PORTLAND POLICE BUREAU
STRATEGIC SERVICES DIVISION

STOPS DATA COLLECTION

2023 ANNUAL REPORT

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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 2023. This section highlights changes from prior reports and areas of concern noted within the analysis.

- **Stop Numbers:** Officers from the Portland Police Bureau reported performing 17,113 driver stops across the City in 2023 – a 26 percent increase over the previous year and the first time the number of stops have increased in five years.

- **Stop Rates:** The injury collision benchmark was used for driver stops made by both Traffic and Non-Traffic personnel because nearly all drivers stopped by Bureau personnel – regardless of division – in 2023 were reported as solely for a traffic offense. In 2023, no perceived race/ ethnic group of drivers were over- or under-represented in stops performed by Traffic Officers or Non-Traffic personnel when compared to the Injury Collision Benchmark.

- **Stop Reasons:** In 2023, 97.8% of drivers were stopped for traffic reasons alone with speeding as the primary offense observed by Traffic Officers (48.8%) and missing or expired license violations as the predominant stop reasons from Non-Traffic personnel (31.3%). Drivers perceived to be Black/African American were significantly more likely to be stopped for a Non-Moving Violation by Non-Traffic Personnel than other perceived racial/ ethnic groups. This has been identified as an area of concern in four of the last five annual reports.

- **Consent Searches:** In 2023, 0.5% of drivers (78) were asked to consent to a voluntary search – the lowest rate recorded since data collection for this element began in 2018. Drivers refused to consent to a search on 35 percent of requests – an increased rate from prior years. Drivers perceived to be Black / African American were significantly more likely to receive a consent search request in 2023 when compared to White and Hispanic or Latino subjects.

- **Stop Disposition:** Stops with the probable cause or reasonable suspicion of a non-traffic crime were simultaneously predictive of an arrest occurring or no enforcement action at the end of the stop when compared to other traffic-based stop reasons. The Traffic Division was significantly more likely to issue a citation to drivers committing a Dangerous Driving Behavior while being significantly more likely to only issue a warning to drivers perceived to be Black / African American.

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 BENCHMARK

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). Historically, the Portland Police Bureau utilized two separate benchmarks to account for the operational mission of officers[1], as personnel from Traffic and Non-Traffic divisions traditionally described traffic stops as being utilized in the pursuit of different goals. The Traffic Division – the primary traffic enforcement arm of the Bureau – performs traffic stops to mitigate dangerous driving behaviors and hazardous equipment conditions that might lead a serious or deadly injury collision for drivers, pedestrians, bike operators, or other road users. Comparatively, Non-Traffic units – such as precinct patrol officers, neighborhood response teams, street crimes units, and other specialty units – described using discretionary traffic stops in pursuit of their mission goal of reducing or preventing violent crime in the City of Portland. While reducing and preventing serious injury collisions is a goal for these units, traditionally it is a secondary or tertiary goal behind crime prevention and responding to calls for service (such as 9-1-1 calls) in the City. These differing operational goals was theorized to lead to differing underlying populations that had the potential to be stopped for their driving behaviors based on the unit performing the Traffic Stop.

However, additional evidence has led the Bureau to reconsider this hypothesis. In December 2020, the Bureau added additional questions to the "Reason for Stop" on the Stops survey that allowed personnel to specify if the reasonable suspicion or probable cause of a non-traffic crime – in addition to the observed traffic violation – was used as the primary or secondary justification for the stop. From December 2020 through December 2023, officers indicated that only 2.4 percent (3.2% of Non-Traffic stops and 0.1% of Traffic Division stops) of all driver stops were performed – at-least in part – on the reasonable suspicion or probable cause of another crime. The rarity of these events – compared with the near consensus of utilizing solely driving behaviors or related non-moving factors to stop individuals – do not currently justify the use of a specific benchmark for stops conducted by Non-Traffic personnel. For the 2023 Annual Report, all driver stops – regardless of the operational unit – will be benchmarked against the Injury Collision Benchmark. Increases in the frequency of reporting stops for reasonable suspicion or probable cause of another crime in future years may warrant in the inclusion of additional benchmarks.

[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.

Injury Collision Benchmark

Table 1. 2023 Injury Collision Statistics, by Race of Drivers

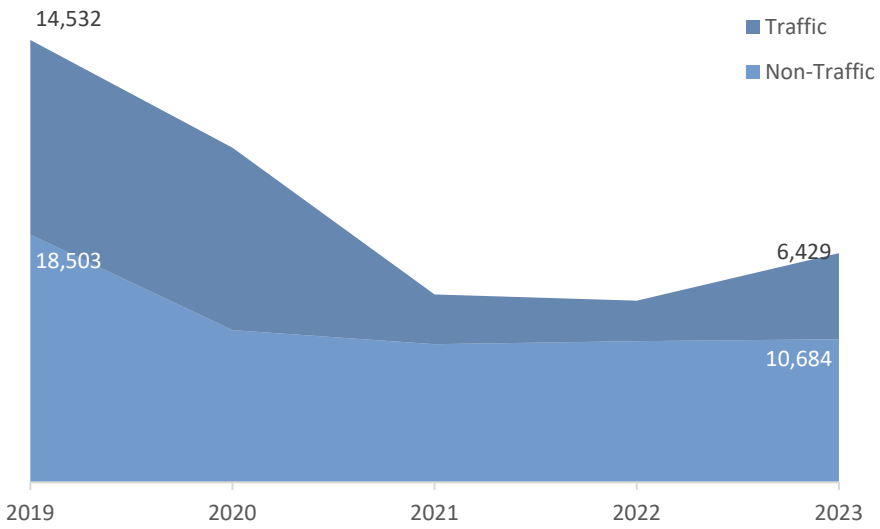
	2023	
Race/Ethnicity	**Count**	**Percent**
American Indian/Alaskan	4	0.3%
Asian	88	6.9%
Black/African American	218	17.2%
Hispanic	169	13.3%
Native Hawaiian	11	0.9%
White	777	61.3%
Total	**1,267**	**100.0%**

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. The 2023 Injury Collision Benchmark[4] summarizes the identified race / ethnicity of involved drivers[5] in injury collisions investigated by Portland Police Bureau officers[6].

[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] 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.
[5] RegJIN does not include an indicator if involved drivers were "at-fault", so all drivers are included in the analysis.
[6] An additional 48 drivers involved in injury collisions were classified as "Unknown" in RegJIN. These were excluded from all benchmark totals.

Officers from the Portland Police Bureau reported performing 17,113 driver stops across the City in 2023 – a 26 percent increase over the previous year and the first time the number of stops have increased in five years. The increase is almost entirely due to increased activity from the Traffic Division as their total number of stops more than doubled compared to 2022 (3,028 in 2022 vs. 6,429 in 2023). This increase is attributable to the decision to reassign personnel to the Traffic Division after more than two years without dedicated traffic patrol personnel. Currently, there are 15 officers dedicated to traffic enforcement in the Portland Police Bureau. The stops performed by Non-Traffic were essentially static over the prior year (10,536 stops in 2022 vs. 10,684 in 2023).

Figure 1. The total number of stops increased for the first time in five years.



Within Non-Traffic responsibility units[7], officers from East Precinct were the most active as they represented 39 percent of all traffic stops not performed by the Traffic Division[8] - a decline from the 5,273 stops they performed in 2022. East Precinct was the only responsibility unit to decline in stops from year-to-year in the Bureau, with all other units increasing the number of stops performed. Outside of the three precincts, 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 2023[9].

Table 2. East Precinct personnel performed the most stops among Non-Traffic units.

	2023	
Responsibility Unit	**Count**	**Percent**
Traffic Division	6,429	37.6%
East Precinct	4,112	24.0%
Central Precinct	2,734	16.0%
North Precinct	2,283	13.3%
Specialized Resources	1,253	7.3%
Other Divisions / Units	302	1.8%
Traffic Total	**17,113**	**100%**

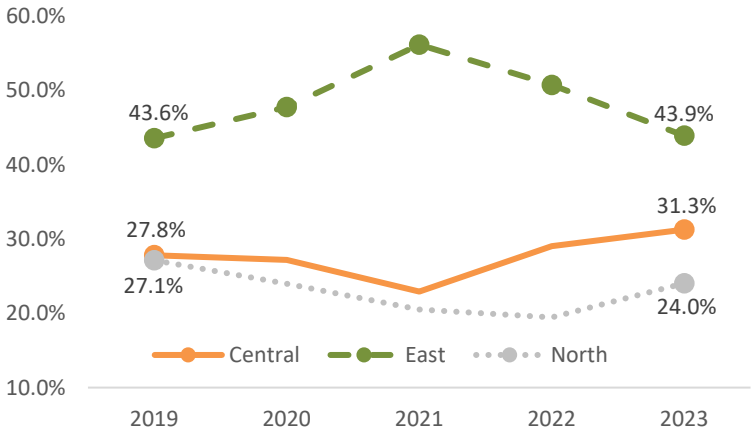
Stop Locations

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

[7] Please refer to Appendices I – K for detail precinct cross-tabulations.
[8] A small number of stops – 203 – could not be accurately assigned to a unit at the time the stop occurred and are excluded from all analyses involving operational units.
[9] Please refer to Appendix H for detailed Focused Intervention Team (FIT) analyses.

location[10], the largest number of driver stops in 2023 occurred in East Precinct, followed by Central Precinct and North 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. The proportion of stops performed in each precinct has remained static over the past five years, with no particular precinct showing a consistent, significant increase or decrease over that time period[11].

Figure 2. Most driver stops have occurred in East Precinct over the past five years.



Stopped Drivers Demographics

Table 3. Racial Demographics of Stopped Drivers, since 2019.

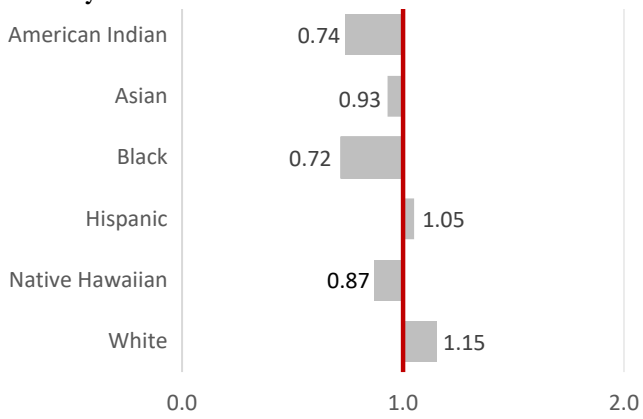
		2019		2020		2021		2022		2023	
	Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	American Indian/Alaskan	30	0.2%	33	0.2%	14	0.4%	10	0.3%	15	0.2%
	Asian	813	5.6%	678	5.0%	203	5.5%	169	5.6%	414	6.4%
	Black/African American	1,630	11.2%	1,714	12.6%	468	12.6%	327	10.8%	833	13.0%
	Hispanic or Latino	1,429	9.8%	1,519	11.1%	449	12.1%	395	13.0%	889	13.8%
	Middle Eastern	182	1.3%	139	1.0%	30	0.8%	43	1.4%	106	1.6%
	Native Hawaiian	89	0.6%	77	0.6%	13	0.4%	25	0.8%	48	0.7%
	White	10,359	71.3%	9,464	69.5%	2,535	68.3%	2,059	68.0%	4,124	64.1%
	Traffic Total	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**	**6,429**	**100%**
		2019		**2020**		**2021**		**2022**		**2023**	
	Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	American Indian/Alaskan	125	0.7%	60	0.5%	47	0.5%	73	0.7%	55	0.5%
	Asian	842	4.6%	472	4.2%	402	3.9%	340	3.2%	452	4.2%
	Black/African American	4,058	21.9%	2,554	22.5%	2,041	19.8%	2,241	21.3%	2,394	22.4%
	Hispanic or Latino	1,855	10.0%	1,133	10.0%	1,152	11.2%	1,291	12.3%	1,578	14.8%
	Middle Eastern	297	1.6%	156	1.4%	149	1.4%	154	1.5%	195	1.8%
	Native Hawaiian	159	0.9%	104	0.9%	90	0.9%	96	0.9%	106	1.0%
	White	11,167	60.4%	6,888	60.6%	6,435	62.4%	6,341	60.2%	5,904	55.3%
	Non-Traffic Total	**18,503**	**100%**	**11,367**	**100%**	**10,316**	**100%**	**10,536**	**100%**	**10,684**	**100%**

[10] About 4 percent of stops since 2019 cannot have their location verified by the system due to non-standard location entries or typographical errors. These stops are excluded from location analyses.
[11] Central: $p < .45$, $r^2 = .20$; East: $p < .87$, $r^2 = .01$; North: $p < .34$, $r^2 = .30$

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[12], 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. The Injury Collision Benchmark (see Table 1) is utilized to assess potential biases of officers enforcing traffic laws.

Figure 3. No group was under- or over-represented in stops made by Traffic Officers in 2023.



The racial demographics of drivers stopped by PPB Traffic officers has significantly changed over the past five years, with officers stopping significantly more[13] Hispanic (9.8% in 2019 vs. 13.8% in 2023) drivers while stopping significantly fewer[14] White drivers (71.3% in 2019 vs. 64.1% in 2023). 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 (11.2% in 2019 vs. 13.0% in 2023) drivers have remained statistically steady[15] over the past five years. In 2023, no perceived race/ ethnic group of drivers were over- or under-represented in stops performed by Traffic Officers when compared to the Injury Collision Benchmark.

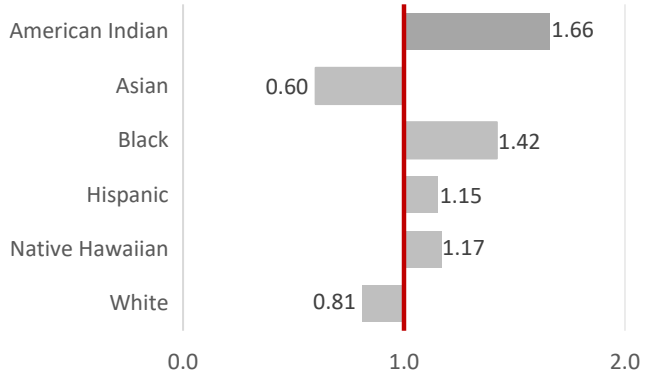
NON-TRAFFIC DIVISIONS

Officers from Non-Traffic divisions – namely, precinct patrol, investigations, and other support divisions – are the primary units responsible for responding to calls for service (including 9-1-1 calls) and preventing, interdicting, and investigating criminal activity in the City of Portland. Units assigned to Non-Traffic divisions also patrol the City's roadways to mitigate dangerous driving behaviors and associated equipment violations that may lead to serious injury or fatal collisions. The Injury Collision Benchmark (see Table 1) is used as the community population benchmark as the vast majority of their stops is solely for traffic-related violations and crimes.

[12] https://www.portland.gov/transportation/vision-zero/high-crash-network
[13] $p < .001$, $r^2 > .99$
[14] $p < .02$, $r^2 = .90$
[15] $p < .65$, $r^2 = .08$

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 [16] (10.0% in 2019 vs. 14.8% in 2023) while the stop rates for all other perceived racial / ethnic groups have remained statistically similar. Drivers perceived to be Asian[17] (4.6% in 2019 vs. 4.2% in 2023) or White[18] (60.4% in 2019 vs. 55.3% in 2023) were both stopped at a lower – but non-significant rate – compared to five years ago while the stop rate for Black / African American drivers (21.9% in 2019 vs. 22.4% in 2023) was essentially flat.[19] In 2023, no individual group of drivers were over- and under-represented in stops when compared to the 2023 Injury Collision Benchmark.

Figure 4. Non-Traffic officers stopped drivers in-line with the Injury Collision Benchmark in 2023.



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.

Nearly all drivers stopped by Bureau personnel – regardless of division – in 2023 were reported as solely for a traffic offense. Officers reported having probable cause or reasonable suspicion of another crime on only two percent of driver stops. Non-Traffic Officers were significantly more likely to report stopping an individual for some other reason than a traffic offense[20], 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[21], however follow-up pairwise analyses with the Bonferroni correction failed to determine any significant differences between individual perceived race / ethnic groups. Personnel assigned to Central Precinct were significantly more likely[22] to stop a subject solely for traffic offenses when compared to the other two precincts.

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[16] $p < .02, r^2 = .88$
[17] $p < .40, r^2 = .25$
[18] $p < .26, r^2 = .40$
[19] $p < .96, r^2 = .00$
[20] $x^2 = 180.759, p < .001, df = 2$
[21] $x^2 = 13.769, p < .04, df = 6$
[22] $x^2 = 34.018, p < .001, df = 4$

Sample size constraints precluded investigating if personnel from either Central or North Precincts displayed differential stop behaviors based on the perceived race / ethnicity of the subject; however, East Precinct displayed no significant differences in the stop rates of individuals between different groups[23].

