**	**100%**	**68**	**100%**	**51**	**100%**	**34**	**100%**

The new Stops application also allows a complete accounting of all interactions where as mask was initiated – either through the CAD system or an eCitation – but never completed. Since 2018, a total of 236 masks were generated in the system but were never completed. The majority of these (66.1% through 2022) were never accurately assigned to an officer, either due to a typo when logging into the CAD system or a generic unit assignment. Another 36 surveys were never completed as they were stops initiated by an officer from another jurisdiction. Through 2022, only 42 surveys were assigned to a PPB officer but never completed. Overall, more than 99.9% of completed stops have an associated completed survey.

In Winter 2023, a routine audit of East Precinct's Stolen Vehicle Operations (SVO) in 2022 identified 137 interactions (out of 330 total interactions) that meet the legal classification of a traffic or pedestrian stop but were missing a completed survey in the PPB Stops Application. The majority of the missing reports (99 interactions or 72.8% of missing reports) were due to the case being cleared inside the CAD system with an incorrect case type – preventing a STOPs mask from being generated. Another 28 percent of incidents (or 37 interactions) were missing due to a Portland Police Bureau member manually cancelling the survey in the STOPs application without completing it. Guidance was provided to personnel overseeing the SVO missions on proper call clearing procedures and STOP cancellation procedures to address the identified issues. Currently, the Bureau is developing a tips and techniques document for all sworn personnel on these topics. Additionally, the Bureau is developing an electronic data collection application for SVO missions that will ensure more routine audits and compliance with all applicable STOPs laws and procedures.

Data Considerations

The data used this analysis is self-reported by Portland Police Bureau officers through the PPB Stops Application. The automated auditing and tracking tool ensures stops data collection is completed. However, a quality control process is not possible to verify the accuracy of the information submitted by officers or correct any data entry errors or inconsistencies. Comparison of data from the stops application with other PPB data sources has identified inconsistencies in reporting. For the purpose of this analysis, all data entered within the stops application is used as-is without any correction or update.

The race / ethnicity questions on the Stops mask are based on officer perceptions of the stopped individual. As with any perception-based field, there is an inherent amount of variance that is

expected and creates a nominal degree of error among racial counts and proportions. Community members have also identified the potential for misclassification based on officer experience and perceptions, such as Native Americans / Alaskan Natives being misclassified as Hispanic or Asian. Finally, there is no uniformity of racial classification options between different PPB systems and databases, leading to potential confusion on the part of PPB officers on how to classify community members. These potential data inconsistencies may artificially inflate the proportion of some racial groups while underestimating for others. To date, the PPB has been unable to identify a way to confirm the race of the stopped individual without asking potentially invasive questions at the time of the stop.

State-mandated changes to stops data collection variables complicate comparisons to prior years. For perceived gender questions, Non-Binary (X) was added as an option while the Unknown category was removed. Two new race/ethnicity categories were also added: Middle Eastern and Native Hawaiian or Other Pacific Islander while the Other and Unknown categories were removed. The changes to the perceived race category add additional analysis complications as the Middle Eastern category does not align with existing U.S. Census definitions and the State provided no guidance on how officers should meaningfully distinguish between the different perceived categories. It is impossible to know how the addition and removal of categories affected the classification of subjects into the racial / ethnic groups and gender categories that didn't change. Due to these modifications, any analysis of year-to-year trends should be approached with caution until the new stops application has been in place for at least three full years.

Analysis Methodology

A variety of descriptive and inferential statistical analysis methodologies were used to investigate the changes of stops over time and potential racial and ethnic disparities throughout stop interactions. All omnibus or overall statistical analyses utilized a standard significance level of .05 to describe trends. The large number of stops initiated by PPB officers in the last five years, even though the overall trend is downward, makes any statistical analysis highly sensitive to even small differences or trends, potentially overinflating the meaningfulness of the change. The converse problem happens with pedestrian stops, as the small number of overall stops can obscure even meaningful trends. When appropriate, effect size measures are included for all analysis to aid in the interpretation of analyses. All coefficients and effect sizes are included in the footnotes of each page to enhance the transparency of conclusions and aid additional interpretations or analyses.

Simple linear regressions were utilized to describe overall changes over time in stop behaviors. In instances where there were no identified stops of a specified race / ethnicity or subcategory, the overall trend was not described.

Several different analyses were conducted to investigate differences in operational division behavior and to identify potential racial and ethnic disparities in stops. Initial differences were investigated with Chi-Square Tests for Independence. On tests utilizing race / ethnicity as a category, Unknown / Other individuals were excluded due to methodological, data collection, and interpretation concerns about the category. In cases where the expected count of most cells in a particular subcategory of classification was less than 5, the entire classification was removed to preserve the power of the analysis. This lead to Native American / Alaskan Native, Native Hawaiian, and Middle Eastern entries to be excluded from most driver analyses and Asian, Hispanic, Native American / Alaskan Native, Native Hawaiian, and Middle Eastern entries to be excluded from most pedestrian

analyses. In cases the omnibus test met overall significance, pairwise comparisons were examined with a Bonferroni correction to tease out specific differences. If the omnibus level was non-significant, additional analyses were not conducted.

The second analysis conducted to examine potential racial and ethnic disparities in stops and searches is an odds ratio, or Disparity Index. Stop rates for each racial / ethnic group were compared to their population benchmark (see Tables 1 and 2) to determine relative over- or under-representation in stop demographics. For search rates, stop rates for each racial group were used as the comparison benchmark. A Disparity Index value of greater than 1.0 indicates general over-representation while a value of less than 1.0 indicates general under-representation in the group; however, values between 0.75 and 1.5 are considered "benign" due to general error rates in data collection and analysis. Based on prior Bureau practices and research best practices, we focused on values above 2.0 as significant over-representation and values below 0.5 as significant under-representation. Disparity analyses were only conducted when the corresponding Chi-Square Test and pairwise comparisons revealed significant differences.

A series of binary logistic regressions were also performed to determine what factors, including perceived race / ethnicity, may significantly contribute to stop outcomes. Three separate simplified outcomes were analyzed: enforcement action (defined as receiving a warning or citation) vs. no enforcement action, citation vs. warning, and arrest (including cite-in-lieus and juvenile summons vs. non-arrest. The main effects of race, stop reason, and search results were the primary hypothesized predictors, however all possible two-way and three-way interaction effects were also included in the model as co-variates to increase the overall power of the analysis. Individual predictors for stop outcome were only considered when the overall model was statistically significant.

Results Limitations

All analyses and statistical tests were selected to help identify differences and disparities between racial and ethnic groups in driver and pedestrian stops; however, they should not be used as definitive proof of police bias, or lack thereof. The analyses do not account for all legitimate factors that may influence the reason for a stop, search, or disposition of the event, including the circumstances that led to the stop, the location of the stop, and severity of the offense. Additionally, data collection challenges could obscure the reality of interactions with community members and is not capturing all actions associated with a stop. The Portland Police Bureau is committed to improving our analysis and data collection methodologies to accurately assess and understand how bias may or may not affect stops.

APPENDIX E: BENCHMARKING DISCUSSION

A fundamental component of any analysis that seeks to determine the relationship between the perceived race and ethnicity of a driver and stopping and searching behavior by police is to understand how those stopped may or may not differ from those in the community. This comparison group, or "benchmark", should reasonably describe the population that could be contacted, assuming no bias. A benchmark's value depends on the extent to which it can help explain alternative reasons why stop rates might be different among different groups of people, including driving frequency, driving quality, and the location of driving[105]. Academic researchers have developed and utilized different types of benchmarks for use in various situations and jurisdictions, balancing the availability of data with the strengths and limitations of each method[106]. Subject matter experts emphasize that there is no perfect benchmark and recommend using a variety of methods to assess the role that bias may play in police-initiated stops[107].

Population counts and estimates from the United State Census Bureau are routinely used as benchmarks for police stops as the data is inexpensive, quick to obtain, and readily available[108]. However, Census data is not a research-supported best practice due to several known limitations that are difficult to overcome, including the age, accuracy, and relevancy of the data. These limitations are described in more detail below.

CENSUS LIMITATION #1: AGE AND ACCURACY OF DATA

The decennial census conducted throughout the United States of America is usually a huge undertaking; however, the 2020 edition was exceptionally so thanks to the COVID-19 pandemic. The bureau was required to adjust its' data collection strategies and schedules in response to the global pandemic[109], which created additional error when following up households that didn't respond to the Census[110]. Ultimately, these challenges also resulted in a higher non-response rate[111] than 2010[112] for the entire nation and the State of Oregon. Concerningly, BIPOC individuals – specifically, Black or African-American individuals and Hispanic or Latino individuals - were

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105 Fridell, L.A. (2005). *Understanding race data from vehicle stops: A stakeholder's guide.* Washington, DC: Police Executive Research Forum.

106 Renauer, B.C., Henning, K., & Covelli, E. (2009). *Benchmarking Portland Police Bureau traffic stop and search data: Technical assistance report.* Portland, Ore.: Criminal Justice Policy Research Institute.

107 Engel, R.S. & Calnon, J.M. (2004). Comparing benchmark methodologies for police-citizen contacts: Traffic stop data collection for the Pennsylvania State Police. *Police Quarterly, 7,* 97 – 125.

108 Ridgeway, G. & MacDonald, J. (2010). Methods for assessing racially biased policing. In S. Rice & M. White (Eds.), *2010, Race, ethnicity, and policing: New and essential readings* (pp. 180-204). New York: New York University Press.

109 U.S. Census Bureau. (2022, March 28). 2020 Census Operation Adjustments Due to COVID-19. Retrieved from https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/operational-adjustments.html.

110 Kennel, T. (2021, March 18). *2020 Post-Enumeration Survey update* [Comittee presentation]. Census Scientific Advisory Committee, Washington, DC.

111 Bentley, M. (2021, August 18). 2020 Census operational quality metrics: Sub-state summaries. Retrieved from https://www.census.gov/newsroom/blogs/random-samplings/2021/08/2020-census-operational-quality-metrics.html

112 U.S. Census Bureau. (2021, October 8). 2010 Census Participation Rates. Retrieved from https://www.census.gov/data/datasets/2010/dec/2010-participation-rates.html

significantly undercounted in the 2020 Census[113]. This is a recurring problem for population research estimates produced by the U.S. Census Bureau, as Hispanics, Black or African Americans, and Asians routinely have significantly worse response rates for the Census[114] and American Community Survey[115].

Table 23. City of Portland Race by Police Precinct, 2020

	Citywide		Central Precinct		East Precinct		North Precinct	
Race	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian and Alaska Native	5,167	0.8%	860	0.4%	2,516	1.0%	1,791	0.9%
Asian	56,324	8.6%	15,286	7.3%	30,261	12.4%	10,777	5.4%
Black or African American	37,667	5.8%	6,013	2.9%	12,621	5.2%	19,033	9.6%
Native Hawaiian and Other Pacific Islander	4,026	0.6%	459	0.2%	2,542	1.0%	1,025	0.5%
Other	14,356	2.2%	3,449	1.6%	6,874	2.8%	4,033	2.0%
Two or More	41,120	6.3%	12,390	5.9%	15,145	6.2%	13,585	6.9%
White	493,300	75.7%	172,030	81.7%	173,300	71.2%	147,970	74.7%

Table 24. City of Portland Ethnicity by Police Precinct, 2020

	Citywide		Central Precinct		East Precinct		North Precinct	
Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Hispanic or Latino	63,624	9.8%	14,756	7.0%	29,901	12.3%	18,967	9.6%
Not Hispanic or Latino	588,336	90.2%	195,731	93.0%	213,358	87.7%	179,247	90.4%

The 2020 Census also presents unique data understanding and utility challenges that were not present in prior versions. The Census Bureau reported that in 2020, the nation was the most racially and ethnically diverse than it has ever been before, with individuals identifying as White alone decreasing to a record low[116]. This is partly attributable to natural changes in demographics, however it can be primarily attributed to survey design changes – and the subsequent analysis of these questions – enacted by the Census Bureau[117]. The largest change in the questionnaire added a open-ended box directly below all racial categories – including White – which asked people to state their "origin." Census Bureau staff are then manually coding that write-in as a separate race or ethnicity if it matches those definitions, increasing the number of respondents who are identified as having more than one racial identification[118]. This change makes it nearly impossible for independent

[113] Kubba, S., Heim, K., & Hong, J. (2022). *National census coverage estimates for people in the United States by demographic characteristics: 2020 Post-Enumeration Survey estimation report,* (PES 20-G-01). Washington, DC: U.S. Census Bureau.

[114] Mule, T. (2012). *Census coverage measurement estimation report: Summary of estimates of coverage for persons in the United States,* (DSSD 2010 Census Coverage Measurement Memorandum Series #2010-G-01). Washington, DC: U.S. Census Bureau, Decennial Statistical Studies Division.

[115] Griffin, D.H. (2002). *Measuring survey nonresponse by race and ethnicity,* (Working Paper). Washington, DC: U.S. Census Bureau.

[116] Jensen, E., Jones, N., Rabe, M., Pratt, B., Medina, L., Orozco, K., & Spell, L. (2021, August 12). The chance that two people chosen at random are of difference race or ethnicity groups has increased since 2020. Retrieved from https://www.census.gov/library/stories/2021/08/2020-united-states-population-more-racially-ethnically-diverse-than-2010.html.

[117] Jones, N., Marks, R., Ramirez, R., & Rios-Vargas, M. (2021, August 12). 2020 Census illustrates racial and ethnic composition of the country. Retrieved from https://www.census.gov/library/stories/2021/08/improved-race-ethnicity-measures-reveal-united-states-population-much-more-multiracial.html

[118] Schuster, L. (2021, December 13). We're reporting census data all wrong. Retrieved from https://www.bostonindicators.org/article-pages/2021/december/census_reporting.

researchers to compare 2020 Census results to prior years or alternative data sources, such as a records management system or third-party perception ratings of race and ethnicity.

Additionally, the 2020 Census is already out-of-date. The entire Portland metropolitan region grew by about 0.4% in 2022[119], almost entirely due to people migrating to the city from other areas of the state and county[120]. Migration is also increasing diversity across Oregon[121] and that is especially true within Multnomah County[122]. Over the last 10 years[123], all race / ethnic groups except for American Indian or Alaskan Natives have grown at a faster rate than White individuals. In fact, the number of White individuals residing in Multnomah County barely grew since 2010[124], adding only a total of 3,701 individuals. This is vastly different than the Census Bureau estimated prior to 2020, and highlights the general problem with estimates of the resident population between decennial censuses. Analyses indicate that the average error rate for the overall population for counties similar to Multnomah County (in size and growth) is ± 1.61% - the best performing estimate for the Census Bureau[125]. The American Community Survey – the only other Census product that produces race/ethnicity demographic estimates for local jurisdictions was rated as the least accurate, with overall margin of error ranging from ± 4.72% for five-year estimates to ± 5.21% for one-year estimates. A literature review did not yield any research on the estimation accuracy of county subpopulations, including race and ethnicity, for Census Bureau products; however, general statistical methodology dictates that higher margin of errors should exist for Hispanic, Black or African American, Asian or other non-White populations in the area due to their smaller frequency in the population.