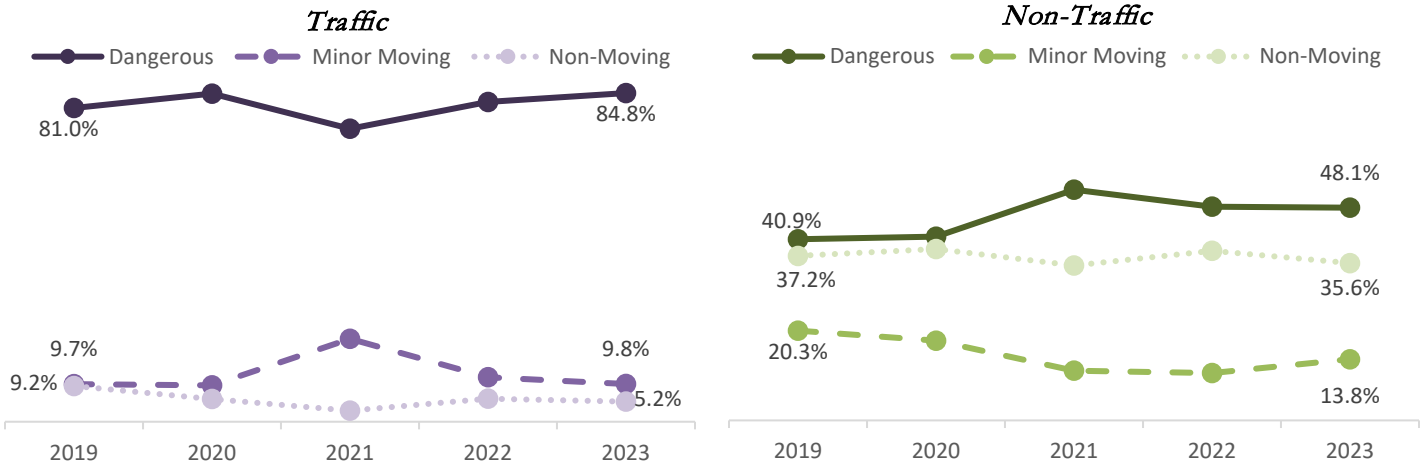
Table 4. Nearly all drivers stopped in 2023 were solely for traffic offenses.

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	15	100.0%	0	0.0%	0	0.0%
	Asian	413	100.0%	0	0.0%	0	0.0%
	Black/African American	833	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	883	99.4%	1	0.1%	4	0.5%
	Middle Eastern	106	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	48	100.0%	0	0.0%	0	0.0%
	White	4,109	99.8%	4	0.1%	6	0.1%
	Total	**6,407**	**99.8%**	**5**	**0.1%**	**10**	**0.2%**

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	54	98.2%	0	0.0%	1	1.8%
	Asian	444	98.4%	1	0.2%	6	1.3%
	Black/African American	2,292	96.0%	35	1.5%	61	2.6%
	Hispanic or Latino	1,512	96.1%	16	1.0%	46	2.9%
	Middle Eastern	189	96.9%	0	0.0%	6	3.1%
	Native Hawaiian	105	99.1%	0	0.0%	1	0.9%
	White	5,709	96.9%	56	1.0%	125	2.1%
	Total	**10,305**	**96.7%**	**108**	**1.0%**	**246**	**2.3%**

The majority of driver stops initiated by Portland Police Bureau officers in 2023 were for Dangerous Driving Behaviors (61.9%), an increase following the Bureau-record low of 55.9 percent reported in the 2022 Annual Report. The growth is mainly attributed to the increased number of stops performed by Traffic Division personnel in 2022, as their stop rate for Dangerous Driving Behaviors has always represented at least 75 percent of their stops in a given year. Non-Traffic personnel traditionally stop drivers for significantly different reasons[24], as less than half of their stops in 2023 were for Dangerous Driving Behaviors (48.1%), while a third of their stops (35.6%) were for Non-Moving Offenses with another 14 percent dedicated to Minor Moving Violations. There have been no significant changes in the stop patterns for either Traffic[25] or Non-Traffic[26] personnel over the past five years for any particular violation category. In 2023, speeding was the primary offense observed by Traffic Officers (48.8% in 2023) while missing or

Figure 5. The stop patterns for both operational divisions have remained stable over the past five years.



[23] $x^2 = 7.908, p < .10, df = 4$

[24] $x^2 = 2583.431, p < .001, df = 3$

[25] Dangerous: $p < .71, r^2 = .05$; Minor: $p < .92, r^2 = .00$; Non-Moving: $p < .34, r^2 = .31$

[26] Dangerous: $p < .20, r^2 = .48$; Minor: $p < .14, r^2 = .58$; Non-Moving: $p < .57, r^2 = .12$

expired license violations were the predominant stop reasons from Non-Traffic personnel (31.3% in 2023)

The three precincts differed significantly[27] 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 (46.7%) than either Central (28.3%) or North Precinct (29.8%) personnel, Central Precinct personnel were significantly more likely to stop for Dangerous Driving Behaviors (60.9%) than East (38.9%) or North (52.9%) personnel, and North Precinct personnel were significantly more likely to stop for Minor Moving Violations (14.5%) than either Central (9.7%) or East (12.2%). A missing or expired license plate was the most common reason East (41.7%) or North (25.7%) Precinct personnel stopped a driver, while Failure to Obey a Traffic Control Device – such as running a red light or failing to stop at a stop sign – was the number one stop reason among Central Precinct (31.1%) personnel.

Table 5. Non-Traffic Officers were significantly more likely to stop a driver for a Non-Moving Violation or Minor Moving Violations in 2023.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	American Indian/Alaskan	12	80.0%	3	20.0%	0	0.0%	0	0.0%
	Asian	365	88.2%	28	6.8%	20	4.8%	1	0.2%
	Black/African American	680	81.6%	98	11.8%	55	6.6%	0	0.0%
	Hispanic or Latino	770	86.6%	59	6.6%	55	6.2%	5	0.6%
	Middle Eastern	90	84.9%	11	10.4%	5	4.7%	0	0.0%
	Native Hawaiian	42	87.5%	4	8.3%	2	4.2%	0	0.0%
	White	3,492	84.7%	424	10.3%	197	4.8%	11	0.3%
	Total	**5,451**	**84.8%**	**627**	**9.8%**	**334**	**5.2%**	**17**	**0.3%**

		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	23	41.8%	8	14.5%	23	41.8%	1	1.8%
	Asian	281	62.2%	65	14.4%	99	21.9%	7	1.5%
	Black/African American	1,060	44.3%	408	17.0%	859	35.9%	67	2.8%
	Hispanic or Latino	785	49.7%	213	13.5%	530	33.6%	50	3.2%
	Middle Eastern	112	57.4%	22	11.3%	55	28.2%	6	3.1%
	Native Hawaiian	60	56.6%	21	19.8%	24	22.6%	1	0.9%
	White	2,816	47.7%	740	12.5%	2,209	37.4%	139	2.4%
	Total	**5,137**	**48.1%**	**1,477**	**13.8%**	**3,799**	**35.6%**	**271**	**2.5%**

Non-Traffic Personnel displayed differential stop behavior based on the perceived race of the driver[28]. Drivers perceived to be Black / African American were significantly more likely to be stopped for a Minor Moving Offenses than White individuals. This is the second straight year that this difference has been identified and is the fourth time out of the last five years that Black / African American subjects have had a significantly different stop pattern than White individuals for Minor or Non-Moving Violations. These differences disappear when examining the results of each precinct responsibility unit individually, indicating a broader organization concern when it comes to reasons for stops for individuals perceived to be Black / African American. There were no significant differences in the stop reasons reported

Table 6. Specific reasons for stop substantially varied between the two operational divisions.

Traffic		
	Count	Percent
Speeding	3,139	48.8%
Distracted Driving	1,467	22.8%
Failure to Obey Traffic Control Devices	604	9.4%
Safety Belt Violations	501	7.8%
Missing or Expired License Plates	267	4.2%

Non-Traffic		
	Count	Percent
Missing or Expired License Plates	3,346	31.3%
Failure to Obey Traffic Control Devices	1,949	18.3%
Speeding	1,481	13.9%
Turning Violations	940	8.8%
Lane Use Violations	693	6.5%

[27] $x^2 = 406.479, p < .001, df = 6$
[28] $x^2 = 100.608, p < .001, df = 12$

by Traffic Division personnel when compared to White subjects in 2023.

Consent Search Requests

The Portland Police Bureau analyzes reported consent search requests for potential disparities or inequitable outcomes. Consent search requests can be indicative of systemic and institutional racism embedded in the criminal justice system of our nation as individuals that are identified as Black / African American are routinely asked to consent to searches at a higher rate than their White counterparts[29]. Consent search requests may also highlight troubling power dynamics between law enforcement officers and community members[30] – especially for Black / African American individuals – as compliance with police requests is used as a strategy to minimize potential negative outcomes from contact with law enforcement officials[31].

In 2023, 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. PPB personnel have gradually, and significantly[32], decreased the number of consent search requests over the past five years (4.0% in 2019 vs. 0.5% in 2023). Conversely, the denial rate increased in 2023 – continuing a five-year significant trend[33] – with drivers refusing to consent to a search on 35 percent of requests received compared to 17 percent in 2019. Drivers perceived to be Black / African American were significantly more likely to receive a consent search request in 2023[34] when compared to White and Hispanic or Latino subjects. This is the third time in five years that Black / African American subjects were asked to consent to a search at a significantly higher rate than White subjects. There were no significant differences[35] in the rate that members of different perceived racial / ethnic groups refused to consent to a search, with Black / African American and White subjects denying a search request about a third of the time.

Table 7. Black / African American drivers were significantly more likely to receive a consent search request in 2023.

	Consent Search			
Race/Ethnicity	**Requests**	**Rate**	**Refusals**	**Rate**
American Indian/Alaskan	0	0.0%	--	--
Asian	2	0.2%	0	0.0%
Black/African American	28	0.9%	9	32.1%
Hispanic or Latino	7	0.3%	3	42.9%
Middle Eastern	1	0.3%	1	100.0%
Native Hawaiian	0	0.0%	--	--
White	40	0.4%	14	35.0%
Total	**78**	**0.5%**	**27**	**34.6%**

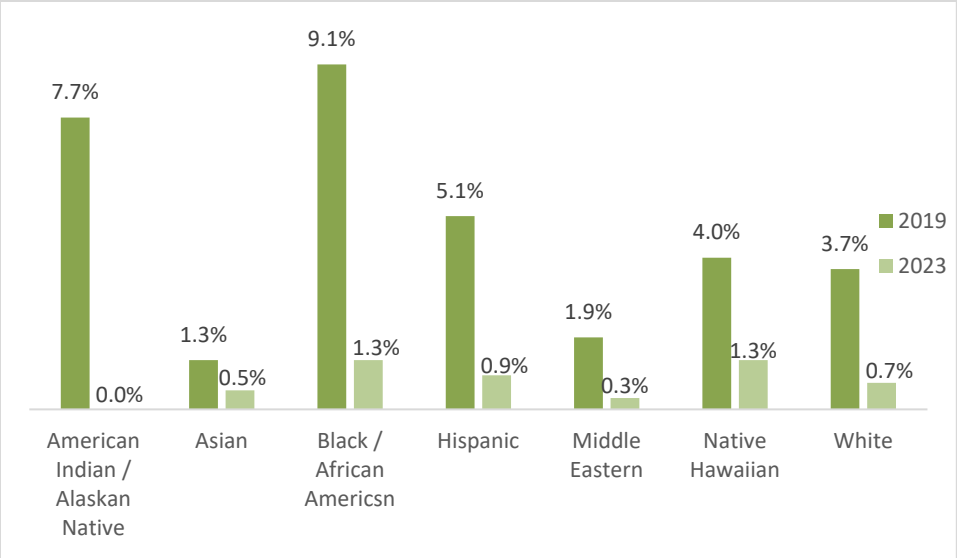
Search Rates

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,

[29] Bandes, S. A. (2018). Police accountability and the problem of regulating consent searches. *University of Illinois Law Review*, *1759*.
[30] Sommers, R. & Bohns, V.K. (2018). The voluntariness of voluntary consent: Consent searches and the psychology of compliance. *Yale Law Journal, 128*.
[31] Harris, A. & Amutah-Onukagha, N. (2019). Under the radar: Strategies used by Black mothers to prepare their sons for potential police interactions. *Journal of Black Psychology, 45*.
[32] $p < .02$, $r^2 = .88$
[33] $p < .03$, $r^2 = .87$
[34] $x^2 = 13.604$, $p < .002$, $df = 2$
[35] $x^2 = 0.060$, $p < .81$, $df = 1$

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[36].

Figure 6. Search rates have declined for all racial groups 2019.



In 2023, approximately 1 out of every 125 stops (0.8% 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 90 percent of all searches conducted since 2019. The 2023 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[37]. The number of searches conducted by Traffic officers have also declined – but at a non-significant rate – over the past five years[38]. Drivers stopped by personnel from the Specialized Resources Division (2.1% discretionary search rate) are significantly more likely[39] to be searched than any other responsibility unit, with the three precincts(Central: 0.5% ; East: 0.9% ; North: 0.9%) and the Traffic Division (0.5%) similar in search rates.

[36] Knowles, J., Persico, N., & Todd, P. (2001). Racial bias in motor vehicle searches: Theory and evidence. *Journal of Political Economy, 109.*

[37] $p < .003$, $r^2 = .96$

[38] $p < .09$, $r^2 = .66$

[39] $x^2 = 35.242$, $p < .001$, $df = 4$

Portland Police Bureau officers showed significant differences[40] at how they searched drivers of different perceived race / ethnicities – but not at concerning disparate rates. White drivers were searched significantly less than Black / African American drivers in 2023, but not at an inequitable rate. Historically, Bureau personnel have disparately searched Black / African American drivers; however, this is the third straight year that the search rate for this group has moved closer to the overall search rate of White drivers. The search rate for all perceived race / ethnic group of drivers has declined over the past five years, with Black / African American searches falling at the second-fastest rate (behind American Indian / Alaskan Native drivers). 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. As search rates have fallen over the past five years, so have the disparate outcomes for Black / African American drivers.

Figure 7. There were no observed disparities in the conducted searches in 2023.

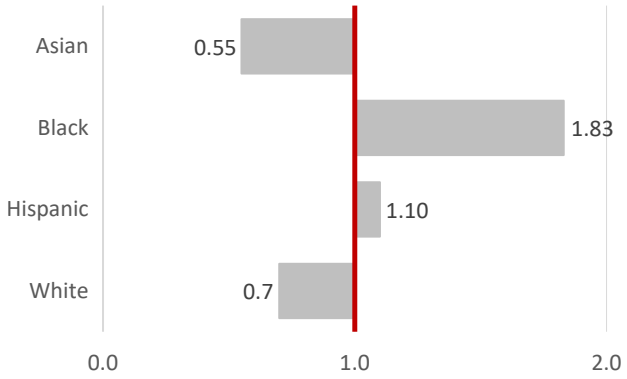


Table 8. There were no significant differences in the types of searches used between Traffic and Non-Traffic personnel in 2023.

		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	8	1.0%	3	37.5%	0	0.0%	6	75.0%
	Hispanic or Latino	6	0.7%	2	33.3%	0	0.0%	4	66.7%
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--
	White	21	0.5%	3	14.3%	6	28.6%	13	61.9%
	Total	**35**	**0.5%**	**8**	**22.9%**	**6**	**17.1%**	**23**	**65.7%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	0	0.0%	--	--	--	--	--	--
	Asian	4	0.9%	2	50.0%	0	0.0%	2	50.0%
	Black/African American	34	1.4%	16	47.1%	6	17.6%	15	44.1%
	Hispanic or Latino	16	1.0%	2	12.5%	1	6.3%	13	81.3%
	Middle Eastern	1	0.5%	0	0.0%	0	0.0%	1	100.0%
	Native Hawaiian	2	1.9%	0	0.0%	1	50.0%	1	50.0%
	White	49	0.8%	23	46.9%	2	4.1%	25	51.0%
	Total	**106**	**1.0%**	**43**	**40.6%**	**10**	**9.4%**	**57**	**53.8%**

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

Historically, Consent searches were the most utilized search type in the Bureau, always representing at least half of all searches conducted. However, for the third straight year, Consent searches (36.2% of all searches in 2023 and 0.3% of all driver stops in 2023) were displaced by Warrant Exception

[40] $x^2 = 12.349, p < .007, df = 3$

(56.7% of all searches in 2023 and 0.5% of all driver stops in 2023) searches as the top search method[41]. For the first time in recorded Bureau history, there were no significant differences in the types of searches conducted by different organizational units of the Bureau, with Traffic and Non-Traffic officers equally as likely to utilize a Consent[42] or Warrant Exception[43] to search a stopped driver. Hispanic or Latino drivers stopped by Non-Traffic personnel were significantly less likely to be searched with Consent than White subjects[44] while being significantly more likely to be searched with a Warrant Exception than Black / African American subjects[45]. There were too few searches conducted in 2023 to conduct any pairwise analyses based on the perceived race / ethnicity of the subject for individual 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[46] 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. It is unclear if any of the consent search requests recorded as part of the Stops Data Collection system 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.

Contraband Hit Rates

Over the past five years, Portland Police Bureau personnel have become significantly[47] more-effective at uncovering contraband during searches. In 2023, 67 percent of all searches ended with a PPB officer detecting prohibited material, including alcohol, drugs, stolen property, firearms[48], other weapons, and other illegal contraband – up from 50 percent in 2019. The hit rate for both Divisions was nearly identical (Traffic: 68.6% hit rate in 2023 ; Non-Traffic: 66.0% hit rate in 2023) last year. Non-Traffic personnel have significantly improved their hit rate over the past five years[49], while Traffic has improved as well but at a non-significant rate[50]. Warrant and Warrant Exceptions searches are the most likely to discover contraband, while Consent searches are the least likely to be successful[51].

Table 9. Consent Searches are the least likely search type to uncover contraband.

	Total Searches	Found Contraband	
Search Type	Count	Count	Percent
Consent	51	27	52.9%
Warrant	16	15	93.8%
Warrant Exception	80	57	71.3%

[41] Officers can indicate more than one search type per stop.
[42] $x^2 = 3.574, p < .06, df = 1$
[43] $x^2 = 1.528, p < .22, df = 1$
[44] $x^2 = 6.576, p < .04, df = 2$
[45] $x^2 = 6.277, p < .05, df = 2$
[46] Oregon v. Arreola-Botello. 64 Or. 695 (2019).
[47] $p < .04, r^2 = .81$
[48] Previously, firearm recoveries and other weapon recoveries were reported as a singular "weapons" category.
[49] $p < .04, r^2 = .82$
[50] $p < .32, r^2 = .32$
[51] 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.

Table 10. Alcohol is the most commonly uncovered item during driver searches.

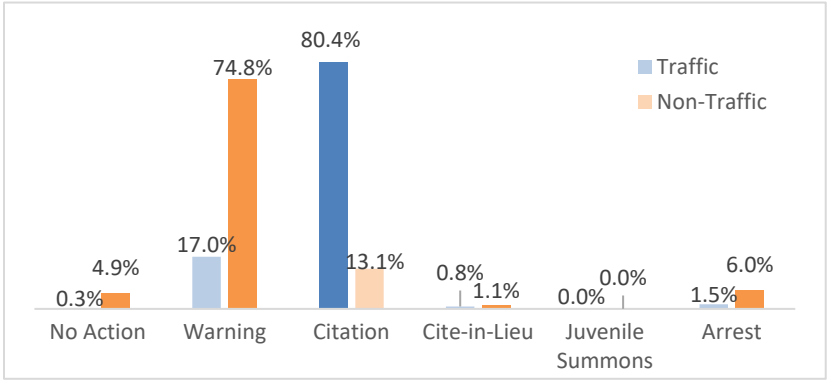
	Total Searches	Found Contraband		Alcohol		Drugs		Firearms		Other Weapons		Stolen Property		Other	
Race/Ethnicity	Count	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
American Indian/Alaskan	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	4	2	50.0%	0	0.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%
Black/African American	42	32	76.2%	9	21.4%	12	28.6%	13	31.0%	3	7.1%	1	2.4%	6	14.3%
Hispanic or Latino	22	15	68.2%	9	40.9%	5	22.7%	1	4.5%	0	0.0%	0	0.0%	3	13.6%
Middle Eastern	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	2	2	100.0%	1	50.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%
White	70	42	60.0%	17	24.3%	13	18.6%	7	10.0%	2	2.9%	2	2.9%	7	10.0%
Total	**141**	**94**	**66.7%**	**37**	**26.2%**	**31**	**22.0%**	**22**	**15.6%**	**5**	**3.5%**	**3**	**2.1%**	**17**	**12.1%**

The overall hit rates for all perceived racial / ethnic groups have increased over the last five years, with American Indian / Alaskan Native and Black / African American subjects increasing at a significant rate[52]. The perceived race of the driver is not a significant predictor whether or not contraband will be found at the conclusion of a search[53]. 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.

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



The largest number of driver stops performed by PPB sworn personnel in 2023 (53.1%) resulted in a warning issued to the vehicle operator. The percentage of stops ending with no enforcement action, a warning, or a cite-in-lieu of an arrest have generally increased at a non-significant rate over the past five years[54] while citations have had a non-significant decrease over the same time period[55]. Arrests have remained nearly static since 2019[56]. These changes in the long-term trends can generally be explained by the shifting workload across the Bureau and the lower staffing levels of the Traffic Division over portions of the past three years. In 2023 – as in prior years, the

[52] Native: $p < .02, r^2 = .97$; Black: $p < .006, r^2 = .94$
[53] $x^2 = 3.122, p < .22, df = 2$
[54] No Enforcement Action: $p < .21, r^2 = .46$; Warnings: $p < .28, r^2 = .37$; Cite-In-Lieu: $p < .25, r^2 = .41$
[55] $p < .27, r^2 = .38$
[56] $p < .52, r^2 = .16$

final disposition of the stop varies significantly[57] 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.

Table 11. Non-Traffic officers are significantly more likely to provide no enforcement action, warn, or 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	15	0.2%	0	0.0%	2	13.3%	13	86.7%	0	0.0%	0	0.0%	0	0.0%
	Asian	414	6.4%	1	0.2%	77	18.6%	332	80.2%	2	0.5%	0	0.0%	2	0.5%
	Black/African American	833	13.0%	1	0.1%	176	21.1%	620	74.4%	11	1.3%	1	0.1%	24	2.9%
	Hispanic or Latino	889	13.8%	2	0.2%	145	16.3%	717	80.7%	7	0.8%	0	0.0%	18	2.0%
	Middle Eastern	106	1.6%	0	0.0%	16	15.1%	89	84.0%	0	0.0%	0	0.0%	1	0.9%
	Native Hawaiian	48	0.7%	1	2.1%	11	22.9%	34	70.8%	0	0.0%	0	0.0%	2	4.2%
	White	4,124	64.1%	14	0.3%	667	16.2%	3,362	81.5%	30	0.7%	0	0.0%	51	1.2%
	Total	**6,429**	**100.0%**	**19**	**0.3%**	**1,094**	**17.0%**	**5,167**	**80.4%**	**50**	**0.8%**	**1**	**0.0%**	**98**	**1.5%**

		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	55	0.5%	7	12.7%	38	69.1%	4	7.3%	0	0.0%	0	0.0%	6	10.9%
	Asian	452	4.2%	18	4.0%	348	77.0%	67	14.8%	4	0.9%	0	0.0%	15	3.3%
	Black/African American	2,394	22.4%	109	4.6%	1,837	76.7%	246	10.3%	22	0.9%	0	0.0%	180	7.5%
	Hispanic or Latino	1,578	14.8%	60	3.8%	1,173	74.3%	222	14.1%	32	2.0%	1	0.1%	90	5.7%
	Middle Eastern	195	1.8%	16	8.2%	156	80.0%	17	8.7%	2	1.0%	0	0.0%	4	2.1%
	Native Hawaiian	106	1.0%	3	2.8%	83	78.3%	13	12.3%	1	0.9%	0	0.0%	6	5.7%
	White	5,904	55.3%	314	5.3%	4,359	73.8%	830	14.1%	61	1.0%	1	0.0%	339	5.7%
	Total	**10,684**	**100.0%**	**527**	**4.9%**	**7,994**	**74.8%**	**1,399**	**13.1%**	**122**	**1.1%**	**2**	**0.0%**	**640**	**6.0%**

To best account for the multiple decision points that occur within a stop interaction, multiple binary logistic regressions were run on stop disposition to better understand how perceived race, stop reason, and the interactions between those variables, can contribute to the officer's decision to cite or arrest[58] an individual. Traditionally, the results of a search were also included in these analyses – especially for arrests made by members of the Non-Traffic division – as the discovery of contraband after a discretionary search was commonly the most significant predictor of an arrest. However, the significant decline in the searches being conducted by PPB personnel during a traffic stop limits the utility of that variable in inferential statistical analyses due to sample size issues. Due to that known missing variable, arrest results should be interpreted with caution.

The decision to issue a citation instead of a warning by Traffic Division personnel is primarily based on the offense the driver was observed committing. A simple effects model[59] determined that drivers stopped for Dangerous Driving Behaviors was the strongest predictor[60] of a citation. Conversely, a driver being perceived to be Black / African American was the strongest predictor of receiving only a warning[61]. This is the first time in a PPB Stops Annual Report that is has been revealed that an individual racial / ethnic group has differed significantly compared to White individuals, so results should be interpreted with caution. For Non-Traffic personnel, the only

[57] $x^2 = 7721.594, p < .001, df = 4$

[58] The State of Oregon requires individuals to be arrested if they are suspected of their involvement in domestic or familial violence, restraining order violations, child abuse, failure to appear for court proceedings, violating pretrial release agreements, or are subject of an arrest warrant from the State of Oregon. In 2023, 39.7% of all driver arrests (33.7% of Traffic arrests and 40.6% of Non-Traffic arrests) were due to a mandatory arrest order. Mandatory arrests are excluded from all multivariate analyses with arrest as the dependant variable.

[59] Omnibus Test: $x^2 = 159.727, p < .001, df = 8, r^2 = .04$

[60] $Wald = 107.061, B = 0.986, p < .001$

[61] $Wald = 10.777, B = -0.317, p < .002$

significant predictor if a driver received no enforcement action (compared to a citation) in a mixed-effects model[62] was if the driver was stopped for a crime other than a traffic offense[63].

Simple effects statistical models indicated that similar factors were used by Traffic[64] and Non-Traffic[65] personnel when deciding to make a non-mandatory arrest at the conclusion of a traffic stop. Being stopped for a crime other than a traffic offense was the strongest predictor[66] in both models while being subject to a discretionary search[67] and being perceived as Black / African American[68] were identified as factors as well. Subjects perceived as Hispanic or Latino[69] or being stopped for a Minor Moving Violation[70] were also predictors in non-mandatory arrests made by Non-Traffic personnel in 2023. These results are notable for not only these findings but what is missing – notably, the influence that found contraband has on decisions to arrest. The significance of being searched potentially indicates that contraband would still be a significant factor if the sample size for the analysis improved. An improved sample size would also allow a more robust mixed effects model that would help determine if the interactions between race, stop reason, and search results were significant predictors as well.

The model results for the decision to cite or arrest by Non-Traffic officers highlight the complex nature of utilizing traffic stops as an crime interdiction and investigation mechanism. Being stopped for a crime other than a traffic offense simultaneously made drivers more likely to be arrested or released from the scene with no enforcement action in 2023 – similar to results observed in last year's Stops Annual Report. This dichotomy highlights the relative inefficiency of utilizing traffic stops as a "pretext" to potentially contact individuals connected to criminal activity. Only 34 percent of individuals stopped by Non-Traffic for a non-traffic offense were ultimately arrested at the end of the interaction. These practices and results can undermine the sense of procedural justice and police legitimacy that the community lends to its' law enforcement personnel[71]. The Bureau should consider providing guidance to increase the number of non-traffic stops that ultimately lead to an arrest of the driver.

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[62] Omnibus Test: $x^2 = 28.595, p < .02, df = 15, r^2 = .048$

[63] $Wald = 83.055, B = 2.189, p < .001$

[64] Omnibus Test: $x^2 = 86.105, p < .001, df = 6, r^2 = .10$

[65] Omnibus Test: $x^2 = 288.218, p < .001, df = 6, r^2 = .10$

[66] Traffic: $Wald = 67.430, B = 4.919, p < .001$; Non-Traffic: $Wald = 327.416, B = 2.546, p < .001$

[67] Traffic: $Wald = 11.289, B = 0.903, p < .001$; Non-Traffic: $Wald = 18.347, B = 1.993, p < .001$

[68] Traffic: $Wald = 12.983, B = 2.874, p < .001$; Non-Traffic: $Wald = 5.451, B = 0.285, p < .03$

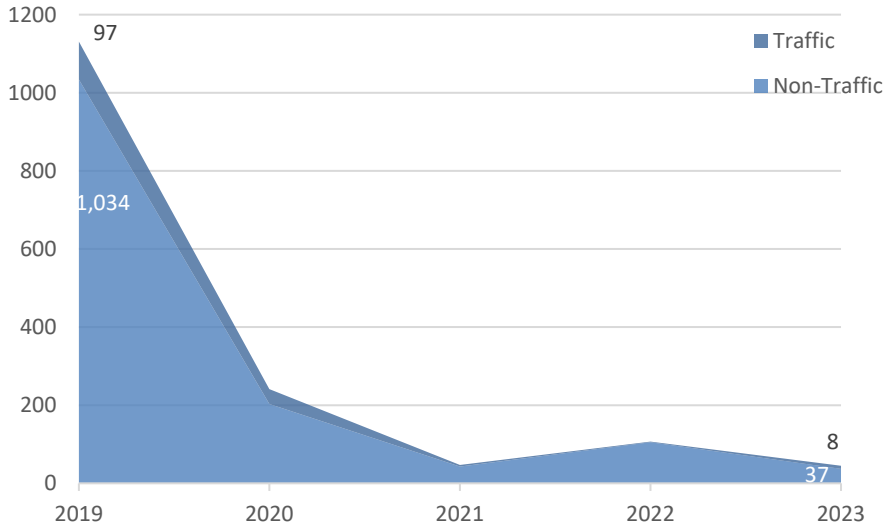
[69] $Wald = 12.631, B = 0.471, p < .001$

[70] $Wald = 4.973, B = 0.330, p < .001$

[71] Blanks, J. (2016). Thin blue lies: How pretextual stops undermine police legitimacy. *Case Western Law Review, 66,* 931-946.

In 2023, Portland Police Bureau officers reported stopping 45 pedestrians[72] - a 58 percent decrease over the prior year. After reaching an all-time high in 2019, the Bureau has generally decreased the number of pedestrian stops performed over the past five years. The decrease in 2023 is exclusively due to Non-Traffic officers (37 stops in 2023 vs. 105 stops in 2022), as Traffic personnel increased the total number of pedestrian stops completed in 2023 (8) when compared to 2022 (2).

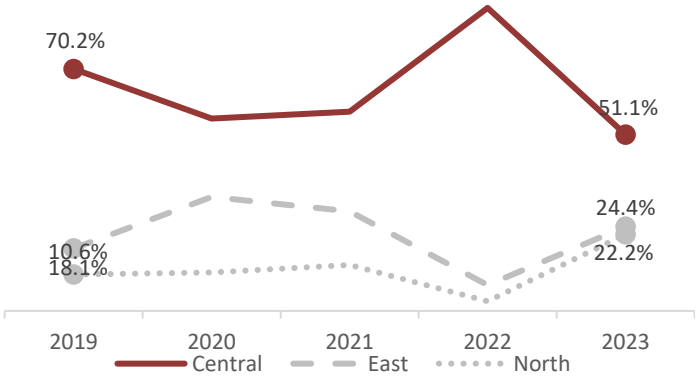
Figure 9. Pedestrian stops decreased by 58 percent in 2023.



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



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

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

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

		2019		2020		2021		2022		2023	
	Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	American Indian/Alaskan	1	1.0%	0	0.0%	0	0.0%	0	0.0%	1	12.5%
	Asian	3	3.1%	2	5.3%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	7	7.2%	9	23.7%	0	0.0%	0	0.0%	1	12.5%
	Hispanic or Latino	2	2.1%	2	5.3%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern*	2	2.1%	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%	0	0.0%
	White	82	84.5%	25	65.8%	4	100.0%	2	100.0%	6	75.0%
	Traffic Total	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**	**8**	**100%**
		2019		**2020**		**2021**		**2022**		**2023**	
	Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	American Indian/Alaskan	23	2.2%	4	2.0%	2	4.7%	4	3.8%	1	2.7%
	Asian	10	1.0%	1	0.5%	0	0.0%	2	1.9%	3	8.1%
	Black/African American	171	16.5%	37	18.2%	8	18.6%	5	4.8%	4	10.8%
	Hispanic or Latino	62	6.0%	12	5.9%	2	4.7%	11	10.5%	1	2.7%
	Middle Eastern*	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	2.7%
	Native Hawaiian*	4	0.4%	1	0.5%	0	0.0%	0	0.0%	0	0.0%
	White	764	73.9%	148	72.9%	31	72.1%	83	79.0%	27	73.0%
	Non-Traffic Total	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**	**37**	**100%**

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 (73.3% in 2023) have consistently been the most stopped group, with Black / African Americans (11.1%) the second most stopped group in 2023, followed by Asian (6.7%) pedestrians. The limited number of pedestrian stops prevented any inferential statistical analysis based on the demographics of the stopped pedestrian.

Pedestrian Stop Reasons

In 2023, a majority of pedestrians (55.6%) were stopped based solely on a traffic violation. 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 13. A plurality of pedestrians were stopped for Non-Traffic Offenses in 2023.

		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%	1	100.0%
	Asian	0	0.0%	0	0.0%	0	0.0%
	Black/African American	1	100.0%	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	6	100.0%	0	0.0%	0	0.0%
	Total	**7**	**87.5%**	**0**	**0.0%**	**1**	**12.5%**

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	0	0.0%	0	0.0%	1	100.0%
	Asian	3	100.0%	0	0.0%	0	0.0%
	Black/African American	2	50.0%	0	0.0%	2	50.0%
	Hispanic or Latino	1	100.0%	0	0.0%	0	0.0%
	Middle Eastern	1	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%
	White	11	40.7%	0	0.0%	16	59.3%
	Total	**18**	**48.6%**	**0**	**0.0%**	**19**	**51.4%**

Table 14. Minor 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%	1	100.0%
	Asian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	0	0.0%	1	100.0%	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	2	33.3%	4	66.7%	0	0.0%	0	0.0%
	Total	**2**	**25.0%**	**5**	**62.5%**	**0**	**0.0%**	**1**	**12.5%**

		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%	0	0.0%	1	100.0%
	Asian	2	66.7%	1	33.3%	0	0.0%	0	0.0%
	Black/African American	2	50.0%	0	0.0%	0	0.0%	2	50.0%
	Hispanic or Latino	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Middle Eastern	0	0.0%	1	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	4	14.8%	5	18.5%	1	3.7%	17	63.0%
	Total	**8**	**21.6%**	**8**	**21.6%**	**1**	**2.7%**	**20**	**54.1%**

Search Rates

No pedestrians were searched – or were asked to consent – to a search in 2023. Historically, pedestrians were more likely to be searched than drivers.