Table 25. Multnomah County Population, 2010 - 2020

	2010 Census		2020 Census		Growth
Race / Ethnicity	Count	Percent	Count	Percent	Rate
American Indian and Alaska Native	5,576	0.8%	5,455	0.7%	- 2.2%
Asian	47,844	6.5%	61,280	7.5%	+ 28.1%
Black or African American	40,167	5.5%	43,793	5.4%	+ 9.0%
Hispanic or Latino	80,138	10.9%	103,753	12.7%	+ 29.5%
Native Hawaiian and Other Pacific Islander	3,976	0.5%	5,251	0.6%	+ 32.1%
Other	1,520	0.2%	4,885	0.6%	+ 221.4%
Two or More	25,711	3.5%	55,388	6.8%	+ 115.4%
White	531,922	72.2%	535,623	65.7%	+ 0.7%

[119] Population Research Center. (2022, April 19). 2021 Annual Population Report Tables. Population Research Center, Portland State University. Retrieved from https://www.pdx.edu/population-research/population-estimate-reports

[120] Lehner, J. (2022, August 11). A checkip on Oregon's vital statistics. Retrieved from https://oregoneconomicanalysis.com/2022/08/11/a-checkup-on-oregons-vital-statistics/.

[121] Lehner, J. (2019, January 8). Migration diversifies Oregon, barely. Retrieved from https://oregoneconomicanalysis.com/2019/01/08/migration-diversifies-oregon-barely/

[122] County is the smallest geographic area in which the U.S. Census Bureau produces annual population estimates and is a good proxy for general population trends. The City of Portland represents about 79 percent of the County's population and about 31 percent of the County's land area. 2021 population estimates are scheduled to be released in June 2022.

[123] U.S. Census Bureau. (2021). 2020 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

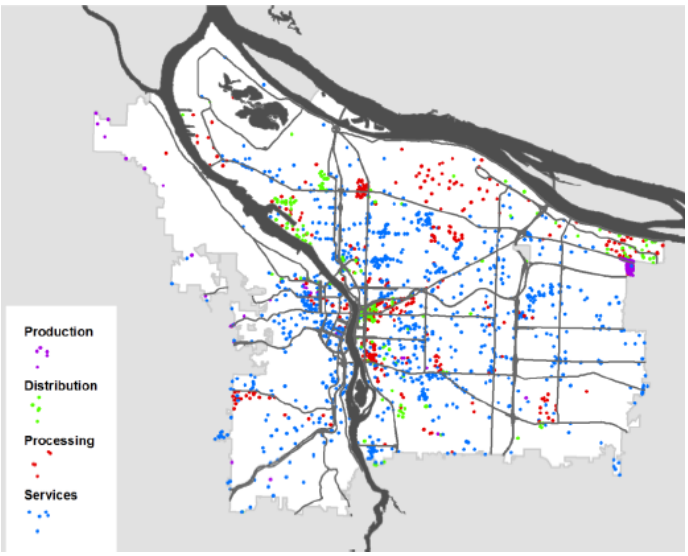
[124] U.S. Census Bureau. (2011). 2010 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

[125] Yowell, T. & Devine, J. (2013). *Evaluating current and alternative methods to produce 2010 county population estimates*, (U.S. Census Bureau Working Paper No. 100). Washington, DC: U.S. Census Bureau Population Division.

CENSUS LIMITATION #2: ONLY INCLUDES RESIDENT POPULATION

Census products, including the decennial census, population estimates, and the American Community Survey, are explicitly focused on the residential population in the observed jurisdictions. However, Portland residents are not the only population subjected to traffic stops, as the rules of the road apply equally to all road users, including visitors and commuters, regardless of their residency. As the economic center for the region, 219,347 commuters enter Portland daily[126], swelling the daily commuter-adjusted population estimate[127] to about 871,000. Most commuters (60.3%) report operating a car or motorcycle to drive alone to work[128], adding 290,000 motor vehicles to the road per day (excluding carpoolers). In addition to commuters, the region is a vibrant tourist destination, as a total of 7.25 million people had an overnight trip in the area in 2021 and stayed an average of 3.4 nights[129], boosting the daily population by another 68,000 individuals. About 85 percent of visitors reported operating a motor vehicle – including a personal vehicle or rental car – during their visit, further increasing the number of individuals on Portland roadways[130].

Figure 11. Food employment density in the City of Portland (Green, Schrock, & Liu, 2012)



Commuters and tourists are not the only groups that add to Portland's population, as a vibrant entertainment scene invites temporary visitors from neighboring jurisdictions. The City of Portland has more food service employees per capita than any other city in the region with large numbers of restaurants in the Downtown core and along transportation routes[131]. These food services, along with nightlife venues, festivals, and other entertainment options, are destinations for locals and non-locals alike, increasing the number of road users on nights and weekends. The demographics of neighboring municipalities closely

[126] U.S. Census Bureau. (2022). LEHD Origin-Destination Employment Statistics Data (2002 – 2020). U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.
[127] Total Resident Population + Total Workers Working In Area – Total Workers Living in Area. Equation retrieved from https://www.census.gov/topics/employment/commuting/guidance/calculations.html
[128] U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08601: Means of Transportation to Work for Workplace Geography. U.S. Census Bureau, American Community Survey.
[129] Dean Runyan Associates. (2022). *The Economic Impact of Travel in Oregon: 2021p (Preliminary).* Portland, Ore: Oregon Tourism Commission. Retrieved from https://industry.traveloregon.com/resources/research/oregon-travel-impacts-2003-2021-dean-runyan-associates/
[130] Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region.* http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/
[131] Green, J., Schrock, G., & Liu, J. (2015). *Portland's Food Economy: Trends and Contributions.* Portland, Ore: City of Portland Bureau of Planning and Sustainability. Retrieved from https://www.portlandoregon.gov/bps/article/548390

resemble Portland's demographics, with White as the largest group in every jurisdiction[132]. Data from the 2020 U.S. Census indicates that most Portland suburbs have a higher Hispanic or Latino population and smaller Black or African-American population than Portland as a whole. Most transit usage occurs during the peak hours of 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. on weekdays[133], indicating that most people temporarily visiting Portland for entertainment purposes are likely driving or carpooling to the locale.

Table 26. Racial and Ethnic Demographics of Neighboring Jurisdictions from the 2020 U.S. Census

	Vancouver		Gresham		Beaverton		Tigard		Lake Oswego	
Race / Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian and Alaska Native	3,309	1.7%	878	0.8%	334	0.3%	196	0.4%	71	0.2%
Asian	10,198	5.3%	6,791	5.9%	11,724	12.0%	4,822	8.8%	3,340	8.2%
Black or African American	5,914	3.1%	5,665	5.0%	2,669	2.7%	1,080	2.0%	310	0.8%
Hispanic or Latino	30,541	15.8%	24,043	21.0%	17,677	18.1%	7,442	13.6%	2,145	5.3%
Native Hawaiian and Other Pacific Islander	3,309	1.7%	1,213	1.1%	503	0.5%	537	1.0%	57	0.1%
Other	959	0.5%	559	0.5%	518	0.5%	278	0.5%	212	0.5%
Two or More	12,603	6.5%	7,001	6.1%	6,532	6.7%	3,485	6.4%	2,482	6.1%
White	126,109	65.4%	68,097	59.6%	57,537	59.0%	36,699	67.3%	32,114	78.8%

The dramatic changes in the city's population each day makes it especially difficult to understand the demographics of who may be utilizing the City's public roadways. Portland ranks in the bottom half of all large cities nationwide in Black or African American employment – but in the upper half for White, Hispanic, and Asian employment[134] – highlighting the racial disparities that exist in the City. Black or African American individuals that live in Portland have the lowest labor force participation rate for any racial group, whereas Hispanic or Latinos (of any race) have the highest in the City[135]. Nationally, White individuals (16.8%) are more likely to be employed part-time than Black or African American individuals (14.4%)[136], which means that group may be more likely to commute outside of the traditional "rush hours", further complicating any benchmark of who may be using the public roadways at any particular hour.

The differential commute patterns for individuals that either live, work, or visit Portland further complicate efforts to benchmark Stops data. White individuals that live (53.7%)[137] in Portland are about as likely to drive alone to work than Black individuals (56.1%)[138], however White individuals

[132] U.S. Census Bureau. (2021). 2020 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.
[133] TriMet Code 19.05(A)(D)
[134] Ross, M. & Holmes, N. (2017, Feb. 27). Employment by race and place: Snapshots of America. Retrieved from https://www.brookings.edu/blog/the-avenue/2017/02/27/employment-by-race-and-place-snapshots-of-america/
[135] U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table S2301: Employment Status. U.S. Census Bureau, American Community Survey.
[136] Bureau of Labor Statistics, US Department of Labor (2023). Household data: Annual averages: 12. Employed persons by sex, occupation, class of worker, full- or part-time status, and race. Bureau of Labor Statistics, Current Population Survey. Retrieved from https://www.bls.gov/cps/cpsaat12.htm
[137] U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08105H: Means of Transportation to Work (White Alone, Not Hispanic or Latino). U.S. Census Bureau, American Community Survey.
[138] U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08105B: Means of Transportation to Work (Black or African American Alone). U.S. Census Bureau, American Community Survey.

that work in the City (60.9%)[139] are more likely to drive alone than Black individuals (58.1%)[140]. Black individuals more likely to utilize shared transportation methods such as mass transit (14.4%, 13.2%)[139,141] than White individuals (9.0%, 8.8%)[138,140]. These differences in commute methods, combined with the variation in employment levels, likely means there are more cars on the road operated by White individuals than Black individuals, especially during business hours. Racial and ethnic demographics also vary substantially for tourists and visitors – who primarily drive – to the area, as the majority of visitors identify themselves as White (83%) with only 3 percent self-identifying as African-American[141].

By only focusing on the resident population of Portland – which the U.S. Census does – it excludes a significant portion of people that could be using the City's roadways. Employment and commute pattern demographics indicate that is reasonable to expect an increase in the number of White individuals on Portland roadways. However, much of this growth is primarily during the standard work week. Black or African American individuals are more likely to be unemployed or work part-time, making their roadway usage unpredictable by traditional measures. Available statistics also don't highlight where certain demographics may be driving, as the purpose of your trip may influence where and when you use City roadways.

CENSUS LIMITATION #3: DOES NOT ACCOUNT FOR DIFFERENTIAL EXPOSURE

The readily available data from the U.S. Census fails to accurately identify the demographic breakdown of who might be using the City's public roadways in 2019. However, even if it sufficiently described the entire driving population, it would still fail to account for the reality that not all drivers are equally likely to be stopped by police. As described by Tillyer, Engel, and Cherkauskas (2009)[142], the best benchmarks "reflect the drivers' *risk* of being stopped, assuming no bias" on the part of police. There are numerous legitimate and legal reasons why an individual would have the potential for differential exposure to law enforcement officers, and the best benchmarks attempt to account for those.

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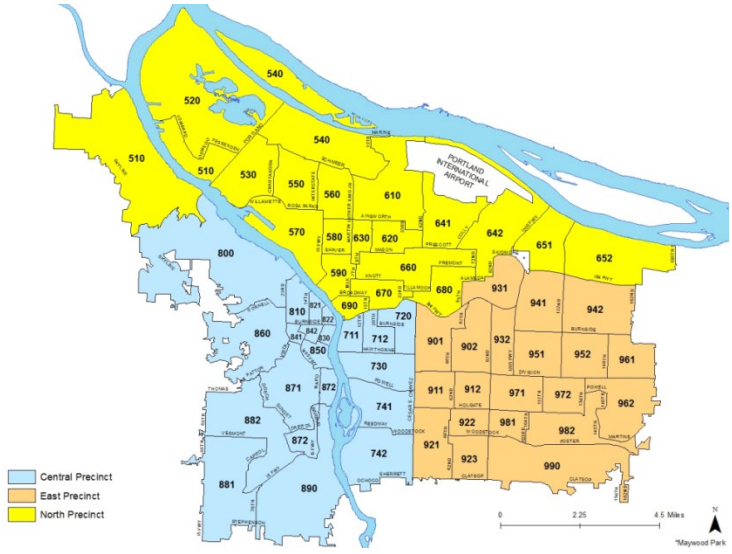
[139] U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08505H: Means of Transportation to Work for Workplace Geography (White Alone, Not Hispanic or Latino). U.S. Census Bureau, American Community Survey.
[140] U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08505B: Means of Transportation to Work for Workplace Geography (Black or African American Alone). U.S. Census Bureau, American Community Survey.
[141] Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region*. http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/
[142] Tillyer, R., Engel, R.S., & Cherkauskas, J.C. (2009). Best practices in vehicle stop data collection and analysis. *Policing: An International Journal of Police Strategies & Management, 33*, 69 – 92.

The area in which the subject is driving is a significant factor in how likely an individual is to be contacted by police. The City of Portland is divided into 3 different administrative areas, called precincts, which form the basis of police patrol activity. Each precinct is further divided into 20 subunits, called patrol districts, that were sized and balanced in 2009 to account for variations in 9-1-1 calls and other calls for police service. The relative size of the district impacts whether a person is more or less likely to encounter an officer on patrol – for instance, driving in District 822 in the Old Town / Chinatown area of Portland (with 7.9 miles of roadways) a subject is more likely to encounter an officer on patrol than in District 882 in Southwest Portland (with 89.4 miles of roadways).

Figure 12. Portland Precincts and Patrol Districts



However, due to staffing shortages across the Bureau, not every precinct and district is staffed evenly; in 2022, not a single precinct had a staffing minimum of 20 officers for every shift[143] to ensure each patrol district had at least one officer assigned for all hours of the day. Multiple officers may also be assigned to the same unit, further reducing the overall coverage within a precinct. Without a full complement of officers available, staffing supervisors prioritize district assignment and special patrols based, in part, on reducing violent crime and responding to calls for service, including 9-1-1 calls, from community members. Where an officer patrols can also have significant impact on their policing strategy and discretionary activity, as officers are more likely to take reports and make arrests in areas that are perceived to be high crime, even for more minor offenses that may be handled less formally in other areas of the jurisdiction[144].

The intersection between the common patrol areas for Portland police officers and where a subject lives, works, visits, or transits through is a key component of understanding a subject's risk of being stopped when engaging in dangerous or other illegal driving behaviors. About 66 percent of Portland's population self-identified as "White" on the 2020 U.S. Census; however, this does not mean that ratio is true for every neighborhood in the City. Traditional measures of segregation show that Portland is relatively well-integrated, ranking in the top 25% for the largest metro areas[145] and cities[146]. However, this is partly due to methodological challenges, as the city's overall lack of racial

[143] Central, East, and North Precincts had 3 shifts: A-Shift (Day) from 7 a.m. to 5 p.m.; C-Shift (Afternoon) from 4 p.m. to 2 a.m.; E-Shift (Night) from 10 p.m. to 8 a.m.