Table 15. No pedestrians were asked to consent to a search in 2023.

	Consent Search			
Race/Ethnicity	**Requests**	**Rate**	**Refusal**	**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	0	0.0%	--	--
Native Hawaiian	--	--	--	--
White	0	0.0%	--	--
Total	**0**	**0.0%**	**--**	**--**

Table 16. No pedestrians were subjects of a discretionary search in 2023.

		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	--	--	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--
	Hispanic or Latino	--	--	--	--	--	--	--	--
	Middle Eastern	--	--	--	--	--	--	--	--
	Native Hawaiian	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	**0**	**0.0%**	**--**	**--**	**--**	**--**	**--**	**--**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Race/Ethnicity	**Searches**	**Rate**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-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	--	--	--	--	--	--	--	--
	White	0	0.0%	--	--	--	--	--	--
	Total	**0**	**0.0%**	**--**	**--**	**--**	**--**	**--**	**--**

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

Contraband Hit Rates

Portland Police Bureau personnel completed zero discretionary searches in 2022; therefore, no contraband was recovered. Traditionally, pedestrian searches have been more successful than driver searches.

Table 17. No discretionary searches were conducted in 2023.

	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	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	**0**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**

Stop Outcomes

A plurality of stopped pedestrians in 2023 were issued a warning at the end of their interaction (46.7%). Warnings have traditionally been the most common disposition type among pedestrians and most disposition types have remained steady over time[73]; however, arrests have significantly and consistently declined over the past five years[74]. 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 2023 due to the small pedestrian stop rates.

Table 18. A Citation or Warning were the two most common pedestrian stop dispositions in 2023.

		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	1	12.5%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	1	12.5%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	White	6	75.0%	0	0.0%	1	16.7%	5	83.3%	0	0.0%	0	0.0%	0	0.0%
	Total	**8**	**100.0%**	**0**	**0.0%**	**2**	**25.0%**	**6**	**75.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**

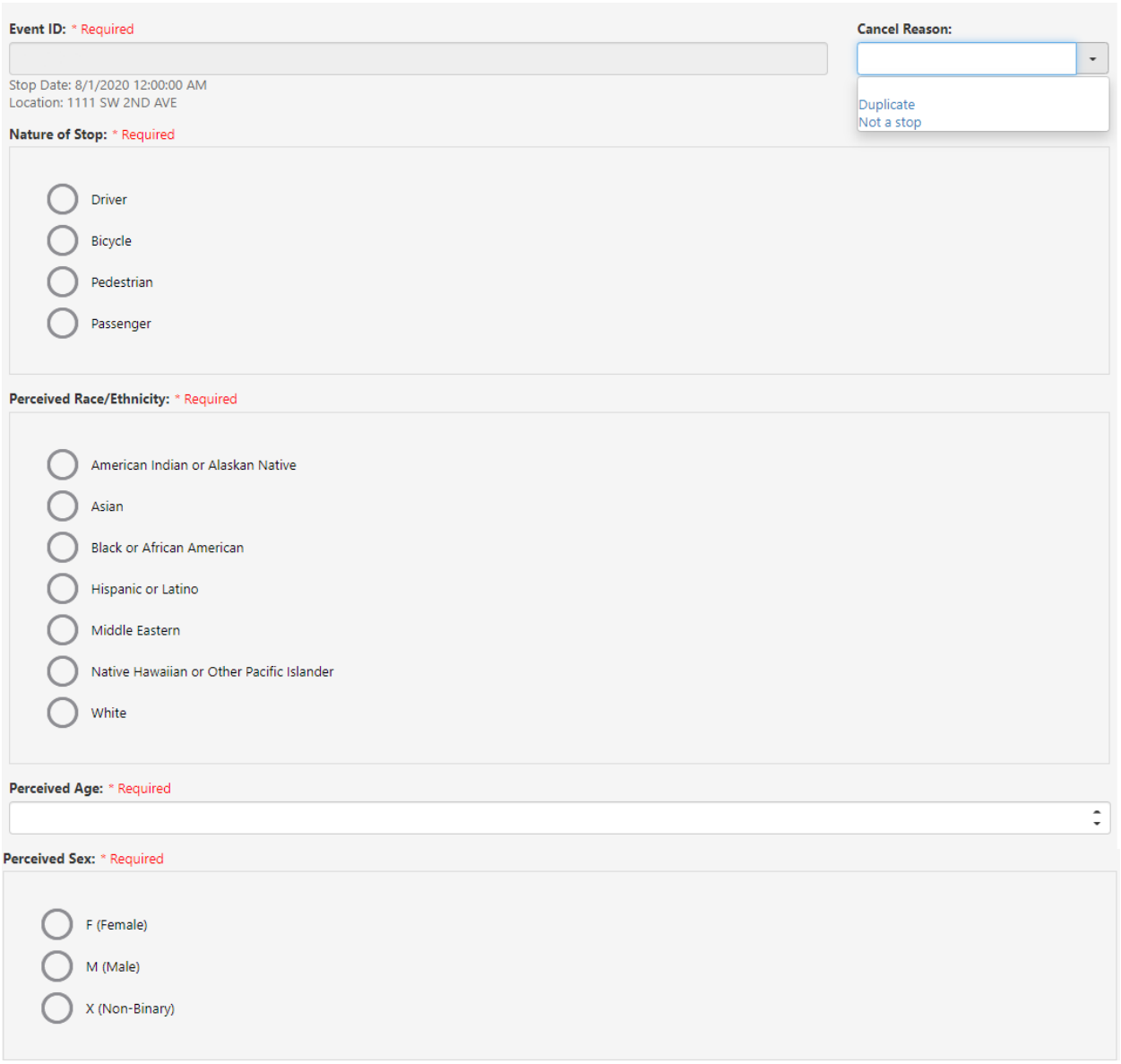
		Total Stops		Enforcement Action											
				None		Warning		Citation		Cite-in-Lieu		Juvenile Summons		Arrested	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	American Indian/Alaskan	1	2.7%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Asian	3	8.1%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Black/African American	4	10.8%	0	0.0%	2	50.0%	1	25.0%	0	0.0%	0	0.0%	1	25.0%
	Hispanic or Latino	1	2.7%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	1	2.7%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
	Native Hawaiian	0	0.0%	--	--	--	--	--	--	--	--	--	--	--	--
	White	27	73.0%	5	18.5%	14	51.9%	3	11.1%	1	3.7%	0	0.0%	4	14.8%
	Total	**37**	**100.0%**	**6**	**16.2%**	**19**	**51.4%**	**6**	**16.2%**	**1**	**2.7%**	**0**	**0.0%**	**5**	**13.5%**

[73] No Enforcement Action: $p < .49$, $r^2 = .17$; Warning: $p < .09$, $r^2 = .68$; Citation: $p < .09$, $r^2 = .68$

[74] $p < .05$, $r^2 = .78$

APPENDIX A: 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 B: 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[75]. 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.

[75] 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 C: 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[76] 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

[76] 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 19. 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 20. About 90 percent of interactions in the new Stops app were analyzed as completed stops.

	2018		2019		2020		2021		2022		2023	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Completed Stops	15,177	90.2%	34,166	90.8%	25,232	89.9%	14,075	86.8%	13,671	84.6%	17,158	88.1%
Passenger Stops	81	0.5%	184	0.5%	130	0.5%	114	0.7%	81	0.5%	72	0.4%
Non-PPB Initiated Stops	0	0.0%	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%	2,028	12.5%	2,408	14.9%	2,239	11.5%
Total	**16,819**	**100%**	**37,610**	**100%**	**28,081**	**100%**	**16,217**	**100%**	**16,160**	**100%**	**19,469**	**100%**

From the launch of the new Stops application on June 27, 2018, PPB personnel completed 134,356 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 (88.9%) is higher than the SDC system, with fewer interactions classified as a canceled stop (10.6%).

Table 21. More than 99.9 percent of initiated stops have an accompanying stops survey.

	2018		2019		2020		2021		2022		2023	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-PPB Initiated Stops	0	0.0%	6	9.1%	38	57.6%	1	2.8%	1	4.2%	1	1.1%
PPB Assigned	0	0.0%	2	3.0%	2	3.0%	1	2.8%	1	4.2%	61	66.3%
Unknown Assignment	17	100.0%	58	87.9%	26	39.4%	34	94.4%	22	91.7%	30	32.6%
Total	**17**	**100%**	**66**	**100%**	**66**	**100%**	**36**	**100%**	**24**	**100%**	**92**	**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 301 masks were generated in the system but were never completed. The majority of these (62.1% through 2023) were never accurately assigned to an officer, either due to a typo when logging into the CAD system or a generic unit assignment. Another 47 surveys were never completed as they were stops initiated by an officer from another jurisdiction. Through 2023, only 67 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 ever 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. 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 led 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 D: 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[77]. 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[78]. 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[79].

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[80]. 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[81], which created additional error when following up households that didn't respond to the Census[82]. Ultimately, these challenges also resulted in a higher non-response rate[83] than 2010[84] for the entire nation and the State of Oregon. Concerningly, BIPOC individuals – specifically, Black or African-American individuals and Hispanic or Latino individuals - were significantly

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[77] Fridell, L.A. (2005). *Understanding race data from vehicle stops: A stakeholder's guide.* Washington, DC: Police Executive Research Forum.
[78] 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.
[79] 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.
[80] 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.
[81] 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.
[82] Kennel, T. (2021, March 18). *2020 Post-Enumeration Survey update* [Comittee presentation]. Census Scientific Advisory Committee, Washington, DC.
[83] 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
[84] 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

undercounted in the 2020 Census[85]. 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[86] and American Community Survey[87].

Table 22. 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 23. 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[88]. 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[89]. 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[90]. This change makes it nearly impossible for independent

[85] 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.

[86] 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.

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

[88] 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.

[89] 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

[90] 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[91], almost entirely due to people migrating to the city from other areas of the state and county[92]. Migration is also increasing diversity across Oregon[93] and that is especially true within Multnomah County[94]. Over the last 10 years[95], 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[96], 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[97]. 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 24. 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%

[91] 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

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

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

[94] 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.

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

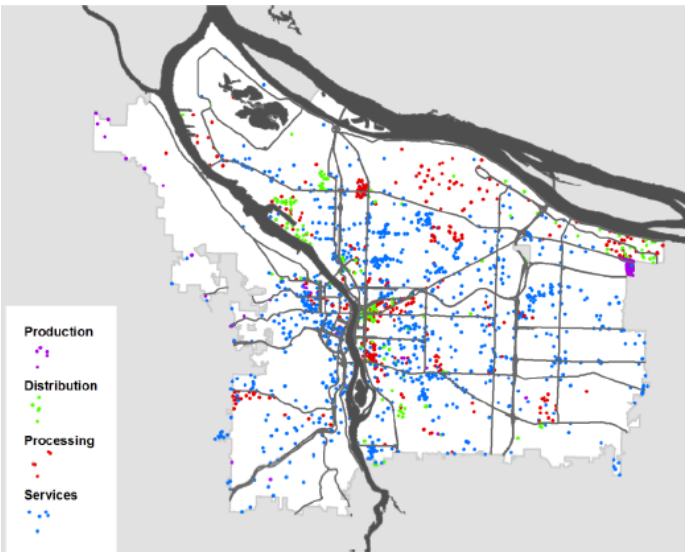
[96] U.S. Census Bureau. (2011). 2010 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.

[97] 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[98], swelling the daily commuter-adjusted population estimate[99] to about 871,000. Most commuters (60.3%) report operating a car or motorcycle to drive alone to work[100], 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[101], 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[102].

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[103]. 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

[98] U.S. Census Bureau. (2022). LEHD Origin-Destination Employment Statistics Data (2002 – 2020). U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.
[99] 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
[100] 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.
[101] 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/
[102] Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region.* http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/
[103] 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[104]. 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[105], indicating that most people temporarily visiting Portland for entertainment purposes are likely driving or carpooling to the locale.

Table 25. 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[106] – 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[107]. Nationally, White individuals (16.8%) are more likely to be employed part-time than Black or African American individuals (14.4%)[108], 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%)[109] in Portland are about as likely to drive alone to work than Black individuals (56.1%)[110], however White individuals

[104] U.S. Census Bureau. (2021). 2020 Decennial Census. Table P2: Hispanic or Latino, and not Hispanic or Latino by Race. U.S. Census Bureau.
[105] TriMet Code 19.05(A)(D)
[106] 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/
[107] U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table S2301: Employment Status. U.S. Census Bureau, American Community Survey.
[108] 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
[109] 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.
[110] 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%)[111] are more likely to drive alone than Black individuals (58.1%)[112]. 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[113].

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)[114], 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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111 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.

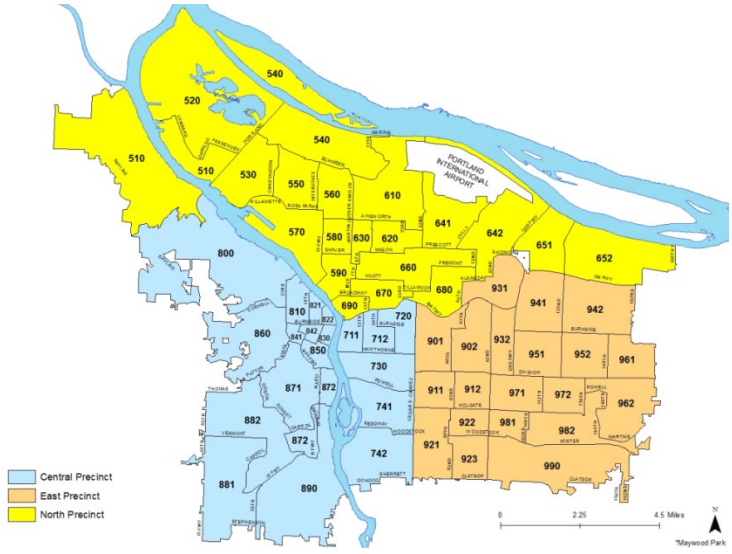
112 U.S. Census Bureau. (2022). 2017 – 2021 American Community Survey 5-Year Estimates. Table B08505B: Means of Transportation to Work for Workplace Geography (Black or African American Alone). U.S. Census Bureau, American Community Survey.

113 Longwoods International (2018). *Oregon 2017 Regional Visitor Report: Portland Region*. http://industry.traveloregon.com/research/archive/portland-region-overnight-travel-study-2017-longwoods-international/

114 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[115] 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[116].

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[117] and cities[118]. However, this is partly due to methodological challenges, as the city's overall lack of racial

[115] 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.