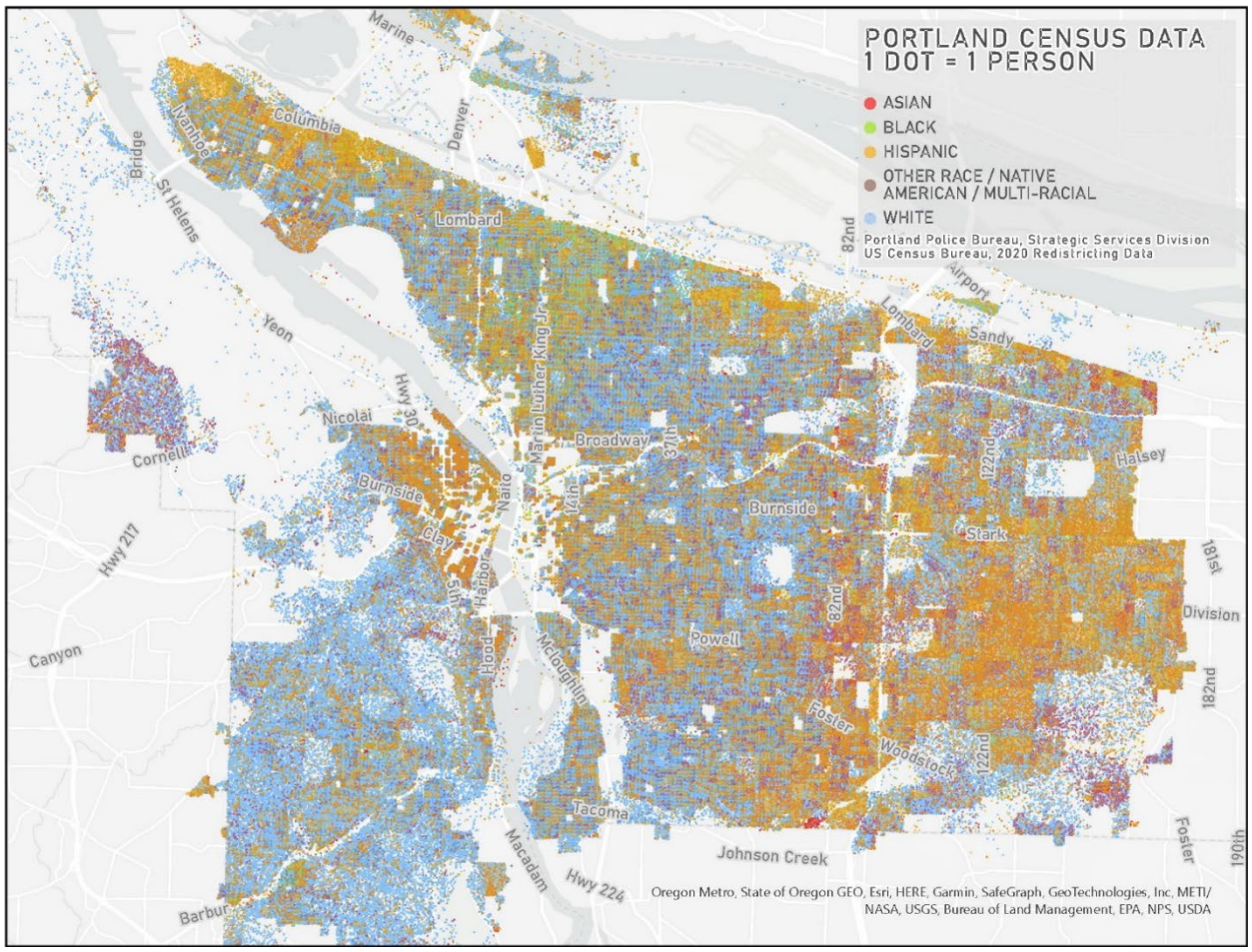
[144] Lum, C. (2009). *Does the "race of places" influence police officer decision making?,* Final report, W.E.B. DuBois Fellowship (Award #2007-IF-CX-0032), National Institute of Justice. Washington, DC: U.S. National Institute of Justice. Retrieved from https://www.ncjrs.gov/pdffiles1/nij/grants/231931.pdf

[145] Michigan Population Studies Center, Institute for Social Research, University of Michigan. (n.d.). New racial segregation measures for large metropolitan areas: Analysis of the 1990-2010 decennial censuses. Retrieved from https://www.psc.isr.umich.edu/dis/census/segregation2010.html

[146] Silver, N. (2015, May 1). The most diverse cities are often the most segregated. Retrieved from https://fivethirtyeight.com/features/the-most-diverse-cities-are-often-the-most-segregated/

diversity limits the usefulness of these measures for Portland. Graphical analyses of Portland racial demographics (see Figure 13) show that Black, Hispanic, and Asian populations cluster in distinct pockets around the City – but these are small enough that a Census tract-based analysis would have difficultly differentiating.

Figure 13. Spatial representation of Portland racial demographics, 2020 US Census



Comparing the residences of Portland's population with the top locations for 9-1-1 calls and violent crime helps explain the differential exposure to law enforcement in Portland across different racial groups. East Precinct – especially along NE/SE 82nd Avenue, NE/SE 122nd Avenue, and SE Division Street – receive large proportions of the calls for service and violent crime in the City. These areas also coincide with some of the least-White portions of Portland, increasing the likelihood that Hispanic- and Asian-identifying Portlanders encounter a law enforcement officer in the area. Inner Northeast and North Portland also see elevated levels of crime and activity, increasing the likelihood that Black-identifying Portlanders may be contacted by Portland police officers doing patrol work. Conversely, the neighborhoods with the highest proportion of White residents – namely Southwest Portland, the Sellwood-Westmoreland/Eastmoreland neighborhoods in Southeast, and Alameda/Beaumont-Wilshire neighborhoods in Northeast have some of the lowest activity in the City, decreasing the likelihood that residents of those areas would encounter a Portland police officer in their neighborhood.

The analysis also highlights the drawback of using U.S. Census residential data to benchmark traffic stops and police activity. Portland's city center – namely Downtown, Old Town/Chinatown, the Pearl District, Central Eastside Industrial District, and the Lloyd District – are the most active spots in Portland for reported violent crimes and calls for service. However, large portions of these areas were reported to have no official residents as they are primarily places of commerce and business. These areas also have the largest population of houseless and unsheltered populations in the City, which are notoriously hard to locate and count for the decennial censuses[147]. This is especially relevant given that people that identified as American Indian or Alaskan Native, Native Hawaiian or Pacific Islander, and Black or African American are over-represented in City homelessness rates[148]. Unsheltered people of color disproportionately reported sleeping in the Downtown area compared to other areas in town, further increasing their risk of being contacted by law enforcement officials in the busiest part of town.

The rapid growth and change in Portland's neighborhoods is also likely increasing the risk certain communities face in encountering a police officer while driving. Portland has one of the highest rates of gentrification and displacement in the county[149] with the displacement most prominently affecting traditionally Black communities in North and Northeast Portland[150]. Even though residents are being displaced, it does not necessarily mean their whole community has moved – displaced residents are still traveling to their former communities to shop, worship, work, and visit friends/family. Displaced residents are forced to move further from public transportation hubs[151], which can increase the total number of miles based on land use policies and the transportation network[152]. The increased travel time, and miles, that displaced residents of color face increases the likelihood they encounter a Portland police officer on patrol, especially as they commute through high police-activity areas on main arterials.

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147 U.S. Government Accountability Office. (2018, July). *2020 Census: Actions Needed to Address Challenges to Enumerating Hard-to-Count Groups.* (Publication No. GAO-18-599). Retrieved from https://www.gao.gov/assets/700/693450.pdf

148 Joint Office of Homeless Services. (2019). *2019 Point-in-Time Count of Homelessness in Portland/Gresham/Multnomah County, Oregon*. Portland, Ore: Multnomah County. Retrieved from https://multco.us/housing-and-homelessness/point-time-counts

149 Richardson, J., Mitchell, B., & Franco, J. (2019). *Shifting neighborhoods: Gentrification and cultural displacement in American cities*. Washington, DC: National Community Reinvestment Coalition. Retrieved from https://ncrc.org/gentrification/

150 Bureau of Planning and Sustainability, City of Portland. (2018). *2018 gentrification and displacement neighborhood typology assessment: Key findings and methodology report*. Retrieved from https://www.portlandoregon.gov/bps/62635

151 Soursourian, M. (2012). *Community development research brief: Suburbanization of poverty in the Bay Area.* San Francisco: Federal Reserve Bank of San Francisco. Retrieved from https://www.frbsf.org/community-development/files/Suburbanization-of-Poverty-in-the-Bay-Area2.pdf

152 Chatman, D.G., Xu, R., Park, J. & Spevack, A. (2017). Chapter 4: The effects on auto use of household displacement from rail station areas. In K. Chapple, P. Waddell, D. Chatman, A. Loukaitou-Sideris, & P. Ong. *Developing a new methodology for analyzing potential displacement* (pp. 156 – 180). Berkeley, Calif.: University of California, Berkeley.

APPENDIX F: PERCEIVED GENDER ANALYSIS

The Portland Police Bureau collects data on the officer's perception of the race, gender, and age of all stopped drivers and pedestrians. Male subjects were the most stopped group across all stop types in 2022, representing 71.2% of all stops. Non-Traffic officers were significantly more likely to stop non-binary and male drivers[153]. Stop rates for any perceived gender have not changed significantly over the past five years.

Table 27. Non-Traffic officers stopped male and non-binary drivers at a significantly higher rate.

		2018		2019		2020		2021		2022	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	Female	4,248	32.2%	5,061	34.8%	4,286	31.5%	1,188	32.0%	1,022	33.8%
	Male	8,924	67.7%	9,461	65.1%	9,308	68.3%	2,513	67.7%	1,999	66.0%
	Non-Binary*	2	0.0%	10	0.1%	30	0.2%	11	0.3%	7	0.2%
	Unknown^	7	0.1%	--	--	--	--	--	--	--	--
	Traffic Total	**13,181**	**100%**	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**
		2018		**2019**		**2020**		**2021**		**2022**	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	Female	4,535	28.1%	5,031	27.2%	3,082	27.1%	2,852	27.5%	2,757	25.9%
	Male	11,515	71.3%	13,426	72.6%	8,220	72.3%	7,469	71.9%	7,802	73.4%
	Non-Binary*	25	0.2%	46	0.2%	65	0.6%	60	0.6%	67	0.6%
	Unknown^	70	0.4%	--	--	--	--	--	--	--	--
	Non-Traffic Total	**16,145**	**100%**	**18,503**	**100%**	**11,367**	**100%**	**10,381**	**100%**	**10,626**	**100%**

* Non-Binary was added as an available option on June 27, 2018.

^ Unknown was removed as an available option on June 27, 2018.

Table 28. Male pedestrians have always been stopped at a higher rate than male drivers.

		2018		2019		2020		2021		2022	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	Female	16	22.5%	23	23.7%	11	28.9%	0	0.0%	1	50.0%
	Male	54	76.1%	74	76.3%	27	71.1%	4	100.0%	1	50.0%
	Non-Binary*	1	1.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Unknown^	0	0.0%	--	--	--	--	--	--	--	--
	Traffic Total	**71**	**100%**	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**
		2018		**2019**		**2020**		**2021**		**2022**	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	Female	65	12.8%	166	16.1%	24	11.8%	6	14.0%	10	9.5%
	Male	441	86.6%	867	83.8%	179	88.2%	36	83.7%	95	90.5%
	Non-Binary*	2	0.4%	1	0.1%	0	0.0%	1	2.3%	0	0.0%
	Unknown^	1	0.2%	--	--	--	--	--	--	--	--
	Non-Traffic Total	**509**	**100%**	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**

* Non-Binary was added as an available option on June 27, 2018.

^ Unknown was removed as an available option on June 27, 2018.

[153] $x^2 = 74.867, p < .001, df = 2$

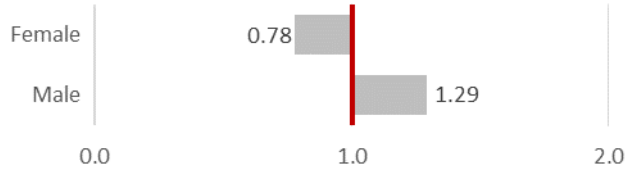
When analyzing stops data for disparities by race, PPB utilizes two different benchmarks that are tailored to the differing mission of Traffic Division and the Non-Traffic divisions. The use of the Crime Victimization benchmark as a proxy for subjects that may be working, living, recreating, or transiting in an area is supported by the literature. However, the literature shows that no single measure explains potential gender differences by geographic location, with age and physical activity[154], economic factors[155], and sexual preference[156] all contributing to locale-based gender differences. Furthermore, women are also more likely to report being victims of violent crimes[157]. Without comprehensive research on how these known and unknown factors contribute to geographic place-making in Portland, it is improper to use crime victimization as a proxy for potential police contact by gender.

Table 29. 2022 Injury Collision Statistics, by Gender of Drivers

	2022	
Gender	**Count**	**Percent**
Female	435	33.2%
Male	877	66.8%
Total	**1,312**	**100.0%**

Instead, the reported gender[158] of drivers involved in injury collisions in 2022 was used as a benchmark for driver stops by all divisions. In the analysis of driver's race, this benchmark is used for stops by Traffic officers only. Based on the reported gender of individuals involved in injury collisions, drivers are stopped similar to expected rates. No comparable benchmark exists for pedestrian stops, so no analysis was conducted.

Figure 14. Drivers are stopped at rates similar to the 2022 Injury Collision Benchmark



Stop Reasons

Non-Traffic officers[159] and Traffic officers[160] display significantly different stop patterns based on the perceived gender of the driver. Female drivers were more likely to commit a violation for Dangerous Driving Behaviors whereas male drivers were more likely to be stopped for Minor Moving Violations, Non-Moving Violations, and Non-Traffic Offenses. Male drivers were also significantly more likely to be stopped based on the reasonable suspicion / probable cause that they were involved in a Non-Traffic Offense[161] when stopped by Non-Traffic officers.

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154 Pollard, T.M. & Wagnild, J.M. (2017). Gender differences in walking (for leisure, transport, and in total) across adult life: a systematic review. *BMC Public Health, 17*.
155 Chetty, R., Hendren, N., Lin, F., Majerovitz, J., & Scuderi, B. (2016). *Childhood environment and gender gaps in adulthood (Working Paper No. 21936)*. Cambridge, MA: National Bureau of Economic Research.
156 Diehm, J. (2018, June). Men are from Chelsea, Women are from Park Slope: How "gayborhoods" in 15 major American cities are divided by gender. Retrieved from https://pudding.cool/2018/06/gayborhoods/.
157 Morgan, R.E., & Truman, J.L. (2018). *Criminal Victimization, 2017* (NCJ 252472). Washington, D.C.: Bureau of Justice Statistics, U.S. Department of Justice.
158 The PPB's records management system, RegJIN, does not include "Non-Binary" as possible gender category so the group cannot be included in any benchmark analyses.
159 $x^2 = 12.593, p < .02, df = 3$
160 $x^2 = 22.814, p < .001, df = 2$
161 $x^2 = 8.761, p < .02, df = 2$

Table 30. Male drivers were significantly more likely to be stopped for a Minor Moving Violation, Non-Moving Violation, or a Non-Traffic Offense than Female drivers.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	889	87.0%	82	8.0%	50	4.9%	1	0.1%
	Male	1,603	80.2%	265	13.3%	130	6.5%	1	0.1%
	Non-Binary	6	85.7%	1	14.3%	0	0.0%	0	0.0%
	Total	**2,498**	**82.5%**	**348**	**11.5%**	**180**	**5.9%**	**2**	**0.1%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	1,399	50.7%	301	10.9%	1,000	36.3%	57	2.1%
	Male	3,699	47.4%	833	10.7%	3,049	39.1%	220	2.8%
	Non-Binary	33	49.3%	4	6.0%	23	34.3%	7	10.4%
	Total	**5,131**	**48.3%**	**1,138**	**10.7%**	**4,072**	**38.3%**	**284**	**2.7%**

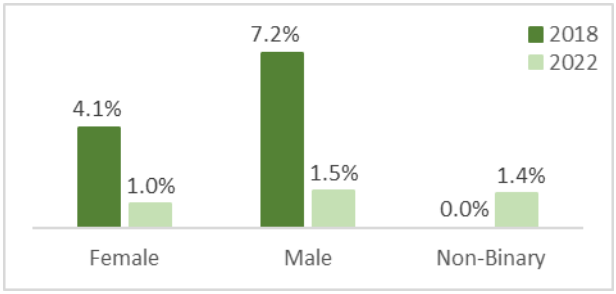
Table 31. All perceived gender groups were stopped most often for Non-Traffic Offenses.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Male	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Non-Binary	--	--	--	--	--	--	--	--
	Total	**1**	**50.0%**	**1**	**50.0%**	**0**	**0.0%**	**0**	**0.0%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	2	20.0%	0	0.0%	1	10.0%	7	70.0%
	Male	10	10.5%	16	16.8%	23	24.2%	46	48.4%
	Non-Binary	--	--	--	--	--	--	--	--
	Total	**12**	**11.4%**	**16**	**15.2%**	**24**	**22.9%**	**53**	**50.5%**

Search Rates by Gender

Figure 15. Search rates have slightly declined for male and females since 2018.