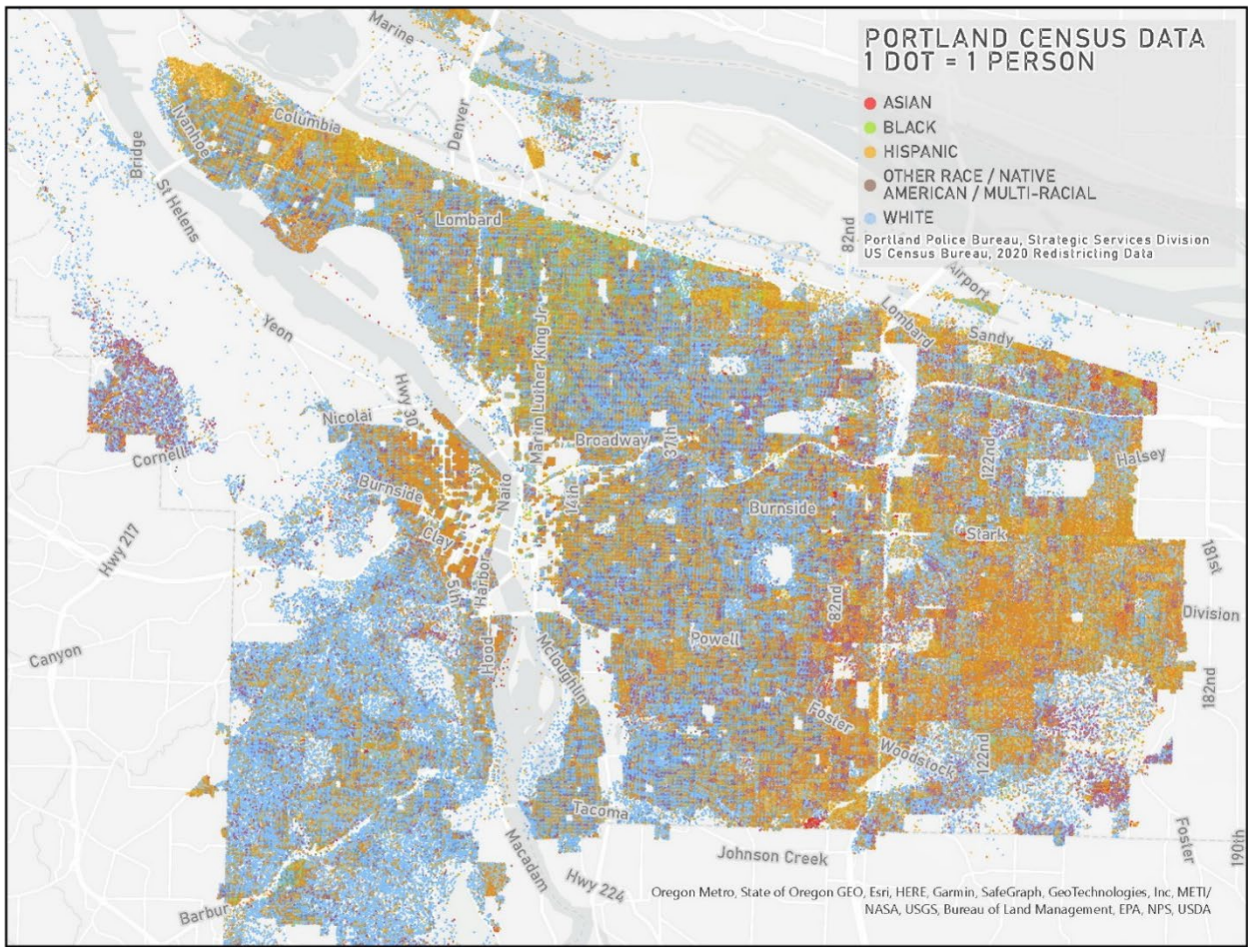
[116] Lum, C. (2009). *Does the "race of places" influence police officer decision making?,* Final report, W.E.B. DuBois Fellowship (Award #2007-IF-CX-0032), National Institute of Justice. Washington, DC: U.S. National Institute of Justice. Retrieved from https://www.ncjrs.gov/pdffiles1/nij/grants/231931.pdf

[117] 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

[118] 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[119]. 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[120]. 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[121] with the displacement most prominently affecting traditionally Black communities in North and Northeast Portland[122]. 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[123], which can increase the total number of miles based on land use policies and the transportation network[124]. 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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[119] 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

[120] 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

[121] 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/

[122] 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

[123] 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

[124] 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 E: 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 2023, representing 71.2% of all stops. Non-Traffic officers were significantly more likely to stop male drivers whereas Traffic officers were significantly more likely to stop female drivers[125]. Stop rates for any perceived gender have not changed significantly over the past five years.

Table 26. Non-Traffic officers stopped male and non-binary drivers at a significantly higher rate.

		2019		2020		2021		2022		2023	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	Female	5,061	34.8%	4,286	31.5%	1,188	32.0%	1,022	33.8%	2,069	32.2%
	Male	9,461	65.1%	9,308	68.3%	2,513	67.7%	1,999	66.0%	4,337	67.5%
	Non-Binary	10	0.1%	30	0.2%	11	0.3%	7	0.2%	23	0.4%
	Traffic Total	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**	**6,429**	**100%**
		2019		**2020**		**2021**		**2022**		**2023**	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	Female	5,031	27.2%	3,082	27.1%	2,830	27.4%	2,738	26.0%	2,777	26.0%
	Male	13,426	72.6%	8,220	72.3%	7,426	72.0%	7,731	73.4%	7,853	73.5%
	Non-Binary	46	0.2%	65	0.6%	60	0.6%	67	0.6%	54	0.5%
	Non-Traffic Total	**18,503**	**100%**	**11,367**	**100%**	**10,316**	**100%**	**10,536**	**100%**	**10,684**	**100%**

Table 27. Male pedestrians have traditionally been stopped at a higher rate than male drivers.

		2019		2020		2021		2022		2023	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Traffic	Female	23	23.7%	11	28.9%	0	0.0%	1	50.0%	4	50.0%
	Male	74	76.3%	27	71.1%	4	100.0%	1	50.0%	4	50.0%
	Non-Binary	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Traffic Total	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**	**8**	**100%**
		2019		**2020**		**2021**		**2022**		**2023**	
	Gender	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	Female	166	16.1%	24	11.8%	6	14.0%	10	9.5%	11	29.7%
	Male	867	83.8%	179	88.2%	36	83.7%	95	90.5%	26	70.3%
	Non-Binary	1	0.1%	0	0.0%	1	2.3%	0	0.0%	0	0.0%
	Non-Traffic Total	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**	**37**	**100%**

When analyzing stops data for disparities by race, it is important to use the best benchmark that acts 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[126], economic factors[127], and sexual preference[128] all contributing to locale-based gender differences. Furthermore, women are also more

Table 28. 2023 Injury Collision Statistics, by Gender of Drivers

	2023	
Gender	**Count**	**Percent**
Female	478	36.0%
Male	851	64.0%
Total	**1,329**	**100.0%**

[125] $x^2 = 76.831, p < .001, df = 2$

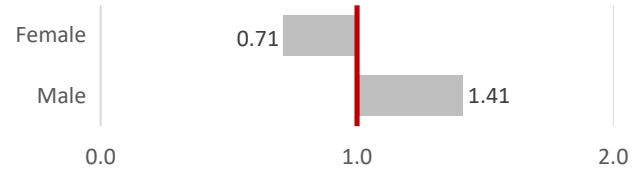
[126] Pollard, T.M. & Wagnild, J.M. (2017). Gender differences in walking (for leisure, transport, and in total) across adult life: a systematic review. *BMC Public Health, 17*.

[127] 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.

[128] 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/.

likely to report being victims of violent crimes[129]. Driving behavior can be influenced by the gender of the driver[130], making those individuals more (or less) likely to come in contact with traffic enforcement personnel. Without comprehensive research on how known and unknown factors contribute to geographic place-making in Portland, the Injury Collision Benchmark[131] for all gender-based driver analyses in 2023. 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 2023 Injury Collision Benchmark



Stop Reasons

Non-Traffic officers[132] and Traffic officers[133] display significantly different stop patterns based on the perceived gender of the driver. Female drivers were more likely to stopped by both divisions for committing a violation for Dangerous Driving Behaviors whereas male drivers were more likely to be stopped for Minor Moving Violations. Traffic personnel were also significantly more likely to stop a male driver for a Non-Moving Violation and Non-Traffic personnel were significantly more likely to stop a male driver for a Non-Traffic Offense. Female drivers were also significantly more likely to be stopped solely for a traffic offense[134] when stopped by Non-Traffic officers.

Table 29. Female drivers were significantly more likely to be stopped for a Dangerous Driving Behavior than Male drivers.

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	1,812	87.6%	168	8.1%	87	4.2%	2	0.1%
	Male	3,617	83.4%	458	10.6%	247	5.7%	15	0.3%
	Non-Binary	22	95.7%	1	4.3%	0	0.0%	0	0.0%
	Total	**5,451**	**84.8%**	**627**	**9.8%**	**334**	**5.2%**	**17**	**0.3%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	1,415	51.0%	334	12.0%	989	35.6%	39	1.4%
	Male	3,690	47.0%	1,134	14.4%	2,801	35.7%	228	2.9%
	Non-Binary	32	59.3%	9	16.7%	9	16.7%	4	7.4%
	Total	**5,137**	**48.1%**	**1,477**	**13.8%**	**3,799**	**35.6%**	**271**	**2.5%**

[129] Morgan, R.E., & Truman, J.L. (2018). *Criminal Victimization, 2017* (NCJ 252472). Washington, D.C.: Bureau of Justice Statistics, U.S. Department of Justice.
[130] Song, X., Yin, Y., Cao, H., Zhao, S., Li, M. & Yi, B. (2021). The mediating effect of driver characteristics on risky driving behaviors moderated by gender, and the classification model of driver's driving risk. *Accident Analysis & Prevention, 153*.
[131] 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.
[132] $x^2 = 33.722, p < .001, df = 3$
[133] $x^2 = 20.669, p < .001, df = 3$
[134] $x^2 = 17.763, p < .001, df = 2$

Table 30. All pedestrian 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	0	0.0%	3	75.0%	0	0.0%	1	25.0%
	Male	2	50.0%	2	50.0%	0	0.0%	0	0.0%
	Non-Binary	--	--	--	--	--	--	--	--
	Total	**2**	**25.0%**	**5**	**62.5%**	**0**	**0.0%**	**1**	**12.5%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Gender	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	0	0.0%	1	10.0%	0	0.0%	9	90.0%
	Male	8	30.8%	7	26.9%	1	3.8%	10	38.5%
	Non-Binary	--	--	--	--	--	--	--	--
	Total	**8**	**22.2%**	**8**	**22.2%**	**1**	**2.8%**	**19**	**52.8%**

Search Rates by Gender

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[135]. Male subjects were significantly more likely to asked to consent to a search when compared to female subjects (0.5% vs. 0.2%)[136]. Small sample sizes on consent denials prevent any statistical comparison between perceived gender groups.

Figure 15. Search rates have declined for all perceived gender groups since 2019.

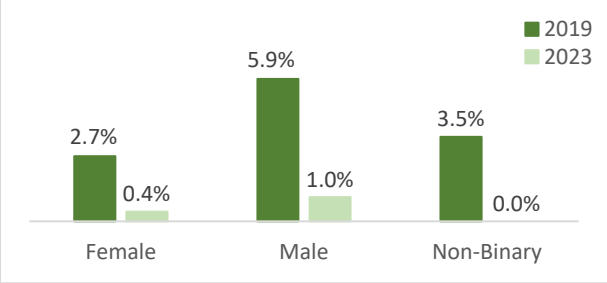


Table 31. Male subjects are significantly more likely to be searched than female subjects.

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Gender	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	Female	2	0.1%	1	50.0%	0	0.0%	1	50.0%
	Male	33	0.8%	7	21.2%	6	18.2%	22	66.7%
	Non-Binary	0	0.0%	--	--	--	--	--	--
	Total	**35**	**0.7%**	**8**	**22.9%**	**6**	**17.1%**	**23**	**65.7%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Gender	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Female	17	1.2%	4	23.5%	1	5.9%	13	76.5%
	Male	89	1.6%	39	43.8%	9	10.1%	44	49.4%
	Non-Binary	0	1.5%	--	--	--	--	--	--
	Total	**106**	**1.5%**	**43**	**40.6%**	**10**	**9.4%**	**57**	**53.8%**

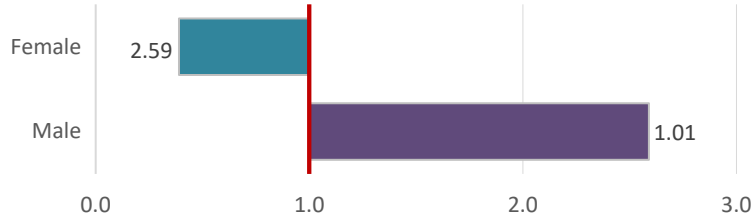
- NOTE: More than one search type can be utilized and recorded on each interaction

[135] Female: $p < .005$, $r^2 = .95$; Male: $p < .006$, $r^2 = .94$

[136] $x^2 = 7.932$, $p < .006$, $df = 1$

Subjects perceived to be male were searched at a significantly different[137] – and disparate rate – in 2023. This is the first time in three years – and third time overall in the past five years – where PPB personnel searched male subjects at a disparate rate. There was no significant difference between subjects perceived to be male or female subjects on the likelihood of being searched[138] with Consent or with a Warrant Exception. Small sample sizes on warrants prevent any statistical comparison between perceived gender groups.

Figure 16. Males have been searched at a disparate rate three out of the last five years.



Contraband Hit Rates

In 2023, there were no significant differences[139] in the contraband recovery rate between male and female subjects at the conclusion of a discretionary search. Males were found with contraband in 69.7% of searches, while females were found with contraband in 47.4% of searches. Drugs and Alcohol were the most commonly found items for male and female subjects.

Table 32. 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	19	9	47.4%	5	26.3%	4	21.1%	0	0.0%	0	0.0%	0	0.0%	1	5.3%
Male	122	85	69.7%	32	26.2%	27	22.1%	22	18.0%	5	4.1%	3	2.5%	16	13.1%
Non-Binary	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	**141**	**94**	**66.7%**	**37**	**26.2%**	**31**	**22.0%**	**22**	**15.6%**	**5**	**3.5%**	**3**	**2.1%**	**17**	**12.1%**

Stop Outcomes

Table 33. 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	2,073	32.2%	7	0.3%	348	16.8%	1,693	81.7%	10	0.5%	1	0.0%	14	0.7%
	Male	4,341	67.4%	12	0.3%	738	17.0%	3,467	79.9%	40	0.9%	0	0.0%	84	1.9%
	Non-Binary	23	0.4%	0	0.0%	10	43.5%	13	56.5%	0	0.0%	0	0.0%	0	0.0%
	Total	**6,437**	**100.0%**	**19**	**0.3%**	**1,096**	**17.2%**	**5,173**	**81.0%**	**50**	**0.8%**	**1**	**0.0%**	**98**	**1.5%**

		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	2,788	26.0%	128	4.6%	2,153	77.2%	384	13.8%	24	0.9%	1	0.0%	98	3.5%
	Male	7,879	73.5%	392	5.0%	5,824	73.9%	1,018	12.9%	99	1.3%	1	0.0%	545	6.9%
	Non-Binary	54	0.5%	13	24.1%	36	66.7%	3	5.6%	0	0.0%	0	0.0%	2	3.7%
	Total	**10,721**	**100.0%**	**533**	**5.0%**	**8,013**	**75.6%**	**1,405**	**13.3%**	**123**	**1.2%**	**2**	**0.0%**	**645**	**6.1%**

Male and female subjects had significantly different stop dispositions when stopped by a Portland Police Bureau officer from either division[140]. Both divisions were significantly more likely to arrest a male subject than a female subject. Traffic officers were also significantly more likely to warn a

[137] $x^2 = 15.677, p < .001, df = 1$

[138] Consent: $x^2 = 0.924, p < .34, df = 1$; Warrant Exception: $x^2 = 2.569, p < .11, df = 1$

[139] $x^2 = 3.680, p < .06, df = 1$

[140] Traffic: $x^2 = 18.825, p < .002, df = 4$; Non-Traffic: $x^2 = 47.114, p < .001, df = 4$

female subject. 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.

APPENDIX F: PERCEIVED AGE ANALYSIS

Table 34. Adults aged 25 to 64 are the most commonly stopped group of drivers.

		2019		2020		2021		2022		2023	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Less than 16	13	0.1%	18	0.1%	4	0.1%	3	0.1%	10	0.2%
	16 to 24	2,519	17.3%	2,689	19.7%	609	16.4%	530	17.5%	1,339	20.8%
	25 to 64	11,373	78.3%	10,438	76.6%	2,939	79.2%	2,339	77.2%	4,837	75.2%
	65 or Older	627	4.3%	479	3.5%	160	4.3%	156	5.2%	243	3.8%
	Traffic Total	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**	**6,429**	**100%**
		2019		2020		2021		2022		2023	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Less than 16	28	0.2%	23	0.2%	21	0.2%	24	0.2%	27	0.3%
	16 to 24	2,810	15.2%	1,669	14.7%	1,530	14.8%	1,374	13.0%	1,521	14.2%
	25 to 64	15,156	81.9%	9,435	83.0%	8,509	82.5%	8,921	84.7%	8,892	83.2%
	65 or Older	509	3.5%	240	1.8%	256	6.9%	217	7.2%	244	3.8%
	Non-Traffic Total	**18,503**	**100%**	**11,367**	**100%**	**10,316**	**100%**	**10,536**	**100%**	**10,684**	**100%**

Table 35. Adults aged 25 to 64 are the most commonly stopped group of pedestrians.

		2019		2020		2021		2022		2023	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	Less than 16	0	0.0%	1	2.6%	0	0.0%	0	0.0%	0	0.0%
	16 to 24	11	11.3%	8	21.1%	1	25.0%	1	50.0%	0	0.0%
	25 to 64	84	86.6%	28	73.7%	3	75.0%	0	0.0%	8	100.0%
	65 or Older	2	2.1%	1	2.6%	0	0.0%	1	50.0%	0	0.0%
	Traffic Total	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**	**8**	**100%**
		2019		2020		2021		2022		2023	
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Less than 16	3	0.3%	1	0.5%	0	0.0%	0	0.0%	0	0.0%
	16 to 24	66	6.4%	13	6.4%	8	18.6%	15	14.3%	3	8.1%
	25 to 64	950	91.9%	186	91.6%	35	81.4%	88	83.8%	34	91.9%
	65 or Older	15	15.5%	3	7.9%	0	0.0%	2	100.0%	0	0.0%
	Non-Traffic Total	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**	**37**	**100%**

After the completion of the stop, Portland Police Bureau officers indicate their perception of the stopped subject's perceived age using an integer. Like the prior four years, the 25 to 64 group was the most stopped group in 2023 – representing 80.3 percent of all stops – followed by 16 to 24 (16.7%), 65 or Older (2.8%), 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. The operational divisions display differential stop patterns for drivers[141], 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.