Search rates, based on perceived gender, have significantly changed over the last five years. Males and females were both searched significantly less than they were five years ago[162]. Male subjects were significantly more likely to asked to consent to a search when compared to female subjects (1.1% vs. 0.5%)[163], however both groups denied the consent search request at similar rates[164]. Subjects perceived to be male were significantly more likely to be searched with Consent[165] whereas female subjects were significantly more likely to be searched with a Warrant Exception[166].

[162] Female: $p < .02$, $r^2 = .89$; Male: $p < .002$, $r^2 = .98$
[163] $x^2 = 13.168, p < .001, df = 1$
[164] $x^2 = 0.361, p < .55, df = 1$
[165] $x^2 = 7.225, p < .007, df = 1$
[166] $x^2 = 8.893, p < .003, df = 1$

Table 32. Male subjects are significantly more likely to be searched than female subjects.

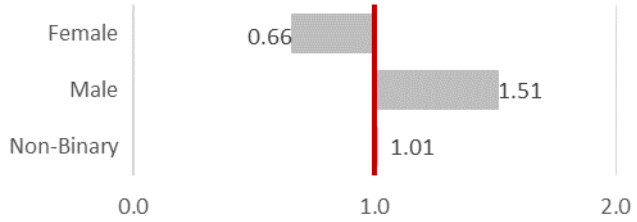
		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Gender	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	3	0.3%	1	33.3%	2	66.7%	2	66.7%
	Male	17	0.9%	4	23.5%	3	17.6%	13	76.5%
	Non-Binary	0	0.0%	--	--	--	--	--	--
	Total	**20**	**0.7%**	**5**	**25.0%**	**5**	**25.0%**	**15**	**75.0%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Gender	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	34	1.2%	10	29.4%	4	11.8%	25	73.5%
	Male	130	1.6%	75	57.7%	15	11.5%	54	41.5%
	Non-Binary	1	1.5%	1	100.0%	0	0.0%	0	0.0%
	Total	**165**	**1.5%**	**86**	**52.1%**	**19**	**11.5%**	**79**	**47.9%**

- NOTE: More than one search type can be utilized and recorded on each interaction

Portland Police officers did not display differential search patterns for stopped subjects based on the subject's perceived gender at a significant[167] or disparate rate in 2022. Male drivers were searched more often than female subjects - however it was not a disparate rate when compared to overall stop rates. This is the second straight year on record without a disparate gender search rate.

Figure 16. Male subjects were not searched at a disparate rate in 2022 – the second straight year without a disparate result.



Contraband Hit Rates

In 2022, there were no significant differences[168] in the contraband recovery rate between male and female subjects at the conclusion of a discretionary search. Males were found with contraband in 69.4% of searches, while females were found with contraband in 70.3% of searches. Drugs and Alcohol were the most commonly found items for male subjects, whereas Alcohol and Drugs Contraband were most common for female subjects.

Table 33. Alcohol is the most commonly uncovered item during subject searches.

	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
Gender	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Female	37	26	70.3%	17	45.9%	6	16.2%	1	2.7%	0	0.0%	1	2.7%	4	10.8%
Male	147	102	69.4%	40	27.2%	35	23.8%	27	18.4%	12	8.2%	7	4.8%	19	12.9%
Non-Binary	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**185**	**129**	**69.7%**	**57**	**30.8%**	**42**	**22.7%**	**28**	**15.1%**	**12**	**6.5%**	**8**	**4.3%**	**23**	**12.4%**

[167] $x^2 = 5.046, p < .08, df = 2$
[168] $x^2 = 0.024, p < .88, df = 1$

Stop Outcomes

Male and female subjects had significantly different stop dispositions when stopped by a Portland Police Bureau officer from either division[169]. Male subjects were significantly more likely to be arrested or cited-in-lieur of an arrest than female subjects from either division, while female subjects were significantly more likely to receive a citation. Male subjects stopped by Non-Traffic officers were significantly more likely to be released with no enforcement action, while female subjects were significantly more likely to receive a warning. The progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern what role, if any, gender bias plays in stop disposition.

Table 34. Male subjects were significantly more likely to be arrested – regardless of PPB division.

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	1,023	33.8%	1	0.1%	133	13.0%	877	85.7%	3	0.3%	0	0.0%	9	0.9%
	Male	2,001	66.0%	9	0.4%	302	15.1%	1,628	81.4%	24	1.2%	0	0.0%	38	1.9%
	Non-Binary	7	0.2%	0	0.0%	1	14.3%	6	85.7%	0	0.0%	0	0.0%	0	0.0%
	Total	**3,031**	**100.0%**	**10**	**0.3%**	**436**	**14.5%**	**2,511**	**83.6%**	**27**	**0.9%**	**0**	**0.0%**	**47**	**1.6%**

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	2,767	25.8%	121	4.4%	2,011	72.7%	456	16.5%	32	1.2%	0	0.0%	147	5.3%
	Male	7,897	73.6%	439	5.6%	5,514	69.8%	1,169	14.8%	141	1.8%	2	0.0%	632	8.0%
	Non-Binary	67	0.6%	19	28.4%	39	58.2%	6	9.0%	1	1.5%	0	0.0%	2	3.0%
	Total	**10,731**	**100.0%**	**579**	**5.5%**	**7,564**	**71.7%**	**1,631**	**15.5%**	**174**	**1.6%**	**2**	**0.0%**	**781**	**7.4%**

[169] Traffic: $x^2 = 16.944$, $p < .002$, $df = 4$; Non-Traffic: $x^2 = 38.072$, $p < .001$, $df = 4$

APPENDIX G: PERCEIVED AGE ANALYSIS

Table 35. Adults aged 25 or Older are the most commonly stopped group of drivers.

		2018		2019		2020		2021		2022	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	4	0.0%	13	0.1%	18	0.1%	4	0.1%	3	0.1%
	16 to 24	2,417	18.3%	2,519	17.3%	2,689	19.7%	609	16.4%	530	17.5%
	25 or Over	10,747	81.5%	12,000	82.6%	10,917	80.1%	3,099	83.5%	2,495	82.4%
	Unknown^	13	0.1%	--	--	--	--	--	--	--	--
	Traffic Total	**13,181**	**100%**	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**
		2018		**2019**		**2020**		**2021**		**2022**	
	Age	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	Under 16	23	0.1%	28	0.2%	23	0.2%	21	0.2%	24	0.2%
	16 to 24	2,960	18.3%	2,810	15.2%	1,669	14.7%	1,547	14.9%	1,379	13.0%
	25 or Over	13,071	81.0%	15,665	84.7%	9,675	85.1%	8,813	84.9%	9,223	86.8%
	Unknown^	91	0.6%	--	--	--	--	--	--	--	--
	Non-Traffic Total	**16,145**	**100%**	**18,503**	**100%**	**11,367**	**100%**	**10,381**	**100%**	**10,626**	**100%**

^ Unknown was removed as an available option on June 27, 2018.

Table 36. Traffic and Non-Traffic officers stopped different ages of pedestrians at similar rates.

		2018		2019		2020		2021		2022	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	0	0.0%	0	0.0%	1	2.6%	0	0.0%	0	0.0%
	16 to 24	9	12.7%	11	11.3%	8	21.1%	1	25.0%	1	50.0%
	25 or Over	62	87.3%	86	88.7%	29	76.3%	3	75.0%	1	50.0%
	Unknown^	0	0.0%	--	--	--	--	--	--	--	--
	Traffic Total	**71**	**100%**	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**
		2018		**2019**		**2020**		**2021**		**2022**	
	Age	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	Under 16	4	0.8%	3	0.3%	1	0.5%	0	0.0%	0	0.0%
	16 to 24	48	9.4%	66	6.4%	13	6.4%	8	18.6%	15	14.3%
	25 or Over	457	89.8%	965	93.3%	189	93.1%	35	81.4%	90	85.7%
	Unknown^	0	0.0%	--	--	--	--	--	--	--	--
	Non-Traffic Total	**509**	**100%**	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**

^ Unknown was removed as an available option on June 27, 2018.

After the completion of the stop, Portland Police Bureau officers indicate their perception of the stopped subject's perceived age[170]. Like the prior four years, the 25 or Over group was the most stopped group in 2022 – representing 85.8 percent of all stops – followed by 16 to 24 (14.0%), and Under 16 (0.2%). There have been no significant changes in the stop rates for any perceived age group over the past five years.

[170] Prior to June 27, 2018, officers indicated the subject's perceived age in four broad categories: Under 16, 16 to 24, 25 or Over, and Unknown. After June 27, the officer enters an integer (i.e., 35) based on their perception or the subject's actual age from their state-issued identification. All integers were converted to categories to ease interpretation and comparison over time.

The use of reporting by integer provides the opportunity to analyze stop patterns for additional age categories than originally collected. Research indicates that drivers aged 65 or Over – when controlling for miles driven – are about as likely to crash as drivers under the age of 25[171]. Age also generally increases a person's risk for injury in a collision[172], with some of the highest fatality rates for subjects over the age of 65[173]. For all 2022 analyses, a new category was generated from the existing data to better understand how the perceived age of subjects over 65 affects stop rates along with other age groupings. The operational divisions display differential stop patterns for drivers[174], with Traffic officers stopping significantly more 65 or Older and 16 to 24 drivers, and significantly less 25 to 64 year olds drivers than Non-Traffic units.

Table 37. Traffic Officers stopped significantly more 16 to 24 and 65 or Older drivers.

		Drivers		Pedestrians	
		2022		2022	
	Age	Count	Percent	Count	Percent
Traffic	Under 16	3	0.1%	0	0.0%
	16 to 24	530	17.5%	1	50.0%
	25 to 64	2,339	77.2%	0	0.0%
	65 or Older	156	5.2%	1	50.0%
	Traffic Total	**3,028**	**100%**	**2**	**100%**
		2022		2022	
	Age	Count	Percent	Count	Percent
Non-Traffic	Under 16	24	0.2%	0	0.0%
	16 to 24	1,379	13.0%	15	14.3%
	25 to 64	9,004	84.7%	88	83.8%
	65 or Older	219	2.1%	2	1.9%
	Non-Traffic Total	**10,626**	**100%**	**105**	**100%**

Similar to gender analyses, there are no research-supported benchmarks assessing whether officers potentially display bias when choosing to stop a driver based on their perceived age. It's further complicated by the fact that age is not a protected class when it comes to insurance risk analyses[175], with the State explicitly allowing differential premiums[176] for drivers under the age of 25 and over the age of 55 (without an authorized prevention course) due to their risk of being involved in a motor vehicle collision. If officers are making stops based on dangerous driving behaviors, there is a likelihood that a greater number of young drivers (and those 55 or over) would be stopped when compared to their population rate. Nationally, there are also significant differences when it comes to crime victimization based on the victim's age, making any victimization benchmark problematic[177].

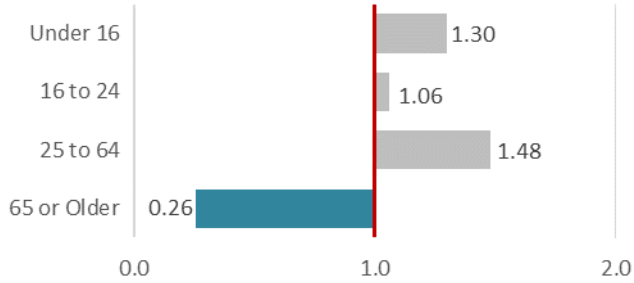
Table 38. 2022 Injury Collision Statistics, by Age of Drivers

	2022	
Age	Count	Percent
Under 16	2	0.2%
16 to 24	175	13.3%
25 to 64	1,008	76.8%
65 or Over	127	9.7%
Total	**1,312**	**100.0%**

171 National Highway Traffic Safety Administration. (1993). *Addressing the Safety Issues Related to Younger and Older Drivers: A Report to Congress January 19, 1993 on the Research Agenda of the National Highway Traffic Safety Administration.* Washington, DC: Department of Transportation.
172 Kahane, C. J. (2013). *Injury vulnerability and effectiveness of occupant protection technologies for older occupants and women.* (Report No. DOT HS 811 766). Washington, DC: National Highway Traffic Safety Administration.
173 Chang., D. (2008). *Comparison of Crash Fatalities by Sex and Age Group.* (Report No. DOT HS 810 853). Washington DC: National Highway Traffic Safety Administration.
174 $x^2 = 132.499, p < .001, df = 3$
175 OAR 836-080-0055
176 ORS 742.490
177 Morgan, R.E., & Truman, J.L. (2018). *Criminal Victimization, 2017* (NCJ 252472). Washington, D.C.: Bureau of Justice Statistics, U.S. Department of Justice.

Accounting for the factors discussed above, the Injury Collision Benchmark (based on the age of involved drivers) was used for all operational groups of the Bureau. Based on the reported perceived age of stopped drivers involved in injury collisions, older drivers (65 or Older) were stopped less than expected when compared to injury collision rates. All other age groups were stopped at expected rates. No comparable benchmark exists for pedestrian stops, so no analysis was conducted.

Figure 17. Officers stopped fewer drivers aged 65 or Older than expected compared to injury collision rates.