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[142], with the State explicitly allowing differential

Table 36. 2023 Injury Collision Statistics, by Age of Drivers

	2023	
Age	Count	Percent
Under 16	6	0.5%
16 to 24	179	13.5%
25 to 64	1,008	75.8%
65 or Over	136	10.2%
Total	**1,329**	**100.0%**

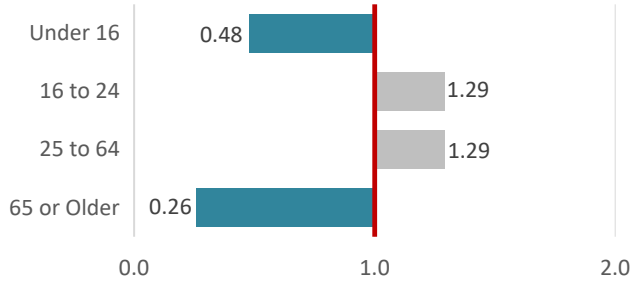
[141] $x^2 = 169.596, p < .001, df = 3$

[142] OAR 836-080-0055

premiums[143] for drivers under the age of 25 and over the age of 55 (without an authorized prevention course) as older drivers are more likely to be involved in a motor vehicle collision[144]. 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.

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, underage drivers (Under 16) and 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 Under 16 or 65 or Older than expected compared to injury collision rates.



Stop Reasons

Table 37. 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	9	90.0%	0	0.0%	1	10.0%	0	0.0%
	16 to 24	1,218	91.0%	67	5.0%	50	3.7%	4	0.3%
	25 to 64	4,045	83.6%	505	10.4%	274	5.7%	13	0.3%
	65 or Older	179	73.7%	55	22.6%	9	3.7%	0	0.0%
	Traffic Total	**5,451**	**84.8%**	**627**	**9.8%**	**334**	**5.2%**	**17**	**0.3%**

		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Under 16	15	55.6%	5	18.5%	7	25.9%	0	0.0%
	16 to 24	835	54.9%	211	13.9%	439	28.9%	36	2.4%
	25 to 64	4,145	46.6%	1,228	13.8%	3,288	37.0%	231	2.6%
	65 or Older	142	58.2%	33	13.5%	65	26.6%	4	1.6%
	Non-Traffic Total	**5,137**	**48.1%**	**1,477**	**13.8%**	**3,799**	**35.6%**	**271**	**2.5%**

[143] ORS 742.490

[144] 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.

Table 38. 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	--	--	--	--	--	--	--	--
	25 to 64	2	25.0%	5	62.5%	0	0.0%	1	12.5%
	65 or Older	--	--	--	--	--	--	--	--
	Traffic Total	**2**	**25.0%**	**5**	**62.5%**	**0**	**0.0%**	**1**	**12.5%**

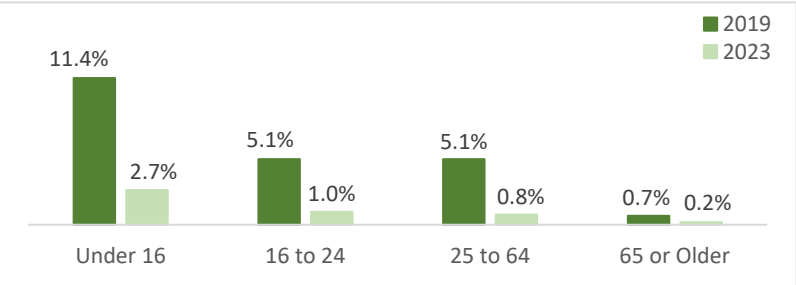
		Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
		Dangerous		Minor					
	Age	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Under 16	--	--	--	--	--	--	--	--
	16 to 24	0	0.0%	1	33.3%	0	0.0%	2	66.7%
	25 to 64	8	23.5%	7	20.6%	1	2.9%	18	52.9%
	65 or Older	--	--	--	--	--	--	--	--
	Non-Traffic Total	**8**	**21.6%**	**8**	**21.6%**	**1**	**2.7%**	**20**	**54.1%**

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[145] 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[146] 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[147] 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, steady rate for most perceived age groups over the past five years. Subjects perceived to be aged 16 to 24 or 25 to 64[148] have seen their searches decline at a significant rate, while those under the age of 16 and 65 or older have generally declined at non-significant rates[149]. There were no significant differences in the consent request[150] or consent denial rate[151] between the different perceived age groups. All groups of subjects were searched at approximately the

Figure 18. All perceived age groups were searched less in 2023 than they were five years ago.



145 $x^2 = 54.618, p < .001, df = 6$
146 $x^2 = 93.372, p < .001, df = 4$
147 Non-Traffic: $x^2 = 0.418, p < .82, df = 2$; Traffic could not be analyzed due to small sample size
148 16 to 24: $p < .02, r^2 = .90$; 25 to 64: $p < .005, r^2 = .95$
149 Under 16: $p < .30, r^2 = .35$; 65 or Older: $p < .57, r^2 = .12$
150 $x^2 = 0.691, p < .41, df = 1$
151 $x^2 = 0.694, p < .41, df = 1$

same rate for each of the different search types[152]. Portland Police officers did not display disparate or significantly different[153] search patterns based on the perceived age of the subject in 2023.

Figure 19. All groups were searched at rates similar to their overall stop rates in 2023.

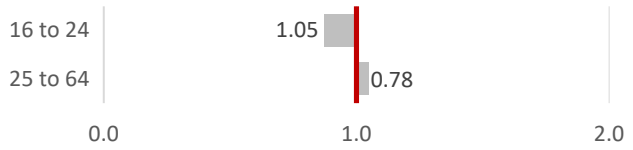


Table 39. Warrant exception searches were the primary search type across most age groups.

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Age	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	Under 16	0	0.0%	--	--	--	--	--	--
	16 to 24	8	0.6%	2	25.0%	0	0.0%	2	25.0%
	25 to 64	27	0.6%	3	11.1%	5	18.5%	11	40.7%
	65 or Older	0	0.0%	--	--	--	--	--	--
	Total	**35**	**0.5%**	**5**	**14.3%**	**5**	**14.3%**	**13**	**37.1%**

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Age	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Non-Traffic	Under 16	1	3.7%	0	0.0%	0	0.0%	1	100.0%
	16 to 24	20	1.3%	8	40.0%	3	15.0%	9	45.0%
	25 to 64	84	0.9%	35	41.7%	7	8.3%	46	54.8%
	65 or Older	1	0.4%	0	0.0%	0	0.0%	1	100.0%
	Total	**106**	**1.0%**	**43**	**40.6%**	**10**	**9.4%**	**57**	**53.8%**

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

Contraband Hit Rates

There were no statistical differences[154] 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 40. 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	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
16 to 24	28	17	60.7%	5	17.9%	7	25.0%	7	25.0%	0	0.0%	0	0.0%	3	10.7%
25 to 64	111	75	67.6%	32	28.8%	22	19.8%	15	13.5%	5	4.5%	3	2.7%	13	11.7%
65 or Older	1	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**141**	**94**	**66.7%**	**37**	**26.2%**	**31**	**22.0%**	**22**	**15.6%**	**5**	**3.5%**	**3**	**2.1%**	**17**	**12.1%**

[152] Consent: $x^2 = 0.574, p < .45, df = 1$; Warrant Exception: $x^2 = 1.336, p < .25, df = 1$; Small sample sizes on warrants prevent any statistical comparison between perceived age groups.
[153] $x^2 = 0.846, p < .36, df = 1$
[154] $x^2 = 0.469, p < .50, df = 1$

Stop Outcomes

Stop dispositions reported by PPB Traffic[155] and Non-Traffic[156] officers varied significantly by the perceived age of the stopped subject. Subjects perceived to be between the ages of 16 and 24 were more likely to receive a citation from either Traffic of Non-Traffic officers. Traffic personnel were significantly more likely to issue a warning for drivers aged 25 to 64 while those aged 65 or Older were more likely to receive a warning when stopped by a Non-Traffic officer. 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.

Table 41. 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	10	0.2%	0	0.0%	0	0.0%	9	90.0%	0	0.0%	1	10.0%	0	0.0%
	16 to 24	1,339	20.8%	3	0.2%	145	10.8%	1,167	87.2%	7	0.5%	0	0.0%	17	1.3%
	25 to 64	4,845	75.3%	14	0.3%	870	18.0%	3,841	79.3%	39	0.8%	0	0.0%	81	1.7%
	65 or Over	243	3.8%	2	0.8%	81	33.3%	156	64.2%	4	1.6%	0	0.0%	0	0.0%
	Traffic Total	**6,437**	**100.0%**	**19**	**0.3%**	**1,096**	**17.2%**	**5,173**	**81.0%**	**50**	**0.8%**	**1**	**0.0%**	**98**	**1.5%**

		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	27	0.3%	2	7.4%	18	66.7%	3	11.1%	0	0.0%	1	3.7%	3	11.1%
	16 to 24	1,524	14.2%	61	4.0%	1,087	71.3%	269	17.7%	14	0.9%	1	0.1%	92	6.0%
	25 to 64	8,926	83.3%	457	5.1%	6,708	75.2%	1,109	12.4%	108	1.2%	0	0.0%	544	6.1%
	65 or Over	244	2.3%	13	5.3%	200	82.0%	24	9.8%	1	0.4%	0	0.0%	6	2.5%
	Non-Traffic Total	**10,721**	**100.0%**	**533**	**5.0%**	**8,013**	**75.6%**	**1,405**	**13.3%**	**123**	**1.2%**	**2**	**0.0%**	**645**	**6.1%**

[155] $x^2 = 42.687, p < .001, df = 3$

[156] $x^2 = 44.184, p < .001, df = 8$

APPENDIX G: 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[157]. 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 2019, the number of subjects perceived to not have a mental health issue has decreased at a consistent and significant rate (98.3% in 2019 vs. 96.3% in 2023)[158]. Subjects classified as unknown has gradually increased (1.2% in 2019 vs. 3.2% in 2023) at a non-significant rate[159] while those perceived to have a mental health issue has remained essentially static[160] (0.4% in 2019 vs. 0.5% in 2023). In 2023, Non-Traffic Officers were significantly more likely[161] to perceive a subject to have no mental health issue while Traffic personnel were significantly more likely 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 42. Non-Traffic Officers were significantly more likely to identify that a subject's mental health status was unknown at the time of the stop.

		2019		2020		2021		2022		2023	
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	14,408	99.1%	13,548	99.4%	3,628	97.7%	2,984	98.5%	6,078	94.5%
	Perceived Mental Health Issue	45	0.3%	53	0.4%	60	1.6%	37	1.2%	32	0.5%
	Unknown Mental Health Issue	79	0.5%	23	0.2%	24	0.6%	7	0.2%	319	5.0%
	Traffic Total	**14,532**	**100%**	**13,624**	**100%**	**3,712**	**100%**	**3,028**	**100%**	**6,429**	**100%**
		2019		**2020**		**2021**		**2022**		**2023**	
	Mental Health Status	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	No Perceived Mental Health Issue	18,151	98.1%	11,057	97.3%	10,005	97.0%	10,249	97.3%	10,410	97.4%
	Perceived Mental Health Issue	41	0.2%	35	0.3%	52	0.5%	57	0.5%	46	0.4%
	Unknown Mental Health Issue	311	1.7%	275	2.4%	259	2.5%	230	2.2%	228	2.1%
	Non-Traffic Total	**18,503**	**100%**	**11,367**	**100%**	**10,316**	**100%**	**10,536**	**100%**	**10,684**	**100%**

Table 43. Pedestrians were more likely to be perceived to be having a mental health issue.

		2019		2020		2021		2022		2023	
	Mental Health Status	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	92	94.8%	37	97.4%	4	100.0%	2	100.0%	6	75.0%
	Perceived Mental Health Issue	5	5.2%	1	2.6%	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%	2	25.0%
	Traffic Total	**97**	**100%**	**38**	**100%**	**4**	**100%**	**2**	**100%**	**8**	**100%**
		2019		**2020**		**2021**		**2022**		**2023**	
	Mental Health Status	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Non-Traffic	No Perceived Mental Health Issue	941	91.0%	181	89.2%	31	72.1%	99	94.3%	33	89.2%
	Perceived Mental Health Issue	56	5.4%	14	6.9%	8	18.6%	2	1.9%	2	5.4%
	Unknown Mental Health Issue	37	3.6%	8	3.9%	4	9.3%	4	3.8%	2	5.4%
	Non-Traffic Total	**1,034**	**100%**	**203**	**100%**	**43**	**100%**	**105**	**100%**	**37**	**100%**

[157] United States of America v. City of Portland, No. 3:12-cv-02265-SI (D. Ore. 2012).
[158] $p < .05$, $r^2 = .79$
[159] $p < .06$, $r^2 = .75$
[160] $p < .63$, $r^2 = .09$
[161] $x^2 = 104.824$, $p < .001$, $df = 2$

Stop Reasons by Perceived Mental Health Status

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. Small sample sizes for subjects perceived to have a mental health issue also preclude any analyses involving that group for all stop reason analysis categories.

Table 44. 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	5,129	84.4%	614	10.1%	319	5.2%	16	0.3%
	Perceived Mental Health Issue	16	50.0%	12	37.5%	4	12.5%	0	0.0%
	Unknown Mental Health Issue	306	95.9%	1	0.3%	11	3.4%	1	0.3%
	Traffic Total	**5,451**	**84.8%**	**627**	**9.8%**	**334**	**5.2%**	**17**	**0.3%**

		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	5,002	48.0%	1,447	13.9%	3,700	35.5%	261	2.5%
	Perceived Mental Health Issue	28	60.9%	7	15.2%	10	21.7%	1	2.2%
	Unknown Mental Health Issue	107	46.9%	23	10.1%	89	39.0%	9	3.9%
	Non-Traffic Total	**5,137**	**48.1%**	**1,477**	**13.8%**	**3,799**	**35.6%**	**271**	**2.5%**

Table 45. 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	2	33.3%	3	50.0%	0	0.0%	1	16.7%
	Perceived Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Unknown Mental Health Issue	0	0.0%	2	100.0%	0	0.0%	0	0.0%
	Traffic Total	**2**	**25.0%**	**5**	**62.5%**	**0**	**0.0%**	**1**	**12.5%**

		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	7	21.2%	8	24.2%	1	3.0%	17	51.5%
	Perceived Mental Health Issue	0	0.0%	0	0.0%	0	0.0%	2	100.0%
	Unknown Mental Health Issue	1	50.0%	0	0.0%	0	0.0%	1	50.0%
	Non-Traffic Total	**8**	**21.6%**	**8**	**21.6%**	**1**	**2.7%**	**20**	**54.1%**

Search Rates by Perceived Mental Health Status

Small overall search rates of people perceived to be experiencing a mental health issue preclude any in-depth analyses on the number of searches or search types used. Historically, individuals with a perceived mental health issue have always been searched at a higher rate than other groups. Search rates for all perceived mental health groups have declined at a significant and consistent rate since 2019[162].

Figure 20. Search rates for all perceived mental health groups have declined since 2019.

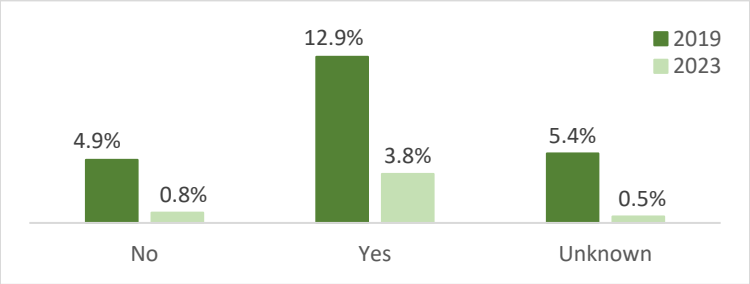


Table 46. Subjects were a perceived mental health issue have a higher search rate but small sample sizes prevent any inferential statistical analyses to discern differences.

		Total Subjects Searched		Consent		Warrant		Warrant Exception	
	Mental Health Status	Searches	Rate	Count	Percent	Count	Percent	Count	Percent
Traffic	No Perceived Mental Health Issue	33	0.5%	8	24.2%	5	15.2%	22	66.7%
	Perceived Mental Health Issue	1	3.1%	0	0.0%	0	0.0%	1	100.0%
	Unknown Mental Health Issue	1	0.3%	0	0.0%	1	100.0%	0	0.0%
	Total	**35**	**0.7%**	**8**	**22.9%**	**6**	**17.1%**	**23**	**65.7%**

		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	102	1.0%	42	41.2%	10	9.8%	54	52.9%
	Perceived Mental Health Issue	2	4.2%	1	50.0%	0	0.0%	1	50.0%
	Unknown Mental Health Issue	2	0.9%	0	0.0%	0	0.0%	2	100.0%
	Total	**106**	**1.5%**	**43**	**40.6%**	**10**	**9.4%**	**57**	**53.8%**

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

Contraband Hit Rates

No statistical analyses could be conducted due to small search rates for subjects with an unknown or perceived mental health issue.