Stop Reasons

Table 39. Non-Traffic officers displayed differential stop patterns based on the age of the driver.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	2	66.7%	0	0.0%	1	33.3%	0	0.0%
	16 to 24	467	88.1%	35	6.6%	28	5.3%	0	0.0%
	25 to 64	1,911	81.7%	277	11.8%	149	6.4%	2	0.1%
	65 or Older	118	75.6%	36	23.1%	2	1.3%	0	0.0%
	Traffic Total	**2,498**	**82.5%**	**348**	**11.5%**	**180**	**5.9%**	**2**	**0.1%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Under 16	12	50.0%	6	25.0%	5	20.8%	1	4.2%
	16 to 24	794	57.6%	127	9.2%	435	31.5%	23	1.7%
	25 to 64	4,189	46.5%	983	10.9%	3,576	39.7%	255	2.8%
	65 or Older	136	62.1%	22	10.0%	56	25.6%	5	2.3%
	Non-Traffic Total	**5,131**	**48.3%**	**1,138**	**10.7%**	**4,072**	**38.3%**	**284**	**2.7%**

Table 40. Most pedestrians – regardless of perceived Age – were stopped for Non-Traffic Offenses in 2022.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	--	--	--	--	--	--	--	--
	16 to 24	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	25 to 64	--	--	--	--	--	--	--	--
	65 or Older	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Traffic Total	**1**	**50.0%**	**1**	**50.0%**	**0**	**0.0%**	**0**	**0.0%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Under 16	--	--	--	--	--	--	--	--
	16 to 24	3	20.0%	1	6.7%	0	0.0%	11	73.3%
	25 to 64	9	10.2%	14	15.9%	24	27.3%	41	46.6%
	65 or Older	0	0.0%	1	50.0%	0	0.0%	1	50.0%
	Non-Traffic Total	**12**	**11.4%**	**16**	**15.2%**	**24**	**22.9%**	**53**	**50.5%**

Non-Traffic and Traffic display differential stop patterns based on the perceived age of the driver. Personnel from Non-Traffic divisions were significantly less likely[178] to stop drivers aged 25 to 64 for Dangerous Driving Behaviors and significantly more likely to stop them for Non-Moving Violations. Traffic Officers were significantly more likely[179] to stop drivers aged 16 to 24 for Dangerous Driving Behaviors and drivers 65 or Older for Minor Moving Violations. There were no significant differences[180] in the stop rates between the different perceived age groups for stops involving the reasonable suspicion / probable cause of another crime. No pedestrian analyses were conducted due to small sample size for both divisions.

Search Rates by Age Group

Search rates have changed at a significant rate for most perceived age groups over the past five years. Subjects perceived to be aged 16 to 24 or 25 of Over[181] have seen their searches decline at a significant rate, while those under the age of 16 have not increased at a significant rate[182]. There were no significant differences in the consent request[183] or consent denial rate[184] between the different perceived age groups. All groups of subjects were searched at approximately the same rate for Consent[185], Warrant[186], Warrant Exception[187] searches. Portland Police officers did not display disparate or significantly different[188] search patterns based on the perceived age of the subject in 2022.

Figure 18. Subjects under the age of 16 are the only group with higher search rates since 2018.

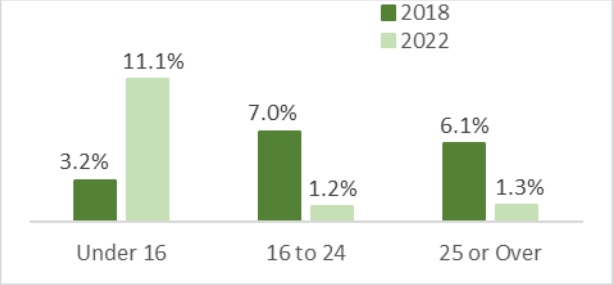
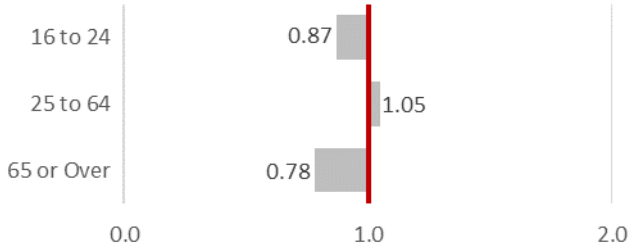


Figure 19. All groups were searched at rates similar to their overall stop rates in 2022.



[178] $x^2 = 78.887, p < .001, df = 6$
[179] $x^2 = 39.587, p < .001, df = 4$
[180] Non-Traffic: $x^2 = 5.648, p < .06, df = 2$; Traffic: $x^2 = 0.227, p < .64, df = 1$
[181] 16 to 24: $p < .004, r^2 = .96$; 25 or Over: $p < .003, r^2 = .97$
[182] $p < .30, r^2 = .34$
[183] $x^2 = 1.857, p < .40, df = 2$
[184] $x^2 = 0.159, p < .70, df = 1$
[185] $x^2 = 0.027, p < .87, df = 1$
[186] $x^2 = 0.445, p < .51, df = 1$
[187] $x^2 = 0.080, p < .78, df = 1$
[188] $x^2 = 0.479, p < .79, df = 2$

Table 41. Consent searches were the primary search type across most age groups.

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Age	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	1	33.3%	0	0.0%	0	0.0%	1	100.0%
	16 to 24	2	0.4%	2	100.0%	0	0.0%	2	100.0%
	25 to 64	16	0.7%	3	18.8%	5	31.3%	11	68.8%
	65 or Older	1	0.6%	0	0.0%	0	0.0%	1	100.0%
	Total	**20**	**0.7%**	**5**	**25.0%**	**5**	**25.0%**	**15**	**75.0%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Age	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Under 16	2	8.3%	1	50.0%	0	0.0%	1	50.0%
	16 to 24	21	1.5%	10	47.6%	2	9.5%	10	47.6%
	25 to 64	139	1.5%	74	53.2%	17	12.2%	65	46.8%
	65 or Older	3	1.4%	1	33.3%	0	0.0%	3	100.0%
	Total	**165**	**1.5%**	**86**	**52.1%**	**19**	**11.5%**	**79**	**47.9%**

- NOTE: More than one search type can be utilized and recorded on each interaction

Contraband Hit Rates

There were no statistical differences[189] in the rate that contraband was discovered and the perceived age of the stopped subject. Portland Police officers found contraband on a majority of all searches, regardless of the age of the subject being searched. Among the groups with adequate sample sizes, Alcohol and Drugs were the most commonly uncovered items on subjects between the ages of 25 and 64, while Firearms and Alcohol were most commonly found on subjects aged 16 to 24.

Table 42. Contraband hit rates are similar for all perceived age groups.

	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
Age	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Under 16	3	3	100.0%	1	33.3%	0	0.0%	2	66.7%	0	0.0%	0	0.0%	0	0.0%
16 to 24	23	13	56.5%	3	13.0%	2	8.7%	9	39.1%	1	4.3%	1	4.3%	1	4.3%
25 to 64	155	111	71.6%	51	32.9%	40	25.8%	17	11.0%	11	7.1%	7	4.5%	22	14.2%
65 or Older	4	2	50.0%	2	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**185**	**129**	**69.7%**	**57**	**30.8%**	**42**	**22.7%**	**28**	**15.1%**	**12**	**6.5%**	**8**	**4.3%**	**23**	**12.4%**

Stop Outcomes

Stop dispositions reported by PPB Traffic[190] and Non-Traffic[191] officers varied significantly by the perceived age of the stopped subject. Subjects 65 or Over were significantly more likely to receive a Warning – while those aged 16 to 24 were more likely to receive a Citation – than any other age group when stopped by either a Traffic or Non-Traffic officer. Non-Traffic officers were significantly more likely to end the interaction with no enforcement or arrest subjects aged 25 to 64 – compared to 16 to 24 year olds – at the end of a stop. The progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern what role, if any, age plays in stop disposition.

[189] $x^2 = 2.037, p < .16, df = 1$
[190] $x^2 = 64.065, p < .001, df = 2$
[191] $x^2 = 65.273, p < .001, df = 8$

Table 43. Both operational divisions of the PPB displayed different patterns based on age of subject.

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	3	0.1%	0	0.0%	0	0.0%	2	66.7%	0	0.0%	0	0.0%	1	33.3%
	16 to 24	531	17.5%	0	0.0%	41	7.7%	474	89.3%	8	1.5%	0	0.0%	8	1.5%
	25 to 64	2,339	77.2%	8	0.3%	342	14.6%	1,933	82.6%	18	0.8%	0	0.0%	38	1.6%
	65 or Over	157	5.2%	1	0.6%	53	33.8%	102	65.0%	1	0.6%	0	0.0%	0	0.0%
	Traffic Total	**3,030**	**100.0%**	**9**	**0.3%**	**436**	**14.5%**	**2,511**	**83.6%**	**27**	**0.9%**	**0**	**0.0%**	**47**	**1.6%**

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Under 16	24	0.2%	3	12.5%	16	66.7%	2	8.3%	0	0.0%	0	0.0%	3	12.5%
	16 to 24	1,394	13.0%	54	3.9%	969	69.5%	282	20.2%	19	1.4%	2	0.1%	68	4.9%
	25 to 64	9,092	84.7%	517	5.7%	6,401	70.4%	1,320	14.5%	152	1.7%	0	0.0%	702	7.7%
	65 or Over	221	2.1%	5	2.3%	178	80.5%	27	12.2%	3	1.4%	0	0.0%	8	3.6%
	Non-Traffic Total	**10,731**	**100.0%**	**579**	**5.5%**	**7,564**	**71.7%**	**1,631**	**15.5%**	**174**	**1.6%**	**2**	**0.0%**	**781**	**7.4%**

APPENDIX H: PERCEIVED MENTAL HEALTH STATUS ANALYSIS

The Portland Police Bureau began collecting officers' perceptions on the stopped subject's mental health status on October 1, 2014 as a component of the City's settlement agreement with the United States Department of Justice[192]. Officers are mandated to indicate whether they perceive if the subject has a mental health issue by using one of three options: Yes, No, or Unknown. Since 2018, fewer subjects are being classified as Unknown (4.2% in 2018 vs. 1.8% in 2022) while subjects that were perceived to not have a mental health issue (95.3% in 2018 vs. 97.5% in 2022) have increased over the same time period – although at non-significant rates[193]. Subjects with a perceived mental health issued has slightly increased[194] over the last five years (0.4% in 2018 vs 0.7% in 2022). In 2022, Non-Traffic Officers were significantly more likely[195] to indicate that the subject's status was unknown. The PPB does not collect the perceived mental health status for individuals involved in injury collision accidents, so there is no research-supported benchmark to compare to for disparity analyses.

Table 44. Non-Traffic Officers were significantly more likely to identify that a subject's mental health status was unknown at the time of the stop.

		2018		2019		2020		2021		2022	
	Mental Health Status	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	No Perceived Mental Health Issue	12,577	95.4%	14,408	99.1%	13,548	99.4%	3,628	97.7%	2,984	98.5%
	Perceived Mental Health Issue	34	0.3%	45	0.3%	53	0.4%	60	1.6%	37	1.2%
	Unknown Mental Health Issue	570	4.3%	79	0.5%	23	0.2%	24	0.6%	7	0.2%
	Traffic Total	**13,181**	**100%**	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**
		2018		**2019**		**2020**		**2021**		**2022**	
	Mental Health Status	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	No Perceived Mental Health Issue	15,415	95.5%	18,151	98.1%	11,057	97.3%	10,067	97.0%	10,332	97.2%
	Perceived Mental Health Issue	64	0.4%	41	0.2%	35	0.3%	54	0.5%	64	0.6%
	Unknown Mental Health Issue	666	4.1%	311	1.7%	275	2.4%	260	2.5%	230	2.2%
	Non-Traffic Total	**16,145**	**100%**	**18,503**	**100%**	**11,367**	**100%**	**10,381**	**100%**	**10,626**	**100%**

Table 45. Pedestrians were more likely to be perceived to be having a mental health issue.

		2018		2019		2020		2021		2022	
	Mental Health Status	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	No Perceived Mental Health Issue	62	87.3%	92	94.8%	37	97.4%	4	100.0%	2	100.0%
	Perceived Mental Health Issue	3	4.2%	5	5.2%	1	2.6%	0	0.0%	0	0.0%
	Unknown Mental Health Issue	6	8.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Traffic Total	**71**	**100%**	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**
		2018		**2019**		**2020**		**2021**		**2022**	
	Mental Health Status	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	No Perceived Mental Health Issue	460	90.4%	941	91.0%	181	89.2%	31	72.1%	99	94.3%
	Perceived Mental Health Issue	23	4.5%	56	5.4%	14	6.9%	8	18.6%	2	1.9%
	Unknown Mental Health Issue	26	5.1%	37	3.6%	8	3.9%	4	9.3%	4	3.8%
	Non-Traffic Total	**509**	**100%**	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**

[192] United States of America v. City of Portland, No. 3:12-cv-02265-SI (D. Ore. 2012).
[193] No: $p < .51$, $r^2 = .16$; Unknown: $p < .36$, $r^2 = .28$
[194] $p < .11$, $r^2 = .65$
[195] $x^2 = 67.207$, $p < .001$, $df = 2$

Stop Reasons

The small expected counts of subjects perceived to have a mental health issue or those with an unknown mental health status prohibits the utilization of inferential statistical analyses to determine what differences exist, if any, with and between the different operational divisions of the Portland Police Bureau or differences between pedestrians and drivers. Drivers with an Unknown Mental Health Issue were significantly more likely to be stopped for a Non-Traffic Offense or Non-Moving Violation[196], while drivers with No Perceived Mental Health Issue were significantly more likely to be stopped for a Dangerous Driving Behavior. About six percent of those with an Unknown Mental Health Issue were stopped for the reasonable suspicion / probable cause of another crime, compared to about two percent of those without a mental health issue.

Table 46. Subjects with an unknown mental health issue were significantly more likely to be stopped for Non-Traffic Offenses or Non-Moving Violations.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	2,474	82.9%	330	11.1%	178	6.0%	2	0.1%
	Perceived Mental Health Issue	19	51.4%	18	48.6%	0	0.0%	0	0.0%
	Unknown Mental Health Issue	5	71.4%	0	0.0%	2	28.6%	0	0.0%
	Traffic Total	**2,498**	**82.5%**	**348**	**11.5%**	**180**	**5.9%**	**2**	**0.1%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	No Perceived Mental Health Issue	4,999	48.4%	1,110	10.7%	3,954	38.3%	268	2.6%
	Perceived Mental Health Issue	31	48.4%	5	7.8%	26	40.6%	2	3.1%
	Unknown Mental Health Issue	101	43.9%	23	10.0%	92	40.0%	14	6.1%
	Non-Traffic Total	**5,131**	**48.3%**	**1,138**	**10.7%**	**4,072**	**38.3%**	**284**	**2.7%**

Table 47. The majority of pedestrians stopped with a perceived mental health issue or unknown mental health issue were stopped for a Non-Traffic Offense.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	1	50.0%	1	50.0%	0	0.0%	0	0.0%
	Perceived Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Unknown Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Traffic Total	**1**	**50.0%**	**1**	**50.0%**	**0**	**0.0%**	**0**	**0.0%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	No Perceived Mental Health Issue	11	11.1%	16	16.2%	24	24.2%	48	48.5%
	Perceived Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	2	100.0%
	Unknown Mental Health Issue	1	25.0%	0	0.0%	0	0.0%	3	75.0%
	Non-Traffic Total	**12**	**11.4%**	**16**	**15.2%**	**24**	**22.9%**	**53**	**50.5%**

[196] $x^2 = 28.996, p < .001, df = 3$

Search Rates by Perceived Mental Health Status

Members of the Porland Police Bureau significantly differed in the number of searches they conducted based on the perceived mental health status of the stopped individual[197]; however, individual pairwise differences showed no significant difference between any two groups. Since the beginning of data collection, individuals with a perceived mental health issue have always been searched at a higher rate than other groups. Search rates have generally declined for all groups since 2018[198], although only searches on those without a perceived mental health issue have declined at a significant rate[199]. Small overall search rates of people perceived to be experiencing a mental health issue preclude any in-depth analyses on search types used.