Table 47. 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	135	89	65.9%	35	25.9%	29	21.5%	21	15.6%	4	3.0%	3	2.2%	16	11.9%
Perceived Mental Health Issue	3	3	100.0%	1	33.3%	2	66.7%	1	33.3%	0	0.0%	0	0.0%	1	33.3%
Unknown Mental Health Issue	3	2	66.7%	1	33.3%	0	0.0%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
Total	**141**	**94**	**66.7%**	**37**	**26.2%**	**31**	**22.0%**	**22**	**15.6%**	**5**	**3.5%**	**3**	**2.1%**	**17**	**12.1%**

[162] No: $p < .005$, $r^2 = .95$; Unknown: $p < .03$, $r^2 = .86$; Yes: $p < .04$, $r^2 = .81$

Stop Outcomes

Small sample sizes across the different stop outcomes preclude any inferential analysis based on the perceived mental health status of the stopped subject.

Table 48. Subjects perceived to have a mental health issue were arrested at a higher rate than subjects with no known mental health issue; however small sample sizes prevent any inferential statistical analyses to better understand and quantify the differences.

		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	6,084	94.5%	18	0.3%	1,039	17.1%	4,897	80.5%	38	0.6%	1	0.0%	91	1.5%
	Perceived Mental Health Issue	32	0.5%	1	3.1%	2	6.3%	26	81.3%	2	6.3%	0	0.0%	1	3.1%
	Unknown Mental Health Issue	321	5.0%	0	0.0%	55	17.1%	250	77.9%	10	3.1%	0	0.0%	6	1.9%
	Traffic Total	**6,437**	**100.0%**	**19**	**0.3%**	**1,096**	**17.2%**	**5,173**	**81.0%**	**50**	**0.8%**	**1**	**0.0%**	**98**	**1.5%**

		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	10,443	97.4%	483	4.6%	7,857	75.2%	1,355	13.0%	118	1.1%	1	0.0%	629	6.0%
	Perceived Mental Health Issue	48	0.4%	6	12.5%	24	50.0%	14	29.2%	0	0.0%	0	0.0%	4	8.3%
	Unknown Mental Health Issue	230	2.1%	44	19.1%	132	57.4%	36	15.7%	5	2.2%	1	0.4%	12	5.2%
	Non-Traffic Total	**10,721**	**100.0%**	**533**	**5.0%**	**8,013**	**75.6%**	**1,405**	**13.3%**	**123**	**1.2%**	**2**	**0.0%**	**645**	**6.1%**

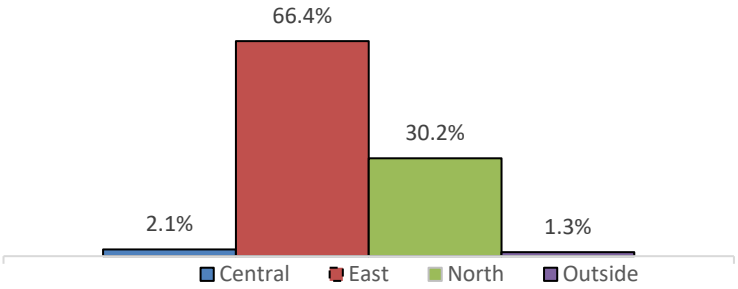
APPENDIX H: FOCUSED INTERVENTION TEAM

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 21,056.51 hours – including overtime – across 265 days in 2023.

FIT Stop Locations

Overall, personnel from the Focused Intervention Team performed 966 driver and 4 pedestrian stops in 2023. On average, the team initiated about 3.7 stops per day each day they were working. The majority of the stops were performed in East Precinct (66.4%) followed by North Precinct (30.2%). Very few stops were performed in either Central Precinct (2.0%) or outside of the City of Portland (1.3%).

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[163], stopping significantly more Black / African American subjects than other Traffic and Non-Traffic units and significantly fewer Asian and White subjects. The specialized mission of the Focused Intervention Team makes it challenging to select an appropriate benchmark. 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 49. FIT officers stopped significantly more Black / African American drivers than other officers from other divisions.

	2022*		2023	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	0	0.0%	4	0.4%
Asian	10	1.8%	24	2.5%
Black/African American	199	36.5%	405	41.8%
Hispanic or Latino	67	12.3%	158	16.3%
Middle Eastern*	3	0.6%	12	1.2%
Native Hawaiian*	5	0.9%	13	1.3%
White	261	47.9%	354	36.5%
Traffic Total	**545**	**100%**	**970**	**100%**

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

[163] $x^2 = 583.161, p < .001, df = 12$

FIT Stop Reasons

Table 50. FIT officers were significantly more likely to stop drivers 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	4	100.0%	0	0.0%	0	0.0%
Asian	23	95.8%	0	0.0%	1	4.2%
Black/African American	364	89.9%	15	3.7%	26	6.4%
Hispanic or Latino	146	92.4%	5	3.2%	7	4.4%
Middle Eastern	10	83.3%	0	0.0%	2	16.7%
Native Hawaiian	13	100.0%	0	0.0%	0	0.0%
White	319	90.1%	19	5.4%	16	4.5%
Total	**879**	**90.6%**	**39**	**4.0%**	**52**	**5.4%**

Table 51. Drivers from different perceived race / ethnic groups were stopped for similar reasons by FIT personnel in 2023.

	Moving Violations				Non-Moving Violations		Non-Traffic Offenses	
	Dangerous		Minor					
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	1	25.0%	1	25.0%	2	50.0%	0	0.0%
Asian	8	33.3%	11	45.8%	4	16.7%	1	4.2%
Black/African American	127	31.5%	137	34.0%	114	28.3%	25	6.2%
Hispanic or Latino	62	39.2%	46	29.1%	43	27.2%	7	4.4%
Middle Eastern	3	25.0%	3	25.0%	4	33.3%	2	16.7%
Native Hawaiian	4	30.8%	6	46.2%	3	23.1%	0	0.0%
White	112	31.8%	111	31.5%	114	32.4%	15	4.3%
Total	**317**	**32.8%**	**315**	**32.6%**	**284**	**29.4%**	**50**	**5.2%**

The majority of driver stops completed in 2023 by FIT personnel were solely for a traffic-related crime or violation (90.6%). This is a substantial increase over the unit's first year in 2022 (67.7%), when about a third of all stops included a criminal component compared to about 10 percent this past year. Despite the changing trend, the stop reasons for FIT significantly differed when compared to other divisions in the Portland Police Bureau[164]. 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. There were no significant differences[165] in the stop reason by difference perceived race / ethnic groups in 2023.

FIT personnel also differed significantly[166] 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[167] based on the perceived race of the subject for individuals stopped by FIT personnel in 2023.

Table 52. License plate violations are the number one reason FIT personnel stopped subjects in 2023.

Traffic Violations		
	Count	**Percent**
Missing or Expired License Plates	251	26.0%
Turning Violations	204	21.1%
Speeding	140	14.5%
Lane Use Violation	124	12.8%
Failure to Obey Traffic Control Devices	55	5.7%

Non-Traffic Offenses		
	Count	**Percent**
Unauthorized Use of a Motor Vehicle	54	60.7%
Prostitution Offenses	11	12.4%
Warrant / Failure to Appear	4	4.5%
Drug Offenses	4	4.5%
Assault Offenses	3	3.4%

[164] $x^2 = 389.671, p < .001, df = 4$
[165] $x^2 = 3.423, p < .50, df = 4$
[166] $x^2 = 2988.865, p < .001, df = 6$
[167] $x^2 = 6.227, p < .40, df = 6$

The self-reported reasons for stopping a subject based on the reasonable suspicion or probable cause for a Non-Traffic Offense shifted substantially in 2023 when compared to 2022. For both years, stops related to a stolen vehicle were the most numerous charge – however, moreso in 2023 as it represented a majority of these stops (60.7% in 2023 vs. 48.3% in 2022). The largest changes occurred in the succeeding stop totals; charges related to prostitution (either soliciting, promoting, or engaging in it) was the second most common stop reason for criminal activity in 2023 (12.4% of all crime-related stops) even though it was an infrequent stop reason the preceding year (2.8% of all crime-related stops). In the prior year, 31 percent of stops were for crimes related to the core mission of FIT (assault, homicide, and weapons offenses). However, in 2023 these were given as stop reasons in only five percent of stops. These dramatic changes potentially show a change in the daily operational mission of FIT and the approach to the interdiction of gun violence.

FIT Consent Search Requests

In 2023, about one percent of all subjects stopped by members of the Focused Intervention Team were asked to consent to a search. The request rate is significantly higher[168] than it is for subjects stopped by the Traffic Division but similar to the request rate for other Non-Traffic personnel. No statistical analyses could be conducted on the perceived race / ethnicity for consent requests or denials for FIT personnel due to a limited sample size.

Table 53. FIT personnel asked subjects to consent to a search at a significantly higher rate than the Traffic Division.

	Consent Search			
Race/Ethnicity	Requests	Rate	Refusals	Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	0	0.0%	--	--
Black/African American	7	1.7%	1	14.3%
Hispanic or Latino	1	0.6%	1	100.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	1	0.3%	0	0.0%
Total	**9**	**0.9%**	**2**	**22.2%**

FIT Search Rates

Table 54. Subjects were significantly more likely to be searched with Consent when stopped and searched by a Focused Intervention Team member in 2023.

	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	13	3.2%	6	46.2%	3	23.1%	4	30.8%
Hispanic or Latino	1	0.6%	0	0.0%	0	0.0%	1	100.0%
Middle Eastern	0	0.0%	--	--	--	--	--	--
Native Hawaiian	1	7.7%	0	0.0%	1	100.0%	0	0.0%
White	4	1.1%	1	25.0%	1	25.0%	2	50.0%
Total	**19**	**2.0%**	**7**	**36.8%**	**5**	**26.3%**	**7**	**36.8%**

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

Approximately 1 out of every 50 stops (2.0%) initiated by the Focused Intervention Team in 2023 included a discretionary search. FIT personnel were significantly more likely[169] to search a subject than officers from any other division in 2023. FIT personnel were not significantly differentiated in their search methods, with both Consent[170] and Warrant Exception[171] searches similar to other divisions. Small sample sizes prevented any analysis of search patterns based on the perceived race / ethnicity of the subjects.

[168] $x^2 = 12.543, p < .003, df = 2$
[169] $x^2 = 22.085, p < .001, df = 2$
[170] $x^2 = 3.713, p < .16, df = 2$
[171] $x^2 = 4.232, p < .13, df = 2$

FIT Contraband Hit Rates

About 74 percent of the searches conducted by the Focused Intervention Team resulted in the recovery of at least one type of contraband. Firearms[172] (39.1%) were the most commonly recovered items, followed by Drugs (26.3%), Other Weapons (15.8%) and Other Contraband (15.8%). There are no significant differences[173] in the hit rates between FIT and other divisions of the Bureau.

Table 55. Firearms and Drugs were the most commonly recovered items by FIT in 2023.

	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	13	9	69.2%	1	7.7%	5	38.5%	5	38.5%	2	15.4%	0	0.0%	1	7.7%
Hispanic or Latino	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	1	1	100.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
White	4	4	100.0%	0	0.0%	0	0.0%	1	25.0%	1	25.0%	1	25.0%	2	50.0%
Total	**19**	**14**	**73.7%**	**1**	**5.3%**	**5**	**26.3%**	**7**	**36.8%**	**3**	**15.8%**	**1**	**5.3%**	**3**	**15.8%**

FIT Stop Outcomes

Focused Intervention Team personnel displayed significantly different stop outcomes when compared to other elements of the Portland Police Bureau[174]. 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 56. 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	4	0.4%	2	50.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%
Asian	24	2.5%	0	0.0%	21	87.5%	0	0.0%	0	0.0%	0	0.0%	3	12.5%
Black/African American	405	41.8%	18	4.4%	302	74.6%	23	5.7%	4	1.0%	0	0.0%	58	14.3%
Hispanic or Latino	158	16.3%	12	7.6%	120	75.9%	7	4.4%	4	2.5%	0	0.0%	15	9.5%
Middle Eastern	12	1.2%	1	8.3%	11	91.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	13	1.3%	0	0.0%	10	76.9%	1	7.7%	0	0.0%	0	0.0%	2	15.4%
White	354	36.5%	18	5.1%	287	81.1%	9	2.5%	10	2.8%	0	0.0%	30	8.5%
Total	**970**	**100.0%**	**51**	**5.3%**	**752**	**77.5%**	**41**	**4.2%**	**18**	**1.9%**	**0**	**0.0%**	**108**	**11.1%**

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

[173] $x^2 = 0.685, p < .72, df = 2$

[174] $x^2 = 7829.390, p < .001, df = 8$

APPENDIX I: CENTRAL PRECINCT CROSS TABULATION TABLES

Central Precinct Stopped Subject Demographics

		2019		2020		2021		2022		2023	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Drivers	American Indian/Alaskan	31	0.8%	14	0.6%	13	0.5%	21	0.8%	13	0.5%
	Asian	186	4.6%	102	4.3%	93	3.6%	73	2.9%	129	4.7%
	Black/African American	616	15.3%	340	14.2%	384	15.0%	426	16.7%	436	15.9%
	Hispanic or Latino	345	8.6%	224	9.4%	264	10.3%	266	10.4%	348	12.7%
	Middle Eastern	114	2.8%	66	2.8%	62	2.4%	72	2.8%	69	2.5%
	Native Hawaiian	27	0.7%	20	0.8%	18	0.7%	19	0.7%	20	0.7%
	White	2,700	67.2%	1,627	68.0%	1,733	67.5%	1,677	65.7%	1,719	62.9%
	Traffic Total	**4,019**	**100%**	**2,393**	**100%**	**2,567**	**100%**	**2,554**	**100%**	**2,734**	**100%**

		2019		2020		2021		2022		2023	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	10	1.5%	3	2.6%	1	3.8%	4	4.3%	1	5.9%
	Asian	5	0.7%	1	0.9%	0	0.0%	2	2.1%	0	0.0%
	Black/African American	111	16.5%	19	16.7%	5	19.2%	1	1.1%	1	5.9%
	Hispanic or Latino	42	6.3%	7	6.1%	1	3.8%	9	9.6%	1	5.9%
	Middle Eastern	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	5.9%
	Native Hawaiian	3	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	White	501	74.6%	84	73.7%	19	73.1%	78	83.0%	13	76.5%
	Non-Traffic Total	**672**	**100%**	**114**	**100%**	**26**	**100%**	**94**	**100%**	**17**	**100%**

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	13	100.0%	0	0.0%	0	0.0%
	Asian	127	98.4%	0	0.0%	2	1.6%
	Black/African American	430	98.6%	1	0.2%	5	1.1%
	Hispanic or Latino	346	99.4%	0	0.0%	2	0.6%
	Middle Eastern	69	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	19	95.0%	0	0.0%	1	5.0%
	White	1,696	98.7%	3	0.2%	19	1.1%
	Total	**2,700**	**98.8%**	**4**	**0.1%**	**29**	**1.1%**

		Traffic Reason Only		Traffic and Other Crime		Non-Traffic Offense Only	
	Race/Ethnicity	Count	Percent	Count	Percent	Count	Percent
Pedestrians	American Indian/Alaskan	0	0.0%	0	0.0%	1	100.0%
	Asian	--	--	--	--	--	--
	Black/African American	1	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	1	100.0%	0	0.0%	0	0.0%
	Middle Eastern	1	100.0%	0	0.0%	0	0.0%
	Native Hawaiian	--	--	--	--	--	--
	White	5	38.5%	0	0.0%	8	61.5%
	Total	**8**	**47.1%**	**0**	**0.0%**	**9**	**52.9%**

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	6	46.2%	3	23.1%	4	30.8%	0	0.0%
Asian	90	69.8%	13	10.1%	24	18.6%	2	1.6%
Black/African American	239	54.8%	53	12.2%	139	31.9%	5	1.1%
Hispanic or Latino	222	63.8%	33	9.5%	91	26.1%	2	0.6%
Middle Eastern	51	73.9%	9	13.0%	9	13.0%	0	0.0%
Native Hawaiian	11	55.0%	5	25.0%	3	15.0%	1	5.0%
White	1,046	60.8%	150	8.7%	503	29.3%	20	1.2%
Total	**1,665**	**60.9%**	**266**	**9.7%**	**773**	**28.3%**	**30**	**1.1%**

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	0	0.0%	0	0.0%	0	0.0%	1	100.0%
Asian	--	--	--	--	--	--	--	--
Black/African American	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Hispanic or Latino	0	0.0%	1	100.0%	0	0.0%	0	0.0%
Middle Eastern	0	0.0%	1	100.0%	0	0.0%	0	0.0%
Native Hawaiian	--	--	--	--	--	--	--	--
White	0	0.0%	3	23.1%	1	7.7%	9	69.2%
Total	**1**	**5.9%**	**5**	**29.4%**	**1**	**5.9%**	**10**	**58.8%**

Central 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	0.8%	0	0.0%
Black/African American	2	0.5%	1	50.0%
Hispanic or Latino	2	0.6%	1	50.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	9	0.5%	2	22.2%
Total	**14**	**0.5%**	**4**	**28.6%**

Pedestrians

Race/Ethnicity	Consent Search: Requests	Consent Search: Rate	Consent Search: Refusals	Consent Search: Rate
American Indian/Alaskan	0	0.0%	--	--
Asian	--	--	--	--
Black/African American	0	0.0%	--	--
Hispanic or Latino	0	0.0%	--	--
Middle Eastern	0	0.0%	--	--
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	0.8%	1	100.0%	0	0.0%	0	0.0%
	Black/African American	1	0.2%	1	100.0%	0	0.0%	0	0.0%
	Hispanic or Latino	2	0.6%	1	50.0%	0	0.0%	1	50.0%
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	Native Hawaiian	0	0.0%	--	--	--	--	--	--
	White	10	0.6%	7	70.0%	0	0.0%	3	30.0%
	Total	**14**	**0.5%**	**10**	**71.4%**	**0**	**0.0%**	**4**	**28.6%**

		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	--	--	--	--	--	--	--	--
	Black/African American	0	0.0%	--	--	--	--	--	--
	Hispanic or Latino	0	0.0%	--	--	--	--	--	--
	Middle Eastern	0	0.0%	--	--	--	--	--	--
	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	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Hispanic or Latino	2	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	White	10	3	30.0%	1	10.0%	1	10.0%	2	20.0%	0	0.0%	0	0.0%	0	0.0%
	Total	**14**	**5**	**35.7%**	**2**	**14.3%**	**1**	**7.1%**	**2**	**14.3%**	**0**	**0.0%**	**0**	**0.0%**	**1**	**7.1%**

		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	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Black/African American	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Hispanic or Latino	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	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	13	0.5%	1	7.7%	10	76.9%	2	15.4%	0	0.0%	0	0.0%	0	0.0%
Asian	129	4.7%	4	3.1%	108	83.7%	14	10.9%	0	0.0%	0	0.0%	3	2.3%
Black/African American	436	15.9%	19	4.4%	338	77.5%	60	13.8%	3	0.7%	0	0.0%	16	3.7%
Hispanic or Latino	348	12.7%	13	3.7%	270	77.6%	53	15.2%	3	0.9%	1	0.3%	8	2.3%
Middle Eastern	69	2.5%	3	4.3%	61	88.4%	4	5.8%	0	0.0%	0	0.0%	1	1.4%
Native Hawaiian	20	0.7%	0	0.0%	19	95.0%	1	5.0%	0	0.0%	0	0.0%	0	0.0%
White	1,719	62.9%	76	4.4%	1,310	76.2%	267	15.5%	15	0.9%	0	0.0%	51	3.0%
Total	**2,734**	**100.0%**	**116**	**4.2%**	**2,116**	**77.4%**	**401**	**14.7%**	**21**	**0.8%**	**1**	**0.0%**	**79**	**2.9%**

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	1	5.9%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Asian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	1	5.9%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Hispanic or Latino	1	5.9%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Middle Eastern	1	5.9%	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	13	76.5%	1	7.7%	7	53.8%	2	15.4%	0	0.0%	0	0.0%	3	23.1%
Total	**17**	**100.0%**	**1**	**5.9%**	**8**	**47.1%**	**5**	**29.4%**	**0**	**0.0%**	**0**	**0.0%**	**3**	**17.6%**

APPENDIX J: EAST PRECINCT CROSS TABULATION TABLES

East Precinct Stopped Subject Demographics

Drivers

Race/Ethnicity	2019 Count	2019 Percent	2020 Count	2020 Percent	2021 Count	2021 Percent	2022 Count	2022 Percent	2023 Count	2023 Percent
American Indian/Alaskan	45	0.5%	29	0.5%	23	0.4%	44	0.8%	26	0.6%
Asian	455	5.6%	272	4.7%	224	4.0%	191	3.6%	202	4.9%
Black/African American	1,532	18.7%	1,237	21.4%	1,229	22.0%	1,125	21.3%	863	21.0%
Hispanic or Latino	833	10.2%	588	10.2%	643	11.5%	700	13.3%	626	15.2%
Middle Eastern	105	1.3%	62	1.1%	63	1.1%	57	1.1%	71	1.7%
Native Hawaiian	75	0.9%	57	1.0%	48	0.9%	42	0.8%	48	1.2%
White	5,143	62.8%	3,538	61.2%	3,367	60.2%	3,114	59.1%	2,276	55.4%
Traffic Total	**8,188**	**100%**	**5,783**	**100%**	**5,597**	**100%**	**5,273**	**100%**	**4,112**	**100%**

Pedestrians

Race/Ethnicity	2019 Count	2019 Percent	2020 Count	2020 Percent	2021 Count	2021 Percent	2022 Count	2022 Percent	2023 Count	2023 Percent
American Indian/Alaskan	7	4.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Asian	4	2.5%	0	0.0%	0	0.0%	0	0.0%	3	50.0%
Black/African American	24	14.7%	8	14.0%	1	11.1%	2	33.3%	0	0.0%
Hispanic or Latino	13	8.0%	3	5.3%	0	0.0%	2	33.3%	0	0.0%
Middle Eastern	0	0.0%	1	1.8%	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	115	70.6%	45	78.9%	8	88.9%	2	33.3%	3	50.0%
Non-Traffic Total	**163**	**100%**	**57**	**100%**	**9**	**100%**	**6**	**100%**	**6**	**100%**

East Precinct Stop Reasons

Drivers

Race/Ethnicity	Traffic Reason Only Count	Traffic Reason Only Percent	Traffic and Other Crime Count	Traffic and Other Crime Percent	Non-Traffic Offense Only Count	Non-Traffic Offense Only Percent
American Indian/Alaskan	25	96.2%	0	0.0%	1	3.8%
Asian	201	99.5%	0	0.0%	1	0.5%
Black/African American	840	97.8%	11	1.3%	8	0.9%
Hispanic or Latino	600	96.0%	7	1.1%	18	2.9%
Middle Eastern	71	100.0%	0	0.0%	0	0.0%
Native Hawaiian	48	100.0%	0	0.0%	0	0.0%
White	2,197	97.0%	24	1.1%	45	2.0%
Total	**3,982**	**97.2%**	**42**	**1.0%**	**73**	**1.8%**

Pedestrians

Race/Ethnicity	Traffic Reason Only Count	Traffic Reason Only Percent	Traffic and Other Crime Count	Traffic and Other Crime Percent	Non-Traffic Offense Only Count	Non-Traffic Offense Only Percent
American Indian/Alaskan	--	--	--	--	--	--
Asian	3	100.0%	0	0.0%	0	0.0%
Black/African American	--	--	--	--	--	--
Hispanic or Latino	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--
White	1	33.3%	0	0.0%	2	66.7%
Total	**4**	**66.7%**	**0**	**0.0%**	**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	9	34.6%	3	11.5%	13	50.0%	1	3.8%
Asian	113	55.9%	31	15.3%	57	28.2%	1	0.5%
Black/African American	336	38.9%	108	12.5%	407	47.2%	12	1.4%
Hispanic or Latino	248	39.6%	74	11.8%	285	45.5%	19	3.0%
Middle Eastern	33	46.5%	4	5.6%	34	47.9%	0	0.0%
Native Hawaiian	29	60.4%	8	16.7%	11	22.9%	0	0.0%
White	833	36.6%	274	12.0%	1,114	48.9%	55	2.4%
Total	**1,601**	**38.9%**	**502**	**12.2%**	**1,921**	**46.7%**	**88**	**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	2	66.7%	1	33.3%	0	0.0%	0	0.0%
Black/African American	--	--	--	--	--	--	--	--
Hispanic or Latino	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--
White	0	0.0%	1	33.3%	0	0.0%	2	66.7%
Total	**2**	**33.3%**	**2**	**33.3%**	**0**	**0.0%**	**2**	**33.3%**

East 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	0.5%	0	0.0%
Black/African American	3	0.3%	0	0.0%
Hispanic or Latino	2	0.3%	1	50.0%
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	11	0.5%	2	18.2%
Total	**17**	**0.4%**	**3**	**17.6%**

Pedestrians

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

East 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	1.0%	1	50.0%	0	0.0%	1	50.0%
Black/African American	8	0.9%	3	37.5%	0	0.0%	6	75.0%
Hispanic or Latino	6	1.0%	1	16.7%	0	0.0%	5	83.3%
Middle Eastern	1	1.4%	0	0.0%	0	0.0%	1	100.0%
Native Hawaiian	1	2.1%	0	0.0%	0	0.0%	1	100.0%
White	21	0.9%	9	42.9%	0	0.0%	12	57.1%
Total	**39**	**0.9%**	**14**	**35.9%**	**0**	**0.0%**	**26**	**66.7%**

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	0	0.0%	--	--	--	--	--	--
Black/African American	--	--	--	--	--	--	--	--
Hispanic or Latino	--	--	--	--	--	--	--	--
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: 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%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	8	7	87.5%	2	25.0%	4	50.0%	2	25.0%	1	12.5%	1	12.5%	1	12.5%
Hispanic or Latino	6	6	100.0%	2	33.3%	5	83.3%	0	0.0%	0	0.0%	0	0.0%	2	33.3%
Middle Eastern	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Native Hawaiian	1	1	100.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
White	21	12	57.1%	1	4.8%	7	33.3%	3	14.3%	1	4.8%	1	4.8%	2	9.5%
Total	**39**	**28**	**71.8%**	**7**	**17.9%**	**17**	**43.6%**	**5**	**12.8%**	**2**	**5.1%**	**2**	**5.1%**	**5**	**12.8%**

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	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Black/African American	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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	26	0.6%	2	7.7%	19	73.1%	1	3.8%	0	0.0%	0	0.0%	4	15.4%
Asian	202	4.9%	9	4.5%	149	73.8%	37	18.3%	2	1.0%	0	0.0%	5	2.5%
Black/African American	863	21.0%	42	4.9%	663	76.8%	88	10.2%	10	1.2%	0	0.0%	60	7.0%
Hispanic or Latino	626	15.2%	19	3.0%	464	74.1%	97	15.5%	11	1.8%	0	0.0%	35	5.6%
Middle Eastern	71	1.7%	10	14.1%	49	69.0%	10	14.1%	1	1.4%	0	0.0%	1	1.4%
Native Hawaiian	48	1.2%	1	2.1%	35	72.9%	8	16.7%	1	2.1%	0	0.0%	3	6.3%
White	2,276	55.4%	137	6.0%	1,618	71.1%	321	14.1%	21	0.9%	0	0.0%	179	7.9%
Total	**4,112**	**100.0%**	**220**	**5.4%**	**2,997**	**72.9%**	**562**	**13.7%**	**46**	**1.1%**	**0**	**0.0%**	**287**	**7.0%**

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	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Asian	3	50.0%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	3	50.0%	0	0.0%	2	66.7%	1	33.3%	0	0.0%	0	0.0%	0	0.0%
Total	**6**	**100.0%**	**1**	**16.7%**	**4**	**66.7%**	**1**	**16.7%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**

APPENDIX K: NORTH PRECINCT CROSS TABULATION TABLES

North Precinct Stopped Subject Demographics

Drivers

	2019		2020		2021		2022		2023	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	21	0.6%	11	0.6%	7	0.4%	8	0.5%	8	0.4%
Asian	122	3.2%	56	3.2%	48	2.9%	48	2.9%	73	3.2%
Black/African American	920	24.2%	504	28.7%	351	21.4%	398	23.8%	564	24.7%
Hispanic or Latino	418	11.0%	184	10.5%	189	11.5%	199	11.9%	351	15.4%
Middle Eastern	55	1.4%	17	1.0%	14	0.9%	15	0.9%	29	1.3%
Native Hawaiian	37	1.0%	13	0.7%	19	1.2%	22	1.3%	22	1.0%
White	2,223	58.6%	971	55.3%	1,009	61.6%	985	58.8%	1,236	54.1%
Traffic Total	**3,796**	**100%**	**1,756**	**100%**	**1,637**	**100%**	**1,675**	**100%**	**2,283**	**100%**

Pedestrians

	2019		2020		2021		2022		2023	
Race/Ethnicity	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
American Indian/Alaskan	0	0.0%	0	0.0%	1	14.3%	0	0.0%	0	0.0%
Asian	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	8	25.0%	3	27.3%	1	14.3%	2	66.7%	1	10.0%
Hispanic or Latino	2	6.3%	0	0.0%	1	14.3%	0	0.0%	0	0.0%
Middle Eastern	0	0.0%	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%	0	0.0%
White	22	68.8%	8	72.7%	4	57.1%	1	33.3%	9	90.0%
Non-Traffic Total	**32**	**100%**	**11**	**100%**	**7**	**100%**	**3**	**100%**	**10**	**100%**

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	71	98.6%	1	1.4%	0	0.0%
Black/African American	536	95.4%	7	1.2%	19	3.4%
Hispanic or Latino	337	96.6%	3	0.9%	9	2.6%
Middle Eastern	28	96.6%	0	0.0%	1	3.4%
Native Hawaiian	22	100.0%	0	0.0%	0	0.0%
White	1,197	97.0%	9	0.7%	28	2.3%
Total	**2,199**	**96.6%**	**20**	**0.9%**	**57**	**2.5%**

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%	1	100.0%
Hispanic or Latino	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--
White	4	44.4%	0	0.0%	5	55.6%
Total	**4**	**40.0%**	**0**	**0.0%**	**6**	**60.0%**

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	4	50.0%	1	12.5%	3	37.5%	0	0.0%
Asian	51	69.9%	8	11.0%	13	17.8%	1	1.4%
Black/African American	283	50.2%	93	16.5%	167	29.6%	21	3.7%
Hispanic or Latino	203	57.8%	51	14.5%	86	24.5%	11	3.1%
Middle Eastern	19	65.5%	4	13.8%	5	17.2%	1	3.4%
Native Hawaiian	15	68.2%	2	9.1%	5	22.7%	0	0.0%
White	633	51.2%	171	13.8%	402	32.5%	30	2.4%
Total	**1,208**	**52.9%**	**330**	**14.5%**	**681**	**29.8%**	**64**	**2.8%**

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%	1	100.0%
Hispanic or Latino	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--
White	4	44.4%	0	0.0%	0	0.0%	5	55.6%
Total	**4**	**40.0%**	**0**	**0.0%**	**0**	**0.0%**	**6**	**60.0%**

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	0	0.0%	--	--
Black/African American	4	0.7%	2	50.0%
Hispanic or Latino	0	0.0%	--	--
Middle Eastern	0	0.0%	--	--
Native Hawaiian	0	0.0%	--	--
White	6	0.5%	3	50.0%
Total	**10**	**0.4%**	**5**	**50.0%**

Pedestrians

Race/Ethnicity	Consent Search: Requests	Consent Search: Rate	Consent Search: Refusals	Consent Search: Rate
American Indian/Alaskan	--	--	--	--
Asian	--	--	--	--
Black/African American	0	0.0%	--	--
Hispanic or Latino	--	--	--	--
Middle Eastern	--	--	--	--
Native Hawaiian	--	--	--	--
White	0	0.0%	--	--
Total	**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	1	1.4%	0	0.0%	0	0.0%	1	100.0%
Black/African American	6	1.1%	2	33.3%	1	16.7%	4	66.7%
Hispanic or Latino	5	1.4%	0	0.0%	1	20.0%	4	80.0%
Middle Eastern	0	0.0%	--	--	--	--	--	--
Native Hawaiian	0	0.0%	--	--	--	--	--	--
White	9	0.7%	3	33.3%	0	0.0%	6	66.7%
Total	**21**	**0.9%**	**5**	**23.8%**	**2**	**9.5%**	**15**	**71.4%**

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	0	0.0%	--	--	--	--	--	--
Hispanic or Latino	--	--	--	--	--	--	--	--
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

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	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Black/African American	6	4	66.7%	1	16.7%	1	16.7%	2	33.3%	0	0.0%	0	0.0%	0	0.0%
Hispanic or Latino	5	3	60.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%
Middle Eastern	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	9	6	66.7%	3	33.3%	2	22.2%	1	11.1%	0	0.0%	0	0.0%	0	0.0%
Total	**21**	**13**	**61.9%**	**6**	**28.6%**	**3**	**14.3%**	**3**	**14.3%**	**0**	**0.0%**	**0**	**0.0%**	**1**	**4.8%**

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	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Total	**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	0.4%	1	12.5%	5	62.5%	0	0.0%	0	0.0%	0	0.0%	2	25.0%
Asian	73	3.2%	3	4.1%	59	80.8%	7	9.6%	1	1.4%	0	0.0%	3	4.1%
Black/African American	564	24.7%	27	4.8%	447	79.3%	53	9.4%	4	0.7%	0	0.0%	33	5.9%
Hispanic or Latino	351	15.4%	11	3.1%	264	75.2%	46	13.1%	5	1.4%	0	0.0%	25	7.1%
Middle Eastern	29	1.3%	1	3.4%	27	93.1%	0	0.0%	1	3.4%	0	0.0%	0	0.0%
Native Hawaiian	22	1.0%	2	9.1%	17	77.3%	2	9.1%	0	0.0%	0	0.0%	1	4.5%
White	1,236	54.1%	63	5.1%	976	79.0%	126	10.2%	10	0.8%	1	0.1%	60	4.9%
Total	**2,283**	**100.0%**	**108**	**4.7%**	**1,795**	**78.6%**	**234**	**10.2%**	**21**	**0.9%**	**1**	**0.0%**	**124**	**5.4%**

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	1	10.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Hispanic or Latino	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Middle Eastern	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Native Hawaiian	--	--	--	--	--	--	--	--	--	--	--	--	--	--
White	9	90.0%	3	33.3%	5	55.6%	0	0.0%	0	0.0%	0	0.0%	1	11.1%
Total	**10**	**100.0%**	**3**	**30.0%**	**6**	**60.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**1**	**10.0%**