Figure 20. Search rates for all perceived mental health groups have declined since 2016.

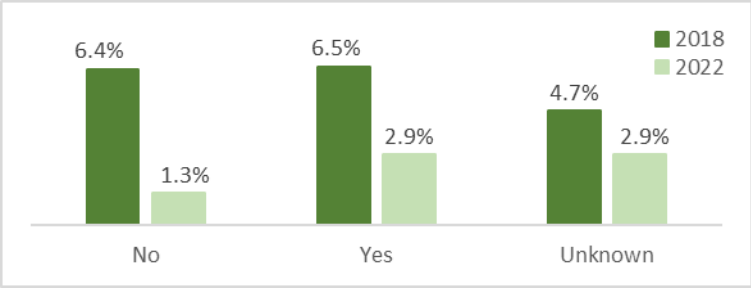


Table 48. Subjects were a perceived mental health issue were not searched significantly more.

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Mental Health Status	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	18	0.6%	5	27.8%	4	22.2%	14	77.8%
	Perceived Mental Health Issue	1	2.7%	0	0.0%	0	0.0%	1	100.0%
	Unknown Mental Health Issue	1	14.3%	0	0.0%	1	100.0%	0	0.0%
	Total	**20**	**0.7%**	**5**	**25.0%**	**5**	**25.0%**	**15**	**75.0%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Mental Health Status	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	No Perceived Mental Health Issue	157	1.5%	83	52.9%	17	10.8%	75	47.8%
	Perceived Mental Health Issue	2	3.0%	0	0.0%	0	0.0%	2	100.0%
	Unknown Mental Health Issue	6	2.6%	3	50.0%	2	33.3%	2	33.3%
	Total	**165**	**1.5%**	**86**	**52.1%**	**19**	**11.5%**	**79**	**47.9%**

- NOTE: More than one search type can be utilized and recorded on each interaction

Contraband Hit Rates

Subjects with an unknown or perceived mental health issue had lower hit rates than the group without any perceived mental health issues, despite garnering a higher search rate from PPB. No statistical analyses could be conducted due to small search rates for subjects with an unknown or perceived mental health issue.

Table 49. Contraband hit rates were similar across all perceived mental health groups.

	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
Mental Health Status	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No Perceived Mental Health Issue	175	123	70.3%	56	32.0%	41	23.4%	27	15.4%	10	5.7%	8	4.6%	21	12.0%
Perceived Mental Health Issue	3	2	66.7%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
Unknown Mental Health Issue	7	4	57.1%	0	0.0%	0	0.0%	1	14.3%	1	14.3%	0	0.0%	2	28.6%
Total	**185**	**129**	**69.7%**	**57**	**30.8%**	**42**	**22.7%**	**28**	**15.1%**	**12**	**6.5%**	**8**	**4.3%**	**23**	**12.4%**

[197] $x^2 = 6.966, p < .04, df = 2$

[198] Unknown: $p < .09, r^2 = .69$; Yes: $p < .26, r^2 = .40$

[199] $p < .003, r^2 = .97$

Stop Outcomes

Portland Police Bureau officers displayed differential stop outcomes depending on the perceived mental health status of the stopped subject[200]. Stopped subjects perceived to have a mental health issue were significantly more likely to receive a citation – and significantly less likely to receive a warning – at the end of the interaction. Individuals with an unknown mental health condition were significantly more likely to receive no enforcement action. The progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern what role, if any, mental health status plays in stop disposition.

Table 50. Subjects perceived to have a mental health issue or those with an unknown mental health issue were arrested at a higher rate than subjects with no known mental health issue.

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	2,986	98.5%	8	0.3%	434	14.5%	2,473	82.8%	26	0.9%	0	0.0%	45	1.5%
	Perceived Mental Health Issue	37	1.2%	1	2.7%	2	5.4%	33	89.2%	0	0.0%	0	0.0%	1	2.7%
	Unknown Mental Health Issue	7	0.2%	0	0.0%	0	0.0%	5	71.4%	1	14.3%	0	0.0%	1	14.3%
	Traffic Total	**3,030**	**100.0%**	**9**	**0.3%**	**436**	**14.5%**	**2,511**	**83.6%**	**27**	**0.9%**	**0**	**0.0%**	**47**	**1.6%**

		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	No Perceived Mental Health Issue	10,431	97.2%	522	5.0%	7,397	70.9%	1,578	15.1%	169	1.6%	2	0.0%	763	7.3%
	Perceived Mental Health Issue	66	0.6%	7	10.6%	24	36.4%	32	48.5%	0	0.0%	0	0.0%	3	4.5%
	Unknown Mental Health Issue	234	2.2%	50	21.4%	143	61.1%	21	9.0%	5	2.1%	0	0.0%	15	6.4%
	Non-Traffic Total	**10,731**	**100.0%**	**579**	**5.5%**	**7,564**	**71.7%**	**1,631**	**15.5%**	**174**	**1.6%**	**2**	**0.0%**	**781**	**7.4%**

[200] $x^2 = 239.226, p < .001, df = 6$

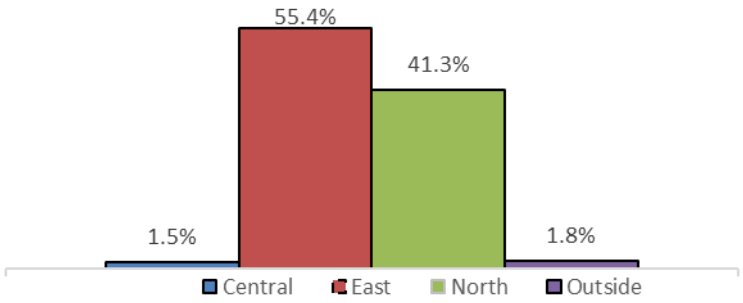
APPENDIX I: FOCUSED INTERVENTION TEAM

In 2020 and 2021, the City of Portland experienced record levels of gun violence across the City. In response, Mayor Ted Wheeler directed the Portland Police Bureau to create a new team aimed at interdicting gun violence before it happens. On January 19, 2022, the Focused Intervention Team (FIT) officially began patrolling the streets of Portland with a dedicated team of 12 officers and two sergeants. Initially, the team primarily worked between 2 p.m. and Midnight every Wednesday, Thursday, Friday, and Saturday ; however, the team eventually added Tuesday to a regular patrol schedule as well. Collectively, PPB personnel utilizing unit IDs associated with FIT worked 19,883.67 hours – including overtime – across 247 days in 2022.

FIT Stop Locations

Overall, personnel from the Focused Intervention Team performed 545 driver and 0 pedestrian stops in 2022. On average, the team initiated about 2.2 stops per day each day they were working. The majority of the stops were performed in East Precinct (55.4%) followed by North Precinct (41.3%). Very few stops were performed in Central Precinct (1.5%) – in fact, more stops occurred outside of the City of Portland (1.8%) than in Central Precinct.

Figure 21. The majority of subjects stopped by FIT personnel were in East Precinct.



FIT Stopped Subject Demographics

FIT officers performed stops on a significantly different group of subjects than other divisions[201], stopping significantly more Black / African American subjects than other Traffic and Non-Traffic units and significantly fewer Asian subjects. FIT personnel also stopped significantly fewer White subjects than Traffic Division personnel. The specialized mission of the Focused Intervention Team makes it challenging to select an appropriate benchmark. Injury Accidents are not an appropriate benchmark as FIT officers are not primarily concerned with traffic enforcement and meeting the City's Vision Zero objectives. The Crime Victimization Rate is similarly broad in that while FIT officers are trying to reduce violent crime, the profiles and characteristics of gun violence victims is likely to vary from indexed crime as a whole. There is no research-supported benchmark for specifically analyzing the activities of one unit within a larger organization, so one is not included in this analysis.

Table 51. FIT officers stopped significantly more Black / African American drivers than other officers.

	2022*	
Race/Ethnicity	**Count**	**Percent**
American Indian/Alaskan	0	0.0%
Asian	10	1.8%
Black/African American	199	36.5%
Hispanic or Latino	67	12.3%
Middle Eastern	3	0.6%
Native Hawaiian	5	0.9%
White	261	47.9%
Traffic Total	**545**	**100%**

* Includes all stops initiated by FIT personnel on and after January 6, 2022.

[201] $x^2 = 295.590, p < .001, df = 12$

FIT Stop Reasons

While the majority of stops initiated by the Focused Intervention Team are for Traffic Violations, they significantly differ when compared to other divisions in the Portland Police Bureau[202]. FIT personnel are significantly more likely to stop a subject based on the probable cause or reasonable suspicion of another crime – either in tandem with a traffic violation or in isolation. Conversely, they are also significantly less likely to stop a subject solely for a traffic violation. These results highlight the specialized crime interdiction and investigative mission of the Focused Intervention Team, as almost a third of their stops had a criminal component to the interaction. There were no significant differences[203] in the stop reason by difference perceived race / ethnic groups in 2022.

Table 52. FIT officers were significantly more likely to stop a subject for involvement in a Non-Traffic crime than other units and divisions.

	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	0	--	0	--
Asian	9	90.0%	0	0.0%	1	10.0%
Black/African American	136	68.3%	35	17.6%	28	14.1%
Hispanic or Latino	49	73.1%	8	11.9%	10	14.9%
Middle Eastern	1	33.3%	0	0.0%	2	66.7%
Native Hawaiian	4	80.0%	0	0.0%	1	20.0%
White	170	65.1%	40	15.3%	51	19.5%
Total	**369**	**67.7%**	**83**	**15.2%**	**93**	**17.1%**

Table 53. Subjects from different perceived race / ethnic groups were stopped for similar reasons by FIT personnel in 2022.

	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
	Dangerous		Minor					
Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	0	--	0	--	0	--
Asian	4	40.0%	1	10.0%	4	40.0%	1	10.0%
Black/African American	84	42.2%	42	21.1%	45	22.6%	28	14.1%
Hispanic or Latino	27	40.3%	13	19.4%	17	25.4%	10	14.9%
Middle Eastern	0	0.0%	0	0.0%	1	33.3%	2	66.7%
Native Hawaiian	1	20.0%	2	40.0%	1	20.0%	1	20.0%
White	95	36.4%	44	16.9%	71	27.2%	51	19.5%
Total	**211**	**38.7%**	**102**	**18.7%**	**139**	**25.5%**	**93**	**17.1%**

FIT personnel also differed significantly[204] from other units and divisions when stopping subjects for traffic offenses. Officers from the Focused Intervention Team were significantly more likely to stop a subject for a Minor Moving Violation or a Non-Traffic Offense than other divisions, while being significantly less likely to stop a subject for a Dangerous Driving Behavior. Personnel were also significantly more likely to stop a subject for a Non-Moving Violation than officers from the Traffic Division. There were no significant differences[205] based on the perceived race of the subject for individuals stopped by FIT personnel in 2022.

Table 54. License plate violations are the number one reason FIT personnel stopped subjects in 2022.

Traffic Violations		
	Count	Percent
Missing or Expired License Plates	120	22.0%
Reckless / Careless Driving	96	17.6%
Turning Violations	64	11.7%
Speeding	43	7.9%
Failure to Obey Traffic Control Devices	34	6.2%

Non-Traffic Offenses		
	Count	Percent
Unauthorized Use of a Motor Vehicle	85	48.3%
Assault Offenses	32	18.2%
Warrant / Failure to Appear	15	8.5%
Weapons Offenses	12	6.8%
Homicide Offenses	11	6.3%

Even though FIT personnel were more likely to indicate that they were stopping someone for involvement in

[202] $x^2 = 1735.498, p < .002, df = 4$
[203] $x^2 = 3.802, p < .44, df = 4$
[204] $x^2 = 2001.136, p < .001, df = 6$
[205] $x^2 = 5.223, p < .52, df = 6$

some other crime along with a traffic violation, the majority of Minor Moving Offenses (77.5%) and Non-Moving Violation (70.5%) were still solely for a traffic violation. It is not possible to determine how many, if any, of these stops were made in accordance with the Chief's Office guidance that stops for lower-level offenses should only be made when there is an "actionable" investigative element, such as known suspect information, to the interaction.

FIT Consent Search Requests

In 2022, approximately three percent of subjects stopped by members of the Focused Intervention Team were asked to consent to a search. The request rate is significantly higher[206] than it is for subjects stopped by either the Traffic Division or other Non-Traffic elements of the Portland Police Bureau. There were no significant differences in the request rate between subjects perceived to be Black / African American or White in 2022. No statistical analyses could be conducted on the consent denial rate for FIT personnel due to limited sample size.

Table 55. FIT personnel asked subjects to consent to a search at a significantly higher rate than other divisions in the Bureau.

	Consent Search			
Race/Ethnicity	Requests	Rate	Refusals	Rate
American Indian/Alaskan	--	--	--	--
Asian	0	0.0%	--	--
Black/African American	4	2.0%	1	25.0%
Hispanic or Latino	2	3.0%	1	50.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	10	3.8%	1	10.0%
Total	**16**	**2.9%**	**3**	**18.8%**

FIT Search Rates

Table 56. Subjects were significantly more likely to be searched with Consent when stopped and searched by a Focused Intervention Team member in 2022.

	Total Subjects Searched		Consent		Warrant		Warrant Exception	
Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
Asian	0	0.0%	--	--	--	--	--	--
Black/African American	7	3.5%	3	42.9%	2	28.6%	2	28.6%
Hispanic or Latino	1	1.5%	1	100.0%	0	0.0%	0	0.0%
Middle Eastern	0	0.0%	--	--	--	--	--	--
Native Hawaiian	0	0.0%	--	--	--	--	--	--
White	15	5.7%	9	60.0%	2	13.3%	4	26.7%
Total	**23**	**4.2%**	**13**	**56.5%**	**4**	**17.4%**	**6**	**26.1%**

- NOTE: More than one search type can be utilized and recorded on each interaction

Approximately 1 out of every 24 stops (4.2%) initiated by the Focused Intervention Team in 2022 included a discretionary search. FIT personnel were significantly more likely[207] to search a subject than officers from any other division in 2022, as their search rate was more than triple than that observed for the rest of the Bureau. Even though FIT officers have a higher Consent Search utilization rate in the Bureau, the difference is non-significant[208]. FIT personnel were significantly[209] less likely to use a warrant exception than the Traffic Division and just as likely to use warrants as the other two divisions[210]. There were no significant[211] differential search patterns based on the perceived race / ethnicity of the subjects.

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[206] $x^2 = 39.267, p < .001, df = 2$
[207] $x^2 = 45.062, p < .001, df = 2$
[208] $x^2 = 5.643, p < .07, df = 2$
[209] $x^2 = 10.329, p < .007, df = 2$
[210] $x^2 = 4.140, p < .13, df = 2$
[211] $x^2 = 2.861, p < .24, df = 2$

FIT Contraband Hit Rates

Almost 70 percent of the searches conducted by the Focused Intervention Team resulted in the recovery of at least one type of contraband. Drugs (39.1%) and Firearms[212] (39.1%) were the most commonly recovered items, followed by Alcohol (13.0%) and Other Contraband (8.7%). There are no significant differences[213] in the hit rates between FIT and other divisions of the Bureau.

Table 57. Firearms and Drugs were the most commonly recovered items by FIT in 2022.

	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
Race/Ethnicity	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	7	4	57.1%	1	14.3%	1	14.3%	3	42.9%	0	0.0%	0	0.0%	0	0.0%
Hispanic or Latino	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	15	11	73.3%	1	6.7%	7	46.7%	5	33.3%	0	0.0%	0	0.0%	2	13.3%
Total	**23**	**16**	**69.6%**	**3**	**13.0%**	**9**	**39.1%**	**9**	**39.1%**	**0**	**0.0%**	**0**	**0.0%**	**2**	**8.7%**

FIT Stop Outcomes

Focused Intervention Team personnel displayed significantly different stop outcomes when compared to other elements of the Portland Police Bureau[214]. FIT officers were significantly more likely to issue a Cite-In-Lieu, Warning, or Issue No Enforcement Action and significantly less likely to issue a Citation when compared to the Traffic Division. The specialty unit was also significantly more likely to arrest an individual compared to all other units and divisions in the Bureau. Limited sample size – especially as it relates to searches and recoveries – prevent any robust multivariate analysis on stop disposition, especially when considering that the progressive nature of a stop, and the multiple decision points within the interaction, make it difficult to discern how different elements could affect the stop disposition for individual members of different race / ethnic groups.

Table 58. FIT personnel were significantly more likely to arrest a subject at the end of a stop when compared to Traffic and other Non-Traffic personnel across the Bureau.

	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
Asian	10	1.8%	0	0.0%	10	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	199	36.5%	5	2.5%	155	77.9%	7	3.5%	1	0.5%	0	0.0%	31	15.6%
Hispanic or Latino	67	12.3%	5	7.5%	46	68.7%	3	4.5%	3	4.5%	0	0.0%	10	14.9%
Middle Eastern	3	0.6%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	5	0.9%	1	20.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%	2	40.0%
White	261	47.9%	20	7.7%	169	64.8%	17	6.5%	9	3.4%	0	0.0%	46	17.6%
Total	**545**	**100.0%**	**32**	**5.9%**	**384**	**70.5%**	**27**	**5.0%**	**13**	**2.4%**	**0**	**0.0%**	**89**	**16.3%**

[212] Firearms refer to the total number of searches were at least one firearm was recovered – not a total number of weapons recovered.

[213] $x^2 = 0.005, p = .99, df = 2$

[214] $x^2 = 5344.592, p < .001, df = 8$

APPENDIX J: CENTRAL PRECINCT CROSS TABULATION TABLES

Central Precinct Stopped Subject Demographics

		2018		2019		2020		2021		2022	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	27	0.7%	31	1.5%	14	0.6%	13	0.5%	21	0.8%
	Asian	177	4.8%	186	9.2%	102	4.3%	94	3.6%	73	2.9%
	Black/African American	602	16.3%	616	30.6%	340	14.2%	385	14.9%	428	16.7%
	Hispanic or Latino	343	9.3%	345	17.2%	224	9.4%	265	10.3%	267	10.4%
	Middle Eastern*	41	1.1%	114	5.7%	66	2.8%	62	2.4%	72	2.8%
	Native Hawaiian*	12	0.3%	27	1.3%	20	0.8%	18	0.7%	19	0.7%
	White	2,424	65.5%	692	34.4%	1,627	68.0%	1,742	67.5%	1,680	65.6%
	Unknown/Other^	77	2.1%	--	--	--	--	--	--	--	--
	Traffic Total	**3,703**	**100%**	**2,011**	**100%**	**2,393**	**100%**	**2,579**	**100%**	**2,560**	**100%**

		2018		2019		2020		2021		2022	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	5	1.7%	10	1.5%	3	2.6%	1	3.8%	4	4.3%
	Asian	2	0.7%	5	0.7%	1	0.9%	0	0.0%	2	2.1%
	Black/African American	64	21.2%	111	16.5%	19	16.7%	5	19.2%	1	1.1%
	Hispanic or Latino	17	5.6%	42	6.3%	7	6.1%	1	3.8%	9	9.6%
	Middle Eastern*	3	1.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian*	2	0.7%	3	0.4%	0	0.0%	0	0.0%	0	0.0%
	White	209	69.2%	501	74.6%	84	73.7%	19	73.1%	78	83.0%
	Unknown/Other^	0	0.0%	--	--	--	--	--	--	--	--
	Non-Traffic Total	**302**	**100%**	**672**	**100%**	**114**	**100%**	**26**	**100%**	**94**	**100%**

* Middle Eastern and Native Hawaiian options were added as an available option on June 27, 2018.

^ Unknown / Other options were removed as an available option on June 27, 2018.

Central Precinct Stop Reasons

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	20	95.2%	1	4.8%	0	0.0%
	Asian	73	100.0%	0	0.0%	0	0.0%
	Black/African American	413	96.5%	5	1.2%	10	2.3%
	Hispanic or Latino	266	99.6%	0	0.0%	1	0.4%
	Middle Eastern	72	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	18	94.7%	0	0.0%	1	5.3%
	White	1,651	98.3%	11	0.7%	18	1.1%
	Total	**2,513**	**98.2%**	**17**	**0.7%**	**30**	**1.2%**

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	2	50.0%	0	0.0%	2	50.0%
	Asian	0	0.0%	0	0.0%	2	100.0%
	Black/African American	0	0.0%	1	100.0%	0	0.0%
	Hispanic or Latino	7	77.8%	0	0.0%	2	22.2%
	Middle Eastern	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--
	White	36	46.2%	0	0.0%	42	53.8%
	Total	**45**	**47.9%**	**1**	**1.1%**	**48**	**51.1%**

Central Precinct Traffic Stop Reasons

Drivers

Race/Ethnicity	Moving Violations: Dangerous Count	Moving Violations: Dangerous Percent	Moving Violations: Minor Count	Moving Violations: Minor Percent	Non-Moving Violations Count	Non-Moving Violations Percent	Non-Traffic Offenses Count	Non-Traffic Offenses Percent
American Indian/Alaskan	10	47.6%	4	19.0%	7	33.3%	0	0.0%
Asian	62	84.9%	5	6.8%	6	8.2%	0	0.0%
Black/African American	231	54.0%	44	10.3%	143	33.4%	10	2.3%
Hispanic or Latino	184	68.9%	24	9.0%	58	21.7%	1	0.4%
Middle Eastern	50	69.4%	8	11.1%	14	19.4%	0	0.0%
Native Hawaiian	14	73.7%	0	0.0%	4	21.1%	1	5.3%
White	979	58.3%	185	11.0%	498	29.6%	18	1.1%
Total	**1,530**	**59.8%**	**270**	**10.5%**	**730**	**28.5%**	**30**	**1.2%**

Pedestrians

Race/Ethnicity	Moving Violations: Dangerous Count	Moving Violations: Dangerous Percent	Moving Violations: Minor Count	Moving Violations: Minor Percent	Non-Moving Violations Count	Non-Moving Violations Percent	Non-Traffic Offenses Count	Non-Traffic Offenses Percent
American Indian/Alaskan	0	0.0%	0	0.0%	2	50.0%	2	50.0%
Asian	0	0.0%	0	0.0%	0	0.0%	2	100.0%
Black/African American	0	0.0%	1	100.0%	0	0.0%	0	0.0%
Hispanic or Latino	0	0.0%	4	44.4%	3	33.3%	2	22.2%
Middle Eastern	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--
White	10	12.8%	10	12.8%	16	20.5%	42	53.8%
Total	**10**	**10.6%**	**15**	**16.0%**	**21**	**22.3%**	**48**	**51.1%**

Central Precinct Consent Search Requests

Drivers

Race/Ethnicity	Consent Search: Requests	Rate	Refusals	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	1	1.4%	0	0.0%
Black/African American	5	1.2%	2	40.0%
Hispanic or Latino	2	0.7%	1	50.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	1	5.3%	0	0.0%
White	11	0.7%	4	36.4%
Total	**20**	**0.8%**	**7**	**35.0%**

Pedestrians

Race/Ethnicity	Consent Search: Requests	Rate	Refusals	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	0	0.0%	--	--
Black/African American	0	0.0%	--	--
Hispanic or Latino	0	0.0%	--	--
Middle Eastern	--	--	--	--
Native Hawaiian	--	--	--	--
White	0	0.0%	--	--
Total	**0**	**0.0%**	**--**	**--**

Central Precinct Search Rates

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	1	1.4%	1	100.0%	0	0.0%	1	100.0%
	Black/African American	10	2.3%	3	30.0%	4	40.0%	4	40.0%
	Hispanic or Latino	4	1.5%	1	25.0%	1	25.0%	2	50.0%
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	1	5.3%	1	100.0%	0	0.0%	0	0.0%
	White	24	1.4%	7	29.2%	2	8.3%	20	83.3%
	Total	**40**	**1.6%**	**13**	**32.5%**	**7**	**17.5%**	**27**	**67.5%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	0	0.0%	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	**0**	**0.0%**	**--**	**--**	**--**	**--**	**--**	**--**

- NOTE: More than one search type can be utilized and recorded on each interaction

Central Precinct Contraband Hit Rates

		Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Race/Ethnicity	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	1	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
	Black/African American	10	10	100.0%	8	80.0%	1	10.0%	0	0.0%	1	10.0%	0	0.0%	3	30.0%
	Hispanic or Latino	4	2	50.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%
	Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	24	18	75.0%	15	62.5%	3	12.5%	0	0.0%	0	0.0%	1	4.2%	3	12.5%
	Total	**40**	**32**	**80.0%**	**24**	**60.0%**	**5**	**12.5%**	**0**	**0.0%**	**1**	**2.5%**	**1**	**2.5%**	**8**	**20.0%**

		Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Race/Ethnicity	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Asian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Hispanic or Latino	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Total	**0**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**

Central Precinct Stop Outcomes

Drivers

Race/Ethnicity	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	21	0.8%	1	4.8%	10	47.6%	2	9.5%	2	9.5%	0	0.0%	6	28.6%
Asian	73	2.9%	2	2.7%	55	75.3%	13	17.8%	0	0.0%	0	0.0%	3	4.1%
Black/African American	428	16.7%	10	2.3%	316	73.8%	63	14.7%	14	3.3%	0	0.0%	25	5.8%
Hispanic or Latino	267	10.4%	6	2.2%	195	73.0%	42	15.7%	8	3.0%	0	0.0%	16	6.0%
Middle Eastern	72	2.8%	2	2.8%	59	81.9%	10	13.9%	1	1.4%	0	0.0%	0	0.0%
Native Hawaiian	19	0.7%	0	0.0%	12	63.2%	5	26.3%	0	0.0%	0	0.0%	2	10.5%
White	1,680	65.6%	90	5.4%	1,161	69.1%	332	19.8%	21	1.3%	0	0.0%	76	4.5%
Total	**2,560**	**100.0%**	**111**	**4.3%**	**1,808**	**70.6%**	**467**	**18.2%**	**46**	**1.8%**	**0**	**0.0%**	**128**	**5.0%**

Pedestrians

Race/Ethnicity	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	4	4.3%	0	0.0%	2	50.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%
Asian	2	2.1%	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	1	1.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
Hispanic or Latino	9	9.6%	0	0.0%	7	77.8%	0	0.0%	1	11.1%	0	0.0%	1	11.1%
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	78	83.0%	1	1.3%	25	32.1%	37	47.4%	5	6.4%	0	0.0%	10	12.8%
Total	**94**	**100.0%**	**1**	**1.1%**	**34**	**36.2%**	**40**	**42.6%**	**7**	**7.4%**	**0**	**0.0%**	**12**	**12.8%**

APPENDIX K: EAST PRECINCT CROSS TABULATION TABLES

East Precinct Stopped Subject Demographics

Drivers

	2018		2019		2020		2021		2022	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	46	0.9%	45	0.5%	29	0.5%	23	0.4%	45	0.8%
Asian	333	6.3%	455	5.6%	272	4.7%	226	4.0%	194	3.6%
Black/African American	961	18.3%	1,532	18.7%	1,237	21.4%	1,234	21.9%	1,138	21.3%
Hispanic or Latino	587	11.2%	833	10.2%	588	10.2%	647	11.5%	708	13.2%
Middle Eastern*	34	0.6%	105	1.3%	62	1.1%	63	1.1%	58	1.1%
Native Hawaiian*	23	0.4%	75	0.9%	57	1.0%	48	0.9%	43	0.8%
White	3,171	60.4%	5,143	62.8%	3,538	61.2%	3,392	60.2%	3,169	59.2%
Unknown/Other^	92	1.8%	--	--	--	--	--	--	--	--
Traffic Total	**5,247**	**100%**	**8,188**	**100%**	**5,783**	**100%**	**5,633**	**100%**	**5,355**	**100%**

Pedestrians

	2018		2019		2020		2021		2022	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	1	2.4%	7	4.3%	0	0.0%	0	0.0%	0	0.0%
Asian	0	0.0%	4	2.5%	0	0.0%	0	0.0%	0	0.0%
Black/African American	2	4.9%	24	14.7%	8	14.0%	1	11.1%	2	33.3%
Hispanic or Latino	4	9.8%	13	8.0%	3	5.3%	0	0.0%	2	33.3%
Middle Eastern*	0	0.0%	0	0.0%	1	1.8%	0	0.0%	0	0.0%
Native Hawaiian*	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
White	33	80.5%	115	70.6%	45	78.9%	8	88.9%	2	33.3%
Unknown/Other^	1	2.4%	--	--	--	--	--	--	--	--
Non-Traffic Total	**41**	**100%**	**163**	**100%**	**57**	**100%**	**9**	**100%**	**6**	**100%**

* Middle Eastern and Native Hawaiian options were added as an available option on June 27, 2018.

^ Unknown / Other options were removed as an available option on June 27, 2018.

East Precinct Stop Reasons

Drivers

	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	43	97.7%	1	2.3%	0	0.0%
Asian	192	99.5%	0	0.0%	1	0.5%
Black/African American	1,108	97.4%	10	0.9%	19	1.7%
Hispanic or Latino	692	97.7%	5	0.7%	11	1.6%
Middle Eastern	57	98.3%	0	0.0%	1	1.7%
Native Hawaiian	43	100.0%	0	0.0%	0	0.0%
White	3,077	97.2%	17	0.5%	72	2.3%
Total	**5,212**	**97.4%**	**33**	**0.6%**	**104**	**1.9%**

Pedestrians

	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	--	--	--	--	--	--
Asian	--	--	--	--	--	--
Black/African American	2	100.0%	0	0.0%	0	0.0%
Hispanic or Latino	1	50.0%	0	0.0%	1	50.0%
Middle Eastern	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--
White	0	0.0%	1	50.0%	1	50.0%
Total	**3**	**50.0%**	**1**	**16.7%**	**2**	**33.3%**

East Precinct Traffic Stop Reasons

Drivers

Race/Ethnicity	Moving Violations: Dangerous Count	Moving Violations: Dangerous Percent	Moving Violations: Minor Count	Moving Violations: Minor Percent	Non-Moving Violations Count	Non-Moving Violations Percent	Non-Traffic Offenses Count	Non-Traffic Offenses Percent
American Indian/Alaskan	15	33.3%	3	6.7%	26	57.8%	1	2.2%
Asian	118	60.8%	23	11.9%	51	26.3%	2	1.0%
Black/African American	444	39.0%	101	8.9%	573	50.4%	20	1.8%
Hispanic or Latino	303	42.8%	59	8.3%	335	47.3%	11	1.6%
Middle Eastern	29	50.0%	2	3.4%	26	44.8%	1	1.7%
Native Hawaiian	23	53.5%	1	2.3%	19	44.2%	0	0.0%
White	1,075	33.9%	343	10.8%	1,675	52.9%	76	2.4%
Total	**2,007**	**37.5%**	**532**	**9.9%**	**2,705**	**50.5%**	**111**	**2.1%**

Pedestrians

Race/Ethnicity	Moving Violations: Dangerous Count	Moving Violations: Dangerous Percent	Moving Violations: Minor Count	Moving Violations: Minor Percent	Non-Moving Violations Count	Non-Moving Violations Percent	Non-Traffic Offenses Count	Non-Traffic Offenses Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--
Black/African American	0	0.0%	0	0.0%	2	100.0%	0	0.0%
Hispanic or Latino	1	50.0%	0	0.0%	0	0.0%	1	50.0%
Middle Eastern	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--
White	1	50.0%	0	0.0%	0	0.0%	1	50.0%
Total	**2**	**33.3%**	**0**	**0.0%**	**2**	**33.3%**	**2**	**33.3%**

East Precinct Consent Search Requests

Drivers

Race/Ethnicity	Consent Search: Requests	Consent Search: Rate	Refusals	Refusals: Rate
American Indian/Alaskan	1	2.2%	0	0.0%
Asian	6	3.1%	1	16.7%
Black/African American	11	1.0%	4	36.4%
Hispanic or Latino	12	1.7%	3	25.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	27	0.9%	10	37.0%
Total	**57**	**1.1%**	**18**	**31.6%**

Pedestrians

Race/Ethnicity	Consent Search: Requests	Consent Search: Rate	Refusals	Refusals: Rate
American Indian/Alaskan	--	--	--	--
Asian	--	--	--	--
Black/African American	0	0.0%	--	--
Hispanic or Latino	0	0.0%	--	--
Middle Eastern	--	--	--	--
Native Hawaiian	--	--	--	--
White	0	0.0%	--	--
Total	**0**	**0.0%**	**--**	**--**

East Precinct Search Rates

Drivers

Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	1	2.2%	1	100.0%	0	0.0%	0	0.0%
Asian	5	2.6%	5	100.0%	0	0.0%	1	20.0%
Black/African American	17	1.5%	7	41.2%	0	0.0%	10	58.8%
Hispanic or Latino	17	2.4%	9	52.9%	0	0.0%	10	58.8%
Middle Eastern	0	0.0%	--	--	--	--	--	--
Native Hawaiian	0	0.0%	--	--	--	--	--	--
White	28	0.9%	17	60.7%	1	3.6%	13	46.4%
Total	**68**	**1.3%**	**39**	**57.4%**	**1**	**1.5%**	**34**	**50.0%**

Pedestrians

Race/Ethnicity	Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--
Black/African American	0	0.0%	--	--	--	--	--	--
Hispanic or Latino	0	0.0%	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--
White	0	0.0%	--	--	--	--	--	--
Total	**0**	**0.0%**	**--**	**--**	**--**	**--**	**--**	**--**

- NOTE: More than one search type can be utilized and recorded on each interaction

East Precinct Contraband Hit Rates

Drivers

Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	1	1	100.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Asian	5	2	40.0%	0	0.0%	2	40.0%	0	0.0%	1	20.0%	0	0.0%	0	0.0%
Black/African American	17	12	70.6%	5	29.4%	5	29.4%	4	23.5%	1	5.9%	1	5.9%	2	11.8%
Hispanic or Latino	17	10	58.8%	4	23.5%	4	23.5%	2	11.8%	2	11.8%	1	5.9%	2	11.8%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	28	20	71.4%	1	3.6%	12	42.9%	6	21.4%	4	14.3%	3	10.7%	2	7.1%
Total	**68**	**45**	**66.2%**	**10**	**14.7%**	**23**	**33.8%**	**13**	**19.1%**	**8**	**11.8%**	**5**	**7.4%**	**6**	**8.8%**

Pedestrians

Race/Ethnicity	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hispanic or Latino	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	**0**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**

East Precinct Stop Outcomes

Drivers

Race/Ethnicity	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	45	0.8%	4	8.9%	27	60.0%	5	11.1%	2	4.4%	0	0.0%	7	15.6%
Asian	194	3.6%	6	3.1%	150	77.3%	29	14.9%	2	1.0%	0	0.0%	7	3.6%
Black/African American	1,138	21.3%	54	4.7%	862	75.7%	103	9.1%	15	1.3%	1	0.1%	103	9.1%
Hispanic or Latino	708	13.2%	37	5.2%	550	77.7%	69	9.7%	8	1.1%	0	0.0%	44	6.2%
Middle Eastern	58	1.1%	3	5.2%	44	75.9%	8	13.8%	0	0.0%	0	0.0%	3	5.2%
Native Hawaiian	43	0.8%	2	4.7%	31	72.1%	5	11.6%	0	0.0%	0	0.0%	5	11.6%
White	3,169	59.2%	198	6.2%	2,273	71.7%	387	12.2%	44	1.4%	0	0.0%	267	8.4%
Total	**5,355**	**100.0%**	**304**	**5.7%**	**3,937**	**73.5%**	**606**	**11.3%**	**71**	**1.3%**	**1**	**0.0%**	**436**	**8.1%**

Pedestrians

Race/Ethnicity	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	2	33.3%	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%
Hispanic or Latino	2	33.3%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	2	33.3%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%
Total	**6**	**100.0%**	**0**	**0.0%**	**3**	**50.0%**	**1**	**16.7%**	**0**	**0.0%**	**0**	**0.0%**	**2**	**33.3%**

APPENDIX L: NORTH PRECINCT CROSS TABULATION TABLES

North Precinct Stopped Subject Demographics

Drivers

	2018		2019		2020		2021		2022	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	28	0.6%	21	0.6%	11	0.6%	7	0.4%	8	0.5%
Asian	171	3.4%	122	3.2%	56	3.2%	48	2.9%	48	2.9%
Black/African American	1,318	26.1%	920	24.2%	504	28.7%	351	21.4%	398	23.7%
Hispanic or Latino	478	9.5%	418	11.0%	184	10.5%	189	11.5%	200	11.9%
Middle Eastern*	30	0.6%	55	1.4%	17	1.0%	14	0.9%	15	0.9%
Native Hawaiian*	20	0.4%	37	1.0%	13	0.7%	19	1.2%	22	1.3%
White	2,905	57.6%	2,223	58.6%	971	55.3%	1,009	61.6%	988	58.8%
Unknown/Other^	96	1.9%	--	--	--	--	--	--	--	--
Traffic Total	**5,046**	**100%**	**3,796**	**100%**	**1,756**	**100%**	**1,637**	**100%**	**1,679**	**100%**

Pedestrians

	2018		2019		2020		2021		2022	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	1	2.3%	0	0.0%	0	0.0%	1	14.3%	0	0.0%
Asian	3	7.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	8	18.6%	8	25.0%	3	27.3%	1	14.3%	2	66.7%
Hispanic or Latino	0	0.0%	2	6.3%	0	0.0%	1	14.3%	0	0.0%
Middle Eastern*	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian*	1	2.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
White	30	69.8%	22	68.8%	8	72.7%	4	57.1%	1	33.3%
Unknown/Other^	0	0.0%	--	--	--	--	--	--	--	--
Non-Traffic Total	**43**	**100%**	**32**	**100%**	**11**	**100%**	**7**	**100%**	**3**	**100%**

* Middle Eastern and Native Hawaiian options were added as an available option on June 27, 2018.

^ Unknown / Other options were removed as an available option on June 27, 2018.

North Precinct Stop Reasons

Drivers

	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	8	100.0%	0	0.0%	0	0.0%
Asian	47	97.9%	1	2.1%	0	0.0%
Black/African American	392	99.0%	1	0.3%	3	0.8%
Hispanic or Latino	194	97.0%	2	1.0%	4	2.0%
Middle Eastern	14	93.3%	0	0.0%	1	6.7%
Native Hawaiian	20	90.9%	1	4.5%	1	4.5%
White	955	96.7%	12	1.2%	21	2.1%
Total	**1,630**	**97.2%**	**17**	**1.0%**	**30**	**1.8%**

Pedestrians

	Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	--	--	--	--	--	--
Asian	--	--	--	--	--	--
Black/African American	0	0.0%	0	0.0%	2	100.0%
Hispanic or Latino	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--
White	0	0.0%	0	0.0%	1	100.0%
Total	**0**	**0.0%**	**0**	**0.0%**	**3**	**100.0%**

North Precinct Traffic Stop Reasons

Drivers

Race/Ethnicity	Moving Violations: Dangerous Count	Moving Violations: Dangerous Percent	Moving Violations: Minor Count	Moving Violations: Minor Percent	Non-Moving Violations Count	Non-Moving Violations Percent	Non-Traffic Offenses Count	Non-Traffic Offenses Percent
American Indian/Alaskan	6	75.0%	1	12.5%	1	12.5%	0	0.0%
Asian	34	70.8%	8	16.7%	6	12.5%	0	0.0%
Black/African American	237	59.7%	55	13.9%	100	25.2%	5	1.3%
Hispanic or Latino	134	67.0%	19	9.5%	43	21.5%	4	2.0%
Middle Eastern	9	60.0%	1	6.7%	4	26.7%	1	6.7%
Native Hawaiian	16	72.7%	2	9.1%	3	13.6%	1	4.5%
White	589	59.6%	121	12.2%	257	26.0%	21	2.1%
Total	**1,025**	**61.1%**	**207**	**12.3%**	**414**	**24.7%**	**32**	**1.9%**

Pedestrians

Race/Ethnicity	Moving Violations: Dangerous Count	Moving Violations: Dangerous Percent	Moving Violations: Minor Count	Moving Violations: Minor Percent	Non-Moving Violations Count	Non-Moving Violations Percent	Non-Traffic Offenses Count	Non-Traffic Offenses Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--
Black/African American	0	0.0%	0	0.0%	0	0.0%	2	100.0%
Hispanic or Latino	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--
White	0	0.0%	0	0.0%	0	0.0%	1	100.0%
Total	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**3**	**100.0%**

North Precinct Consent Search Requests

Drivers

Race/Ethnicity	Consent Search: Requests	Consent Search: Rate	Consent Search: Refusals	Consent Search: Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	1	2.1%	0	0.0%
Black/African American	4	1.0%	0	0.0%
Hispanic or Latino	3	1.5%	1	33.3%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	8	0.8%	2	25.0%
Total	**16**	**1.0%**	**3**	**18.8%**

Pedestrians

Race/Ethnicity	Consent Search: Requests	Consent Search: Rate	Consent Search: Refusals	Consent Search: Rate
American Indian/Alaskan	--	--	--	--
Asian	--	--	--	--
Black/African American	1	50.0%	0	0.0%
Hispanic or Latino	--	--	--	--
Middle Eastern	--	--	--	--
Native Hawaiian	--	--	--	--
White	0	0.0%	--	--
Total	**1**	**33.3%**	**0**	**0.0%**

North Precinct Search Rates

Drivers

Race/Ethnicity	Total Subjects Searched: Searches	Total Subjects Searched: Rate	Consent: Count	Consent: Percent	Warrant: Count	Warrant: Percent	Warrant Exception: Count	Warrant Exception: Percent
American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
Asian	2	4.2%	1	50.0%	0	0.0%	1	50.0%
Black/African American	7	1.8%	4	57.1%	1	14.3%	4	57.1%
Hispanic or Latino	3	1.5%	2	66.7%	1	33.3%	0	0.0%
Middle Eastern	0	0.0%	--	--	--	--	--	--
Native Hawaiian	0	0.0%	--	--	--	--	--	--
White	8	0.8%	6	75.0%	0	0.0%	3	37.5%
Total	**20**	**1.2%**	**13**	**65.0%**	**2**	**10.0%**	**8**	**40.0%**

Pedestrians

Race/Ethnicity	Total Subjects Searched: Searches	Total Subjects Searched: Rate	Consent: Count	Consent: Percent	Warrant: Count	Warrant: Percent	Warrant Exception: Count	Warrant Exception: Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--
Black/African American	1	50.0%	1	100.0%	0	0.0%	0	0.0%
Hispanic or Latino	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--
White	0	0.0%	--	--	--	--	--	--
Total	**1**	**33.3%**	**1**	**100.0%**	**0**	**0.0%**	**0**	**0.0%**

- NOTE: More than one search type can be utilized and recorded on each interaction

North Precinct Contraband Hit Rates

Drivers

Race/Ethnicity	Total Searches: Count	Found Contraband: Count	Found Contraband: Percent	Alcohol: Count	Alcohol: Percent	Drugs: Count	Drugs: Percent	Firearms: Count	Firearms: Percent	Other Weapons: Count	Other Weapons: Percent	Stolen Property: Count	Stolen Property: Percent	Other: Count	Other: Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	2	1	50.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	1	50.0%
Black/African American	7	5	71.4%	4	57.1%	0	0.0%	0	0.0%	1	14.3%	0	0.0%	1	14.3%
Hispanic or Latino	3	2	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	66.7%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	8	4	50.0%	3	37.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	12.5%
Total	**20**	**12**	**60.0%**	**7**	**35.0%**	**0**	**0.0%**	**0**	**0.0%**	**2**	**10.0%**	**0**	**0.0%**	**5**	**25.0%**

Pedestrians

Race/Ethnicity	Total Searches: Count	Found Contraband: Count	Found Contraband: Percent	Alcohol: Count	Alcohol: Percent	Drugs: Count	Drugs: Percent	Firearms: Count	Firearms: Percent	Other Weapons: Count	Other Weapons: Percent	Stolen Property: Count	Stolen Property: Percent	Other: Count	Other: Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	1	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	**1**	**1**	**100.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**1**	**100.0%**	**0**	**0.0%**

North Precinct Stop Outcomes

Drivers

Race/Ethnicity	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	8	0.5%	2	25.0%	5	62.5%	1	12.5%	0	0.0%	0	0.0%	0	0.0%
Asian	48	2.9%	1	2.1%	36	75.0%	8	16.7%	1	2.1%	0	0.0%	2	4.2%
Black/African American	398	23.7%	16	4.0%	320	80.4%	36	9.0%	8	2.0%	0	0.0%	18	4.5%
Hispanic or Latino	200	11.9%	5	2.5%	147	73.5%	41	20.5%	2	1.0%	0	0.0%	5	2.5%
Middle Eastern	15	0.9%	2	13.3%	11	73.3%	2	13.3%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	22	1.3%	1	4.5%	15	68.2%	5	22.7%	1	4.5%	0	0.0%	0	0.0%
White	988	58.8%	64	6.5%	694	70.2%	156	15.8%	21	2.1%	0	0.0%	53	5.4%
Total	**1,679**	**100.0%**	**91**	**5.4%**	**1,228**	**73.1%**	**249**	**14.8%**	**33**	**2.0%**	**0**	**0.0%**	**78**	**4.6%**

Pedestrians

Race/Ethnicity	Total Stops		Enforcement Action											
			None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	2	66.7%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%
Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	1	33.3%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**3**	**100.0%**	**2**	**66.7%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**1**	**33.3%**